



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

DECEMBER 2010

DECEMBER 2010

THIS MONTH'S PROGRAM WILL BE ON
MONDAY DECEMBER 13, 2010.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT. (21D).
- AT THE NEXT CHAPTER MEETING:

JILL WALL FROM THE FARNSWORTH SCHOOL. JILL VISITS US EVERY YEAR TO PROVIDE AN UPDATE ON THIS PREMIER AVIATION MAGNET SCHOOL. SHE WILL HAVE PHOTOS OF SOME OF THE KIDS, TELL US ABOUT THEIR TRIP TO OSHKOSH AND SHARE SOME OF THE SPECIAL PROGRAMMING THAT THEY PROVIDE TO THE AVIATORS OF TOMORROW.

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Who's Who in Chapter 54?

Submitted by Jeff Hove



Name: Jeff Hove

EAA #: 0591433

Occupation: Business Analyst/Software Developer

What aircraft are you building?

Flying C-150F, RV-7A, J-3.

Started building an RV-4 many years ago but didn't get very far.

If you could fly any aircraft, what would it be?

Space Shuttle

Fun aviation story;

Many years ago during a winter flight in my C-150 in formation with a friend in a ***** we found our destination airfield covered with ice so we turned back. My wingman spread out for the cruise home but then started



losing altitude and flying erratically. I couldn't raise him on the radio and was getting nervous so I maneuvered down and joined on him to see what his problem was. I could see him moving around a bit but couldn't tell what he was doing and he wasn't looking around or over at me. It looked like he was having difficulty controlling the plane and was fighting some kind of problem. Later he got back under control and we flew back home and landed uneventfully. When I asked him what he was doing on the return flight he answered that he really had his heart set on using a bathroom at the destination airport and when we cancelled the landing he couldn't hold it anymore so tried to relieve himself into a pop can. He couldn't lean forward enough so he unbuckled and tried to crawl up and kneel sideways on his seat but then his headset flipped off into the back-seat at a time when his hands were busy and the airplane wasn't trimmed well so would roll off and dive to the right every time he let go. He was only partially successful in his efforts and was pretty frustrated at not having a few more hands to manage everything at once. Our later flights had an extra step on the pre-departure checklist.

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY LEIF ERICKSON

First of all, let me offer my congratulations to our two newly elected Class II Directors, Jim Pearsall and Tom Gibbons, and to incumbent Director Jeff Hove. According to the Chapter By-laws, they will assume their new positions at the close of the December meeting. I look forward to the two new faces on the Board and to work with them on issues that will move the chapter forward.

The first Board meeting of 2011 will be held on Saturday, Jan 8 at 10:00 AM at the clubhouse. I will publish and distribute an agenda prior to the meeting. Traditionally, the first Board meeting approves the 2011 budget and begins the planning process for the upcoming year's chapter events. I encourage all members to mark that date on their calendar. The meeting will be open to all chapter members to attend and provide input.

In February, our Education Committee, Art Edlund, Paul Rankin, John Renwick, and Dave Becker will begin the 2011 Private Pilot Aviation Ground School Course. Information about this year's class is available on the Chapter website. Advertising for the course has been sent to area newspapers, in the form of a press release, and to airport managers and FBO operators in the Twin Cities area, eastern Minnesota, and western Wisconsin. We look forward to another successful class and helping new people become private pilots. One chapter member suggested we reimburse the course fee to each student that passes the written FAA exam. This would be an incentive for them to take the exam promptly after completing the course. Another member asked about including Sport Pilot requirements in the course content.

A question has also arisen about the need for Chapter 54 to have a presence of Facebook. I admit to being Facebook illiterate. Several chapter members, other friends, and former students have asked me to be their Facebook "friend." I accepted their invitations but have not faithfully followed their Facebook sites. I understand that Facebook is a major form of social interaction and communication between people, particularly younger people. To connect with them, perhaps chapter 54 should be involved in that method of communication. If any chapter member is a Facebook expert, and is willing to be a Chapter 54 "Facebook Master", they are asked to please contact me.

At the November meeting we welcomed four new members to the Chapter. Our membership Chairperson John Renwick will announce them when the membership paper work is completed. We had nearly a full house at the November meeting to hear Hugh Sontag's presentation about his flying adventure to Idaho in his Titan Tornado. It was an excellent program and thanks to Hugh for sharing it with us.

2011 Calendars are now for sale in the clubhouse. The price is \$10 each. When you pick one up, please leave a check, payable to EAA Chapter 54, in the treasurer's manila envelope on the front desk. I only ordered 15 calendars. If they sell and there is more demand for more, we can easily order more. They make great Christmas presents!

Our next meeting will be Monday, Dec 13. Mark your calendars now. The program has not yet been announced. When it is announced, the chapter website will be updated with the information and, if time permits, published in the newsletter. I look forward to seeing everyone on December 13.

Chapter 54 Welcomes our Newest Members!!

John and Christine Weigel are from Hudson, WI. John is a private pilot, and they fly a Cessna 182P, located at Osceola (OEO). John is a technology manager for Wells Fargo in Minneapolis, and he's building a Zenith CH750.

John Haggerty, is retired, also living in Hudson. He has single- and multi-engine and instrument ratings.

Please welcome Becky Shipman to the chapter! She's an engineer for 3M, lives in Woodbury, has a Sport Pilot license, enjoys flying, motorcycling, hiking and camping, and is hoping to build a Zodiac 650B.

Keith Bogut has rejoined EAA 54 after a couple of years' absence from the active roster. He lives in Lake Elmo, is a budget analyst for the State of Minnesota, and is working on a Sport Pilot rating. He likes flying, learning to build kit planes, photography and camping.

If you see any of these new members around the clubhouse or airport, please say Hi and make them feel welcome!



Chapter 54 Directory

President
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Membership Director
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Young Eagles Director
Dave Becker
youngeagles@eaa54.org

Newsletter Editor
Tom Gibbons
Newsletter@eaa54.org

Chapter members meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon. The newsletter is printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.

21D RCO 118.625
21D Unicom: 122.8
21D AWOS: 120.075
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')

EAA CHAPTER 54 TREASURER'S REPORT

BY PAUL RANKIN

EDITORS NOTE: AS DISCUSSED AT A RECENT BOARD OF DIRECTORS MEETING, THE TREASURER'S REPORT WILL NOW BE ON OUR WEBSITE AT WWW.EAA54.ORG/MEMBERSONLY

Editors Note: These great pictures/calendars are pulled from the EAA website, www.eaa.org/wallpaper. They can be used for your screen savers!



In Russia the military has almost free reign of the airspace. While flying with a test pilot instructor in an L-39 jet trainer, he let me fly low-level terrain following at 20 meters then go up and do aerobatics in and out of a broken cloud deck. It was incredibly fun to pull up into a loop, punch into a cloud, break out over the top, then pull back down into the cloud. On the return to the field he suggested I fly the ILS approach. That was going ok so he said that was too easy because we were so far out and I should try it inverted, so over we went holding inverted for 20 seconds at a time, then upright to let the oil tank refill then back inverted again. We finished off with an inverted "missed approach" high-speed pass down the runway at 100 meters, waved at the tower, then rolled upright to a 5g pull-up into down-wind, a double-aileron roll, then gear down, flaps down, and landed. Those Russian test pilots might not get paid much but they sure know how to have fun.

Who is an inspiration to you in aviation?

Anyone who can land a tail-dragger in a gusty cross-wind, or has the discipline to complete a home-built or restoration.

What person/s in aviation would you like to have lunch with? Bob Hoover.

Describe your first airplane ride: In 1984 I rode in a deHavilland Beaver next to the open cargo door and watched the right wheel lift off the grass. A few minutes later I parachuted out from 2500 AGL. Had around 40 jumps before I ever landed in a small plane (C-185 after clouds closed in and we couldn't jump), and about 70 before I flew without wearing a parachute (with Dave Fiebiger in his Sierra).



What is your favorite airplane to fly? Each has its unique attractions, but the RV-7A is the overall nicest plane to fly. Excellent visibility, smooth and sensitive controls, great climb rate, fast, and economical.

How long have you been a pilot and what do you fly?

Since 1986. Own a C-150F and partner in a Yak-52. Also fly my father's Piper Warrior and RV-7A plus several other planes belonging to friends.

Unique airplanes you've flown/taken a ride in? *Skydived from:* DHC-2 Beaver, Beech 18, DC-3, Cessna Caravan, Short Bros. Skyvan (where you run out the tail-gate), Bell 43, Bell 206, Hughes 500 (plus less unique C-180,182,185,206)



Pilot/co-pilot: T-34, Siai Marchetti SF-260, L-39 Albatross, MiG-25 Foxbat, T-6 Texan, Swift, Extra 300, N3N biplane, O-58 Grasshopper, RV-4, RV-6, RV-7A, UC-78 Bobcat, Yak-52, Glasair, Mullicoupe.

Simulators: C-130, 747-400

(Plus less unique: Beech Sierra, Warrior, Tomahawk, C-150/152/172/182, Bonanza, Tri-Pacer, Citabria, Musketeer, J-3 Cub, Apache)

Passenger: Soviet Mi-8 helicopter, Bellanca Viking, Beech Sierra, Ercoupe, Barron, C-185 Amphib.

What do like about Chapter 54?

Active chapter with helpful people, many events, and interesting meeting presenters.

How did you get interested in aviation? Was interested in rockets, spacecraft, and airplanes since early childhood but afraid to actually fly. Joined skydiving club in college, then my father took flying lessons at Lake Elmo and bought Piper Warrior N21522 and put on leaseback at Mayer Aviation. I was able to take lessons for just the price of fuel and instructor, so got my license but then was a bit bored. Bought my C-150 from a pilot on the field who lost his medical. Didn't fly much though until I got into aerobatics, formation flying, and learning to fly a wider variety of planes. Now I fly almost every weekend.

What do you hope to accomplish in aviation in your lifetime?

Compete in aerobatics. Perform in a local airshow (already did as a skydiver). Instrument rating, MEL, CFI.



Chapter 54 Meeting Minutes

By Dale Seitzer

Meeting called to order by Leif Erickson

Visitors: Becky Shipman—interested in Zodiac aircrafts, Mark German—building a Rans S7, Ralph Burlingame – Kolb

New Members: John Hagerty flew in the Navy, Joe Radlinger just got private pilot's license, John Weigel member of flying club in Osceola and interested in Zenith 750 and Keith Bryant a lapsed member rejoining and taking flying lessons.

Thirty eight people in attendance.

Roger Westerberg passed tests and is now a licensed A&P

Update on Mark Kedrowski's condition – Improving slowly, more information at caring bridge.com / Mark Kedrowski

Paul Hove showed a short video from the television show Flightline (Channel 41 Sunday morning at 9:00 am) The show provided details about the 3 WWI replicas that were at our Aviation Day.

Hugh Sontag provided a very informative and entertaining presentation of his trip to back country airports in Utah. The trip demonstrates the capabilities of light sport and experimental aircraft. Hugh explained the trip was more of a camping trip with airplanes than a simple cross country flight.

Stops included Phillips SD, Hewlett WY, Powell WY, Dylan UT, Chalice UT, Smiley Creek UT, Johnson Creek UT, Indian Creek and Yellow Pine UT, McCall UT, Slate Creek UT, Chamberlain UT, and Elk City UT. Some of these were campgrounds with runways.

The trip occurred in late September and in the mountains, they experienced below freezing weather and several days fogged in.

He studied mountain flying books and followed several rules for mountain flying – Watch your airspeed, know your airplane performance expectations, respect density altitude.

The business meeting continued:

Treasurer's report was approved unanimously.

Elections for Director:

Jim Pearsall, Jeff Hove and Tom Gibbons.

All were elected unanimously.

2011 EAA Calendars are available for \$10 each

Calendar of Chapter Events are printed and available in the clubhouse or online at the chapter website.

There is a need for storage space for the benches from the airplane viewing area.

Dave Becker reported the Young Eagles program was very effective—166 Young Eagles flown on Saturdays and an additional were flown by John Schmidt with a 2010 total of 193.

Art Edlund reported the chapter Ground school begins February 3 2011. Monday and Thursday night from 6 to 9 pm. Cost is \$100 plus the cost of books and includes a free chapter membership. Any member may sit in on any portion of the ground school.

Tom Gibbons, Newsletter editor is always looking for material. He will accept and transcribe handwritten material. He is looking for news and photos too.

Meeting was adjourned.

Submitted by Dale Seitzer Secretary

Pilots Lounge

Tailwinds Flying Partnership, based at Lake Elmo Airport, has new membership openings available. Visit www.tailwinds21d.org for more information.

We are a partnership of 38 pilots and own three Piper aircraft. Our goal and philosophy are to fly great airplanes inexpensively. We strive for consistency in equipment among our three airplanes. To inquire about membership, please send an e-mail to Mark or call 651-982-6275.



SLSA Flying Club Forming...

Chapter 54 member Jim Pearsall is organizing a SLSA Flying Club at Lake Elmo, 21D. Contact him with your questions.

21D SLSA FLYING CLUB FORMING

Looking for people

Then will find an airplane

Organizing
Jim Pearsall

Phone: 651-494-4579
E-mail: pjpearsall@gmail.com



FOR SALE:

1) 4130 Gas Welding rods - 36" X 1/16" - I have 7 pounds of new rods I can part with. Each rod stamped with alloy ID. \$10 per pound or offer for the 7 pounds.

2) Vertical Card Compass lighted model - Precision Aviation, Inc - stamped 6/23/2004

\$50 or offer.

Dave Syverson ddsyverson@comcast.net or see additional contact info in Membership List.

For Sale:

60' x 48' Hanger, 54' door, small office, bathroom, well, holding tank, natural gas heat, 18' high ceiling, and 5HP compressor.

Asking \$80,000.00 or best offer.

1967 Cessna 182C, 2518 Total time. Very good older airplane. Call for details. Flies straight and true.

Asking \$50,500 or best offer.....

2006 CT-SW Light Sport with about 200 hours Total time. Has everything on it. Asking \$90,000.00.

Call Jim Michalski at 612-618-1011 or see all of this at 13C Alfa Lane at the Lake Elmo Airport (21D)

E-mail is Jmkreps@comcast.net .

EAA Chapter 54

Private Pilot Ground School

Mondays and Thursdays from February 3 to April 25, 2011

Located at the EAA Chapter Clubhouse at Lake Elmo Airport

Visit www.eaa54.org to sign-up and get more information

Class sessions are held at the EAA Chapter 54 clubhouse at the "B" entrance to Lake Elmo Airport (21D). The initial sign up and enrollment meeting for the 2011 class will be held February 3, 2010 at 6:00 PM. Classes will be held on Mondays and Thursdays from Feb. 3, 2011 through April 25, 2011. There will be no classes on Feb. 14, March 14, and April 11 as these dates are reserved for the monthly meeting of EAA Chapter 54. Class times are 6:00 PM to 9:00 PM. See complete [schedule](#) at www.eaa54.org

Successful completion of this course will prepare the student to take the FAA Private Pilot Written Examination. Class size is limited so you are encouraged to sign-up early.

Course Materials and Cost



Jeppesen course materials are used. Student kits can be purchased at [Valters Aviation](#) at the Lake Elmo Airport (21D) in advance of the class or they may be purchased at the enrollment session. Estimated costs for these course materials is \$200.00. In addition, students will pay a course fee of \$100.00 at the enrollment session.



Young Eagles Report
by Dave Becker



We have completed our regularly scheduled 2010 year of flying Young Eagles. Our year-to-date total, including Young Eagles flown by members flying kids outside of our scheduled events, is 195. Thanks to all the pilots and ground support people who made this year another safe and successful one.

It is now time again to submit names of prospective candidates to attend any one of the three categories of EAA Air Academy camps listed below for the 2011 sessions. If you know of a young person who you feel is a good candidate for our Chapter 54 to sponsor, send the candidate's name and contact information to Dave Becker at youngeagles@eaa54.org. Chapter 54 sponsorship means that our Chapter 54 will pay for the remainder of the tuition after the parents pay for the deposit. Deposit amounts are \$100 for Young Eagles camp ages 12-13, \$150 for Basic camp ages 14-15, and \$200 for the Advanced camp ages 16-17. If we get more candidates than we can comfortably sponsor, we will have a selection process to select the number we can sponsor. We pay for this sponsorship by using Young Eagle credits issued by EAA for each child flown by pilots who have flown 10 or more kids during the previous year and the remainder money comes from our bank account.

Young Eagle Camp ages 12 and 13

Session 1: June 13 – 17, 2011

Session 2: July 12 – 16, 2011

Basic Camp ages 14 and 15

Session 1: June 19 – June 24, 2011

Session 2: June 26 – July 1, 2011

Session 3: July 5 – July 10, 2011

Advanced Camp ages 16, 17, and 18

Session 1: July 19 – 27, 2011

Session 2: July 29 – Aug 6, 2011



The EAA Air Academy is an exciting aviation summer camp for young people, and takes place at EAA's Headquarters in Oshkosh, WI. The camp is based in the picturesque Air Academy Lodge which is next to the runway at Pioneer Airport. Every day is filled with aviation activities; working as a team in the flight simulators, learning how things fly, making flying objects of their own, and getting "up close" to over a hundred different airplanes in the EAA Museum. One of the highlights of their week at the EAA Air Academy is an airplane flight.

Our Young Eagle events are scheduled every second Saturday of each month from May through October starting at 9:00 a.m. Parents should pre-register their children for an event ahead of time by going to www.eaa54.org and clicking on the Young Eagles page to sign up for a flight. To view the many great Young Eagle photos, go to: <http://www.eaa54.org/YEPhotoGallery/YEGallery.html>

If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the second Saturday of the month and see what Young Eagles is all about. You can also indicate on your yearly chapter renewal form that you want to be involved with our Young Eagles Program.



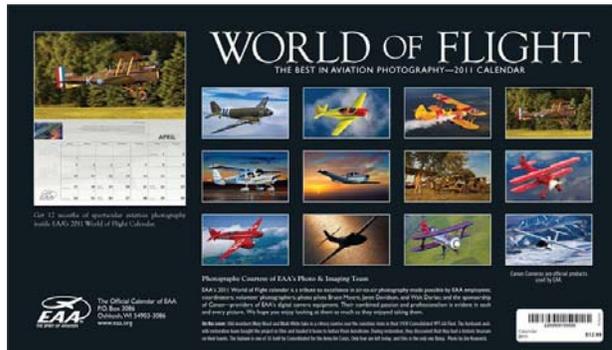
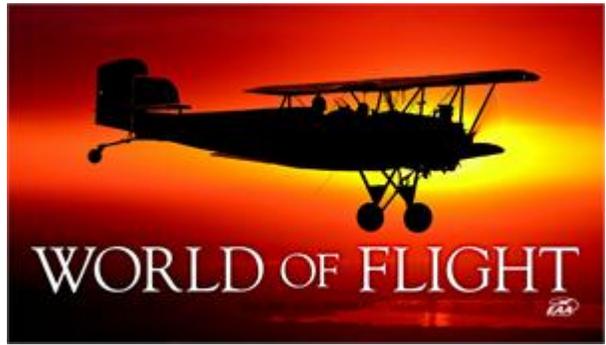
TAXI TALK
{Interesting happenings compiled by the editor}

MERRY CHRISTMAS and **Happy Holidays** to all our members! Hope all will find that great aviation gift under the tree that you have always wanted.....or maybe under a tarp at the hanger!

Also, of course I have to mention that in December it is also the anniversary of the first powered flight by the Wright Brothers, December 17, 1903. Without this famous time in history we may never have enjoyed our passions which we enjoy with aircraft.



In the photo on the right, I was riding the brakes (in the cockpit) on the American 737 one nice day last summer when we towed our aircraft from the gate to this ramp. That is an AH-124 from Russia sitting on the ramp! Our aircraft is just to the left of it just being towed to a parking spot. We never know what visits the MSP International Airport !



2011 World of Flight Calendars
 Now For Sale
 \$10 each
 Makes a Great Christmas Present



Contact Information for Newsletter Stories

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QUOTE OF THE MONTH

With a short dash down the runway, the machine lifted into the air and was flying. It was only a flight of twelve seconds, and it was an uncertain, wavy, creeping sort of flight at best; but it was a real flight at last and not a glide.

- Orville Wright, first flight of a heavier-than-air aircraft.