



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

FEBRUARY 2009

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THIS MONTH'S PROGRAM WILL BE ON
MONDAY FEBRUARY 9, 2009.

- **SOCIAL HOUR STARTING AT 7:00PM.**
- **MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.**
- **AT THE NEXT CHAPTER MEETING:**
- **Len Bergers, the Director of the American Wings Aviation Museum at the Anoka County Airport in Blaine, will speak about the mission of the museum and its collection of restored military aircraft**

Chapter Member's Flight in a B-17

By Patrick Norris

This past December I had the chance to take a ride in the B-17 Aluminum Overcast. The flight was part of the B-17 Fantasy Flight Camp sponsored by EAA. The Flight Camp also included a behind the barricades tour of the Air Venture Museum, learning about the aircraft, and its systems.



The adventure began when I received an invitation from EAA to attend one of their fantasy Flight Camps. All of them looked interesting, but I was drawn to the B-17 Camp. I had always been fascinated by this aircraft.

There were only eight of us for the Fantasy Camp. We had two people join us from England. They joined us because the aviation regulations of Great Britain prohibit aircraft like the B-17s from carrying passengers in flight. So, this became their best option for getting a flight in the Fortress.

On the first night we received our introduction to the camp. Later that night we went over to the AirVenture Museum. I'd been there before, but this time it was different. This trip, we got a tour by the director of the Museum, and we got to go behind the barricades and get up close and look into the aircraft. It was fun, I even got to sit in the Aerocar, go aboard the B-25 and climb into the de Havilland Mosquito. The director also showed us the Museum's archives and described the new Founder's Wing of the Museum.

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY DALE SEITZER

Our Vice President, Leif Erickson, has been arranging our speakers and doing all the very effective public relations and media contact. He does a great job and his excellent work is greatly appreciated. The Vice President duties are not easy so please forward your ideas for speakers directly to Leif.

By the time you read this our ground school will be up and rolling. Congratulations to those who are starting their aviation education. Remember, current members can audit the training for free.

Look for the Clubhouse Addition Building Party schedule later. We want to make the project an enjoyable time and we want plenty of volunteers so the burden does not fall on too few shoulders.

We are also considering methods to help members get to know each other and thereby make a more welcoming group. There are 3 volunteers so far -- please contact me if you have ideas to help make the club more welcoming and approachable.

Please consider donating your airplane models for the club house. A volunteer will mount them to the ceiling. It would be cool if there were dozens of colorful models on display.

We have an opportunity to host a light sport inspection (16 hours) mechanic training in April but need a hangar and a light sport type plane to use for demonstration. Please contact me if you are interested in the training or to volunteer your plane.

I am still gathering information on tools and equipment owned by the club. I want to develop an inventory and locations for the entire club owned tools and equipment.

Recently we received an awesome book donation—dozens of excellent books and series about many different forms of aviation. Check out our library – sign out a book or two.

Our newsletter is available on our website: <http://www.eaa54.org/>. Our newsletter can be printed and mailed to you if you do not have internet access.

The highlight of the whole weekend was the B-17. Saturday morning began with the history of the B-17. We learned that the B-17 began as Boeing's Model 299 in 1935. It was the only four engine for a new bomber designs. The Model 299 later crashed on takeoff.



The Army continued to buy small quantities of upgraded B-17s (the A, B, D and D models) before the War. Thanks to the British, Boeing learned about the deficiencies of their design. Boeing developed the E model, which had the distinctive tail with its tail gun position. Actually, the tail was stolen from Boeings Model 307, and the tail was also used on the B-29.

The history section also addressed a few variations of the B-17. I already mentioned the 307. It was an airliner based on the B-17, and it shared the same wing and even had the wing span (103 feet, 9 and 5/8 inches). One variation was to add Allison engines instead of the old dependable Wright Cyclones. This was done because

there were fears that the Wright engines might not be available in the numbers that were needed. Only one XB-38 was built, and it crashed after several test flights. The final variation was the XB-40. This was an escort aircraft, loaded to the gills with machine guns, and it was the first B-17 to be equipped with the chin turret.

After lunch on Saturday, we had our flight. We boarded Aluminum Overcast in the hanger and she was pulled out. This was an exciting moment as the engines were started and we heard the roar of four massive engines. After takeoff, we were free to move about the cabin and take pictures. I took all that I could. I thought the view from the bombardier's position was the most stunning. It was fascinating to see the ground under what would be the nose of most aircraft.



The rest of the day was spent with aircraft systems. We learned that Aluminum Overcast is equipped with turbochargers, but they have been disconnected. We also learned that the B-17 used electricity to power most of its systems. In fact, the only hydraulic systems were the cowl flaps, and the brakes. It was amazing to learn just how cutting edge this aircraft was in the days when it was new.



Sunday was spent finishing our tour of the aircraft, and its systems. I spent a wonderful few minutes sitting in the pilot's seat (oh how I wished I could have logged some time flying her). I tried out the ball turret (talk about a tight squeeze). And basically, I spent as much time as I could, getting a feel for this aircraft. One of the concerns we've all heard about is the problem with spare parts for these old warbirds. In this case, EAA is in good shape. They had been able to locate a source for spare parts. Someone had decided that he wanted his own B-17. So he collected parts, and enough parts to fill a hanger. EAA was able to purchase all of the parts. So, they now have spare engines, skins, tires and other assorted parts. The only thing they are lacking is tail wheels. Fortunately, someone is trying to set up an STC to replace the tail wheel with a main gear wheel from a Blackhawk helicopter.

This was a fascinating and entertaining trip. The highlight was the flight, but there were just so many things to enjoy about the trip. It was a treat to get such a close look at some of the aircraft. I hope to have the chance to do something like this again.



Chapter 54 Meeting Minutes

January 12, 2008

By Bettie Seitzer

Treasurer's Report: The report was approved as published.

Secretary's Report: Secretary's report was approved as published

Summary of Annual Board Meeting:

The proposed new by-laws were approved by the requisite number of voters and will take effect immediately. The by-laws are available on the website.

A motion to schedule quarterly board meetings was defeated 6 to 2. However, the by-laws were reviewed and all agreed that board meetings should be scheduled as often as necessary to manage club business. (Extra meetings will certainly be necessary during construction of the clubhouse expansion.) Brief meetings of the board can be held before the monthly meetings when required. The club's annual banquet will be scheduled for May 11; Bettie Seitzer will serve as committee chair (unless someone else would like to do it this year). It was suggested that we go back to the Lake Elmo Inn Conference this year. Please contact Bettie to volunteer for the planning team.

Construction on the clubhouse expansion will resume in April (foundation was laid last fall).

April 25th has been set as the kick-off weekend. May 2 will be the rain date.

Dave has drawn up plans for a modular construction process that will allow volunteers to work in small teams assembling wall panels and putting them into place.

Lunch and beverages will be provided to workers. Volunteers will be recruited to help with meal planning and prep.

This will be a fun project – so mark your calendars now. Upcoming month's newsletters will include more detail about the work process and steps.

Members can be reimbursed for travel on club business; they must get prior approval from the board and submit all receipts.

We hope to send a work party to Oshkosh again this year, but have not received dates and particulars from National yet. That information will be passed along as soon as it is available.

We will continue to pair new members with a mentor to maximize the value they get for their membership. It is requested that all club members consider serving as a mentor.

A motion was made and passed that the membership committee develop a plan to improve the inclusion of new members and maintain an open and welcoming atmosphere in the clubhouse on Saturday mornings.

Paul Rankin submitted a very well prepared budget including analysis of past expenses and expected expenditures for this year. The final budget was

approved unanimously and will be made available to any member wishing to review it.

Old Business:

2009 Calendars are still available

New Business:

New planes have been hung from the ceiling; we need to collect information about the models – what type of plane they are, and a little history.

We will be receiving additional books donated by Chauncy.

Going to the sport aviation expo in Sebring and will bring back pictures and stories.

A suggestion that we feature articles about some of the books in our library, encouraging members to take advantage of these.

CHAIRMEN REPORTS:

Young Eagles (Dave Becker): A group of students from the MOA are ending their semester in January; they would like to have young eagle flights. Dave will attempt to get pilots together if it looks like weather will be acceptable for flying. If you are a regular volunteer, thank you! If you have never volunteered, and would like to, please contact Dave.

Flying Start and Education (Art Edhlund): we have about 6 people enrolled in the class. Remember that as a member you can audit any or all of the class sessions. You can select those sessions covering material that you would like to refresh your knowledge of. The St. Croix Valley press published an article about the ground school.

Housing (Dave Fiebiger): no report

Membership (John Renwick) no report

Newsletter Editor (Tom Gibbons): Articles do not write themselves, people! Get busy and submit some interesting articles about your experiences, share your lessons learned. Pictures are a great addition to every newsletter. We would like to feature members and members' planes in articles. Newsletter@eaa54.org

Meeting adjourned. At 9:12 p.m.

Respectfully submitted:

Bettie Seitzer

Secretary

EAA Chapter 54

Pilots Lounge

Welcoming a new Member!

Dave Holmes lives in White Bear Lake and is a mechanical engineer, working for PaR Nuclear/Westinghouse. He's a private pilot, and has built wings for a Pitts. Please welcome him to the chapter!

Final Flight

Parts taken from his original obituary

Laurence "Larry" Berg, of Houlton, WI, along with his beloved wife Vicki Garves-Berg, and dear friend Brett Weller, died tragically in a plane crash near Menomonie, WI on January 30, 2009. Among his many pursuits, Larry was an accomplished sailor and sailboat racer on the Great Lakes; an avid helicopter skier, a certified ski instructor. Larry also developed a passion for flying and was a licensed pilot with an instrument rating. As both an enthusiastic and meticulous pilot, Larry had plans for developing a charter business upon his retirement. Larry graduated from Stillwater High School and attended Bemidji State University and UW-Eau Claire. He was employed by Andersen Corporation in Bayport, MN since 1977, and attended Bemidji State University and UW-Eau Claire. He was employed by Andersen Corporation in Bayport, MN since 1977.

Larry Berg partook in our Private Pilot course in 2005 and was a member until he didn't renew in 2007. Larry gained is private pilot license and bought a Grumman Cheta which he recently sold and bought a SR-20. He attended a IFR course in Kansas recently and received his IFR rating.

His SR-20 disappeared from MPLS radar on January 30 near Eau Claire on a flight from Sheboygan to New Richmond. Early reports indicate that all 3 aboard perished in the crash.

Larry will be sorely missed around the airport.

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Hanger Talk

Happenings and Classifieds from around the field compiled by the editor

FOR SALE:

COLLINS VHF 251 COM , COLLINS VIR 351 NAV , TWO KING ADF'S , KR 86 AND KR 85 AND INDICATOR, NARCO 840 LORAN , ALL FOR \$300 O.B.O.
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Hangar for sale or rent. Dry and comfortable, insulated, sheetrocked, and heated. 55 x 50 with a 45 foot door and 14 foot sidewalls. This hangar is of the 110 mph wind resistance construction with large posts and all knee braces. It has an attic. Nice high East and West windows allow enough light in the daytime that you don't even need the dozen eight-foot HighOutput fluorescents. It has 200 amp service and plenty of outlets and is wired for telephone or DSL.

Please call Bob or Ileen Waldron 952-652-3000 (local call)

EVENTS CALENDAR

February

February 14 2009, 11:00 to 15:00, Annual Valentine's Sweetheart Ski Plane Fly-In, www.aitkinaviation.com, Aitkin Municipal Airport,(KAIT), Saturday & Sunday February 14 & 15, 2009. Mike's Famous Chili, Hot Dogs with all the fixings, Hot Apple Cider. Ladies who fly-in get a silk rose. R/W 08-26 groomed for ski planes. Snow road to the gas pump., Jake Carlson, 218-820-5114, capaeo@yahoo.com

February 21 2009, 11:00 to , Chetek Ski Fly-in, , Gilligans Sports Bar and Grill,(Y23), Ski Fly-in on Pokegama Lake one mile north of Chetek airport (Y23). Event hosted by Gilligans sports bar and Grill Saturday February 21st in conjunction with Chetek winter carnival. Gilligans is on the south shore of Pokegama lake adjacent to County road D. Chetek Wisconsin is approx 70 NM northeast of Minneapolis. Unicom 122.9. You can email me for more info and ice conditions. Jim@Desser.com Plenty of food and a bonfire. They will have music outside as well. Let's hope for a day like last year. We also will raffle some rides for charity so please contact me if you would be interested in giving an airplane ride. This is from 11:00 to ???. They also have a few cabins for rent. Please contact them for rentals at 715-924-3166 , Gilligans Sports Bar and Grill, 715-924-3166, Jim@Desser.com

February 28 2009, 10:00 to 15:00, Duluth One Aviation Winter Fest , <http://www.duluthaviationinstitute.org> , Sky Harbor,(KDYT), Hangar 10, Duluth, MN Fly, Food, Fun, Family, Oliver Andre Rosto Smorgasbord Extravaganza, Scooter Raffle, Young Eagle Flights hosted by EAA Chapter 272. Weather Date - March 1st. Celebrate Oliver Rosto's first flight in his Rosto Monoplane in 1913. Rosto was Duluth's first experimental builder and pilot., Mark Marino, 218-310-2333,

April

April 18 2009, 10:00 to 16:00, Commemorative Air Force, MN Wing Hangar/Garage Sale, <http://www.cafmn.org>, Fleming Field Airport,(KSGS), Join the CAF for a Hangar/Garage sale. We will have many items for sale from airplane parts to household items to computer stuff! Don't miss your chance to great a deal on just about everything! All proceeds from the sale go towards the CAF (a local 501c3). Come and enjoy some food while you shop! , Amy or Roby , 651-455-6942, info@cafmn.org

April 25 2009, 7:00 to 12:00, Second Annual FVTZ Pancake Breakfast Fly-In, www.Fvtc.edu/aviation, Wittman Regional Airport ,(KOSH), Pancake breakfast, open house for all aviation programs, Jared Huss, 920-232-6024, huss@fvtc.edu



Young Eagles Report by Dave Becker

It is time to submit names of prospective candidates to attend any one of the three categories of EAA Air Academy camps listed below for the 2009 sessions. If you know of a young person who you feel is a good candidate for our Chapter 54 to sponsor, send their name and contact information to dave-becker@comcast.net by **March 31, 2009**. 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, \$150 for Basic camp, and \$200 for the Advanced camp. If we get more youths 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 one dollar credits issued by EAA for each kid flown by pilots who have flown 10 or more kids during the previous year and the remainder money comes from our bank account.

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. Imagine a view like that from your bedroom window. Here they eat, sleep and make great friends. Every day is filled with aviation activities; working as a team in the flight simulators, learning how things fly, making flying things 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. Camps typically are five days long.

2009 Season:

Air Academy Young Eagles Camp - Ages 12 and 13

Session 1: June 15 – 19, 2009

Session 2: June 21 – 25, 2009

Air Academy Basic Camp - Ages 14 – 15

Session 1: June 27 – July 2, 2009

Session 2: July 6 – July 11, 2009

Session 3: July 13 – July 18, 2009

Air Academy Advanced Camp - Ages 16, 17 and 18

Session 1: July 21 – 29, 2009

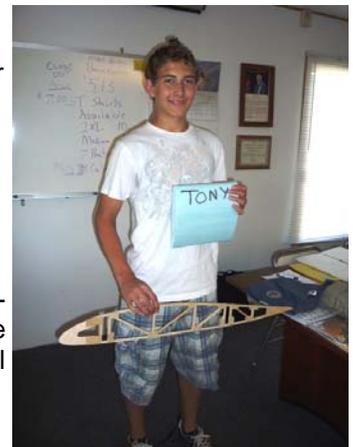
Session 2: July 31 - August 8, 2009



The photos here are of our two sponsored kids from 2008, Tony Yorga holding his projects and Christian. Both of who enjoyed their experience immensely.

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 kids 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 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}

HAPPY VALENTINES TO ALL

.....and may the love of aviation or your aircraft not outweigh the love of your spouse!

Vacation!!!

I have been on vacation this past week and although one would be smart to go somewhere warm, especially when one works outside, I elected to visit a Pulsar (my aircraft) builder just north of Philadelphia. The weather never got above 45 degrees and it snowed a couple of days when I was there so again I thought, what am I doing here? I really enjoy visiting fellow Pulsar builders and I had promised him I would do it one of these days. I e-mailed him just a couple of days before I was to leave so I thought it would not work but he welcomed me with open arms and was looking forward to it. I work for American Airlines so after work on Saturday, Jan. 31 I caught a flight to Chicago (ORD) which continued on to Philadelphia (PHL). The flight to ORD was clear with a beautiful sunset arrival.



An hour later I was off to PHL and another nice flight where upon arrival my friend and his wife picked me up and we headed to their house. They live about an hour and a half north of

PHL up in mountains in a beautiful new home he did most of the work on. The next day we

watched the Super Bowl at one of their daughters home in New Jersey. Then the next couple of days we would go downstairs where he is working on his Pulsar and I would help him. He has a series three which has a lot of nice upgrades.

One night we headed south to Lancaster, PA for an EAA meeting for Chapter 540 which was really neat.



Note the number only with an extra "0"! They experience the same thing we do, how to get more members to attend, where to fly to, where to meet, etc. Kind of fun to see a different chapter meet and although they only had a dozen show up that night they were happy to have me.

Then on Wednesday it was time to head home and I caught a flight out of PHL around 2PM. Again, another clear day and as usual, I tried to follow the path on my sectional. My connection flight out of ORD was quick and the northern path took us up along Lake Michigan and over to Eau Claire. We passed right by



Oshkosh and you can barely make it out in this picture which is just to the right of the wing tip. I love to fly in airliners when I can look out the window and see the world pass

by. All in all just a fantastic trip!

Contact Information for Newsletter Stories

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Phone # 651-777-5887

E-Mail: newsletter@eaa54.org



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3275 MANNING AVE. N. SUITE #7
LAKE ELMO, MN 55042**

QUOTE OF THE MONTH

**We who fly do so for the love of flying. We are alive in the air
with this miracle that lies in our hands and beneath our feet.**

—Cecil Day Lewis