



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

FEBRUARY 2010

## FEBRUARY 2010

THIS MONTH'S PROGRAM WILL BE ON  
MONDAY FEBRUARY 8, 2010.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- To Be Announced! Please contact the Chapter Vice-President for information.

## Who's who in Chapter 54

By Marlon Gunderson



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Name:

**Marlon Gunderson**

EAA #:

**0521423 VAA member also**

Occupation:

**Electrical Engineer, Airborne Computing and Tactical Avionics, Lockheed Martin Corp.**

What aircraft are you building?

**SkyRaider II kitplane with 50hp Rotax.**

**Similar to Avid or Kitfox, but tandem seating. Purchased last June as a partially built project. I have completely disassembled it to redo some (Poly Fibre) fabric work that I'm not satisfied with and to fix some hangar rash it has accumulated. I have some cowling and cooling work to do along with installing the engine and adding the controls, panel, and instrumentation.**

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

**Grumman Albatross or Widgeon; in the Caribbean.**

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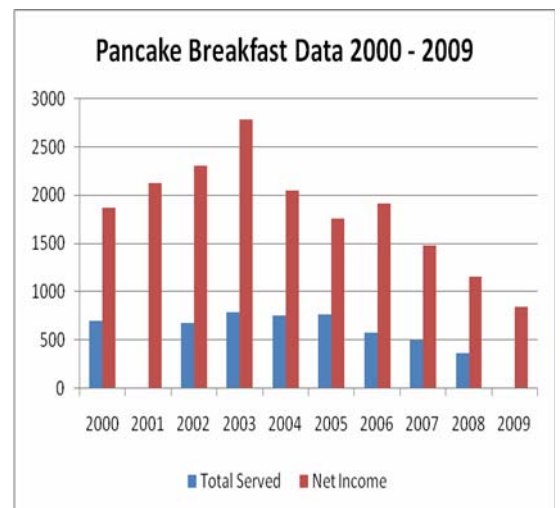
## FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY LEIF ERICKSON

Greetings from St. Simons Island, GA. There are thunderstorms in the area this morning, January 21, so the air is unseasonably warm and humid. We are in the warm sector of a low pressure area centered in Arkansas. The air feels good – just like an April shower following a cold MN winter. It is a good time to write my column for the February newsletter.

The airport on St. Simons Island is Mckinnon, SSI. It is just a short distance from our rented condo. There are two runways, the primary 4-22, and a crosswind 16-34. Our condo is directly beneath the downwind leg for runway 22 so we see a lot of traffic passing over us. Runway 16-34 is closed for upgrades funded by economic stimulus money. EAA Chapter 905 is located on SSI. They own a small stucco building and have only about thirty five members. Like Chapter 54, many of their members gather on Saturday mornings for the traditional hangar talk sessions. My wife and I stopped in one Saturday morning last year and visited with several of their members. They meet on the second Sunday of each month and unfortunately we arrived here on the second Sunday in January and will leave on the second Sunday in February. I would like to attend one of their meetings but their meeting schedule conflicts with our travel schedule.

I have good news to report about the Pancake Breakfast. Tim Reberg has agreed to co-chair the event with me for 2010. We both have experience organizing the event. I also have some not so good news to report. The graph displays data for the total number of breakfasts served and the net income from the event from 2000 to 2009. The number of breakfasts served has decreased each year since 2003 and the net income has decreased each year since 2005. I found these numbers from the treasurer's reports listed in past newsletters.



I think the decline in the number of breakfasts served (an indicator of attendance) and net income is a result of several factors. The most likely is the rising price of AV-Gas. I'm sure many pilots now think twice about how many events they attend and how far away they are. Also, in 2008 we partnered with Lake Elmo's Fall Festival and moved our event to the first Saturday in September. We were hoping to benefit from the Fall Festival's advertising and attract additional drive-in traffic from Lake Elmo and surrounding communities. For various reasons, that I can only speculate about, the new date did not work out for us. We experienced a decline in both fly-in and drive-in attendance. Last year the weather did not cooperate. Low ceilings, poor visibility, and rain permitted only a few airplanes to fly in.

This year we need to think and plan more aggressively to reverse the trend from the past several years. Starting in March, I will schedule several meetings to talk about and plan for this year's event. We do not collect market research, but two negative comments I have heard from previous events include no eggs served and the price being too high. I would like us think seriously about what it would take to serve scrambled eggs and what we could do to charge a fair, but competitive price.

*Continued next page*



## 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/MEMBBERSONLY](http://WWW.EAA54.ORG/MEMBBERSONLY)

Presidents Report continued from Page 2

A few other items I think influence attendance are the exhibitors/attractions we provide and our publicity. If we want to attract more local drive-in traffic, particularly families with children, the price and the attractions will be the main draw to increase attendance. Parents like to bring their children to see and sit in an airplane and to receive a quality breakfast at an affordable cost.

Starting in March, Tim and I will begin to seek input and suggestions from the members. I think we can reverse the trend of the past nine years and start making the event profitable for us. The event is our main fund raiser and supports the scholarships we give to young people to attending the Air Academy.

My wife and I will still be in Georgia on February 8, the date of our next Chapter meeting. Bettie Seitzer will fill-in for me so I would like to extend a big THANK YOU to her in advance.

I would also like to extend a big THANK YOU to Jim Anderson for hosting a group of pre-schoolers at his hangar on January 18. I submitted his story and photo to the EAA's Chapter E-Gram newsletter. Watch for the story in the EAA CHAPTERS IN THE NEWS section.



## Chapter 54 Directory

President  
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Newsletter Editor  
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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')



**Fun aviation story (s) ;**

1) On one of my first Private Pilot instructional flights after some years of Ultralight flying Bill Schanks took me out over Wisconsin for stalls and ground reference maneuvers for what he thought would be enough time to get me geographically disoriented. Then he pulled the power off and told me I had just lost the engine and needed to find a place to land. Bill didn't know I had previously done a lot of UL flying in that area. I looked around for a second and asked him if it would be OK if we just landed at Tom Irlbeck's strip near Somerset which he knew was right below us. Bill just rolled his eyes and pushed the throttle back in.

2) In the late 1990's I was flying my TBird ultralight when the starter recoil spring broke and the pull-start rope spooled out and the handle started wafting back towards the prop (it was a pusher configuration). As the rope quickly came further out and the handle increasingly close to the prop, I decided that I had to kill the engine before the prop sucked in the rope with likely worse results than a quiet engine. While most of my flying was low and slow with that aircraft, I happened to be testing how high I could climb at the time; I think I had made it to about 4000' (took about 30 minutes! the UL had a 28hp Rotax 277) and I was only about 2 miles away from the airport (in Mora). I had a very pleasant glide back to the airport for the only real deadstick landing I've ever had to make.

**Who is an inspiration to you in aviation?**

Bill Schanks, John Renwick, Bob Waldron, Paul Liedl, Dennis Hoffman, Jim Montague, Jim Drometer, Mark Holliday, Ed Thompson, Dave Gunderson, Burt Rutan, Charles Lindbergh, Ernest Gann, Roald Dahl, Beryl Markham, John Travolta, Jimmy Buffet

**What person/s in aviation would you like to have lunch with?**

Bill Schanks. I owe him lunch.

**Describe your first airplane ride:**

Uneventful.

**What is your favorite airplane to fly?**

I haven't flown it yet. I do like flying my Clipper

though.

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

I have 400 hours in my log book and another 100 hours of UL time. I took lessons up to solo in a Super Cub from Lysdale Aviation at Fleming Field in 1996. Then I flew a TBird Ultralight (single seat 28hp taildragger) that I owned and flew for four years. I bought a nice Kitfox-like experimental called a ProTech PT2 with an O-200 and continued my instruction with Bill Schanks but had only 4 hours in that airplane when it was destroyed by the storm that hit 21D in August of 2000. I parted-out the PT2 and replaced it with a J5 Piper Cub, which I used to finish my flight instruction and get my PSEL license although I borrowed my brother's Cherokee 140 for the hood flying and flight test. I flew the J5 to its new owner in Alabama in 2004 when I decided to buy a nice Piper PA16 Clipper that my brother Milt was ready to sell. I mostly fly to breakfast fly-in's or to visit family in my hometown (Mora), but I've also flown to OSH a few times (including for the incredible 2009 show) and took a nice cross-country trip to Bozeman, MT in the Clipper.

**Unique airplanes you've flown/taken a ride in?**

Pietenpol, Spezio Tuholer, Paul Liedl's Outback on floats, Paul Liedl's Cirrus, Thorp T-18, John Renwick's J3, Dennis Hoffman's C-170, Bob Waldron's Fairchild 24.

**What do you like about Chapter 54?**

I like Ch.54's proximity to my home and its many knowledgeable and friendly members. Many members have been generous and helpful to me in maintaining my aircraft, including Bill Schanks, Bob Waldron, John Renwick, Danny Bergstrom, Dennis Hoffman, Dave Fiebiger, Ed Thompson, and Jim Montague. Chapter 54 sponsored my 13 year old nephew, Ryan Gunderson, at the EAA Academy last summer (2009).

**How did you get interested in aviation?**

Like many farm boys, I found airplanes interesting because I saw them flying regularly while I was spending long boring hours on a tractor plowing fields and it looked like flying was a lot more fun than what I was doing. I built and flew control line and RC airplanes in high school. My 10-year-old brother became a private pilot and occasionally gave me rides in his Luscombe and then Cessna 120. When Ultralights started showing up at Oshkosh in the late 70's and early 80's, I became really interested in those, particularly the Tierra, which became the TBird, and a Canadian design called the Lazair with two very small engines. In the mid-1990's, after satisfying other life priorities, I finally bought what was then an "Antique" ultralight: a 1984 TBird, and began flight training.

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

Stay out of the news. Get a seaplane rating. Keep enjoying the hobby. Fly myself to some interesting places. Help get the F35 Joint Strike Fighter into production at Lockheed.





## Chapter 54 Meeting Minutes

January 11, 2009

By Dale Seitzer

Called to Order by Leif Erickson President.

16 members and guests plus Officers, Bettie Seitzer, Paul Rankin and Dale Seitzer

Guests: Larry Hendrickson

Treasurer's Report Approved  
Secretary's Minutes Approved  
Directors Report

Art Edhlund, Education Director —

Three people signed up for ground school more opening available. Dates: 2/4/10 to 4/26/10.

Farnsworth Hangar tour scheduled for May 28, 2010—hangar hosts needed.

Dave Becker, Young Eagle Coordinator –

Thanks to all the pilots and ground crews for work and support in 2009. The club receives \$5 for each Young Eagle when the pilot gives 10 or more rides. One event is scheduled for a high school class depending on the weather.

There are 2 people signed up for Air Academy.

John Renwick, Membership –

132 paid members. Information on application is shared with members for networking and mentoring.

Dave Fiebiger, Housing –

Addition is complete; please stop in for an inspection and conversations any Saturday morning.

Jeff Hove, Historian –

Challenge to members to develop the airplane viewing area with enhancements. Jeff will also develop a 3 ring binder with photos and profiles of members and their planes or projects so people can get to know each other better. Books and magazines can be donated and picked up.

There is a presentation, The Role of Bombers against Germany at the Minnesota Historical Society Feb 11, 2010, [www.mnhs.org](http://www.mnhs.org) for more details.

The EAA Chapter 54 Pancake Breakfast and Fly In is scheduled for August 15, 2010.

A Chairperson is needed to lead the planning and event.

Dave Becker has donated a laptop computer compatible with the digital project for the club and guest speakers to use.

The FAA Safety Team could use another representative.

Tom Halfpenny Introduced the featured speaker, Caleb Boe. The play together in a community band and share interests in aviation and music. Caleb has been deeply involved model rocketry for 6 years. He is a member of the USA team and going to the World Space Modeling Championship in Serbia. He has competed nationally and won. He explained how he fabricates every part of the rocket from the gantry to the helicopter and parachutes. Caleb demonstrated superior knowledge of aerodynamics, physics and fabrication. All in attendance were impressed with his presentation and glad he will be one of the EAA Chapter 54 sponsored attendees to the EAA Air Academy



# Pilots Lounge

**Tailwinds Flying Partnership**, based at Lake Elmo Airport, has new membership openings available. Visit [www.tailwinds21d.org](http://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.



## 2010 EAA Chapter 54 Private Pilot Ground School

Class sessions are held at the EAA Chapter 54 club house at the "B" entrance to Lake Elmo Airport (21D). The initial sign up and enrollment meeting for the 2010 class will be held February 4, 2010 at 6:00 PM. Classes will be held on Mondays and Thursdays from Feb. 4th to April 26, 2010. There will be no classes on Feb. 8, March 8, and April 12 as these dates are reserved for the monthly meeting of EAA Chapter 54. Class times are 6:00 PM to 9:00 PM. See [schedule](#) for more details.



Successful completion of this course will prepare the student to take the FAA Private Pilot Written Examination.

At the initial session, students will sign up, order books, pay the \$100.00 course fee, and study the course material, "Discovering Aviation - Introduction". Class size is limited so you are encouraged to pre-register on-line.

### 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.



## KINDERCARE VISIT AT THE LAKE ELMO AIRPORT

Our thanks go out to Jim Anderson for this.

Below is a copy of the email exchange to make this happen.

Nadia,

Here is a feel-good story. I received a call from pre-school teacher Beck Hanson. She stated that her students were studying about airplanes and would like to take them to visit an airport (Lake Elmo, MN 21D) and see real airplanes. I contacted Jim

Anderson (EAA Ch 54 member) if he would be willing to host the pre-schoolers. He agreed. Jim is a real nice grandfather type and has a Springer Spaniel, Dixie, that does dog tricks. Dixie performs for all the visitors to Jim's hangar.

I no longer have contact information for Becky Hanson but contact info for Jim Anderson is available below.

All Beck's information is at home. But I think Jim has it – I know I gave it to him. My wife and I are on vacation in St. Simons Island, GA. In fact, as I write this I'm watching the sunrise over the Atlantic Ocean – quite a sight!

I don't know if this would qualify for a "What Happening in your Chapter" event, but it was a nice event for Chapter 54. In hindsight, I wish I would have contacted several local newspapers for a potential local interest story.

Leif Erickson  
Chapter 54 President

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Leif,

Thanks so very much for sharing this info Leif. It is a great story....one I'm sure the local paper may have been interested in. I'm guessing since that pre-school had such a wonderful experience, there may be another opportunity.

At this point, I'm gathering all these sorts of stories and will take a look at what we can use. If I need further information, should I contact you or Jim directly?

Nadia

-----  
Nadia,

Probably best to contact Jim directly. He conducted the tour while I was on my way to Georgia.

Leif E.

-----  
About 20 came. I made up a simple sheet about how airplanes fly and gave a short talk with models. Lots of good questions. Then two at a time sat in the 172 for a cockpit briefing. They were all very orderly and interested. Becky would like more info on Young Eagles.

Jim Anderson





**Young Eagles Report**  
*by Dave Becker*



After three attempts to fly our first Young Eagles event of 2010 for nine high school kids from the Mall of America, the cold and foggy January weather got the best of us. The event will be re-scheduled in March for this class of aviation students. Activity is beginning for other events this summer. We are starting to get some on-line registrations coming in after Paul Liedl set up our website registration for 2010. I am also getting some requests from groups such as boy scouts who want to work on their Aviation Merit Badges. I am expecting another active Young Eagles year and welcome all volunteers, for both pilots and ground support.

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](http://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.

I am including a few photos from our 2009 Young Eagle events and a recent thank you note from one of the kids.



Dear Mr. Paul Liedle  
Thank you for the airplane ride on October 24<sup>th</sup> I really liked it because you let me fly and because of our route. I liked that the airplane was very easy to fly, once I moved the controls of a Cessna 172sp when it was on the ground and the controls were kind of heavy and you would pull them and they would hardly move, in this airplane the controls were very light.

Sincerely, *Anthony*







## TAXI TALK

*{Interesting happenings compiled by the editor}*

### Happy Valentines Day

....to all the members especially to our ladies!  
And may you guys still love your spouses more than your aircraft!!

### Texas BBQ!!

My Pulsar friends in San Antonio, TX invited me to their annual Texas Pulsar BBQ on the weekend of January 23. I arrived in SAT around noon and my fellow Pulsar builder and friend Ray picked me up for a stay at his house as usual, this will be the fifth time! Ray lives on an airstrip called Kestrel just north of San Antonio. Ray has been working on his Pulsar now for 14 years and needed some encouragement and asked fellow Pulsar builder and flyer Bob from California to come out help him get his engine installed and other various systems. When I arrived at there the guys put me to work right away helping what I could, it was fun.



The next day we went shopping to prepare for the BBQ which Ray was hosting in his hanger. Pulsar designer Mark Brown flew in his original prototype which has around 1400hrs on it.



It was great to see all my Pulsar friends and talk with them about the plane. The food.....well what would you expect from Texans? What a great meal and thanks went to Jim Fillman for cooking the ribs and brisket to perfection.

All in all we all we had just a great time and afterwards we gathered in Ray's living room to watch a neat movie produced by a fellow Pulsar



builder and former Air Force F-15 flyer, Terry Armstrong about a new high tech aircraft. By the way, I am going on close to my 20th year working on my Pulsar but this is the year, it has got to be! All I really need is some paint!

### Contact Information for Newsletter Stories

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## QUOTE OF THE MONTH

**The natural function of the wing is to soar upwards and carry that which is heavy up to the place where dwells the race of gods. More than any other thing that pertains to the body it partakes of the nature of the divine.**

*—Plato, Phaedrus.*