



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JANUARY 2005

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THIS MONTH'S PROGRAM

MONDAY JANUARY 10TH, 2005

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT
- EVER HEAR OF AN E1B TRACER, OR A WF2 (WILLEY FUDD), A TWIN ENGINE NAVY CARRIER BASED PLANE USED IN THE 60S FOR AIR INTERCEPT CONTROL, ANTI SUBMARINE WAREFARE, AND AIRBORNE COMBAT INFORMATION CENTER? COME TO THE JAN MEETING AND VIEW MOVIES, SLIDES AND PICTURES OF FORMER NAVAL FLIGHT OFFICER, CLARE GRENDLER'S EXPERIENCES IN THIS UNIQUE AIRCRAFT. DEPLOYED ON THE AIRCRAFT CARRIER USS RANDOLF IN THE NORTH ATLANTIC AND MEDITERRANEAN SEA, CLARE RODE THROUGH OVER 180 CARRIER LANDINGS INCLUDING TWO BARRICADE ARRESTMENT WHILE CONDUCTING SUBMARINE SEARCH OPERATIONS. HEAR ABOUT THE TACTICS, WEATHER, AND FLYING CHARACTERISTICS OF THIS AIRCRAFT.

IGNITING THE IMAGINATION—HANDS-ON AVIATION AT WASHBURN

FROM: PAUL HOVE

Tat-tat-tat-tat, brrrrrrrrr, thunk-thunk-thunk. (Ouch!)

These sounds rise in volume as one descends the cement steps to the "Hanger" in the basement at Washburn High School. Here, in a converted store-room, roughly 30 students are actively learning about aviation in its practical sense. They are working together to build a complete airplane.

For about three years now, Peter Denny, our adopted "Aussie" and the Washburn Aviation Small Learning Community "SLC" Lead Teacher and Coordinator, has been striving for this moment.

In his free time Peter treks from group to group sharing his dreams and vision to bring a more "hands-on" style of learning to make Aviation real for students. Peter's experiences teaching in Australia prove this method is successful. As he talks and travels, Peter has been hoping someone would be able to provide the financial backing to make this "take-off."

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PRESIDENT'S COLUMN
BY PAUL HOVE

The main subject of the last Directors meeting was to nominate Class II Directors. The directors that were voted in for a two year term starting this January are:

- Events Tim Reberg
- Banquet Dale Seitzer
- Kid Venture Jon Cumpton
- Publicity Leif Erickson
- Newsletter Ian Edhlund

Please welcome the new and returning directors.

The FAA released its Practical Test Standards for Sport Pilots this week, and they are posted online. The standards are crucial to flight training. "Flight instructors need to know to what [the standards are] to train their students," said AOPA spokesman Rob Hackman." Now that the practical test standards are available online, they can easily and quickly refer to them at any time." The practical test standards for sport pilot airplane, gyroplane, glider, airship, balloon, weight shift control, powered parachute, and flight instructor are available online at the FAA Web site. EAA has posted a sample database of test questions, both for pilots and for instructors. All of these documents could be updated and corrected as the sport pilot program progresses, AOPA said. The weight-shift control and powered parachute standards should be published sometime in January.

The Mac Hanger Lease Rates and Washington County property taxes have been sent to hanger owners. The MAC rates were increased from 13 cents to 30 cents a square foot and property taxes that were levied on hanger owners ranged from 180% to 300% increases. Needless to say if you are a renter expect some hefty rental increases to offset the greedy governments continuing pressure on the airports to

provide them with a revenue source for their myriad of social experiments.



The Minnesota Wing of Van's Airforce held their Winter Quarter meeting on the Lake Elmo Airport in December. There appeared to be a least a dozen RV aircraft displayed on the North taxi way all day on Saturday. The meeting was well attended by chapter members and RV enthusiasts from Minnesota and several neighboring states.

There were close to 100 participants at the meeting listening to the various speakers and everyone seemed to have a good time. It is great to see that many homebuilders. Maybe they will have the meeting at our airport again next year.

I will not be at the next chapter meeting since I will be inspecting airports in Central America to see if MAC's outlandish rates are justified. I plan on visiting such popular sites as Panama Canal, Aruba, Costa Rica and Mexico.

I will be back in time to make the February meeting and will give informal reports to those who ask.

TREASURER'S REPORT

BY: PAUL LINNEROOTH

December's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 5,262.60
Investments	\$ 6,268.74
Total	\$11,571.34

Income in December consisted of \$250.00 in membership dues, \$80.00 in donations, and \$190.00 in calendar sales for a total of \$520.00.

Expenses for the same period were \$151.56 and included \$59.23 for newsletter publication, and \$92.33 for utilities.

MAC COMMISSION MINUTES 20 DEC 04

BY: VIVIAN STARR

During the regular meeting of Commissioners (preceding the special Rates and Charges meeting) two items of interest to Reliever tenants occurred. One "consent agenda" item for the monthly meeting is called "airport leases." This normally covers lease transfers and lease amendments. Usually these are passed without discussion by the Commissioners. However, yesterday, a lease transfer at Anoka County-Blaine Airport drew the attention of several Commissioners and it was moved to the discussion agenda. AmJet Services had requested "commission authorization to: relinquish their ramp area to the

east of their facility and their auto parking to the west of their facility; terminate their commercial lease; and execute an aircraft storage lease for the remaining property. No commercial activity is being conducted from this property." Several commissioners expressed concern that a commercial site would thus be turned into a storage site when there was demand for commercial sites. It was suggested that perhaps a commercial operator could be found who would be interested in running a commercial activity on this site. Gary Schmidt explained the history of this facility. It had been built by a private collector as a storage hangar. When he opened the collection to the general public as a museum, MAC required that the lease be changed to commercial with appropriate ramp and parking space to accommodate museum activity. Since that time, the museum closed and the hangar once again became simply storage. Mr. Schmidt elaborated that as a storage lease, the owner would be paying a higher rent per square foot than would be paid as a commercial lease. Despite this explanation,

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Chapter member 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
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')

Igniting the Imagination (Continued from page 1)

Earlier this year, this finally transpired. An Alumnus from the Washburn High School Class of 1958 kindly stepped forward and contributed the funds necessary to purchase the two-person monoplane “kit” from Sonex-Ltd., in Oshkosh, Wisconsin. Several of his classmates have pledged their support for this project and he made good on their pledges.

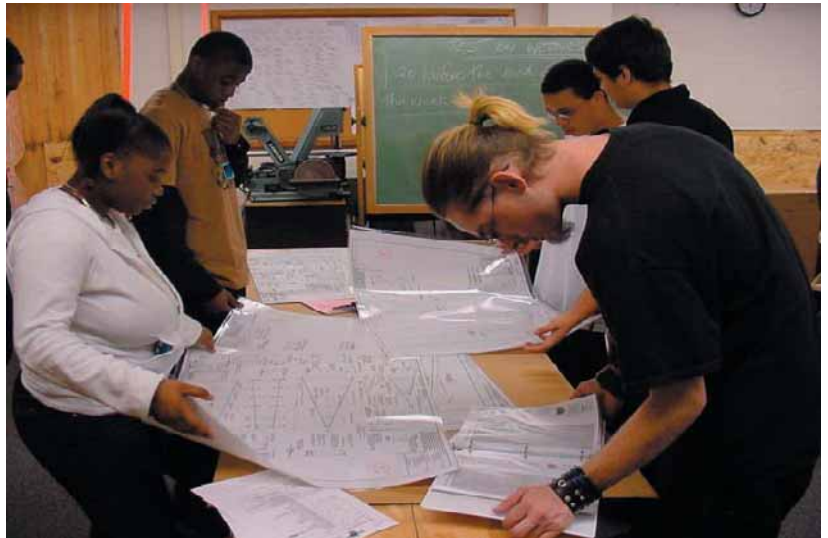
Building a plane from “spinner to rudder” is without a doubt the best way to expose students to the many-sided nature of aviation.

In practical terms, professional aviators will tell you it is beneficial to be a “jack-of-all-trades.” The best pilots know you need experience and skills with mathematics, metallurgy, geography, economics, architecture, graphics, aerodynamics, carpentry, physics, English, design and meteorology to name a few. This hands-on plane building class supplies participants with much needed experience in supportive and positive surroundings. Class members will be able to take this practical learning experience and their successes and apply it, no matter what career choice lies ahead for them.

A few issues pushed the target start date for building out a few months. This down time was wisely used preparing and studying blueprints,

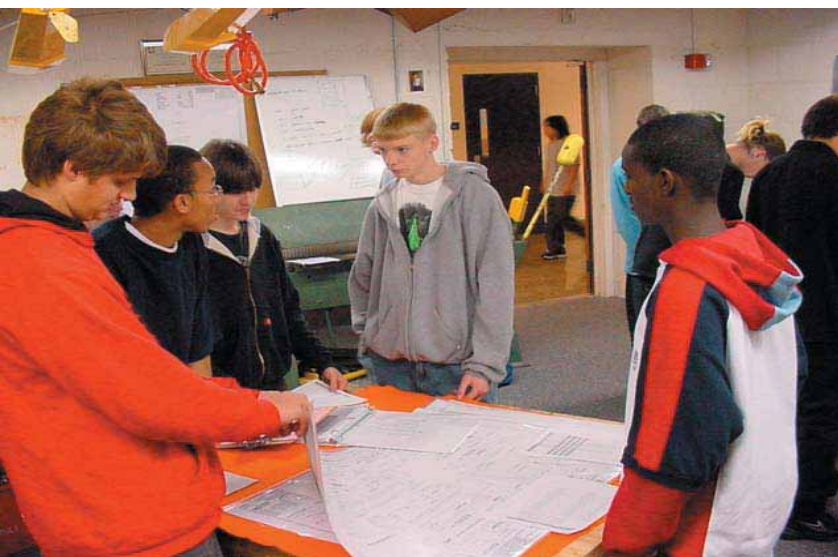
manuals and other documents needed for this momentous undertaking.

To-date, the building teams have been established and the students are researching their components. They have also been practicing with pneumatic tools, forming gussets and put-



ting in rivets. It’s not as easy as Mr. Denny makes it look.

Appropriating a line from Cap’n Jack Sparrow in a recent blockbuster movie “Pirates of the Caribbean”, this “Ship is more than a keel and a hull and a deck.” This ship is called “Spirit of Washburn’s Band of Brothers” for its contributors and its intention to signify the dreams and hopes of young people who have studied and ate studying aviation and Aerospace at Washburn.



When the plane is completed in about two years, it is Peter’s plan to fly the plane generally along the Louis and Clark trail from St. Louis, Missouri to Haystack Rock, on the Pacific shoreline in Oregon. Exploring “uncharted territory,” so to speak.

After that, he will fly it “in formation” with many other Sonex builders in a cross-country fly-by with touchdowns in places like Jefferson City, Missouri;

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Igniting the Imagination (Continued from page 4)

Sioux City, Iowa; Pierre, South Dakota; Bismarck, North Dakota; Missouri Breaks, Montana and Lewiston, Idaho, as a practical exhibition of “working outside the box” and going to the edge.

The diary of the building class can be found at http://washburn.mpls.k12.mn.us/The_Sonex_Diaries.html.

We would certainly appreciate your comments, suggestions, and support in any form.

Please direct inquiries to Mr. Denny at peter.denny@mpls.k12.mn.us or Celia Poehls (Aviation SLC Parent Team Leader) at cexxium@yahoo.com.



GLOBAL FLYER

BY: TOM MARSON

Dont know if you are aware of attempt a around the world solo by Burt Rutan designed and built plane Global Flyer. Richard Branson is paying for it and Steve Fossett is pilot. Take off and landing point is Salina Kansas. This is a municipal field. It is the old Shilling Airforce base. I have driven past there many times.

Kansas is good site for clear cold winter days, long runway needed (12,000ft) for heavy fueled plane. Good bet for clear weather for landing in Jan. too. All they need is good weather forecast for Salina for 70 hours (flight duration) for takeoff and landing.

Plane is jet powered and is modification of the original around the world flight nonstop and non refueled of 1996, Jeager-Rutan. As in previous plane most structure carries fuel.

This is solo, and shorter duration due higher flight speeds. Single engine too. Remember the first had a Continental 0-200 in the rear for back up.

Yes it has 3 axis auto pilot ----- always asked---
- how does pilot go to bathroom ??? I don't know but use your imagination I guess.

Should take off any time now.



EAA CHAPTER 54 DECEMBER MEETING MINUTES

BY: *BETTIE SEITZER*

We were pleased to welcome Michelle Jilek to our meeting. She is the young lady that we sponsored for Air Academy last summer. Michelle shared a well-prepared summary of her experience. In her group there were 43 guys and only 6 girls! She said that the activities were challenging and interesting, and described the daily schedule which is packed! They are divided into 3 groups and rotate among workshops, Challenge course, and lectures or demonstrations. They all got airplane rides --- in an RV! She had an opportunity to work with sheet metal and balsa. Their teams had an assignment "Operation Aviation" and they had to plan a rescue and then execute it using simulators. She was clearly proud of how well her team did. Michelle expressed her excitement and gratitude for the opportunity to participate in this fantastic educational opportunity. We can all be proud that we were able to help her achieve this.

The meeting was called to order. Ed Thompson asked for a few minutes to speak on the current tax situation in Washington County. He pointed out that hangar owners are required to pay property taxes on their hangers but do not directly receive county services in exchange for those tax dollars. He is concerned because Washington County has a new appraiser who has been raising the taxable value on properties. He urged hanger owners to contact the appropriate county officials and perhaps the MAC to try to get a better resolution of this inequity. Ed is a member of EAA 54, persons wanting more information could contact Ed.

Treasurer's report was given and approved.

Secretary's report was approved as published.

Elections were held, no additional nominations or volunteers were brought forward. All persons presented by the board were approved for two year terms beginning January 1, 2005.

David Cross brought the idea of EAA Chapter 54 apparel before the club. The members present indicated that they would be very interested in shirts having the "Speed Holman Chapter 54" logo embroidered on them. Interested members should place orders. There will be multiple colors and sizes available. Look for additional information in the newsletter.

A new member was introduced. His name is Jim Sacket, he is a paramedic, volunteer Fireman, and full-time RN student. A guest, Craig Greenwald, introduced himself, he is considering joining the chapter, and is considering building a Fisher product. He asked if there were other members in the club who might know something about that – the answer was yes!

Dave Fieburger mentioned that there was some damage to the roof in the recent windstorm and asked for volunteers to help with the repairs. Please let Dave know if you are willing to be called upon when repairs or upgrades are needed, things can come up unexpectedly and he might need some extra hands on short notice.

The meeting was adjourned. Our speaker was Kevin Gruys from Aircraft and Marine Insurance, he spoke about the importance of reading and understanding your policy. He also reminded everyone to be sure that they are adequately insured. He answered quite a few questions and is available for consultation on insurance.

EXECUTIVE BOARD MEETING MINUTES—DECEMBER 13, 2004

BY: BETTIE SEITZER

The meeting was called to order. President, Vide President, Treasurer and Secretary were in attendance.

First order of business was the nomination of candidates for election to class 2 officer positions. Tim Reberg agreed to chair the events committee, Dale Seitzer agreed to chair the Banquet committee. John Compton agreed to chair Kidventure committee, Jim Michaleski agreed to chair the publicity committee, Ian Edlund has agreed to continue as newsletter editor. It was agreed that these candidates would be presented at the meeting, if additional nominations or volunteers stepped forward, they would be included in the election.

Leif Erickson proposed that the club design and order larger banners that could be hung on the new fence to advertise our pancake breakfast. The board approved an expenditure of up to \$300, for the purchase of a banner or banners and agreed that the sign should include "EAA Chapter 54", the web address, reference to the pancake breakfast. They also indicated that the banner must have interchangeable dates to make it easy to adjust it every year.

Third order of business was a proposal to have EAA Chapter 54 logo shirts made. All agreed that it would be a good idea to have volunteers at the breakfast wear the shirts so that the workers could be easily identified by our guests. It was agreed to bring the matter up to the club at the regular meeting.

The group discussed publication of the newsletter and all felt that they would like the newsletter to come out earlier (perhaps the first of the month) to allow time for mailing and to be sure that people get it well in advance of the meeting. All agreed that in order for this to happen, all submissions must be sent to Ian by the last week of the preceding month – he can't publish if he doesn't have the content.

Our treasurer reported that he is currently working on the tax exemption paperwork for the county and as part of that has to bring the club documentation up to date. He needs a clean copy of the Articles of Incorporation, if anyone can provide that, please let the board know. Dick Wicklund donated \$100.00 to the chapter.

Board meeting was adjourned.

the Commissioners deferred consideration of this request to their January Management and Operations committee.

MAC has decided to write non-standard one year leases for those tenants with expired leases. Quoting directly from the MAC agenda:

"When the Commission adopted new lease forms in 2001, tenants on the old lease forms were notified that their leases would not be renewed at the end of their term, and instead they would be offered a lease on the new forms. This in effect negated the automatic renewal provisions of the old lease. Although staff was authorized to execute new lease forms, it was for the standard term of ten years. In light of the ongoing policy discussions related to Reliever Airports, a moratorium was imposed on lease renewals. Primarily for liability reasons, MAC needs to execute some type of contract where the old leases have expired. This authorization is to execute new leases for a non-standard

term of one year, thereby allowing further discussion of issues before a full term of ten years is offered."

The effected leaseholders are listed by name in the agenda. At Lakeville, there are four; at Anoka, eleven; at Crystal, four; at Flying Cloud, three; at Lake Elmo, eight; and at St. Paul, one.

Chair Tigwell proposed an amendment to MAC Bylaws that alters MAC's committee structure. Management & Operations will continue to exist with 10 members plus the Chair of MAC and the Chair of a new committee. This new committee will be known as "Finance, Development and Environment Committee." The old Planning and Environment Committee will cease to exist. This new committee will have 10 members plus the Chair of MAC and the Chair of M&O. No doubt this will result in a major reshuffling of committee assignments.

MAC ORDINANCE 101 20 DEC 2004
BY: VIVIAN STARR

After MAC's regularly scheduled Commission meeting, the Commissioners re-convened to consider adoption of proposed Reliever Rates and Charges Ordinance 101. A number of interested tenants attended, as did Senator Mike Jungbauer, member of the Senate Transportation Policy and Finance Subcommittee on Aeronautics.

Gary Schmidt, Executive Director of Reliever Airports, made the formal presentation on MAC's proposed Ordinance 101 that is designed to recover Operation and Maintenance costs and a portion of depreciation attributable to capital projects that preserve the current infrastructure. He also presented the staff request that the General Aviation Mission Statement and Philosophy Statements be re-affirmed.

Chair Tigwell emphasized that this meeting was only to consider revised Rates and Charges

and was not considering other Reliever issues at this time. She urged each Commissioner to draft, over the next two weeks, a list of Reliever topics that they would like to take up in 2005. These lists are to be sent by each Commissioner to Gary Schmidt. She mentioned several sample topics: property tax; cost/benefit of the Relievers; capturing of subtenant revenue.

Commissioner Long opened the discussion by saying that STP tenants were asking why their rates are so much higher than rates at airports such as FCM that don't flood. Gary Schmidt replied that STP is an intermediate use airport that is open 24 hours a day to service large corporate aircraft. Commissioner Long asked if some of this did not apply also to FCM. Gary replied that when FCM is improved, their rates will certainly rise appropriately to be similar to STP.

Commissioner Mars asked what would happen if tenants choose to leave rather than pay. Gary

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Schmidt said there might be some exodus, but most tenants will likely stay due to the benefit of location.

Commissioner Landy pointed out that some changes were made since Ord. 101 was first sent out, but storage tenants were still unhappy. Commercial tenants saw more changes, but they were also not happy.

[Editor note: for an average size storage hangar of 2500 square feet, the cost difference in 2012 between the original numbers in Ord. 101 dated 8/27/04, and the recently revised numbers in the mailing dated 11/23/04 will result in \$77.50 less being paid to MAC (in 2012) than was originally proposed.]

Commissioner Landy asked if there were any specific issues that tenants have. Gary replied that staff consistently hears that hangar property tax should go to the airport.

Commissioner Landy noted that landing fees at STP will be about the same as at MSP, and he asked if this was a disincentive for using STP. Gary replied that this effort to capture transient revenue at STP should not impact use of MSP. Commissioner Lanners said he felt landing fees at MSP should be higher than at STP.

Chair Tigwell asked Senator Jungbauer if he wished to speak. He thanked her and said he was present as an observer.

Kathleen Nelson, Northwest Airlines, had a PowerPoint presentation, but, unfortunately, the system crashed and it could not be used. The Chair asked her to put her notes on the overhead viewer. Ms. Nelson pointed out that Gary Schmidt had failed to mention all of NWA's objections in his presentation. She said the Court had ordered MAC to act "reasonably and quickly" which had not happened. She said that when NWA gave Commissioners a proposal in April 2004, for Ord. 87 changes, she was told her suggestions were well thought out. She

said the problem with Ord. 87 that was being perpetuated in Ord. 101 was that the rates were arbitrary. She said the rates and charges for Relievers should be calculated annually to cover operations and maintenance, and that users should pay for improvements. She said operations at Relievers have declined over 30%, so upgrades were not necessary. She added that the Capital Improvement Plan included \$90M for future investment by MAC at Relievers, and this money needs to come from users and tenants. She asked the Commission to delay action on Ord. 101 until January at which time they could consider (1) an annual adjustment, (2) recovering investments from users, (3) revised rates and charges. She added that consideration of a new master lease document with reversion and a method to recover revenue from subleases must be written. Also, Commissioners must continue to evaluate other management strategies.

Commissioner Houle questioned how Ms. Nelson could say that Reliever Airports don't relieve MSP when MAC has not closed a Reliever. She added that Very Light Jets (VLJ) are coming and will change usage patterns. She also mentioned the NWA proposal for a 2020 plan to upgrade MSP.

Commissioner Landy said that MAC was hitting two of the three NWA proposals.

Chair Tigwell interjected that the discussion must be limited to Rates and Charges.

The floor was then opened to public comment.

Reliever Airport Advisory Council (RAAC) chairman Glenn Weibel asked the commissioners to include the following requirements in the ordinance:

1. A business plan developed for each Reliever Airport by January 2006

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EAA CHAPTER 54
3275 MANNING AVE. N. SUITE #7
LAKE ELMO, MN 55042

MAC Ordinance (Continued from page 9)

- 2. A "cost/benefit value" of Relievers be established by April 2005
 - 3. Establish a priority list of Reliever Airport projects with an estimated completion date.
 - 4. A cooperative effort among MAC staff, MAC commissioners, and RAAC to approach various government authorities to consider sharing of tax revenues from various airports back to the particular airport that generated the tax revenue.
- He urged Commissioners to accept the volunteer efforts of RAAC to work toward these objectives.
- Glenn's remarks generated a positive response from Commissioners Landy and Lanners. This resulted in a discussion as to whether it would be appropriate to include them in the ordinance. MAC legal staff suggested it would be better to include these topics as part of the January 2005 discussion.
- Four FBOs made presentations about the negative impact the new rates and charges will have on their businesses. These were Tim Ashenfelter, ASI/Modern Aero at FCM, Joe Smith, Elliott Aviation at FCM, Chuck Towner, Aviation Maintenance at STP, and John LaFontsee, Regent at STP.
- Commissioner Lanners reiterated Glenn's points as meriting further discussion. He said that operating costs will increase past revenue if staff is unable to limit O&M increases to 4%.
- Commissioner Landy moved approval.
- Kathleen Nelson, NWA, stated that she was very uncomfortable with passing this Ordinance today.
- Chair Tigwell said, "We take note of your concern and hope you can live with it."
- The Ordinance passed unanimously.