



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JANUARY 2009

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THIS MONTH'S PROGRAM WILL BE ON
MONDAY JANUARY 12, 2009.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- Chapter 54 member David Briggs is an avid aerobatics pilot and will speak about the importance of aerobatics flying skills for general aviation pilots. David is also a member of the aerobatics flying club Minnesota Cloud Dancers Chapter 78. The Cloud Dancers is part of the International Aerobatics Club, a division of EAA.

Chapter Member's Reflections of the Korean War

Reported by Bettie Seitzer



Jack Portlance – Reflections on Korea: The Forgotten War 1950 - 1953

The climate ranged from monsoons to cold so severe that gun barrels would crack when fired. The terrain was mountainous so in addition to the northern latitude there was the cold of being at high elevation. The soldiers who were sent to fight were poorly equipped for the weather. As a result of dealing with this extreme climate, we came to understand wind chill.

There were 18,000 Americans killed in each of the three years of the war. Sixteen other countries joined us in the fighting North Korea, but we carried the majority of the load.

Air support in the battles was critical, the majority of the fighting took place in very rugged terrain where control of individual hills would change hands multiple times in a two week period.

Early in the war, the military flew lots of daylight raids, but as the war progressed the north Koreans switched to moving machinery, weapons, and troops at night, necessitating a change in American tactics. Jack's missions were flown at night looking for troop movements or other activity. Practice flights were flown during the day and Jack took film of some of these training flights.

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY DALE SEITZER

In the latest EAA Annual Report to Chapters are listed significant accomplishments of the last year. I attended the Chapter Leadership Academy after Art Edlund went and reported a wonderful experience. I encourage any Officer or Board Member or regular member to sign up. Contact chapters@eaa.org or 920 426 4876 for details.

EAA started the Calendar of Events and the online Speakers Bureau and the Chapter E-Gram: all great resources for members.

Sport Aviation Archive is now available online –there is so much information now available, it's hard to decide what to watch.

Next year they will release a website for every chapter so every chapter can have web presence, Adult orientation rides—similar to Young Eagles, online chapter renewal and insurance process, 6 month trial membership, and improvements to youth programs.

EAA has repeatedly demonstrated a focus on members, building clubs at the local level and resources for people who enjoy many different types of aviation.

Our next Board Meeting is January 10, 2009 from 10 am to Noon. This is the annual budget meeting. We review the budget line by line and plan the year. All Officers and Board Members are expected to attend; general members are welcome to attend.

Members are also considering methods to help members get to know each other and thereby make a more welcoming group. Please contact me if you have ideas to help make the club more welcoming and approachable.

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.

I hate the short days – less time for flying. I also don't like the cold days – my plane does not like single digits or colder temperatures. I have 2 heaters, a heater muff and because the engine has liquid cooled heads, a heater core and fan. I am looking for a day with good visibility, temps above 20 degrees and moderate winds. I enjoy the landscape with the snow and ice and another advantage for winter flying is every lake turns into a great emergency landing area.



EAA CHAPTER 54 TREASURER'S REPORT
BY PAUL RANKIN



December 2008 Financial Summary

Checking Account	\$7,690.47
Cash on hand	\$40.00
<u>Investments</u>	<u>\$7,166.47</u>
Total	\$14,896.94

Income

Calendars	\$60.00
Donations	\$85.00
<u>Membership Renewals</u>	<u>\$175.00</u>
Total	\$320.00

Expenses

D-TV Converter	\$24.04
Newsletter & Mailing	\$38.62
<u>Utilities - Electricity & Gas</u>	<u>\$117.72</u>
Total	\$180.38

Net Cash Flow **\$139.62**

Chapter 54 Directory

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Newsletter Editor
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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
21D AWOS: 120.075
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')



Continued from page 1

The runway at their base was pierced steel planking, 150 feet wide and 6,000 feet long. There were no hangars; the ground crew had to work out in the elements to service the planes. The base was surrounded by mountains on three sides and water on the fourth side. This necessitated take-offs always being to the south - many times they were forced to execute down wind landings and take-offs.

Each crew was a "permanent" crew; they did not change partners or team members. Each day they received their notice of activities and lived by a motto "The difficult we do immediately, the impossible will take a little longer". They flew missions every night that weather permitted; needing 1,000 feet ceilings to take off. 55,000 sorties were flown by the six squadrons. At daily briefings each crew would receive their assignment for the night, the intelligence team planned missions based on information gathered from the previous night's flights, and other sources.

When airmen first arrived, they would pick up a plane, and they got to name that plane, but that was no guarantee that they would always fly that particular plane. Assignments for the night's flight included the plane that they would be using. Ground crews were responsible for maintaining the planes and determining which aircraft were ready for flight each day. Planes were frequently damaged by enemy fire as well as requiring maintenance to continue operating safely.

Weather data came from aircraft carriers, weather observers in Japan, people on the base. The P51 "Black Widows" flew reconnaissance and radioed back weather information. There were also men who infiltrated into the north in order to gather intelligence and weather information; many of these men were lost.

Jack had a close call coming back from a mission; there was low overcast, right to the minimum. They were guided down by ground control approach who called their turns through the pattern up to final. On final, the controller announced that they should be coming through the overcast and should take over and land visually. Within a few seconds they did break through, and realized that they had been misdirected and were actually lined up to crash into the barracks that lay to the east of the runway. Jack and his partner were able to successfully pull the plane up, by adding power and slowly pulling out the flaps. They climbed above the clouds and demanded that the ground control team get the base commander on the radio. A different controller was called into the radio shack and was able to guide them successfully onto the ground. It was later reported that there were two controllers in the radio shack, one had gone to sleep, and the other had misinterpreted what he saw on the scope. If they had not been able to abort the landing, several hundred men would have died, including the crew in the plane.

When the soldiers returned, they returned to apathy, Americans didn't know much about the war and didn't care. There were important lessons learned regarding weather – especially wind-chill; as well as the difficulties of fighting battles in mountainous terrain. Jack has many photos and stories that he is willing to share with those interested and has been enjoying sharing these with EAA Chapters in the area.

Editors Note:

I really found this presentation very interesting and one of the best I have heard.

It was well put together and seeing some of those old 8mm film shows was the topper!

If you did not know, Jack was a brand new member just a week before he gave this presentation. You just never know what you might miss at a chapter meeting!



Chapter 54 Meeting Minutes

December 8, 2008

By Bettie Seitzer

Visitors: Dave who works with Washington County and has a long standing interest in aviation. He has had the opportunity to take the controls of a DC 3 and some jet trainers. He has seen articles about the chapter in the local papers and wanted to check out our club

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

Secretary's Report: Secretary's report was approved as published in the newsletter.

Old Business:

Vote on new chapter by-laws will be taken in person at the meeting and for one week commencing tonight. Results will be published in the newsletter.

Club owned tools – if anybody is in possession of or knows about club owned tools, please notify Dale Seitzer.

Movie Nights will be discontinued until spring, or until there is interest in resuming them.

New Business:

We got a digital converter for our television (donated by a member). You must use the remote to change channels since the signal must be processed by the converter.

Dave has taped over the buttons to prevent people from inadvertently using those old buttons.

Chairmen Reports:

Young Eagles (Dave Becker):

Not much happening in the wild winter months, but we will be gearing up soon for spring.

We want to encourage kids to sign up on the website – that really helps us to manage the events

Several of our members got recognition in the EAA Magazine for the significant numbers of kids they have flown!

Dale Rupp has flown a tremendous number of kids.

Flying Start and Education (Art Edhlund):

Ground school starts February 5th, we should all promote this among friends and fellow pilots

All members are free to attend any of the sessions – this is a great way to get a refresher on any of the areas where you might be a little rusty!

Housing (Dave Fiebiger):

Dave shoveled snow today, but our shovel is in pretty tough shape – it leaves scratches on the wood. A motion was made, seconded and passed unanimously to purchase a new shovel

The back door has a bad gap, we need to look into repairing it with either a new seal or a new latch.

Membership (John Renwick) (John provided a report via email)

We currently have 127 chapter members!

13 members will be receiving renewal notices for January

A couple of members are over-due for returning their membership renewal – please make it a point to return those to John as soon as possible!

Newsletter Editor (Tom Gibbons):

Newsletter@EAA54.org

Always looking for articles and interesting events.

Publicity (Leif Erickson):

Press releases have been sent regarding the ground school. The Woodbury Bulletin has said that they would publish the notice.

Meeting adjourned at 7:50

Program Speaker: Jack Portlance, a member of the Air force in the 1950's. He served in Korea.

Respectfully submitted:

Bettie Seitzer

Secretary

EAA Chapter 54

Pilots Lounge



R. Bruce Abercrombie age 91 of Lake Elmo A lifetime passion for Aviation was brought to an end when R. Bruce Abercrombie made his final takeoff Sunday night, 14 Dec 08. Bruce began flying a "Jenny" bi-plane with legend Elmer Hinke in the '30s, was a much decorated WWII P-40 and P-47 fighter pilot, Base Commander of Kirksville, Missouri Air Base in the Korean War, and flew 24 years with the Minnesota Air Guard. During 34 years, Bruce took time-off from flying long enough to pay bills as a 3M Engineer. When he was 90, Bruce piloted his last training flight in a Boeing 777 Simulator with his old friend Don Carlson. Bruce flew more different types of aircraft than you have fingers and toes. He and his wife Pat are sorely missed by his surviving daughter Sandy, son Rob, and grandsons Tony and Barrett. If you care to make donations in Bruce's name, you may assist Northern Lights Greyhound Adoption, 11247 Foley Boulevard, Coon Rapids, MN 55448. A final prayer written by Bruce's Great Grandmother Elizabeth McDowell upon her death: "I have left you my ring as a token of love, and my bible which points you to regions above. Hence keep it with care and cherish its truth. Be fitted for heaven in the days of your youth. In that blest place may we meet again, where there is no sorrow, anguish, nor pain. Oh yes, may I meet you on that happy shore, where the cold hand of death shall divide us no more." "Remember the 11th Commandment, That you love one another."



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.
CALL MARK AT 651-982-6275

I have a home-based sewing business, please see www.alloccasionaprons.com My business has been featured on three local TV stations and newspapers, the aprons I sew are a cotton print, sewn onto canvas, which makes them very durable and protective, with three pockets along the bottom. Each adult size apron is \$19.95 They are available in "Aviation Theme Prints" which are great for aviation gifts, RC Events, or any event involving food.

Thanks. (my husband is in the Iowa City Aerohawks RC club and a small plane pilot, which is where I came up with the idea) Irene Shurson 319-338-2259

HANGER FOR SALE OR RENT

Hanger 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)

ZENITH ZODIAC 601XL KIT • \$17,000 • **FOR SALE** • Or BEST OFFER Complete kit. Airframe is about 75% complete. Wings, control surfaces, tail group complete. Fuselage is about 50% complete. Kit Details: SN 6-5294. Strokes installed. Landing and taxi lights installed. Wheel pants. Elevator and aileron trim. Upholstery from Flightcrafters (Beige). Center stick. 12 Gallon wing tanks with senders mounted on top. Mitchel fuel gauges included. All steel parts have been professionally powder coated. See more pics on my site at scottwaters.com. • Contact [Scott Waters](http://scottwaters.com), Owner - located Blaine, MN USA • Telephone: 612-889-3963 .

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 2009 class will be held on February 5, 2009 at 6:00 PM. The course will run from Thursday February 5th 2009 until Monday April 27th 2009. Class period is from 6:00pm to 9:00pm, on Monday and Thursday nights, with the exception of the second Monday of each month when the EAA Chapter 54 monthly meeting is held at the clubhouse. (Ground school students are of course invited to this meeting at 7:00pm.)



Young Eagles Report *by Dave Becker*

Our 2008 Young Eagles program is officially behind us now and it is time to Thank ALL the pilots and ground support people for their time and efforts over the past year to make our Young Eagles program a great success. We flew 150 kids this past year with the help of our EAA 54 pilots and ground crew volunteers. I do want to recognize the following pilots for flying ten or more Young Eagles for the year. By doing so, these pilots have earned money credits from EAA that we can use to help sponsor kids to the EAA Air Academy camps next summer. They will be recognized in the EAA magazine in the near future for their achievement. Thank You to Dan Bergstrom, Dennis Hoffman, All Kupferschmidt, Paul Liedl, John Renwick, Dale Seitzer, and Dave Becker. Signaling out these individuals does not diminish the recognition deserving of all the other pilots and ground support people. Like Sharron Marr for her excellent photography, Art Edhlund for his certification skills, Leif Erickson for his manifest and public relations skills, Betty for her Kids Venture activities and others who all help to add their specialties and talents. I am looking forward to another safe and fun Young Eagles program in 2009.



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 NEW YEAR TO ALL!!

We all should look forward to this year as a year of fun chapter activities. There is lots of events to help out and or volunteer for this year. Young Eagles, EAA Weekend Work party, Chapter fly-in Pancake Breakfast to name a few. Look into these and others as they start the planning process to keep **YOUR** chapter a fun filled and rewarding chapter. Members are what makes our chapter happen and with your help we keep our chapter the best that it is.

Come-on!!!Volunteer this year!!!

mation to know about including what is going on over at the EAA grounds. They are really changing the front gate and surrounding areas. It will be really interesting when we go there for the weekend work party this year and see it first hand! Also, I am wondering if it may affect my usual camping spot. We will just have to see! We heard about these changes briefly last year but now seeing it really makes sense.



Steve Taylor is EAA's facilities manager and a gentlemen we report to every year during our weekend work party and he now has a blog which you can follow the progress of the construction. Check it out!

EAA's New Ground Plan

Have you visited the EAA website lately? www.eaa.org Better yet, how about signing up for EAA Hotline and receiving a neat update every week? They have some really nice infor-



NASA Callback Publication

Have you heard about this publication? Check out <http://asrs.arc.nasa.gov/> and subscribe to it to receive it via e-mail. They used to send it via snail mail but I guess not any more. This is a really neat publication on reporting aviation incidents without reporting to the FAA. Well worth looking into to save your bacon when needed. The articles are great reading too!

Contact Information for Newsletter Stories

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QUOTE OF THE MONTH

Flight by machines heavier than air is unpractical and insignificant, if not utterly impossible.

—Simon Newcomb, 1902