



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JANUARY 2010

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THIS MONTH'S PROGRAM WILL BE ON
MONDAY JANUARY 11, 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.

A Warming Chapter Member Flight

By Robert Pittelkow



Editors Note: This picture taken from a Young Eagles Event.

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Florida Adventure via RV-7A

I'd planned this trip since last spring but due to unforeseen circumstances, the trip was scrubbed several times. I managed to get everything stuffed into the baggage compartment and, with an oxygen bottle strapped to the right seat, departed Flying Cloud (KFCM), bright and early, Tuesday. The trip was to be an experience because I'd never attempted such a long distance solo flight before and was planning to use both Flight Following and Flight Planning to get to my destination of Tallahassee in the pan handle of Florida.

I obtained my transponder code from FCM Ground and launched about 9 AM. After permission from FCM Tower, I contacted MSP Departure on 134.7, requested Flight Following, and stated my desire to climb to 9500 feet after exiting the Class Bravo airspace. MSP cleared me to enter Class Bravo immediately and climb to my desired altitude. After leaving the Class Bravo airspace I requested a frequency change to open my Flight Plan, did so, and returned as instructed to MSP Departure. I reported "Experimental Four Oh Seven Victor level at Nine Five Hundred", traveling southbound. I was really truckin' along at full throttle, 2400 RPM, leaned back to 8.2 gph, indicating 157 mph, and showing 204 knots ground speed on the GPS! Hey Mon, that's 235 mph! Okay, so I had a slight tail wind.

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY LEIF ERICKSON

First of all, let me say I hope all of you had a very Merry Christmas and a Happy New Year. We are all looking forward to 2010 and another successful year for Chapter 54.

I should also introduce myself as the new President of Chapter 54. I've been a member of Chapter 54 since 1998. I started flying lessons in 1995 at Mayer Aviation and earned my private ticket in December of 1997. Former Chapter 54 member Jim Torseth invited me to a monthly chapter meeting which was held at Jim Anderson's hangar. I remember going upstairs and looking at Don Carlson's art gallery. About a year later someone from the chapter called to ask if I would serve as the Chapter's Events Director. I agreed, not knowing much about the duties of the Events Director and very little about the EAA and Chapter 54. Since then I have remained involved in chapter activities in various capacities. I'm proud to follow in the footsteps of past presidents Dick Wicklund, Bill Shanks, Dale Rupp, Paul Hove, and Dale Seitzer. Those people have been great role models and mentors for me for this job. I inherited a well run and well organized chapter. I hope the same will be said by my successor in 2012.

John Renwick recently spoke to a representative of the FAASTeam about listing our ground school course on their Safety Program Airman Notification System. SPANS is a listing of FAA sponsored events and seminars at <http://www.faasafety.gov/SPANS/default.aspx>. John was informed that Chapter 54 was not permitted to list events on SPANS because we no longer have a current FAASTeam representative. Richard Marr, our former FAASTeam representative, moved to Atlanta. So, that raised the question of finding a new representative.

Being a FAAST representative is not a trivial job. Check out their website at <http://www.faasafety.gov/about/mission.aspx>. Being a FAASTeam representative is a major time, talent, and personal motivation commitment. But promoting aviation safety is one of Chapter 54's core goals. A Chapter 54 FAAST representative would be an important position of responsibility for us. The responsibilities also extend far beyond merely allowing us the privilege of listing our ground school on their network of events.

So, I would like to bring the challenge to any of our members to consider volunteering as our FAASTeam representative. According to their directory there are 59 FAASTeam representatives in the GL-15 Minneapolis Region. A brief aviation background is listed for each member. I reviewed a few backgrounds and found a wide range of aviation involvement. One thing I did not find was a representative with a background in experimental aircraft. I think we should change that. We, as members of the EAA are concerned about aviation safety as much, if not more, than any other organization. So, a Chapter 54 FAASTeam representative would provide a great service to the chapter as well as to the wider aviation community.

Check out several recent changes to our Chapter website. First, in the Members Only Section, we now have the most current version of the Chapter By-Laws, that were approved on January 12, 2009. Thanks to Paul Leidl for tracking down an official copy for posting on the website. And a special thank you to Paul Linnerooth for all his efforts updating and reviewing the by-laws as well as gathering and organizing all the Chapter's legal documents. John Renwick has an updated Chapter Membership Directory in the Members Only Section. Finally, Paul Leidl now has a chapter membership renewal form on our website. Prospective members, and renewing members, can now fill out the membership/renewal form at home and either e-mail it, or send it snail mail, along with the dues payment to John.

I should also express my thanks to Dick Wicklund for all the work he has done in the past several months organizing our library.

The January Board Meeting is coming up on Saturday, Jan 9 from 10:00 AM to noon at the Chapter House. All members are invited to attend and offer their input into Chapter 54's 2010 agenda.

Our January membership meeting will be on Monday, Jan 11. Hope to see everyone there.



EAA CHAPTER 54 TREASURER'S REPORT
By PAUL RANKIN

2009 DECEMBER Financial Summary

Checking Account	\$ 1,693.47
Cash on hand	\$ 40.00
<u>Investments</u>	<u>\$ 7,166.47</u>
Total	\$ 8,899.94

Income

Calendar Sales	\$ 50.00
Donations	\$ 5.00
<u>Membership Renewals</u>	<u>\$ 150.00</u>
Total	\$ 205.00

Expenses

Newsletter & Mailing	\$ 34.80
<u>Utilities - Electricity & Gas</u>	<u>\$ 69.66</u>
Total	\$ 104.46

Net Cash Flow \$ 100.54



Chapter 54 Directory

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 Leif Erickson
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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')





Smokin' Xcountry @ 204 Kts

The trip was planned due south with a big hook into the Florida panhandle because of lingering weather nastiness in Tennessee and Georgia. The weather along my route was CVAU with a cloud ridge off to the East about 50 miles. You can see a long way at 9500 feet. The first fuel stop was Lebanon, Missouri with a delicious but unintentional pork chop & 'taters lunch put on by the local ladies club for a contribution. On to Meridian, Mississippi where a problem arose after refueling when I discovered I had no right brake. The biggest difficulty was convincing the local maintenance shop to help me rebuild the standard, garden-variety, Cleveland brakes as there was much reluctance to touch an Experimental airplane. I suspect they would rather work on high revenue King Airs and such. Anyway, after I used my "Possibles" tools to remove the wheel pant, one of the mechanics helped put on new pads. I reasoned that if there was difficulty with the right brake, I'd better do the same with the left

and so we did. Afterwards the technician agreed it was "kinda' fun" working on a small plane after all. They hangered the plane overnight (and didn't charge me for it) and I ventured east the next morning, arriving in Tallahassee in a couple of hours.

It is amazing how much airspace is reserved by MOA's and Alert Areas! I had to plan my route very carefully to avoid them if possible and to clear with Flight Service when that was going to be impracticable.

Tallahassee is Class C airspace. The airport is laid out in the form of an "L"; 36/18 and 9/27, joined at the elbow. On down wind for 36 my newly-purchased Zaan MXR lit up in alarm as a King Air took off from runway 27 across my bow. Eyeball - No factor. That was the only time on the whole trip the PCA said a word.

I spent several days visiting friends, having lunch with high school and college guys and gals, and basking in the question "You built that airplane?" Note: Neither class voted me "Most Likely to Succeed" back in the olden days!

I had to leave Tallahassee Saturday or get socked in for a week of rain so it was off with a planned overnight in Jackson, Tennessee, just east of Memphis. On the ground I called the Ground Control who gave me a transponder code of "55 blap 7". Even though I had been raised in Tallahassee and understood the Southern drawl, I didn't understand "blap" and had to ask three times for a repeat. Finally he said "Fifty-five-thirty-seven" and I understood. His taxi instructions to runway 18 threshold were VERY clear after that little episode!

I had an overnight planned in the trip to allow a nasty Low Pressure area to move out of the MSP area. It was very bumpy below 6000 feet when I let down for Jackson, Tennessee. I put the airplane in a hanger for the night and found what turned out to be a motel-motel on the bottom end of town. Clean but quite noisy!

The next morning it was light mist with a clear northern horizon. Where did that come from? It wasn't on the weather maps last night but it was going to get worse and was already raining in Memphis to the west. I refueled, paid my bill (no hanger fee!), and launched in very light mist, north bound. I had planned to fly west, not north, from Jackson and the Jackson FBO didn't carry a St. Louis Sectional. In fact, he didn't carry ANY sectionals! I made two short hops to local airports to find a sectional (remember it's Sunday morning) and finally obtained an expired chart from a pilot working in a hanger on his lawn mower. Any chart is better than no chart. Considering Murphy's Law, I was worried about the Feds. I did, however, have my up-to-date GNS530 GPS so I wasn't worried about getting into St. Louis Class Bravo airspace.

I was off and flying north and then west out of the rain and into clear skies indicating 157 mph and, with a head wind, 147 knots ground speed. I refueled at Washington, Mo. and then again in Mar-



Descending into Tallahassee, Florida

Continued next page

Big bend of the Mississippi River



shall Town, Iowa as the MSP weather wasn't moving as quickly as I planned. Insurance is spelled "FUEL". It was clear weather at 6500 feet almost to the Minnesota border when the scattered clouds pushed me down to 2900 feet by Albert Lea. The northern horizon then blotted out and I headed to my alternate of Mankato. I was ready to make a U turn back to Iowa at any time. The northern horizon began to clear and I turned north for FCM flying along highway 35W. The horizon became occluded again and I turned, once more, for Mankato.

Watching northern horizon closely I saw a wide twenty mile gap open up between the nastiness on either side with the sun shining brightly behind. I could see all the way to the North Pole! I checked the X-weather on the '396, turned, once again, for Flying Cloud. KFCM ATIS was reporting good weather at FCM and the tower was talking to high aerial activity. I landed okay on 28R, a little butt

tired, but happy to be home again.

It was eight Hobbs hours down and 9-1/2 H-hours coming back. The best laid flight plan ! Fuel burn was always in the neighborhood of 8.2 to 8.5 g/h and my IO360 ran without a skip. The air traffic guys, except for that Kracker in Tallahassee, were superb and were always interested in "Experimental 407 Victor".

It was a fantastic and safe trip, some light weather dodging, and good experience gained. I never used that oxygen bottle; it just took up space on my "desk", i.e., the copilot's seat. I'll have to figure out an alternative mounting for that bottle. I didn't get to visit friends in North Georgia and the trip wasn't as long as I intended due to weather but the main goals were Aces Full. Would I do it again? Yes, in a different direction though, possibly to Boise and, then, on to Oregon.

The caboose to this train of thought? That Van's RV7 is a fantastic airplane!



Crossing from Mississippi state into Alabama





Chapter 54 Meeting Minutes

December 14, 2009

By Bettie Seitzer

Meeting called to order at 7:32

Guests: There were no guests in attendance at this meeting.

Minutes approved as published in the newsletter.

Treasurer's report approved as published in the newsletter.

Old Business:

The electricity has been installed in the addition and it is looking GREAT!! A big thanks to all of the members who volunteered –donating time and materials. Dave Fiebiger did a fantastic job of planning and creating the modular plans to make an easy build for non-carpenters. Everyone is encouraged to take a look at the new area.

-There are regularly scheduled officer training programs offered at Oshkosh. Jan 22 – 24 is the next session. Several of our officers have attended in the past – contact them if you would like more information on the program.

New Business:

-Rotax has extended the TB.O for the 912 to 2,000 hours . Owners of the 912 should review the details and requirements on the Rotax website.

-The ramp entrance to the clubhouse can be extremely slippery on snowy or icy days. We need to explore options for correcting that. Members may submit ideas to Dave Fiebiger; Housing Chair.

-EAA National is offering a class for club treasurers covering the filings needed for the exempt status.

-Al Kupferschmidt will cover the RAAC meeting in January.

-We have EAA calendars for sale -- \$10 each.

-There is an aircraft mechanics seminar coming up early next year. Persons holding a mechanics certificate can attend. There will be plenty of advertising after Christmas.

-There are a couple of events at the Metrodome where RC planes can be flown from the field. A group called MARCE sponsors these events. A Google search will get you more information about the dates and specifics.

Committee Chairs:

Young Eagles: No report this month.

Membership: 135 members currently, we typically get new members from the ground school, but they have not typically renewed after their first year. It would be nice to include pictures of our members on the website along with a little bio information. Another option would be to have a photo gallery at the clubhouse in order to help all members put names and faces together. We own the Google group and individuals can put their own page in that group; they could include whatever information the individual wanted to provide along with a photo of themselves and/or their name. A brainstorming session could be scheduled to collect ideas about member information, how to archive it and make it available to the membership. Access database, Wikipedia style archive, Google Group, and photo wall were all suggested. The new President will put this on the agenda for the next board meeting.

Historian: People have been providing clippings, photos, stories and history of the club, members, and events. Jeff is organizing the information and working on ideas to keep the information up to date and accessible for the members who might be interested in researching.

Education: Feb 4th will be the first session of the ground school. We have put out publicity regarding our program. The FAA does a lot of advertising for Wings program classes, we might be able to get them to promote our program since it would be eligible for Wings credit. If they promote ours, people would be able to sign up for ours on the FAA website, which would be helpful for us. Our program is competitively priced so persons looking for ground school would be able to see the comparison. Marketing our program might help us to reach our max enrollment.

-Recognition of board members present; thanks to the work and direction they provide for the club. These board members serve as a direct link between the members and the executive committee.

-January 9th at 10:00 will be the next board meeting. At that time the budget and plans for the next year will be developed.

-Jeff Hove led the group in thanks to Dale Seitzer for serving as president.

-Meeting adjourned at 8:06.

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.



Aviation Oil For Sale!

I still have lots of Aeroshell, Exxon Elite, and Phillips oil for sale cheap. If anyone wants any, I'll get it to a chapter meeting. Thanks, Jim Rusch
Jrusch@frontier.com

01/30/2010 - Ski-plane Fly-in, Benson's Airport, White Bear Lake, MN

EAA Chapter #745 Fly-in/Drive-in Chili Feed 11 am - 2 pm, Jan 30, 2010 at Benson's Airport, White Bear Lake, MN. Airport identifier 6MN9. Ski's or wheels depending on snowfall, runway is NOT plowed. Weather date Jan 31st. Contact info: Kim: (763)-503-0161 Airport Phone: 651-429-0315.

6MN9 Benson Airport
Latitude: 45° 6' 59.88" North
Longitude: 92° 59' 45.78" West
Unicom: 122.700; Runway 12/30
(2000' x 75'), Surface: Turf

Benson Airport
5860 Highway 61 N
White Bear Lake MN 55110-2371
(651)-429-0315

AirCheck Aviation Checklist

I've discovered a Checklist "Application" for use on an Apple Iphone that seems to work well.

This application allows you to use and/or create checklists for any airplane you fly. You can create checklists On Line and download them to the AirCheck application on your I phone. Functions include ability to create unlimited amount of checklists, Emergency checklists for immediate call-up, reorder items, save your check progress if you get interrupted. Great for people who fly several airplanes.

Also has a "Shake to Check" feature which allows you to "mark" a checklist item merely by shaking your hand!

There are other checks lists out there in the I phone neighborhood that cost a lot more than this (two bucks) but this one does what I want most.

I'm working on an RV7 checklist set and will "Share" them on the Aircheck site when I'm done.

Regards, Bob Pittelkow

Who's Who in Chapter 54

Selected questions answered by it's members
Complied by the Editor



Name: Dale Seitzer

EAA #: 625915

Occupation: Business Analyst Off-shore Operations, Ameriprise Financial Services

What aircraft are you building?

Own, repair and maintain a SkyRanger

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

I like the Jabiru 250 because it is designed as a 1500 pound gross plane in Australia—they derated it to 1350 pounds so it would fit the Light Sport rules. It is a 4 place plane—they removed the back seats and made a luggage carrying area. The plane is built for heavy duty operations—the landing gear is tough. It has the 120 horsepower 6 cylinder engine that gets great fuel burn.

Fun aviation story;

In 1999 Bettie and I took turns piloting the plane to and from Airventure. I plotted a route with stops every 50-60 miles where we would switch pilots and the other would drive the car filled with camping gear. The sectional and map were tucked under a leg and an old cheap GPS was strapped to my leg. I remember getting close and seeing dozens of planes in the air at several different altitudes—I was close to the ground (Planes using the ultralight and light sport grass strip are instructed to fly at 300 feet AGL 5 miles out).

For the last leg from Wautoma to Oshkosh I followed the directions on the NOTAM and tried to follow the route as close as possible. There is a turn from a sort of base leg to final where one must start to descend and turn before the runway is in sight.

On base one travels parallel to the main runway about 600 yards away. I remember seeing thousands of planes parked and planes that looked right next to me landing on the main runway.

When I saw the grass strip I cut power and pointed the nose towards the ground, floated a bit, bounced a couple of times and said, "WOW, I made it." At that time there were many more small planes that flew into the grass strip so it was a great accomplishment for a low time pilot.

Who is an inspiration to you in aviation?

There is a story of an old guy at a fly in many years ago. The older pilot was walking around the plane doing a preflight inspection and he was working very slowly, touching every control surface, getting his hands dirty in the engine compartment and even on his knees checking the landing gear. A pair of observers were cri-

tiquing his pre flight, "What's taking that old guy so long to get going?" The other person smiled and said, "That pilot has never had an engine out—he always does a thorough pre flight." The first guy said sarcastically, "Well, who does he think he is? What's he looking for?" The second guy simply said, "That's Charles Lindbergh."

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

James Doolittle is known for the bombing mission of Japan during WWII but he was an innovator and expert pilot before and was involved in aviation heavily after war. I think he would have a lot of cool stories to tell.

Describe your first airplane ride:

Bettie gave me an intro flight lesson at Wings at the Holman Field. I met the instructor and we walked over to the Cessna 172. It looked terrible—the paint was faded, the seats were worn, the paint was rubbed off the aluminum anywhere the pilot touched. Even the yoke was worn smooth. The paint was a faded seafoam green and faded white. It looked like a 1962 Chevy Impala Station Wagon – I was not impressed. We taxied and during the runup the engine ran rough—I suggested we go back and get another one where the engine ran ok. The instructor leaned the carb and ran it up a long time on the ground until the engine ran better. I was nervous and not confident of the plane or the instructor.

We gave it full throttle and the plane moved forward, slowly. We continued to accelerate, slowly. I look at the instructor and asked if this was normal. Soon we reached take off speed and the plane was airborne. Getting off the ground was a lot more fun. It seemed easy to me so I started lessons.

What is your favorite airplane to fly?

I like my plane. Every plane is a compromise of speed, comfort, efficiency, runway needed for take off landing and pilot complexity demands. My plane fits my needs and capabilities right now.

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

I started lessons in 1998. I bought a Kolb Firestar, a taildragger ultralight with a 40 hp 2 stroke Rotax engine in 1999. In 2001 I became an Ultralight Basic Flight Instructor and bought a Titan II. In 2006 I got the SkyRanger.

Continued on the next page:

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

I have flown quite a few ultralight planes, Challenger, Quicksilvers and Kolbs. I took training in Paul Hoves' Warrior and have flown the Cessna 172 periodically. I have a few hours in a Champ also.

What do like about Chapter 54?

I like the social part of the club—everyone is connected by their love of aviation in any form. There are a lot of resources in the club—I just have to remember to ask. I also like the educational component of the club activities—ground school, donations to Air Academy and Farnsworth and Young Eagles.

How did you get interested in aviation?

As a kid I remember riding in the car driving by Flying Cloud airport and seeing planes in showrooms next to the road. I thought a twin engine plane would be the greatest thing in the world. I remember seeing Sherm Bowen every Sunday morning on TV and I just loved the sound of an airplane. But, I was a kid who lived on a farm, I did not know anyone personally who flew airplanes and did not consider being a pilot as an achievable goal.

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

You have heard the saying-- "There are old pilots and bold pilots but there are no old and bold pilots." I want to be an old pilot. Some people would say I have already achieved that goal.

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.





Young Eagles Report
by Dave Becker



Our 2009 year of flying Young Eagles is now officially history. Our total number for the year is 178 Young Eagles flown. Many Thanks to all the pilots and ground support people who made this year another safe and successful one. We had ten pilots who have been recognized by EAA for achieving and exceeding EAA's 10 for 2009 goal. Those pilots are Dan Bergstrom, Dennis Hoffman, Al Kupferschmidt, Paul Liedl, John Renwick, Pat Norris, Dale Seitzer, Bruce Olson, John Schmidt, and Dave Becker. Our chapter will receive Young Eagle credits worth \$5 for each Young Eagle these pilots flew and we will use those credits to help pay for the kids we sponsor to go to the Air Academy camps in the summer.

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.

I am including a few photos from our 2009 Young Eagle events.





TAXI TALK

{Interesting happenings compiled by the editor}

HAPPY NEW YEAR to all
54 Members!!

May this year bring you lots of joy of aviation and fun happenings at Chapter 54. Remember there are many things upcoming this year that Chapter 54 has going on and would love to have your help with. First of all our ground school is starting up again in February. Then starting in May our Young Eagles program starts up again. In the spring time, join us as we travel to Oshkosh for the Weekend Work Party. In August we have our annual Pancake Breakfast/Fly-in. And of course we meet every month on the second Monday and don't forget to come on by the clubhouse on Saturdays and talk aircraft with us. Lots of fun so come join us!!

Reflections back when.....

.....I first took flying lessons! The other day I found an old photo album that had pictures of when I first soloed. I was in the Coast Guard



stationed on a big white ship (cutter) based in Port Angeles, Washington, up the peninsula from Seattle. Beautiful country up there!



I soloed in the C-152 II pictured on the left. Ah the days when these aircraft were practically brand new and still had the wheel pants on. Before I left that flight school, Pearson Aircraft, I actually got to do two spins, WOW! This company had two Cessna 402C's to take passengers to Seattle for airline connections and it was always neat to ride them when I was going home. I used to leave the ship and go visit the airport whenever I could and just watch the sites. I hope to some day visit this airport again. I will bet you all can remember your first solo and or flight lessons and where it was!!

Contact Information for Newsletter Stories

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QUOTE OF THE MONTH

**No bird ever flew nonstop from New York to
Tokyo, or raced 15 miles high at triple the speed of sound.**

But birds do something else.

They do not conquer the air; they romance it

—Peter Garrison, Flying Magazine