



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

January 2004

## *The first solo*

by Pete Howell

### *January 2004* *This month's program*

Monday, 2003

- Social Hour at 7 p.m.
- Meeting at 7:30 p.m.  
Chapter House, Entrance B, Lake Elmo Airport
- Program:

**Speaker:** Obie Lillo from the RC Club down the road from us on Manning Ave. He will tell us about the history and scope of their RC club and describe some of the challenges and excitement of model airplane flying.

The weather finally turned nice. I went to the airport and preflighted the Skyhawk. We started up, got clearance and taxied to the active. My instructor, Kevin, asked for my log book and was doing a lot of writing while we shot touch and gos. I was reminded, as always, to hold more right rudder and to use the rudder just before touch down to get the plane aligned down the middle. After 5 T&G's Kevin called the tower and asked if he could come up to watch a solo, they granted his request and we taxied to the base of the tower. Kevin shook my hand, told me to have fun, then got out and took most of his stuff with him, (not taking any chances, I guess).

It was odd not to have the right seat occupied, but I asked for clearance to the active and off I went. At the runway, I radioed for take off clearance and they actually cleared me! I checked base and final, pulled out, and firewalled the throttle. The 172 climbed like crazy with the cold air and less weight. I felt great as I realized this was a milestone and something I had wanted to do for a long, long time. As I climbed quickly, I realized I would have to cut the power earlier than normal to avoid busting altitude. The pattern was clear and uneventful as I turned crosswind, base and final. I left the power in a bit too long on final and I came in a little hot and floated a



*While Pete flies around in the 172, his girls — Kate and Meg — are building him an RV7.*

while, but no problem.

I pulled off the active and actually remembered to clean up the flaps and carb heat. The tower knew what was going on and cleared me to taxi back to the end of the runway again. I called for T.O. clearance and was to my surprise, was cleared again.

Take off number 2 was normal, and I really noticed how much less runway I used. As I climbed out, some guy in a twin Cessna who obviously did not know it was MY pattern and MY solo day decided he needed to land. I first suspected something was up when the controller told me he would call my crosswind. He did so, and then told me I was number 2 behind the twin Cessna and did I have him in sight? I forgot twin Cessnas are a wee bit faster than my lowly Skyhawk and a was looking to my left when the friendly controller told me to look right. OK, I had him now and realized why I was number 2, as he was really moving. I turned downwind and extended until he was on short final. I then turned base and turned long final as he landed. It was not the squarest pattern I have flown, but it got me back to the end of the right runway. The landing was OK, but I dropped it in a bit at the end.

The sun was setting and it was getting a bit dark, as once again I cleaned up the plane and was cleared to taxi back. This time everything clicked, the pattern was clear, my turns were square and the landing

*(Continued on page 4)*



President's Column

**Growing Gracefully** by Paul Hove

Over the last two years Chapter 54 has experienced some tremendous growth. We were 78 members two years ago and now have 160 paid members. Much of this growth was due to the new clubhouse and the free evening Private Pilot Ground School.

We had about 18-25 students and members auditing the class for each of the two classes that have been taught so far. The next class is scheduled for late January or early February this year.

I wish to thank the instructors that gave so many of their evenings to the chapter teaching many of us older generation pilots the new airspace requirements and refreshing some of our long forgotten skills on the Model MK-6B Computer.

Lake Elmo airport is undergoing some important changes as Valters Aviation has purchased Meyer Aviation and is busy revamping the business to extend the hours of operation. The first noticeable change was the lowering of gas at the pump to \$2.10 per gallon. It's great to see aircraft on the ramp again. Way to go Gatis!

As a public service for the airport a wireless access to the Internet has been installed by Valters Aviation and is now operational. Those of you that have WiFi can log onto the Internet using the SSID Network Name Valters\_Public. Their Web site <http://valtersaviation.com> has a message forum that has an Aircraft Sales Forum, a link to our Chapter 54 Web Page and a RV Builders Forum.

**Some handy sites for pilot weather and information are:**

- <http://www.weather.com>
- <http://www.adds.aviationweather.gov>
- <http://www.tiger.census.gov/cgi-bin/mapbrowse-tbl>
- <http://www.mapquest.com>
- <http://www.duats.com>
- <http://www.airnav.com>
- <http://www.aopa.org/members/wx>
- <http://www.members.eaa.org/home>

(Editor's note: Those of you reading the electronic version of this newsletter can just click those links to get to your destination.) The last two URL's require memberships in their respective organizations.

Latest news from the EAA headquarters is that the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft NPRM has been signed on Tuesday, December 23 by Secretary Norman Mineta of the Department of Transportation and passed on to the Office of Management and Budget for review and return to the FAA.

The OMB has 90 days to act upon it before it will be published in the Federal Register as a final rule.

The Young Eagles Program met their goal of flying One Million Young Eagles before the 100th year anniversary of flight on December 17th. We are honored to have Minnesota's top ranked Young Eagle flyer as a member of our chapter. Twice as many Young Eagles (1163) have flown with Dale Rupp then the nearest competitor in the state. Congratulations Dale!!!

Watch for safety seminars to be conducted at the chapter house during the coming year. We will have some during the normal meetings and are planning something for a Saturday morning this winter or early spring.



## Chapter 54 Directory

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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

## Looking back at the National Air Tour

Forwarded by Bob Waldron

### Greetings National Air Tour Fans!

First of all, all of us from the National Air Tour wish you a v e r y H a p p y N e w Y e a r . Looking back, it was a fantastic year for anyone interested in aviation. For the NAT, we are so fortunate to have been able to share the National Air Tour 2003 experience with y o u !

People have been asking us about the recent media coverage for the National Air Tour 2003 and where they can read more about it. This story outlines some of that coverage the tour has received of late. This does not include earlier coverage from publications like the wonderful **Air & Space** story and other industry publications like **GA News**, etc. Web articles are also not noted.

In addition to this information, we are also sending you a few pictures of the people who really brought you the tour - the 80 to 90 pilots, crew and volunteers who were with us on that wonderful journey. We are presently processing thousands of photos and we will be sending more to you later, just for fun!



*The tallest and the shortest NAT pilots: Barnstormer Rob Lock, at just under seven feet, and Teresa Sloan at just over five!*

The story of the National Air Tour 2003 was shared by many people. This slice of the Golden Age of Aviation

known as the National Air Tour was covered through the Internet, feature articles, newspapers, broadcast media and tour stop visits. The number of media "impressions" is estimated to have exceeded 100 million.

Colorful stories of the pilots, planes and people of the 2003 tour were featured in national general interest media outlets such as **USA Today**, **Public Radio International's "Savvy Traveler,"** **CBS News Radio**, **Voice of America Radio Network**, **Associated Press**, **FOX News Channel**, **Discovery Wings Channel** and even the **Weather Channel**.

Among the many great aviation publications, the tour received extensive coverage by some of the most widely read and respected magazines. Stories of the tour's arrival was often given top placement on the front pages of local dailies and weeklies along the route. Almost every major local television station covered the tour's arrival.

Dozens of journalists joined us on the tour including some of the top aviation writers and photographers from the United States and Europe. Their stories are still being published -- below is a just a sampling. Many of the magazine articles are still available on newsstands. Others are by subscription or membership only.



*Pat Courtemanche from Minneapolis (right) took care of the audio system at each stop. He then ran to the hotel to arrange room keys. Pat quickly discovered that "he who holds the keys holds the power" at check-in time!*

*(See OSHKOSH on page 4)*



*THE FIRST SOLO (Continued from page 1)*

was my best ever. I really noticed the great view of downtown Minneapolis on downwind. I cleared the active, cleaned up the plane and then asked to taxi to the base of the tower to pick up a passenger. I picked Kevin up and realized he was as happy and excited as I was. We taxied over to the FBO to fill up and fill out my log book.

It was a great experience. Kevin had me prepared and it went really well.

All in all, a great day. One I will remember for a long time.

*Editor's note: C'mon! Everyone who flies in Chapter 54 had to solo. We'd like to do an article with a composite of the "first solo" stories. So e-mail yours ASAP (why not right now?) to Bob Collins at [bcollins@visi.com](mailto:bcollins@visi.com).*

*NATIONAL AIR TOUR (Continued from page 3)*

During the month of September, the National Air Tour Web site received over 14,500,500 hits and more than 450,000 separate visits!

Tour organizers estimate that more than 75,000 people came out to witness the tour despite daytime arrivals that conflicted with work and school schedules, flight delays due to storm fronts including Hurricane Isabel and often short stays at airports (we really wished we could stay longer)!

#### **EARLY 2004/FEBRUARY**

**Flying Magazine** Lane Wallace's coverage of the NAT is scheduled to appear in the February issue.

**Custom Planes** Charles Stites' photographs from the tour make up the cover, several spreads and pages in this magnificent issue.

**Air Classics** Gilles Auliard's photos and writing from the tour are packed into a wonderful 10-page feature.

**Flight Journal** This story includes a photo of the FAA's N34 Tour photographer Austin Brown has been busy working with magazines in Germany, Sweden and the U.K. Stories are scheduled to run in Aerokurier in January, in Flyer in January or February and in Flygrevyn sometime after the new year. There's a possibility that Germany-based Motorpresse will reprint the Aerokurier article in countries from the Czech Republic to Portugal.



*This National Air Tour crew picture was taken at the Wausau NAT stop. All of us who were on the National Air Tour 2003 wish you a very **Happy New Year!***

### **CLASSIFIEDS**

—My Dad spent last two years building a Glass Goose Sea Plane Kit. It is FOR SALE or trade! He is looking for another project. If you know anyone interested, please forward the link below. —*Scott Olson*  
<http://home.comcast.net/~Escotto0125/tomo/flyiTMO01.html>

—Perhaps you know me as the "Swift guy". I want to save as many as these old birds as I can. There is a Swift in a boneyard in Kansas that needs saving! See <http://www.napanet.net/~arbeau/swift/80568.htm>  
Repairing this Swift would be easier than building a metal homebuilt! -*Jim Montague EAA 42062*

—On Jan. 15, 2004, the Council of Metropolitan Area League of Women Voters (CMAL) will hold a meeting at which MAC Chair Vicki Grunseth will be the speaker. CMAL sponsors informational meetings on topics of general interest from time to time.

The meeting will be held at the Mayflower Church, 106 E. Diamond Lake Road, just off 35W. Registration will begin at 9:30 AM. At 10 AM, Chair Grunseth will begin speaking, followed by a question and answer period. Questions for her may be submitted ahead of time to CMAL's contact person, Laurie Boche, [labl@aol.com](mailto:labl@aol.com) <<mailto:labl@aol.com>>. The program will last until 11:45. There is a \$5 charge to attend the morning portion of the meeting, payable at the door, and both women and men are invited! At noon, a box lunch will be available by reservation at a cost of \$12.

## December Meeting Minutes

DECEMBER 8, 2003

The meeting was called to order at 7:30 p.m. by President Dale Rupp.

Treasurer's report was given by Paul Liedl. There is a balance of \$10,088.62 on hand. Motion was made and seconded to accept the report as read.

Secretaries minutes were accepted as printed in the newsletter.

Old Business - None

Visitors - Ed Trudeau

New Business - Dale Seitzer informed everyone of a survey that was done by the Metropolitan Council on sport pilots. There were 3,500 surveys sent out with an 18% return. There were several statistical numbers given. One of the interesting facts was how important the availability of airports is to general aviation. Thirty % of those pilots stated they would stop flying if their airport closed.

EDUCATION - ART EDHLUND

Ground school is now finished. The class will be taking the pre FAA test here in the club house and then the real test will follow as it is scheduled. This was a very focused and dedicated class.

The next class will be 2004 and offered once a year. There are plans to offer subject specific forums for members to attend.

YOUNG EAGLES - AL KUPFERSCHMIDT

We continue to have kids that have not taken their flight and signed up at the pancake breakfast. Please feel free to take some of the names and work them into your schedule. Still working on trying to get the boy scouts through that need their merit badges

BUILDING MAINTENANCE - DAVE FIEBIGER

Chapter house is open every Saturday from 9 - 12 noon. Please come.

WEB SITE - MARLON GUNDERSON NO REPORT

GENERAL INFORMATION

Regarding the MAC meeting held November 27th. New rates will be coming in 2004. MAC will no longer be responsible to pay for anymore wells that are contaminated around the Lake Elmo Airport. There will be a public meeting held on January 12 (Monday), 2004 at Oakland Junior High School - 7:00 p.m. This meeting will address "what is in the future for L.E. Airport". AOPA plans to be there, also. This will be your chance to get information and to speak up.

There is a very good article on 100 Years of Aviation in the latest National Geographic Magazine. Recommended that people read it.

There being no further business the meeting was adjourned at 7:55 p.m.

A slide program was presented by Philip Mattison on his adventure flight in a Super Cub with Wipline Floats to the Artic Circle and back.

Respectfully submitted by acting secretary Rae Kupferschmidt

### FAA CONSIDERS AIRWORTHINESS ACTION FOR GARMIN TRANSPONDERS

A problem with the software for Garmin's GTX 330 and GTX 330D Mode S transponders has prompted the FAA to propose an airworthiness directive (AD). But Garmin told AOPA that it has already sent updated software that fixes the problem to all Garmin Aviation Service Centers. Without Garmin's recently released software version 3.03, the Mode S transponders may not reply to traffic collision avoidance system (TCAS) interrogations from other airborne traffic detection systems. Garmin issued a safety bulletin in mid-2003 and is offering to pay for both the software upgrade and the avionics shop time to do the work. Anyone with affected equipment who has not received the software upgrade should contact Garmin.

### UAL FLIGHT 232 HERO TRYING TO SAVE DAUGHTER'S LIFE

Capt. Al Haynes is in yet another life-or-death struggle, but this time it's purely on the ground. Haynes was the United Airlines captain who, along with his crew, in 1989 guided a crippled DC-10—an engine failure caused the loss of all hydraulic flight control systems—to a crash landing in Sioux City, Iowa. Although lives were lost on Flight 232, many were saved by Haynes' performance in a nearly impossible situation. Now he's fighting to save his daughter's life. Laurie Arguello, 39, is in need of a bone marrow transplant and must raise \$250,000 to cover out-of-pocket expenses. Haynes is working in conjunction with the National Foundation for Transplants and all contributions are tax deductible. For details, see

### Treasurer's Report

By Paul Liedl

#### December's Financial Summary

Cash on Hand	\$ 13.00
Checking Acct.	\$ 5813.42
Investments	\$ 4000.00
Total	\$ 9826.42

Income in December consisted of \$375 in individual dues, \$25 in donations, and \$70 in calendar sales for a total of \$470.00.

Expenses for the same period were \$732.20. They consisted of \$95.12 for utilities, \$255.00 for Chapter EAA registration and liability insurance, \$68.34 for newsletter publication/distribution, \$37.00 for membership renewal, mailing expenses and \$276.74 in ground school expense.



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