



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JUNE 2005

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THIS MONTH'S PROGRAM
MONDAY JUNE 13TH, 2005

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT
- SHARON SANDBERG FROM ALL STAR WARBIRDS WILL BE AT OUR JUNE MEETING. SHARON WILL BRING EXAMPLES OF CLOTHING TYPES, COLOR, SIZES AND PRICING THAT WILL BE AVAILABLE FOR PURCHASE.

ATTENTION, EXPERIMENTAL/HOMEBUILT PILOTS CATEGORY AND CLASS RATING REQUIRED TO CARRY PASSENGERS

On April 21, 2005, the FAA issued a Flight Standards Notice No. N 8700.42, titled: Issuance of Experimental Category and Class Rating for the Holders of a Recreational Pilot Certificate or Higher.

After a review, EAA published a web story on May 9, 2005 outlining these new procedures, a link to the new FAA Notice is included in the story:

http://www.eaa.org/communications/eaanews/050509_rating.html.

The key to understanding the requirements set forth in the new Notice is that this Notice DOES NOT affect pilots who are already properly rated to fly their experimental aircraft, e.g., a pilot holds a airplane SEL rating - he/she is qualified to fly passengers in SEL experimental airplanes. It also DOES NOT affect pilots who are flying single-seat experimental aircraft, or those who fly experimental aircraft with more seats but that never plan on carrying any passengers.

This Notice only affects pilots who are flying aircraft for which they DO NOT hold the appropriate category/class rating or privilege. Examples:

1. A member called in - he holds an airplane SEL rating on his pilot certificate, but is currently flying his experimental amateur-built helicopter with just a logbook endorsement (as authorized by the old standard). If he wants to continue to fly passengers in his helicopter then he must comply with the requirements in the Notice, in this case he could be grandfathered per the instructions. If he does not fly passengers in his helicopter, then he can continue flying as is because the Notice only involves those who fly passengers.

2. A member called in - he has put over 200 hours on

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PRESIDENT'S COLUMN
BY PAUL HOVE

EAA Chapter 54 participated in the 2005 Weekend Work Party Program again this year. Pictured are the usual suspects with our welcome Committee of one by no less than the founder of EAA, Paul H. Poberezny himself.



From Left to right are: Jesse Black, Bob Pitelkow, Paul Hove, Paul Poberezny, Richard Stright, Richard Wicklund, and Tom Gibbons (Kneeling).

The group worked in the EAA Warehouse building a new Finance Center.



On Saturday night we were given a private tour of Pioneer Airport and were allowed to climb aboard some of the display aircraft. A good time was had by all and we accomplished an amazing amount of work.

Valters Aviation now has a Medtronic LifePak 500 Automated External Defibrillator available for Sudden Cardiac Arrest victims. Several chapter members and the staff at Valters received training on the operation of the device last month.



On July 24th-Aug 13th there will be a North American AT-6G giving Warbird rides at Valters Aviation ramp. Here's a firsthand chance to experience aerobatics in a military aircraft.

AirVenture will have several large attractions at the show this year. The P-38 "Glacier Girl" will be at the show along with the White Knight and SpaceShipOne and the Virgin Atlantic GlobalFlyer piloted by Steve Fossett in a record solo around-the-world flight.

Locally we can see the Blue Angels at Southern Wisconsin Regional Airport (formerly Rock County airport Janesville) on June 11-12th.

The Civil Air Patrol will be having a pancake breakfast at their hanger on the North Side of Lake Elmo Airport on June 19th.

Come to this months meeting on June 13th to see Sharon Sandberg from All Star Warbirds and order some Chapter embroidered apparel.

TREASURER'S REPORT

BY PAUL LINNEROOTH

May's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 4,144.10
Investments	\$ 6,268.74
Total	\$10,452.84

Income in May consisted of \$175.00 in membership dues, \$110.00 in gifts received, \$8.00 in calendar sales, and \$1,085.75 in banquet dinners for a total of \$1,378.75.

Expenses for the same period were \$1,707.64 and included \$61.23 for newsletter publication, \$59.24 for utilities, \$164.00 for property taxes, and \$1,423.17 for the banquet.

SPEAKER NOTES

BY DAVID CROSS

Hi Everyone, Many of you have expressed interest in various forms of wearing apparel displaying the Chapter logo. One thought was to order a batch of embroidered T-shirts and sell them to the membership; but some of you expressed interest in polo shirts, t-necks, caps, etc. instead.

Rather than make an arbitrary decision and limit the selection to a particular apparel item we have invited Sharon Sandberg from All Star Warbirds to our June meeting. Sharon will bring examples of clothing types color, sizes and pricing that will be available for purchase.

So, plan on attending the 13 June meeting to take advantage of upgrading your wardrobe and displaying your Chapter 54 association.



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

EAA CHAPTER 54 MEETING MINUTES

APRIL 11, 2005

BY: BETTIE SEITZER

The meeting was called to order by the President. There was one visitor at the meeting - John, an airline pilot who has recently bought a hangar at Lake Elmo for his 172.

Commissioner Lanners visited Lake Elmo airport over the weekend and was treated to a well-planned visit to Valters FBO and several private hangars where he was able to talk with pilots and see the various types of planes that use Lake Elmo Airport. He and his wife were both interested in having flights, but the weather was not cooperating on the day of their visit. The flights will be offered at a future date.

The treasurer's report was approved. Our request for property tax exemption has not yet been returned to us, Paul will notify us when that ruling has been made. Secretary's report approved as published.

Announcements:

On May 14th the chapter 54 work party will be going to OshKosh.

Sport Aviation Magazine lists all pilots who have flown more than 10 young eagles – look for Chapter 54 members!

Chapter award nominations can be made now, if any members would like to nominate someone, they should get in touch with Paul.

Current membership stands at 189! We can certainly be proud of our club.

A new CD in our library includes the FAA test questions, it can be self-scored.

We will be sending 3 students to Air Academy this summer

Our fly-in is scheduled for Sunday August 14th. Leif is the event coordinator and is looking for volunteers to chair committees as well as persons to serve on the committees. The pancake breakfast is a fabulous community outreach effort – last year we served over 750 breakfasts and hope to do as much or more this year. The event cannot happen without the participation of our members. You can serve on whichever committee most interests you. The important thing is that you do participate!

EAA CHAPTER 54 BANQUET NOTES

MAY 9TH, 2005

BY: BETTIE SEITZER

Our annual chapter banquet was held on May 9th at the Stone Ridge golf course. It was a beautiful evening and a good opportunity for our members and spouses to mingle and enjoy a good dinner and an interesting speaker.

Dale Seitzer presented "Guess the Plane". He showed pictures of planes owned by chapter 54 members and asked audience members to identify the owner of each. It was illuminating – no one was able to identify the owner of all 10 planes. Dale Rupp was able to correctly identify 9 of the owners, making him the top winner of the evening. There were plenty of great prizes for the contestants provided by Valters and Regent Aviation.

Rob Ellos, our speaker for the evening, presented an interesting collection of research, eye witness accounts and other information to support the theory that Amelia Earhart was actually captured and held by the Japanese. The late 1930s were politically charged as the world moved toward World War II. Tensions mounted as the United States sought ways to gather intelligence about Japan's military activities and build-ups on islands in the South Pacific. Rob shared some of the speculation that exists about how Amelia's expedition may have been affected by that political climate. There are many theories and many unanswered questions, it was interesting to hear Mr. Ellos's version of the story.

The ladies who attended each received a lovely blooming annual provided by Sun Country Farms in Lake Elmo. They are located on the South Side of Highway 36; the store with the haunted Halloween House. Country Sun Farms has beautiful annuals and hanging baskets right now. In the Fall they host a fall festival and for Christmas they offer seasonal products including fresh trees. It is my favorite greenhouse – excellent quality, excellent prices.

The banquet was a big success, if you have ideas for next year's event, please don't hesitate to volunteer for the banquet chair person job!

Attention (Continued from page 1)

his experimental amateur-built airplane and is concerned how this new rule will effect him flying passengers in his RV-4, and the RV-7 he's buying. Research showed that the pilot holds a Commercial pilot certificate with a airplane SEL rating on it. Because he currently holds the appropriate category and class rating for the experimental aircraft he flies, he does not need to do anything except keep flying safely...

3. A member called in - he holds a Recreational pilot airplane SEL certificate and is planning on buying an experimental light-sport powered parachute and wanted to know how this would effect him when he flies it as a Sport Pilot. This new Notice does not effect him - FAR 61.301(a) and 61.317 require all Sport Pilots to receive logbook endorsements for the make and model LSA they will be flying, before they can fly passengers (or act as PIC).

It may be a few months before operating limitations contained in FAA Order 8130.2 is updated to include this new requirement. The FAR's have been changed to require this requirement, so when visiting pilots/owners of new experimental airplanes please inform them of this new requirement.

Finally, those who fly high performance, turbo-prop, or turbojet experimental aircraft have different pilot qualification requirements to meet, those requirements will not be addressed in this e-mail.

FOR SALE

Fly Baby - Completed 1999
TT airframe and engine - 200 hrs
Engine - Cont. A-65
P. Bower plans modified using plywood wing leading edge.
Price \$9,000.00

Additional info. Contact
Ron Trom - EAA Ch. 237
Owner/Builder
Phone - 651-483-3701
E-mail - r.trom@earthlink.net

HELP WANTED

The Pancake Breakfast Fly-In Committee seeks three individuals to chair the following committees: Set-Up, Tear-Down, and Flight Operations and Safety.

The successful applicants will possess the following qualities:

The ability to follow a prepared job description,

The ability to do physical work,

The desire to meet and interact with other chapter members,

The desire to contribute to the success of the chapter's main fund-raising activity,

Be available to work on Saturday, Aug 13 or Sunday, Aug 14,

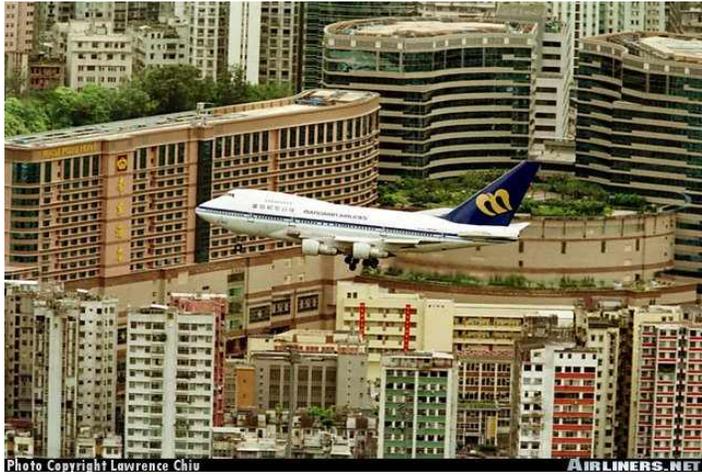
Previous experience is not necessary.

Any chapter member interested in applying for any of the above positions is encouraged to call Tim Reberg at 651-730-8574.

ANY ONE PLANNING A TRIP TO HONG KONG?

You could be in for an interesting landing. The video shows an actual landing - A GOOD ONE! Look at all the still pics. They will give you some idea of the landing challenges.

Old Hong Kong Airport



No autopilot stuff here...hand fly that sucker, and don't screw up...!!!

The prayer : "Lord, if I'm gonna die...please don't let it be pilot error"



At ILS "Minimums"...you break out of the clouds at the top of a hill...!!!

First one to see it calls "Checkerboard in sight" ...!!!



Now...hard right turn and dive !!!...and don't mess around, or you simply won't make it...!! Is that a short runway, or what...?



Woe to you if you're too high...!!!



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Strong cross winds were common...so you had to "crab" all the way to the runway...!!!



Photo Copyright Andy Mok AIRLINERS.NET

Over shoot, and you're in the drink...kick it out of the crab too soon, and you're blown back off the runway...wait too late and "crunch"...# 4 engine...!!!



Photo Copyright Daryl Chapman AIRLINERS.NET

Sometimes the cross-winds were stronger than others...

Overreact on the crab correction, and "Crunch" # 1 engine...!!!



Photo Copyright Daryl Chapman AIRLINERS.NET



Photo Copyright Daryl Chapman AIRLINERS.NET

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Hong Kong (Continued from page 8)

Don't "Float" or try to make a smooth landing...Just put it on....!!!

"Firm" landings help dissipate energy, and help you stop....!!!



Drop too low, and you'll drag your wheels thru the high rises....!!!



What I said was: "I think we're a little high and fast"....!!!

That was a nice smooth touchdown though, Sir!



Jeeez Loueeeee, tough place to visit, especially by air.



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CLASSIFIEDS

This space is left available for members who have aviation related stuff (or just about anything else within reason) to Buy, Sell, or Trade.

NEW MEMBERS

Please let us know when there are new members joining the organization. We would like to hear about who they are, where they came from, and what they are working on.