



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

MARCH 2006

## MARCH 2006

THIS MONTH'S PROGRAM

MONDAY MARCH 13TH, 2006

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT
- A FEW EXPERIENCED EXPERIMENTAL BUILDERS ARE GOING TO BE PRESENT TO TAKE ON QUESTIONS ABOUT BUILDING YOUR NEXT PLANE. TOM MARSON—FISHER-WOOD; CHIP ANDREWS—SKY RANGER-TUBE AND FABRIC; TOM GIBBONS—PULSAR—COMPOSITE; DALE RUPP—RV-METAL.

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### 1943 WWII AERONCA L3B FLIES AGAIN ANOTHER WARBIRO AT LAKE ELMO AIRPORT

Amazingly, another basket collection of parts, along with a registration and airworthiness certificates, has emerged as a beautiful flying machine at 21D after twenty four years of repose.

Restored by the *Elmo Airplane From Basement* (EAFB) crew, mainly under direction of Jack Blais, and flown by "Test Pilot" (Testy) Paul Anderson, N47175, c/n 9163, was again airborne on Saturday, February 25 for a one hour overhauled engine break in. The 85 HP Continental, overhauled by Jim Montague performed well as did the aircraft. A second one hour flight was made on Saturday, March 4.

Purchased as a project from Birger Olson of St. Paul in 1982, the wing gussets were made of war time "fish paper" instead of wood to conserve critical materials. Not only did and FAA Airworthiness Directive require replacement of the gussets, but the plane had been in a barn fire. Salvaging all of the metal fittings, new wood ribs and spars were made from the old parts as patterns and from microfilmed World War Two manufacturing drawings.



Birger bought the plane in 1975 from Tom Tschida and John Williams, also from St. Paul, who had acquired it in 1974 from Leon and Lloyd Thomas of Elk River. They purchased it from Mary Elizabeth

*(Continued on page 6)*



**PRESIDENT'S COLUMN**  
*BY PAUL HOVE*

Well it now looks like we started to celebrate too early. Vicki Tigwell (Chairperson of the Metropolitan Airports Commission) has now stated that she will not take the job in Australia after all and plans on remaining with the MAC. We had hoped that a new MAC Chair would be a better caretaker of the wonderful reliever system the legislature created for Minnesota and gave to the MAC to operate. I would encourage our membership to talk to their legislative representatives to put the teeth back into the bill (HF2086 and SF1940) to move the MAC under MNDOT with polices that would require the commissioners to have aviation experience in order to serve on the board. The current board has been a poor caretaker of the reliever system and has let the airports erode. The boards' constant threat to close some of the relievers has led to owners selling their hangars and moving to non-Mac controlled airports. The remaining owners are reluctant to invest any money in repairs with the cloud of closure threatening their asset.

At least one FBO owner that I talked to is wondering how Northwest Airlines got a "seat" on the board. She demands and is allowed to be heard on any action the board takes that may benefit the reliever system.

On a more cheerful note, I see that the snowbirds are starting to return from their southern homes and will soon be seen in the pattern brushing up on their flying skills. Be nice to them and try to avoid voicing the usual sarcastic comments on the obvious rusty radio and manual dexterity skills. After all many of them are fellow EAA members.

The Ground School Private Pilot Class is under way at the Chapter House on Monday and Thursday evenings. The class has 17 students including 4 students who are members auditing

the course. Check [aaa54@aaa.org](mailto:aaa54@aaa.org) website for details on each lecture. Members may attend any of the lectures free of charge.



It is time to start planning our annual "Work Party" trek to the Motherland of Experimental Enthusiasts. We have not yet heard from EAA Headquarters on the opening of the work party season, but we will be starting to look for volunteers and will talk about it at the next chapter meeting. Our chapter generally been in the first work party and have had continuous representation for a number of years. We have a tradition to uphold. Let's see if we can't get a better representation this year. Some of the previous years have had enough volunteers to warrant renting a bus for the trip. Recently that has dwindled to a van trip.

I have been compiling a Local Events Calendar for the Chapter and have sent it to our Webmaster and Newsletter Editor for our members use. I will also post a printed copy at Valters Aviation.

See you at the Chapter Meeting on the Monday the 13<sup>th</sup>!!!

## EAA CHAPTER 54 TREASURER'S REPORT

*BY PAUL RANKIN*

### February 2006 Financial Summary

Cash on hand	\$	40.00
Checking Account	\$	"5,734.51"
Investments	\$	"6,364.86"
Total	\$	"12,139.37"

### Income

Donations	\$	45.00
Membership Renewals	\$	250.00
New Members	\$	75.00
Calendar Sales	\$	50.00
Ground School Fees	\$	"1,200.00"
Total	\$	"1,620.00"

### Expenses

Newsletter	\$	47.68
Utilities	\$	184.78
Total	\$	232.46

Net Cash Flow \$ "1,387.54"

## MSP CLASS B AIRSPACE

*BY: PAUL J. ANDERSON*

On February 16th, 2006 the MSP Class B Airspace will expand out to 30 miles from MSP in some sectors.

The base of the Class B Airspace above Lake Elmo remains the same (4000 feet), but there are changes to the airspace in the 20-30NM ring of the Class B airspace that people need to be aware of.

For more information about the class B airspace changes, see:

<http://www.dot.state.mn.us/aero/>

For a diagram of the new airspace, see:

<http://www.dot.state.mn.us/aero/avoffice/pdf/ClassBPoster.pdf>



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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')

## CHAIRMAN'S REPORTS: YOUNG EAGLES

BY: DAVE BECKER

During February, nine Young Eagles were flown for our EAA Chapter 54. This year, our publicized standard Young Eagle days will be the second Saturday of each month, from 9:00 a.m. to 10:30 a.m. starting in April and going through November. Young Eagle flights certainly can and will be flown other times as well.

The Young Eagle Pilot requirements are basic, but must be followed.

- All participating pilots must hold an appropriate Airmen's Certificate (Sport Pilot or greater).
- Pilots must possess a current Medical Certificate (if applicable).
- Pilots must be current EAA National Members.
- Pilots must be current to carry passengers in the aircraft they plan to use.

- Pilots must have a current Flight Review.
- Aircraft Passenger Liability Insurance is required for the aircraft used (owned, rental or borrowed).
- The Young Eagles registration form must be completed before the flight, complete with parent or guardian signature.
- The aircraft used for the flight must be in airworthy condition.

As an EAA member, pilots participating in the Young Eagles program are eligible for an additional \$1 million of passenger liability insurance coverage, if they carry a minimum of \$100,000 per seat liability insurance.

Other Young Eagle volunteers (ground support) are not required to be EAA members, but are encouraged to join EAA.

### QUESTIONS FOR PANEL

Tom Marson	Fisher	Wood
Chip Andrews	Sky Ranger	Tube and fabric
Tom Gibbons	Pulsar	Composite
Dale Rupp	RV	Metal

Here are some sample questions to ask our panel of experts at Monday's meeting. Be thinking about some more questions to ask.

- What kind of special skills or tools are needed to build your plane?
- How complete was the kit and How many hours of labor to complete?
- Easiest part? Most difficult part of assembly?
- How much room is needed—special space needed?
- Any difficulty getting airworthiness certificate?
- Are you satisfied with the results? What are the advantage to building your particular plane? Disadvantages?
- Are you satisfied? Would you do it again? Any suggestions—what you would do differently next time?
- How much assistance is needed?
- How would you rank factory support?

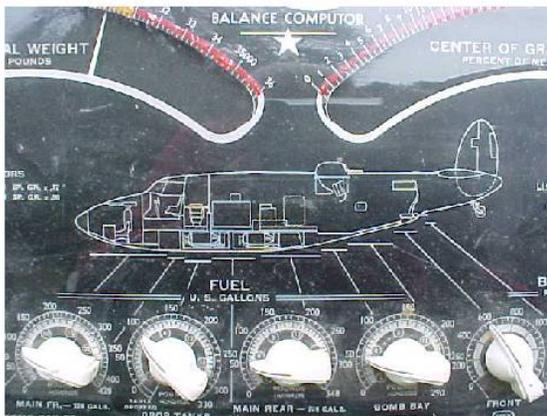
WHO SEZ COMPUTERS ARE NEW TO AVIATION?  
FEBRUARY 1940 POPULAR AVIATION MAGAZINE  
DOES!

The magazine article headline says,  
“Automatic Brains”, by Edward Churchill.

*“It’s getting so a pilot nowadays need not  
give a second thought to loading his ship or  
plotting it’s flight. Lewis Imm saw to that.”*

The lead photo shows Imm explaining a DC3  
“Librascope” balance computer to two TWA  
pilots. In addition to balance computers,  
Imm produced computers for engine man-  
agement to establish power settings, fuel  
consumption and BMEP. Imm’s company,  
named Librascope, later became part of  
General Precision Equipment, which was  
purchased by Singer Company. Singer had  
also acquired Link Aviation, and is now part  
of CAE Systems. Today many modern large  
aircraft simulators carry the name “Singer-  
Link” somewhere. (For more detailed his-  
tory see

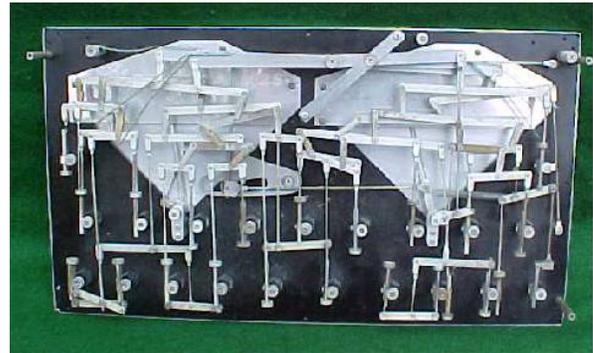
<http://accad.osu.edu/~waynec/history/lesso>



*This is a balance computer for the Lock-  
heed PV2.*

[n13.html](#).

Several years ago, a friend gave me a Li-  
brascope weight and balance computer for  
a PBV, one of my favorite all-time airplanes.  
The computer came in leatherette covered  
wood brief case, and is excellent condition.  
The principle of operation is the use of lever  
arms to multiply and divide various number  
entered by a system of dials. Addition and  
subtraction is performed by using the  
scaled numbers alongside the dials.



This is the inside and a pile of parts. The  
distance between the pivot points determine  
the multiplication or division ratio. Rotating  
a dial, the circles, raises or lowers the pivot  
point for adding and subtracting. Now that’s  
a real computer. No viruses!

For more information there is a museum  
web site:

<http://dcoward.best.vwh.net/analog/libra.htm>

Anyone interested in seeing the PBV unit  
can come over to hangar 25B on a Saturday  
morning.

*L3B Flies Again (Continued from page 1)*

Rodger who owned it from 1945 to 1952. The plane was surplused from the Air Corps in 1944 for \$611 to Racine Flying Service.

Originally equipped with a 65 HP Continental, an overhauled 85 HP was installed with an STC from Buzz Wagner from South Dakota. Another STC from Wagner was used to install two 13 gallon auxiliary wing fuel tanks.



Aside from nearly being frozen, “Testy” Anderson noted very few squawks. The door window popped partly open on the first flight, adding a cold draft. Top speed is about 90 mph. Paul’s written report included the following:

“To fly straight and level, the left aileron is about 1.5 inches deflected up, and the right aileron is neutral. With no rudder inputs, it flies with the ball out to the right about 5 degrees. Since there is a fair amount of friction in the control cables, you can put the stick where you want it, and it will stay there (flies pretty much hands-free, other than having to touch the rudder slightly to keep it coordinated).

I did do a stall with partial power on. The indicated airspeed was quite low (33 MPH) and it would still fly. The stall buffet is very gentle, and the airplane was controllable throughout the stall. There did not appear to be one wing that dropped during the stall (stalled straight ahead).

It used about 5.5 gallons of fuel, and about 3/4 of a quart of oil. There was oil dripping out the breather again, but it wasn't too bad. “



Jim Montague seems to be satisfied with the engine break in, and Jack Blais is well pleased. Now Jack’s only problem is, “What am I going to do next?” Possibly go flying???

**MAC'S TIGWELL TO JOIN AUSTRALIAN TELECOM FIRM**  
**FROM: STAR TRIBUNE**

A company news release said the chairwoman has signed on at **Orion Telecommunications**. **But she has not notified the MAC. Terry Fiedler, Star Tribune**

Vicki Tigwell, chairwoman of the Metropolitan Airports Commission, has joined an Australian telecommunications company as director of operations, the company announced this week.

Neither the company that issued the release, Orion Telecommunications Ltd. of Hobart, Australia, nor Tigwell could be reached Thursday for comment.

Though the announcement would suggest that Tigwell will no longer lead the MAC, she has not given formal notice, MAC spokesman Pat Hogan said. He added that Tigwell is in Australia and is expected to make her intentions known next week.

Tigwell was appointed in 2003 by Gov. Tim Pawlenty. Spokesman Brian McClung said it was the governor's understanding that Tigwell hadn't yet accepted the Australian position and so it was premature to speculate on a replacement at the commission.

MAC chairs traditionally have held outside full-time jobs, although Tigwell hasn't recently. The chair makes about \$20,000 a year as head of the organization that owns and sets the strategic direction for Minneapolis-St. Paul International Airport on behalf of the public. The governor appoints the chair and 12 of 14 commissioners, with the other two appointed by the mayors of Minneapolis and St. Paul.

A change in leadership would come at an im-

portant time for the MAC, as the airport's main tenant, bankrupt Northwest Airlines, is expected to press for concessions concerning its lease.

But MAC Commissioner Dan Boivin, an appointee of Minneapolis Mayor R.T. Rybak, said he expects that little would change if Tigwell leaves because the governor's appointees continue to dominate the group and a veteran staff continues to handle day-to-day affairs.

"It's a difficult time in the industry and at the MAC," commission spokesman Hogan said, "but we have a 15-member board that is very stable and an executive director who has been here for three decades."

MAC chairs do not have defined terms, although most have served three to four years. A move by Tigwell to the Australian job would fit with her extensive experience in telecommunications. According to her MAC biography, from 1991 to 1997 she was co-founder, director, and chief financial officer for QAI Inc., a St. Paul-based reseller of long-distance telephone services. In 1994, she co-founded and became a director of QAI Australia in Tasmania, a provider of local and long-distance phone services. In 1996, she was co-founder, director, and CFO of Quikpage Inc., which was sold and later became Innuity Inc., a Web page provider. All three companies were sold between 1996 and 1999.

The news release by Orion Telecommunications said that Tigwell, as director of operations, would have "particular responsibility for initiating change and strengthening the Australian operation."



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**LOCAL EVENTS**  
**COMPILED BY EAA CHAPTER 54**

The event dates and locations listed here come from a variety of sources. There may be changes or cancellations. Please call ahead to verify that the event is taking place as scheduled.

**March 11**, Superior, WI, EAA Chapter 272 Fly-in, Superior Bong Airport, 9am to 3pm. Airport Open House. Chili feed at Noon. John Shallow, 218-729-7764, [www.eaa272.org](http://www.eaa272.org).

**March 18**, Cloquet, MN, EAA 1221 Annual Birthday Ski Fly-in, Cloquet Airport, 10am-2pm. Lunch Served. Jay Zack, [jtzack@msn.com](mailto:jtzack@msn.com) 218-879-3062.

**March 20-21**, Saint Paul, MN, Minnesota Aviation Maintenance Conference, Radisson Riverfront Hotel. 1-800-657-3922, ext. 3652. [www.dot.state.mn.us/aero](http://www.dot.state.mn.us/aero).

**April 8**, Fort Dodge, IA, Annual Chili Fly-in, fort Dodge Regional, 11a-2pm. Rain date April 9, Eldon, 515-955-3635.

**April 9**, Dubuque, IA, University of Dubuque Flight Team Fly-In Breakfast, 8am-Noon, Dubuque Regional (KDBQ), \$6 Adults \$3 Children, Mike Glynn, 563-589-3277.

**April 19-21**, Willmar, MN 2006 Minnesota Airport Symposium "Transition in Aviation" 218-828-5049

**April 23**, Saint Cloud, MN, Saint Cloud Regional Airport, 11<sup>th</sup> Annual Airport Day, 10am-3pm. Pilots Free Booths & Displays, Todd Christopherson, 507-438-0782, [chto0401@stcloudstate.edu](mailto:chto0401@stcloudstate.edu)

**April 30**, Graffton, ND, EAA Chapter 380 4<sup>th</sup> Annual Flapjack Breakfast Fly-in, Graffton Municipal Airport (KGAF) 7:30am-1:00pm. Scott 701-696-2224 [rscottpearson@yahoo.com](mailto:rscottpearson@yahoo.com), [eaa380.zapstone.com](http://eaa380.zapstone.com)

**May 5-7**, Brainerd, MN, Minnesota SPA Safety Seminar, Brainerd Airport (BRD), Mike Aune, 612-720-4371.

**May 13**, Bloomington, MN, Minnesota Aviation Hall of Fame, Thunderbird Hotel, social at 5:30pm, inductions at 8pm. Reservations by March 30.

**May 14**, Fertile, MN, Mother's Day Pancake Breakfast, Fertile Airport (D14), Sharon Edlund, 218-945-3136.

**May 20**, Hangar Dance, Golden Wings Museum, Anoka County Airport, 8pm to midnight featuring Dave Andrews Big Band. <http://www.discoveraviationdays.org>

**May 20 and 21**, Blaine Aviation Weekend at Anoka County Airport, EAA Chapter 237 pancake breakfast and chili dog lunch, American Wings Air Museum, Golden Wings Museum, hangar dance Saturday evening, food and refreshments. <http://www.eaachapter237.org>