



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

MARCH 2007

MARCH 2007

THIS MONTH'S PROGRAM WILL BE ON
MONDAY MARCH 12, 2007

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT
- AT THE NEXT CHAPTER MEETING,
- BORIS BECKERT WILL SPEAK ABOUT AEROMEDICAL EXAMINATIONS FOR CLASS 1, 2 AND 3 CERTIFICATES AS WELL AS HOW TO PREPARE FOR AN EXAM, WHAT IS COVERED AND A BIT ON HOW TO APPEAL A DENIAL.

Certification Taught at the Chapter

Reported by Bettie Seitzer

EAGLE VALLEY AVIATION SERVICES LLC



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RIVER FALLS, WI 54022

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Richard R. Marr

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Richard R. Marr spoke to the Chapter members last meeting about some key points on certification of an experimental aircraft and even some certified aircraft. Below are some notes about his presentation.

PAPERWORK AND FORMS

He has all of the forms on a CD except for one which must be a carbon form. The number one reason for failing the first inspection is incorrect or incomplete paperwork. Richard prefers to help people with the paperwork so that he can reduce the paperwork. He is an A&P, AI, DAR in maintenance and manufacturing. His company provides services related to certification, inspection etc. He has the amateur built and experimental light sport functions – meaning that he is a DAR who can perform the inspections and certifications for those small planes (among many other functions). He works on very large aircraft and engines as well as small general aviation.

The forms must be very carefully filled out,

(Continued on page 5)



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY PAUL HOVE

I received a letter from Paul Poberezny responding to last months Presidents column. It is great to see that the Chairman of the Board of this great organization is taking the time to read the chapter newsletters and respond to them. Paul's letter is published in this months Beacon.

The Ground School Private Pilot Class is under way at the Chapter House on Monday and Thursday evenings. The class has 10 paid students plus about 4 students who are members auditing the course. Check www.eaa54.org website for details on the lectures. 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 is usually the first work party to arrive at Oshkosh and we 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. Paul Poberezny usually meets us to open the season. We generally spend an hour or two hangar flying with him listening to his endless flying stories.

The picture below was taken at a restaurant in Cape Coral, Florida of my Grandson Zachary and Tom Irlbeck demonstrating a turn to final using his fork. Tom is a retired NWA and former combat Phantom (F-4) jet pilot who winters in Florida. Tom flies a navy blue RV-8 from his private air strip in Wisconsin during the summer months and is very active in the RV organization. He has been the test pilot on several first flights

and was a great host to my family while we were visiting Sanibel Island.



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.

I have volunteered to mentor Mark Swift a Stillwater High School student this spring. Mark plans on pursuing a degree in Aeronautical Engineering when he graduates and is interested in learning more about General Aviation Aircraft. I will be contacting members to meet with us and pass along some of your aeronautical expertise. See me if you have something that you would like to share with us and keep me from totally corrupting him with RV information.

See you at the Chapter Meeting on the Monday the 12th!!!

EAA CHAPTER 54 TREASURER'S REPORT

BY PAUL RANKIN

February 2007 Financial Summary

Checking Account	\$ 8,565.86
Cash on hand	\$ 40.00
Investments	\$ 6,364.86
<hr/>	
Total	\$ 14,970.72

Income

Donations	\$ 50.00
Calendar Sales	\$ 30.00
Ground School	\$ 1,000.00
Membership Renewals	\$ 400.00
<hr/>	
Total	\$ 1,480.00

Expenses

Flower Gift	\$ 100.06
Newsletter & Mailing	\$ 40.36
Utilities - Electricity	\$ 23.57
Utilities - Gas	\$ 153.69
<hr/>	
Total	\$ 317.68

Mark your calendars !!!

The Metropolitan Airport Commission has tentatively schedule a "Town Hall" meeting at Valter's Aviation for 7:00p on April 10th.

Gary Schmidt will be leading a discussion with others from the MAC staff that will include:
 Northwest Airlines Negotiations
 Updates on lease Polices
 Non-Aviation Revue
 Airport Construction

Other topics may be addressed depending on time.



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')

HANGER TALK

COMPILED BY THE EDITOR

Boy Scout Outing at 21D

Boy Scout Troop 434 from White Beak Lake is planning a weekend camping outing at 21D from Friday, May 4 to Sunday, May 6, 2007. The troop selected the Lake Elmo Airport to give the scouts an opportunity to fulfill several requirements for the Aviation Merit Badge. Troop 434 expects that up to 40 boy scouts will participate in the event.

As part of their weekend events, Dave Becker will schedule a special Young Eagles Day on Saturday morning. This will give each scout an opportunity to fulfill merit badge requirement "2.a. Take a flight in an aircraft". In addition, I am looking for volunteers to open their hangars for a hangar tour on Saturday afternoon. I believe visiting several hangars will satisfy requirement "2.f. Visit an aircraft maintenance shop". The scouts will also visit Valter's Aviation. Gatis is willing to make his facility available for tours but asked that Chapter 54 provide a tour guide to show the scouts around his facility. I need a volunteer for this. Finally, I would like to give the scouts an opportunity to fulfill requirement "3.d. Under supervision, perform a preflight inspection of a light airplane". Would any chapter member/s be willing to take this task?

The troop is organized in six patrols of about 10 scouts per patrol. I envision the tour groups to be organized by patrol. That would mean no more than six groups, each spending 10 – 15 minutes at your hangar. The patrols will be supervised by an adult leader.

If any Chapter members are willing to help out with the hangar tours and/or the preflight inspections, please contact Leif Erickson at 651-439-5040 or lericks@pressenter.com. Again, the date is Saturday, May 5.

To 21D Westside Hangar occupants:

Jill Wall of Farnsworth Aerospace Elementary school in St.Paul asked if we could repeat the so successful hangar tours at 21D in May of 2007. In May 2006 we accommodated about 90 seven year old students in a two hour event at 10:00am and another at 1:00pm.

The kids were divided into groups of six to seven, each with a teacher escort. Each group visit was timed at 15 minutes and 10 minutes was allowed to travel to the next assigned hangar site. In 2006 event we limited the sites to the north side hangars. I thought we might do the west side in 2007. The event will be on a weekday because it is a public school event and school busses are involved.

We are looking for half a dozen west side volunteer hosts who are willing to show off their hangar activity to these amazingly bright and eager to learn second graders. Lets show them what General Aviation is all about. A variety of activities would show them.

Adhering to a tight schedule went surprisingly well last year. I was advised by one of the teachers that they operate that way every day. The weather for the 2006 tour

Was awful-cold, windy and wet. The tourists didn't notice! I would specially appreciate any suggestions to improve on our first event. More than 50 of last year's students Wrote thank you cards. Email me at aedhlund@hotmail.com. Or call me at 651-439-5912.

Art Edhlund

continued from page 1

the details count! Richard walked us through the forms in the order that they come up in the process. There is a checklist that will help the applicant understand that they have completed all of the necessary steps to prepare for the inspection.

A builder can start the forms several months in advance of the inspection, and that is a good idea so that all of the forms can be completed in time for the inspection.

Three pictures must be included – a front view, a back view, and a side view.

CERTIFICATION INSPECTION

The second most common reason that airplanes fail is that the data plate is wrong. The data plate must be correct; they are stainless steel and must be installed with Stainless steel rivets or screws. Example – the builder's name must exactly match the way it appears on the registration.

The third most common reason for failure is registration markings. Markings including the N number and words appropriate to the type of aircraft (such as "experimental") are specified in the regulations and are carefully inspected including measuring exactly. Marking size and placement are specified precisely in the regulations.

Richard shared many photos to demonstrate improper and humorous markings of planes.

A safety requirement that has been fairly recently implemented is a requirement that glass gauges have a mark that will clearly indicate if the gauge has moved or shifted. This is because glass slippage on traditional gauges has been identified as an increasing cause of accidents.

Firewalls are critical – everything on the firewall must be fireproof. Accidents in the first 40 hours have risen dramatically recently! No aluminum, no rubber, no pop rivets. The firewall is there to protect the pilot from fire and smoke. Use castellated nuts in the engine compartment.

Flight controls must be exactly as specified by the manufacturing and must have

stops built in. Safety wire must always pull the bolt toward the tightened position. Castellated nuts and a paint spot can help to reduce rotation.

Prior to the inspection, the taxi tests must be performed.

Interesting Facts

Lots of amateur builders; average age is 54, 61% are not pilots.

Changes to the fuel system is another common cause for accidents.

Safety bolts and nuts – at least one but no more than 3 threads showing.

EAA light advisor system is a great program and has made a dramatic positive impact.

Problems with first flights

- High speed taxi test becomes the first flight.
- No checklists and plans
- No training
- Lack of training in type.

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

March 3, 2007, LSC Student's Wheel & Ski Plane Fly-In to the **Sky Harbor Airport (DYT) Duluth**. We will have Buffalo burgers and beans from 9 A.M. until the food and pilots are gone. Young Eagle rides and things for the kids. For more information contact: Julius Salinas at Lake Superior College 1-800-432-2884 ext. 4880 or j.salinas@lsc.edu.

March 17, 2007, EAA 1221 B-Day Fly-In. 10:00 A.M.- Dark. **Cloquet Airport (KCOQ)**, Minnesota Food and b-day cake to be served.

March 17, 2007, 10:00 A.M. Chili Feed Fly-In. **Rushford (55Y) Airport** Rushford, Minnesota. Hosted by EAA Chapter 919 Walk, drive, or fly in for a great bowl of hot chili! For more information contact: Russ Marsolek at 507-452-6888.

March 18, 2007, Highbanks Resort 3rd **Annual Ski-Plane Fly-In**. 10:00 A.M.- 3:00 P.M. **Deer River, MN. Located on east shore Lake Winnebigosh N47 27' W 94 08' Great food, Excellent Perch fishing, Lodging available upon request - make it a weekend get away. Event Director 800-365-2560**
<http://www.highbanks.com>

April

April 15, 2007, University of Dubuque Flight Team Fly-In/Drive-In Breakfast. **Dubuque Regional Airport DBQ** - Dubuque, IA. The University of Dubuque Flight Team is hosting their annual fly-in/drive-in breakfast. The Pilot-In-Command eats free! Come and see what the University of Dubuque's flight program is all about. Mike Glynn 563-589-3277

April 21, 2007, 11:00 A.M. - 4:00 P.M. Club Cherokee Open House. **Crystal Airport (MIC)**, Crystal, Minnesota 'East Side' - Gate 'D'. Always a great turn out. Hot grills, good food, and the finest company! For more information see: www.clubcherokee.com or call 763-536-5991.

Also some other major fly-ins:

APRIL:

Sun 'n Fun Fly-In
Lakeland Linder Regional Airport, Lakeland, FL
(LAL) April 17 - 23, 2007

JUNE::

EAA Southwest Regional Fly-in (The EAA TEXAS Fly-in) Hondo Municipal Airport (HDO), Hondo, TX
June 1 - 2, 2007

Golden West EAA Regional Fly-In
Yuba County Airport, Marysville, CA (MYV)
June 29 - July 1, 2007

Rocky Mountain EAA Regional Fly-In
Front Range Airport, Watkins, CO (FTG)
June 22 - 24, 2007

JULY:

Arlington Northwest EAA Fly-In
Arlington Municipal Airport, Arlington, WA (AWO)
July 11-15, 2007

EAA AirVenture Oshkosh
Wittman Regional Airport, Oshkosh, WI (OSH)
July 23-29, 2007

AUG:

EAA Mid-Eastern Fly-In
Mansfield Lahm Airport, Mansfield, OH
August 25 - 26, 2007

SEPT:

#Virginia Regional EAA Fly-In
Dinwiddie County Airport, Petersburg, VA (PTB)
October 6 - 7, 2007

OCT:

EAA Southeast Regional Fly-in
Middleton Field, Evergreen, AL (GZH)
October 5 - 7, 2007

COPPERSTATE Regional EAA Fly-In
Casa Grande Municipal Airport (CGZ)
October 25 - 28, 2007



Experimental Aircraft Association

Paul H. Poberezny
 Founder
 Chairman of the Board

February 19, 2007

Paul Hove
 President, EAA Chapter 54
 3275 Manning Avenue, Suite #7
 Lake Elmo MN 55042

Dear Paul,

I read *The Beacon*, Chapter 54's February newsletter and it certainly was nice to see all those young kids along with the astronaut being motivated. I noted your comments relative to the Air Guard Museum's A12 being hauled away. It's unfortunate that this happens as it has happened to us as well. We have a rare P-80 which I saved from the burn pile during the firefighters practice back in Oklahoma in the 1950's. Our Chapter helped disassemble it, put it on a coal car and delivered it to Milwaukee. When it left the base, it left us scrap metal. The Air Force now has it on a book, along with several other airplanes that I saved from firefighter practice that we took care of and restored. Regarding these two aircraft, before we release them there has to be some remuneration financially for the labor and upkeep involved.

We'll be learning more about the FAA regulation problem concerning our Young Eagles program. There are many new regulations coming forth that will not be in favor of those of us who love airplanes and fly for recreation.

Give my best to the Chapter members. I hope you enjoyed your vacation and I know Dale Seitzer will wield a mean gavel.

Sincerely,
 EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul H. Poberezny
 Founder and Chairman of the Board

EAA Aviation Center, P.O. Box 3086, Oshkosh, WI 54903-3086 • 920/426-4814 • FAX 920/426-6504

Chapter 54 Meeting Minutes

February 12, 2007

By Bettie Seitzer

Meeting called to order at 7:30 by Vice President Dale Seitzer

Visitors: Roger Petrowski from EAA Chapter 77 in Michigan, working and visiting in the area. Thinking of building a plane someday. Vince Bastiani building an RV 7. Tom Hebsch – hoping to build. Tom and Mike, new ground school students.

Treasurer's Report: The report was approved as read. A printed copy will be available in the clubhouse.

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

Old Business:

We received a thank you card from the folks that we sent a donation to after he had an accident in his plane.

New Business:

May is our traditional banquet date. Jimmy's was the location last year. There is a new banquet center in Lake Elmo, we will investigate that as a possible venue.

Question about whether members would be willing to mentor student pilots in our ground school. The purpose would be to help them learn about flying and through the process of getting their pilot's license.

A board meeting has been scheduled for Feb 24th.

CHAIRMEN REPORTS:

Flying Start and Education (Art Edhlund):

Ground school is underway with 10 students currently enrolled. One of our recent graduates has gotten his private pilot's license

Young Eagles (Dave Becker):

We have two or three candidates interested in scholarships for Air Academy. Dave is beginning

to plan for summer activities for young eagles and young eagle volunteers.

Housing (Dave Fiebiger):

Nothing much going on. The new lock box is in place, and is working correctly.

Newsletter Editor (Tom Gibbons):

Please share articles of interest and reports before the first of the month.

TOMISFLYINGBY@Comcast.net

Publicity (Leif Erickson):

Let Leif know about events or activities that might make good news for the public press. Leif will

Next month an AME will be speaking on preparing for the medical.

Meeting adjourned.

Program Speaker: Richard Mar, FAA inspector.

Respectfully submitted:

Bettie Seitzer
Secretary
EAA Chapter 54

For Sale:

Whittman Tailwind Project

Plans, welded fuselage with controls, fuel tank, motor mount, nose bowl and spars and ribs.

\$2,200.00

Contact Ross Sublett

Phone # 651-407-6449

e-mail rosssublett@hotmail.com

EAA Air Academy

A report by Dave Becker

The EAA Air Academy is an exciting aviation summer camp for young people, and takes place at EAA's Headquarters in Oshkosh, WI. The camp is based in the beautiful Air Academy Lodge which is next to the runway at Pioneer Airport. Imagine a view like this from your bedroom window. Here they eat, sleep and make great friends. Every day is filled with aviation activities, like working as a team in the flight simulators. They learn a lot about how things fly, make lots of flying things of their own, and get "up close" to over a hundred different airplanes in the EAA Museum. One of the highlights of their week at the EAA Air Academy is an airplane flight. Camps typically are 5 days long.

There are camps for three different age groups with each camp having two separate sessions. The following describes the camps.

EAA Young Eagles Camp

Ages 12-13

The EAA Young Eagles Camp is designed as an introduction to the wonderful world of aviation. This program uses small group activities and close counselor relationships to present the basics of flight in a science camp format that is a unique combination of fun and discovery.

EAA Basic Air Academy

Ages 14-15

The EAA Basic Air Academy is the next exciting step through the world of aviation. Each "hands-on" activity is developed for the intermediate student during a classroom and media presentation, specialized laboratory activities and aviation-related demonstrations.

EAA Advanced Air Academy

Ages 16-18

The EAA Advanced Air Academy provides an atmosphere where mature students become totally immersed in the world of flight. Ground instruction and introductory recreation flight experiences highlight this action-packed camp. It combines "in-the-air" and "on-the-ground" hands-on activities. The EAA Advanced Air Academy also includes full participation (access to forums, flight-line and all associated activities) in EAA AirVenture Oshkosh - the world's premier aviation event!

You can learn more about the EAA Air Academy by visiting www.eaa.org and clicking on Air Academy Camps

Young Eagles Report *by Dave Becker*

Spring is not far off and that means planning is underway for another season of flying Young Eagles. We will be using the same format as last year, with scheduled flights on the second Saturday of each month from April thru November. Special flights will be scheduled as needed and of course any Chapter 54 pilot who satisfies the EAA requirements may fly Young Eagles at their convenience and send the completed registration/parental consent form to EAA headquarters.

The volunteers who actively support our Young Eagles program, both pilots and ground support, can attest to the fact that it feels so good to see the look on the Young Eagles faces, hear their comments after their flight, and to know they have made a positive difference in that child's life.

I would like to extend an invitation to members who are not actively involved to get involved. The personal gratification you will receive from making a difference to the kids we fly will be well worth it. Whether you want to fly Young Eagles or help with ground support, your participation will be appreciated. Send me a note with your preference to fly or help with ground support or both. There is no commitment to be there for every event. Help out when you can and how you can.

The EAA requirements to fly Young Eagles are as follows.

- 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 the plan to use.
- Pilots must have a current Flight Review
- Aircraft Passenger Liability Insurance is re-

quired 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.

I am looking forward to another great Young Eagle flying season and also looking forward to seeing more members actively participating. If you have any questions concerning our Chapter 54 Young Eagles program, please contact me.

EAA Air Academy Update:

Our Chapter 54 is now currently sponsoring three youths for the EAA Air Academy in Oshkosh this summer. Two are registered with EAA and the third is in the process of registering. Sponsoring kids for the Air Academy is consistent with of our club charter. See accompanying article is this months "The Beacon" for more information on the EAA Air Academy.

TAXI TALK

{Interesting Happenings compiled by the editor}

WOW!!

When I requested your stories and information for the newsletter you sure have responded! This issue is full of all kinds of information, 2 extra pages!, that needed to get out. I tried to get as much of the information in as possible but ran out of room for some really neat stories members have sent me. So look for them, hopefully in the next issue.

Welcome Form

I have designed a new welcome form for new visitors who may swing by the clubhouse to take a look around. I thought it would be neat to have potential members leave their information so we can include them in the newsletter and maybe it would help them to join our chapter. Leif Erickson came up with my ideas on the computer and we produced a neat little form. Look for it at the clubhouse and make sure newcomers fill it out when possible.

Two Important Dates to Remember

The Chapter Banquet is going to be scheduled May 14th which takes the place of the regular meeting that month, so take note of this. Neat awards happen during this banquet and there is always a great speaker scheduled.

Also, usually on the first weekend of May, the chapter is scheduled to head to Oshkosh for our Weekend Work Party. The group usually leaves on that first Friday in the morning and returns Sunday afternoon. This is a really fun time but you do tend to work hard at times and usually in the past years, we have done mainly carpentry work. I really enjoy it myself as it is kind of fun to see the Air Venture grounds when no one is around. It is an amazing site really. So plan to join us and look for more information coming via the e-mails and in next months newsletter.

What a Storm!!

Last Thursday and Friday were something at the International airport. First it took quite a bit of time and detours just to get to the airport and then trying to get all the planes deiced and out was another. The snow just kept coming down and then finally around 2PM on Thursday, American Airlines decided to cancel the remaining schedule that day and some into the next day. I felt for our passengers that day as it must have been tough to see their flights canceled, some were out on the runway and had to return to the gate. What was amazing was to see was the smaller regional jets make it in later that night during horizontal snow showers and one heck of a wind. Got to admire those airline pilots!

Contact Information for Newsletter Stories

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EAA CHAPTER 54
3275 MANNING AVE. N. SUITE #7
LAKE ELMO, MN 55042

CLASSIFIEDS AND QUOTE OF THE MONTH

1957 Cessna 172. Continental engine C145. (0-300A) TBO 1800 hours. Hours now 737.4. Plane has 5166 hours. Has a pre-heater. Still has VOR and transponder and other instruments. Will be at blue hangar across from the clubhouse most Saturday mornings 9:00 a.m. till noon or so. Best offer. If you have questions, please call Harold Hempler Jr. at 651-439-8411.

For Sale:
Hartzell Prop HC-C2YK-1B-72"
Use on 160-180 Lycoming
500 hrs SMOH \$2750.00
Can be seen at Hangar 19C Cessna Lane
Lake Elmo MN 651-773-7031

Flying. Whatever any other
organism has been able to do
man should surely be able to do
also,
though he may go a different way
about it.

— *Samuel Butler*