



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

MAY 2006

## MAY 2006

THIS MONTH'S PROGRAM  
MONDAY MAY 8TH, 2006

- CHAPTER BANQUET

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### CHIP'S STORY

I began my love affair with aviation like many others—a long time ago and with lots of interruptions. I saw planes taking off from the Anoka County airport on the way home from work and thought that would be fun, a challenge and exciting. I started lessons in a Cessna 150 and loved every minute of it. Moved from there to a 172 and really felt like a big shot. I progressed through solo and especially enjoyed night flying. The lights of the city at 2,000 feet are absolutely the most memorable sight. Got a lot of cross country flights in and life was good.

Like others, my learning would be interrupted by the usual—marriage, kids, a house and a job change. So with about 150 hours in I had to take a break. As time passed aviation changed—new air-space rules and this new type of flying—ultralights. I realized I could get the excitement and rewards of flying (except night flying) at a reasonable price and I could maintain the plane myself. I bought a Challenger and had a blast flying it. I wanted to learn more about 2 stroke engines so I went to Rotax training and the training gave me knowledge and confidence in these aircraft engines. Thus Sport Pilot Pitstop was born.

I grew out of the Challenger – it was a great first plane but I was ready to learn more. I bought a Hornet 2 seat, tandem, pusher plane and loved that plane because it was so predictable and could fly slow with excellent control or fly at 100 mph if I wanted to get somewhere in a hurry. I became restless—missing the sound of that old Continental engine and the feel of the old GA planes so I sold the Hornet and bought an Ercoupe. I always liked side by side and the plane was also easy to fly. Flying the Ercoupe showed me I wanted side by side but I missed being able to take off from short grass strips

*(Continued on page 7)*





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

The Pancake Breakfast season is upon us. We are in the process of adding a list of fly-ins to the chapter web page. It will probably be placed under the Events link and will be a table of all of the fly-ins for the five state area. I also have a list of the major air shows in the five state area. I also plan to publish one page list of the current fly-ins in the Beacon each month.

South Dakota and Davenport, Iowa this summer.

The Young Eagles day on April 8th was an outstanding success with coverage in the local Lake Elmo Newspaper. Dave Becker and his helpers are doing an outstanding job of promoting aviation and our EAA Chapter's participation. See Dave's article and pictures in this month's Beacon.



The EAA Weekend Work Party currently has 8 people signed up for this weekend. We will be leaving from the Chapter house on Friday morning at 9:00a and returning Sunday evening. Look for pictures in next month's Beacon.

We have been sponsoring students to attend the EAA aviation camp at Oshkosh for several years. We have at least one candidate for this year's camp and can afford to sponsor at least one more. If you know a youngster in one of the age groups listed here ask them if they would like to attend.

The Air Force Thunderbirds will be in Duluth, MN and Grand Forks, North Dakota.

EAA Young Eagles Camp ages 12 & 13  
 Session #1 June 15-19, 2006  
 Session #2 June 21-25, 2006



EAA Basic Air Academy -Ages 14 & 15  
 Session #1 - June 27-July 3, 2006  
 Session #2 - July 8-14, 2006

EAA Advance Air Academy Ages 16-18  
 Session #1 - July 17-July 26, 2006  
 Session #2 - July 28-August 6, 2006

The Chapter Banquet will replace the monthly meeting on Monday the 8th of May.

The Navy Blue Angels will be in Sioux Falls,

## EAA CHAPTER 54 TREASURER'S REPORT

*BY PAUL RANKIN*

### April 2006 Financial Summary

Checking Account	\$	"6,164.29"
Cash on hand	\$	40.00
Investments	\$	"6,364.86"
Total	\$	"12,569.15"

### Income

Donations	\$	60.00
Membership Renewals	\$	300.00
New Members	\$	50.00
EAA National Rebate	\$	20.00
Hat Sales	\$	30.00
Total	\$	460.00

### Expenses

Newsletter	\$	32.10
Utilities - Gas	\$	117.01
Utilities - Electricity	\$	22.04
Total	\$	171.15

Net Cash Flow \$ 288.85

## NOTICE OF CONSTRUCTION

### *RUNWAY 9/27 ANOKA COUNTY/BLAINE AIRPORT (ANE)*

PLEASE BE ADVISED that the Anoka County/Blaine Airport will be closed for a 72-hour period beginning at midnight Tuesday, May 23rd thru Midnight Friday, May 26th, pending no significant weather delays. If weather is forecasted to influence our area on these dates, airport closure will be delayed one week.

Please note that the airport closure dates mentioned above might change due to weather, so check the NOTAM's often. The air traffic control tower will also broadcast on the ATIS frequency (120.625) the airport closure before the 72-hour period as a reminder.

The contractors will be working around the clock during this 72-hour period. There is obviously never a good time to close the airport, but this situation is unavoidable due to the runway environs.

As always, if you have any questions, concerns or comments, please do not hesitate to contact me [Joseph Harris] at 763-717-0001. I would like to thank you in advance for your patience and cooperation during this construction project.



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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*



EAA members helping out to accomplish that. Thanks to ALL of YOU for your participation.

Our second regularly scheduled Young Eagles Day is on Saturday, 13 April and hopefully we will have another great weather day to provide an airplane ride and a positive exposure to aviation for more Young Eagles.

Our first regularly scheduled Young Eagles Day on Saturday, 8 April, was a great success. We flew a total of 37 Young Eagles under blue skies and pleasant temperatures. The kids and their families seemed very appreciative and enjoyed their experience, and everyone went home feeling good. That took the time, experience, and a love of aviation from each of the



## CHAPTER 54 - FARNSWORTH HANGAR TOURS 2006

*BY ART EDHLUND - EDUCATION DIRECTOR*

EAA Chapter 54 is hosting a tour of some of the GA hangars at Lake Elmo Airport - 21D, by 12 groups of 8 second grade students from Farnsworth Aerospace Elementary Magnet School. The tours will take place on May 12, 2006.

Half of the 96 students will do it in the morning, and the other half in the afternoon. Each half will be transported by school bus from their school and return. A schedule was arranged so that each group (designated by a color) will visit the six sites (designated by letter) for 10 minutes each, then travel to the next site. 10 minutes is allowed for travel between sites. The total time would be one hour and 50 minutes for each of the two sessions.

Hangar sites were selected to show the variety of aircraft and activity that exists at a GA airport. Each site is presented by its host, usually the hangar owner. Each student group has its own adult escort provided by Farnsworth. These volunteer hosts, escorts, and chapter 54 members are vital to the success of this project.

## THE GRAND TOUR

BY: BOB PITTELKOW

Mark Olson and I just returned from a Grand Tour flying our airplane from Minneapolis down to Sebring, Florida and return.

It was kind of a kick to realize that, here you are, approximately 2000 miles from home, zipping along at 200 miles an hour, 7500 feet altitude, in an airplane built in your own home work shop! Love it! Absolutely LOVE it!

We filed IFR (Instrument Flight Rules) Saturday morning, flew into the muck and popped out on top over a white mattress of clouds in brilliant sunshine. It was IFR to Canton, IL., then to Mussel Shoals, AL at which point I took over under VFR (Visual Flight Rules) and Flight Following to Lake City, Florida. We landed after the sun went down into one of the darkest holes I've ever seen from the air. Mark did a marvelous job of sitting the bird down "right on the numbers" from the right seat (I'm not legal to fly after dark). Of course everything was closed up and we had a devil of a time convincing a cab company that we were legit and to come get us! Other than getting out of Minneapolis, we had fantastic weather all the way.

The next day (Sunday) we flew the corridor between Orlando and Lakeland, Florida; some of the busiest airspace in the country because of the Sun & Fun Fly In going on in Lakeland. I

handled the stick while Mark kept up with the radios and Flight Following. The Air Traffic Controllers keeping track of all the flights were the busiest I've ever heard (and just a little bit short tempered). No, we didn't go to the fly in; I wasn't willing to brave that airspace!

We spent the night in Sebring (92 degrees F and no drinkable water at the motel) and then flew to Merritt Island just south of Cape Canaveral, to spend a couple of days with a friend of Mark's. At 8:30 Wednesday morning it was off again, this time heading North by Northwest. We "gained an hour" and landed at Flying Cloud Airport (Bloomington, MN) at 6:30 PM. We had good weather all the way back by planning our flight track carefully.

I haven't run the numbers yet but it looks like we flew about 17 hours between 2500 and 7500 feet altitude and at up to 215 mph running approximately 67% power. While we had our oxygen bottle along we did not use it. The engine ran like a charm but the cabin does get a little cramped after a couple of hours! We saw a lot of beautiful country from On-High. It was a real hoot going by those little bugs on the Interstate! It's a fantastic country we live in!

I do think though, that I'm "all flown out" for a day or two!

## A NEW PLANE

BY : *BOB WALDRON*

EAA Chapter 54 member, Mark Holliday, purchased a new airplane. Mark owns a number of Swifts and a Luscomb and a Texas Bullet and a LOT of other really nice airplanes. Also in Mark's collection, is a factory built Monocoupe that has not been completed yet. Mark has always wanted a Benny Howard designed 'Mr. Mulligan.' He recently purchased the next best thing, a Jim Younkin designed 'Mullicoupe'. There were three (now four) Mullicoupes built, and the one that Mark purchased had been owned by Bud Dake, who was killed in a Monocoupe crash a few years ago.

Mark brought the Mullicoupe to Lake Elmo last week, but a few days later, he took it Platte Valley Colorado, where he has constructed a nice new hangar. Hopefully, it will return often to Lake Elmo. Since he can travel at over 220 mph and has a range of 1,200 miles, he should be able to get here in style.

An extensive pilot report on the Mullicoupe can be found at:  
[Http://www.airbum.com/pireps/PirepMullicoupe.html](http://www.airbum.com/pireps/PirepMullicoupe.html)



Here is a photo or Mark's Mullicoupe in front of his big hangar at Lake Elmo.

that I so enjoyed. I also became really comfortable flying, knowing I had a BRS chute for the “just in case” times. I am 57 now and if I ever had a medical issue while I was up there it was nice knowing I had a way out.

I started looking for another plane. I had the skills, knowledge time and space to build a plane and I always wanted to build a plane just for me—with all the things I wanted. I started looking for a new kit. I took a demo flight in a Sky Ranger and it filled all my needs—reasonably priced, relatively easy to build, side by side, great short field capabilities and excellent flying manners. It flies a lot like a 150. It can fly 60 mph to 105 mph, love that range. I found the amount of room in the cabin was incredible. A far cry from the coupe or the 150.

I sold the Ercoupe and made the big commitment. The kit was complete and had more parts than I expected—I looked at the 5 big boxes and wondered, “What did I get myself into?” The manufacturer had a written build manual and better yet—they have a great build DVD. I read and re-read the instructions and began just one step at a time. I knew I wanted to get the mechanic certificate with the building of the plane so I kept a detailed log with photos. I knew I needed a transponder and ELT and I wanted a panel that would have everything I needed and I made it so it would be easy to work on—I made it so the top of the dash could lift off. And proceeded to “Chipasize” the plane. It has been a fun adventure. The plane fits the Sport pilot class.

I choose this plane for several really good reasons. It has the capabilities to get in and out of very small strips, comes off the ground in about 250 feet at full gross. My empty weight is around 650 lbs and the gross weight is 1212 lbs. Tell that to a Coupe owner. It has excellent flight manners. Has a VNE of 130 mph. I have a climb rate of 1400 fpm if needed. Crosswind capabilities of 20 mph. and a 10:1 glide ratio. After a very short time I have gotten used to the center stick control—the best part of a center stick is no sticks to crawl around. I have found it to be the easiest

plane I have ever landed, with an approach speed of around 55 mph. The cabin design gives incredible visibility. Best of all, I have a BRS chute for the unforeseen problem that could appear. Emergency parachutes are used for in flight collisions, in flight control malfunctions and medical emergencies. Oh did I mention, annuals run about \$50.00 per year.

I am running a Rotax 912S (100 horse power) and it has a TBO of 1500 hours. The math figures out to be about 30 years of flying for the average pilot before overhaul, (time and hours per year). I am amazed at how quiet the plane is—everyone says it is very neighborhood friendly. Installation was not easy but also not complicated with plenty of support from the Sky Ranger distributor. I have and love the manifold heat and the hot water heat for the cabin area. She gets really toasty in there in the cold weather. I use about 3.5 GPH running around 80-85 mph -- and use 91 octane auto gas.

I just completed my Airworthiness certificate and now N582SR is all legal and ready to go. I also got my repairman certificate for this plane eliminating all those expensive \$50.00 annuals every year. So I am now set for the Sport Pilot world if I choose.

I equipped the plane with Xcom nav radio with built in intercom, a transponder, and a Garmin 195 GPS. I enjoyed building the panel—I was patient and methodical and the result is a panel that is easy to read and easy to work on if needed. I also have the strobe nav light kit with a landing light so I am set for those night flights again.

In closing, I have around 105 hours of flight time in this plane now and can only say “I love my plane”. These planes are unique and are fun to fly. They are becoming more and more popular for those who want to fly under Sport Pilot due to medical issues. The cost is reasonable and in many cases there are far more advantages than the GA planes available in the Sport Pilot category. Well there is my story, hope to see you all out there enjoying the sport. Keep looking up.

## MAJOR AIR SHOWS 2006

Wings of Freedom Salute to Veterans	05/26/2006 - 05/28/2006	MN	Red Wing
Thunder On The Lake	06/02/2006 - 06/04/2006	WI	Manitowoc
Quad City Air Show -	06/03/2006 - 06/04/2006	IA	Davenport
Southern Wisconsin Airfest	06/09/2006 - 06/11/2006	WI	Janesville
Fly Iowa 2006	06/10/2006 - 06/11/2006	IA	Spencer
Deke Slayton AIRFEST	06/16/2006 - 06/18/2006	WI	La Crosse
Air Magic Valley 2006	06/23/2006 - 06/24/2006	ID	Twin Falls
2006 Brainard Lakes Area Air Show	06/24/2006 - 06/25/2006	MN	Brainard
Dubuque Air Show and Fireworks	07/03/2006 - 07/03/2006	IA	Dubuque
Greater Milwaukee Air & Water Show	07/07/2006 - 07/09/2006	WI	Milwaukee
Monaco Duluth Air & Aviation Expo	07/07/2006 - 07/09/2006	MN	Duluth
Northern Neighbors Day	07/07/2006 - 07/09/2006	ND	Minot AFB
TCF Bank Air Expo on Milwaukee's Lake Front	07/15/2006 - 07/16/2006	WI	Milwaukee
Ankeny Air Show	07/22/2006 - 07/23/2006	IA	Ankeny
Sioux Falls Airshow	07/22/2006 - 07/23/2006	SD	Sioux Falls
EAA Air Adventure	07/24/2006 - 07/30/2006	WI	Oshkosh
Burlington Regional Airshow	09/16/2006 - 09/16/2006	IA	Burlington



**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.

- May 13, Bloomington, MN, Minnesota Aviation Hall of Fame, Thunderbird Hotel, social at 5:30pm, inductions at 8pm. Reservations by March 30. Marc Higgs 608-583-2600.
- May 14, Fertile, MN, Mother's Day Pancake Breakfast, Fertile Airport (D14), Sharon Edlund, 218-945-3136.
- May 19-21, 2006 Eastern Iowa Big Kids Toy Show. Municipal Airport - Iowa City, IA. Jay Honeck 888-925-3947
- May 20, Hangar Dance, Golden Wings Museum, Anoka County Airport, 8pm to midnight, Dance Band featuring Dave Andrews Big Band. Lyle Perterson 651-653-2063  
[lyleap@comcast.net](mailto:lyleap@comcast.net),  
<http://www.discoveraviationdays.org>
- May 20-21, 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>
- May 20, Bigfork Fly-In, 10:00a-4:00p. Big Fork Municipal (KFOZ), Warbirds, Classics antiques homebuilts and GA aircraft. EAA Chapter 412 of Grand Rapids. Door prizes, Brats, Burgers and Chile-dogs. PIC free. Gene Ward, 218-743-6175. [hgw@bigfork.net](mailto:hgw@bigfork.net)
- May 20, Alexandria, MN. Armed Forces Day Fly-In Breakfast, Alexandria Municipal (KAXN). Sponsored by American Legion Post 87. Military Displays, Aircraft Manufacturers, Model Airplanes. Jerry Jensen 320-762-1333.
- May 21, Tri-County Regional Airport Lone Rock WI. Fly-in pancake breakfast,
- May 22, Sparta/Fort McCoy Airport, Sparta WI. Lumberjack breakfast provided by local Eagles Club. Shuttle available to Fort McCoy Armed Forces Day activities. Jordan Skiff, 608-269-6511 [dpw@ci.sparta.wi.us](mailto:dpw@ci.sparta.wi.us)
- May 26-28, Red Wing, MN. Wings of Freedom Airshow at Red Wing Regional (KRGK). Salute to Veterans. Static display. Darrel Massman Airshow. Many living legends Ride with the Raiders. [www.wingsoffreedom.org](http://www.wingsoffreedom.org).
- June 3, Amery Fly-In Breakfast. Amery Pilot's Assn. Amery WI. 8:00a-7:00p Pete Waggoner 715-268-6899 [waggs5@amerytel.net](mailto:waggs5@amerytel.net)
- June 1-3, La Crosse, WI. Deke Slayton Airfest. 608-779-9994. [www.airfest.com](http://www.airfest.com)
- June 4, Buffalo, MN. Fly-In French Toast Breakfast, Buffalo Municipal (KCFE) 8:00a-noon, Susan 763-682-5452.
- June 4, Reedsburg, Wis. Fly-in Breakfast 7am – Noon 608-534-6888. [donhull@mwt.net](mailto:donhull@mwt.net)
- June 10, Vinton Annual Open House. Vinton Municipal Airport – Vinton IA. Tim Busch
- June 10, EAA Chapter 551 Fly-In. Brats and beans served from 10:00a-2:00p Leaders Airport (8Y6) Clear Lake MN. Rain Date June 11. Dave Grose 320-255-9325.
- June 10-11, Fly Iowa. Northwest Iowa Regional Airport (KSPW) Spencer IA. 7:00a-5:00p Pilot seminars on Saturday and flight breakfast and two airshows on Sunday Gayle Brandt 712-262-8278 [spenerairport@smunet.net](mailto:spenerairport@smunet.net)  
[www.SpencerIowaAirShow.com](http://www.SpencerIowaAirShow.com)



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