



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

MAY 2010

MAY 2010

THIS MONTH'S PROGRAM WILL BE ON
MONDAY MAY 10, 2010.

OUR ANNUAL CHAPTER 54 SPRING BANQUET!!!

- SOCIAL HOUR STARTING AT 6:30PM WITH CASH BAR.
- PROGRAM WITH DINNER WILL START AT 7:00PM.
- Mancini's Restaurant on West 7th Street in St. Paul.
- The cost is \$28 per person and the menu includes appetizers, bread, salad, choice of steak, chicken, or fish, cake, coffee, tea, and a glass of wine.

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Chapter Technical Counselor Information

Information supplied by Bill Shanks



Editors Note:

The following excellent article was submitted by permission from the author via our Chapter Technical Counselor, Bill Shanks.

THE TECHNICAL COUNSELOR

By Chuck Burtch

As Technical Counselors, we generally make several visits to aircraft projects during construction or restorations. Our opinions are on an advisory level and not mandatory as we do not sign off in the aircraft log-books. Opinions are just tat and are based on our experience as builder's mechanics. It is also based on a library of manuals and books from many sources. Some of these are EAA, FAA, engine manufacturer's manuals, technical articles and a wealth of aviation books. Even the Technical Counselor program has newsletters to advice on common mistakes and the latest data on new technology. It's an EAA safety program and the counselors are volunteers. There are no fees associated with the EAA safety programs including Flight Advisor program.

When asked to look at a project it is desirable to have the first visit prior to any closures. If a structure is covered with fabric, fiberglass, wood or sheet metal, it can be difficult if not impossible to see the interior and if rework is recommended a lot of redo and expense may happen. Get your Tech counselor in early especially if you do not have experience in aircraft construction. Also remember that you can use an AP or A&P with an IA for advice. They can be a great source for technical problems and a lot of Tech Counselors are A&Ps.

Continued on Page 3



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY LEIF ERICKSON

I recently received an e-mail from Tom Gibbons, our newsletter editor, requesting input for the May newsletter. So, I guess I better get busy and write this. But it is a beautiful morning with clear skies and light winds, and the Citabria is anxious for little exercise. The grass strips at New Richmond and Osceola are beaoning to us. Unfortunately, if we want our newsletter published in advance of the meeting we need to submit our articles no later than two weeks prior to the next meeting. So, here goes.

The May meeting will be our annual banquet. This year it will return to Mancini's Restaurant on West 7th Street in St. Paul. The date will be Monday, May 10. Bettie Seitzer will have information about the menu choices, cost, hours, and speaker available in this newsletter. Bettie always does a fabulous job of organizing the banquet. Mark that date on your calendar and plan to attend. You will not be disappointed.

The other big event that is rapidly approaching is our International Learn to Fly Day (ILTFD) Open House on Saturday, May 15. The event will be held at Valters from 8:00 AM to 1:00 PM. Jim Pearsall has been working diligently to organize the event and is doing a stellar job. Volunteers, either as pilots to fly free orientation flights or hosts, are needed. Please don't wait for Jim to contact you. Show your support by contacting him and letting him know how you can do your part.

The event is being publicized primarily by press releases to area newspapers. They publish our information in their "Community Events" sections. We also have an ILTFD information link on the chapter website. But, probably the best advertising we can do is word-of-mouth. I'm sure we all know someone who is interested in airplanes and maybe, at some point in their life, has thought about learning to fly and earning a pilot's license. Well, this is our chance to help that person fulfill his/her dream. Perhaps all it will take is an invitation from you. So, don't be shy. Think of the joy and sense of accomplishment you experience each time the wheels leave the runway (and also upon landing). This is something you can share with someone else. Remember, our invited friends are under no obligation to commit to flying lessons. The event is merely to present information and tweak interest.

Planning for Aviation Day continues. I can update you on a few recent developments. I am working with Farnsworth Aerospace K-8 Magnet School in St. Paul to arrange for some of their 4th grade students to help clean tables and replace place mats at our event. This opportunity will give these students a unique exposure to general aviation at Lake Elmo and an opportunity to promote Farnsworth school.

By time you read this, we will have met to discuss menu changes for this year's event. The proposed changes are adding scrambled eggs and serving a name-brand sausage, such as from Brine's Meat Market in Stillwater. In May and June we will begin recruiting our committee chairs – so be ready to say YES when called.

Ed Pfeiffer and Pat Driscoll are interested in building a pedal plane we can use as a raffle prize. As I write this, we are examining whether or not this is economic feasible. We want to be reasonably certain that we will sell enough raffle tickets to cover the building and materials cost. If the economics work out, I think a pedal plane raffle would be a tremendous opportunity for all us grandparents to stimulate our grandkid's interest in airplanes. I know I will purchase many tickets for my two granddaughters.

I hope to see everyone at the May banquet. Let's generate a record turnout this year.

PS – I went flying at 6:30 this morning (I can't help it – I'm an early riser) before I wrote this.



EAA CHAPTER 54 TREASURER'S REPORT

By PAUL RANKIN

EDITORS NOTE: AS DISCUSSED AT A RECENT BOARD OF DIRECTORS MEETING, THE TREASURER'S REPORT WILL NOW BE ON OUR WEBSITE AT WWW.EAA54.ORG/MEMBBERSONLY

Continued from page 1

When building a replica aircraft or say a clone of a certified aircraft we use its maintenance and design data as a reference. This will include AD notes as they will indicate possible problems or safety issues. Some replicas will have changes and they are judged on their individual merits and an example is a different trim mechanism. Remember Tech Counselors are usually mechanics and not engineers. Aerodynamic and structural changes are not recommended unless it is researched at a higher level say the aircraft designer, plans vendor or a qualified engineer. This program is to convey aircraft construction standards to builders and therefore promoting safety.

On kit or scratch built amateur built aircraft, follow the plans. Usually a change will transmit throughout the aircraft and require another change and so on.

Another good tip is a dry assembly of an aircraft prior to fabric. You will find all kinds of last minute adjustments will have to be made.

Please let's keep it safe!

Chuck Burtch – EAA 10213, TC 1093, Chapter 486
Oswego Co. Airport, Fulton, New York
Copied from their April 2010 Newsletter



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Chapter members 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
21D AWOS: 120.075
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')



EAA's Pitcairn PA-7
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LOCAL EVENTS

Compiled by Paul Hove (Chapter 54 Member)

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

May

May 7 2010, to , **Brainerd MN Minnesota Seaplane Pilots Assn Safety Seminar**, www.mnseaplanes.org/News.htm, Gull Lake,(9Y2), Minnesota Seaplane Pilots Assn Safety Seminar at Maddens Resort on Gull Lake. May 7 - 9, 2010. See Web site for Reservations. , , 800-642-5363,

May 8 2010, 12:00 to , **Bowstring MN Monthly EAA Chapter 1446 Fly-In Lunch** , Bowstring Airport,(9Y0), No charge lunch served beginning 12:00 Noon. Beautiful, well cared for grass strip. This is a monthly event, the 2nd Saturday each month., Gene Ward, 218-743-6175,

May 15 2010, 8:00 to 13:00, **Lake Elmo MN Learn To Fly Day**, www.eaa54.org, Lake Elmo Airport,(21D), Valters Aviation, Lake Elmo, MN Free Adult Orientation Rides, Static Aircraft Displays, Aviation Exhibits, Free Hotdogs, Flight Instructors available for questions and further information. , Jim Pearsall, 651-494-4579,

May 15 2010, 10:00 to 17:00, **Crystal MN Learn to Fly Day**, www.thunderbirdaviation.com , Crystal Airport,(KMIC), Free learn to fly seminars will be held at 10am, noon, 2pm, and 4pm. Introductory flights will also be held all day long. Please reserve your spot at this event by calling. See you then., Alex, 763-533-4162,

May 15 2010, 10:00 to 11:00, **Anoka MN Learn to Fly Day**, , Anoka County Airport,(KANE), Free Learn to Fly Seminar! Come learn about becoming a pilot! http://event.attendstar.com/view-event/learn-to-fly-day-twin-cities-flight-training_197/, Christal Misukanis, 763-780-4375,

May 15 2010, 10:00 to 11:00, **Lakeville MN Learn to Fly Day**, , Airlake Airport,(KLVN), Free Learn to Fly Seminar! Come learn about becoming a pilot! <http://event.attendstar.com/view-event/learn-to-fly-day-lsa-north-stickrudder-flight-training/> , Scott Johnson, 612 386 1120,

May 16 2010, to , **Lone Rock WI Pancake Breakfast**, , Tri-Count Airport,(KLNR), Pancake Breakfast, Marc Higgs, 608-583-2600, markhiggstca@yahoo.com

May 22 2010, 7:00 to 16:00, **Anoka MN Blaine Aviation Breakfast/ Lunch Hosted byEAA 237**, , Anoka County Airport,(KANE), May 22-23 Blaine Aviation Weekend Fly-in at the Golden Wings Museum. , , 952-292-7969,

May 22 2010, 19:00 to 23:59, **Anoka 10th Annual Evening Hangar Dance** , www.discoveraviationdays.org, Anoka County Airport,(KANE), Golden Wings Museum 8797 Airport Road, Anoka Co. Airport "Janes Field", Blaine, Minnesota Directions: 35W or Hwy 65 to State HW 10-610 Exit 30) to 85th & Airport Road, Next 3 rights to large Silver Hangar in the South West corner. Follow the event signs to parking. Admission: 18 & up = \$10.00, Teens 13-17 = \$6.00 - Children 12 & Under = Free 1940's period dress is encouraged but not required., , ,

May 22 2010, to , **Grand Forks ND "Thunder over the Red River" Airshow**, , Grand Forks Airbase,(), The United States Air Force Thunderbirds will highlight the Grand Forks Air Expo on May 22, 2010. "Thunder over the Red River" will be the first air show at Grand Forks Air Force Base in four years. , , ,

May 29 2010, 10:00 to 16:00, **Red Wing MN Eagle Valley Squadron of the Commemorative Air Force** , www.eaglevalleysquadron.com/ , Red Wing Regional Airport,(KRGK), Admission is Free. Donations are accepted. Car show, military vehicles, military aircraft, radio control planes, Eagle from the National Eagle Center (live demonstration12:00 PM), Civil Air Patrol, experimental & home built airplanes., Kent Smith, 651-214-5317, f100ks@aol.com

May 29 2010, to , **Janesville WI Southern Wisconsin Airfest**, www.swairfest.org/, Janesville Regional Airport,(KJVL), The U.S. Air Force Thunderbirds and Canadian Snowbirds will perform their full aerobatic demonstration routines Saturday and Sunday May 29th and 30th at the Southern Wisconsin Regional Airport, , 608-754-5405,

Who's Who in Chapter 54?

Compiled by the Editor

Name: Lynn Riggs

EAA #: 784053

Occupation: Civil Engineer Retired

What aircraft are you building?
Bearhawk

If you could fly any aircraft, what would it be?
P-51



Fun aviation story: When I was in Vietnam, there was an observer, a cocky young Artillery Lieutenant that bragged in the Company Officers Club that there was not a pilot alive that could make him sick. He was sick the next three flights and did not show up again after that.

What person/s in aviation would you like to have lunch with?
Budd Davission, but I have already done that.

Describe your first airplane ride:
It was in a T-41B at Ft. Stewart GA at the Army's fixed wing flight school 12 May, 1968

What is your favorite airplane to fly?
U-6A (DeHaviland Beaver)

How long have you been a pilot, and what do you fly?
I have been a pilot for 41 years, and am currently flying a C-152.

Unique airplanes you've flown/taken a ride in?
O-1 (L-19)

What do like about Chapter 54?
The meeting are very informative.

How did you get interested in aviation?
It was either go to Viet Nam as a forward observer or go to flight school. I chose flight school.

What do you hope to accomplish in aviation in your lifetime?
Complete my Bearhawk and fly it.



Chapter 54 Meeting Minutes

April 12, 2010

By Dale Seitzer

Dale Seitzer, Secretary

The meeting was called to order by President Leif Erickson after about 30 minutes of social time at the clubhouse.

Two guests were in attendance: Don Woller and Ed Pfeiffer. Ed was a Charter member and we were honored to have him return.

The speaker for the meeting was Franz Reisdorf, the official historian for the 320th Bomber Group. His father was a crew member in the group during World War 2. He has spent years compiling and recording documents of the group as they went on missions from bases in Northern Africa, Italy, France and Germany. He also talked in detail about the B-26 Marauder bomber aircraft, the history of the plane, types of missions and success. One detail I learned from the presentation is that they did not fly in close formation until they got close to the target of the enemy. They would fly so close that the fighter could not fly between them which would maximize the firepower of all the planes together. Their website with tons of information is www.320thbg.org.

After the very entertaining and informative presentation with excellent color photos, maps, and power point slide show, the guest speaker was acknowledged and the formal meeting began.

President Leif Erickson called the meeting to order.

The Treasurers report was approved by unanimous vote.

The Secretaries minutes were approved by unanimous vote.

Art Edhlund reported the Ground school would be completed in 4 weeks. The Farnsworth Hangar tour is May 28, volunteers are still need on the South side of the field.

Dave Becker reported There was a Young Eagle even for a group of High School students on March 18. The next official full Young Eagle Event is May 8, 2010. Volunteers are always needed to make sure the event is safe and ruins smoothly.

Dave Fiebiger reported the exterior landscaping in continuing.

Tom Gibbons proudly reported the newsletter went out early thanks to the contributors providing content promptly. He is always looking for articles or even news and updates around the field.

Jim Pearsall reported Learn to Fly Day planning is going well—May 15, 2010. It will be centered at Valters Aviation. The event is an adult Young Eagles event where adults will be given free ride, introduced to flight instructors and have opportunities to talk with pilots and look at planes. Volunteers are needed for ground operations and as pilots.

The Chapter 54 Aviation Day planning is ahead of schedule. Some Chair persons have been identified but more leaders are needed. A training session is being planned for the cooks and servers. Hours will be 7:00 AM to Noon August 15, 2010. Volunteers are needed. Large thanks go out to Stan Dardis and Bremer Bank who purchased the entire placemat—this is a wonderful donation with heavy impact.

The annual Chapter Banquet is scheduled for the May Meeting at Mancinis Restaurant in St. Paul. Social time starts at 6:00PM. The menu includes fish, chicken or steak – money will be collected at the door. There will be a cash bar. The program will include awards presentation and a history of the club.

The EAA Oshkosh chapter weekend work party is scheduled for the weekend of May 22, 2010. Talk to Paul Hove if you want to volunteer.

Chapter business cards are available for everyone to help promote the club.

After all discussion was completed the meeting was adjourned.

Pilots Lounge

Tailwinds Flying Partnership, based at Lake Elmo Airport, has new membership openings available. Visit www.tailwinds21d.org for more information.

We are a partnership of 38 pilots and own three Piper aircraft. Our goal and philosophy are to fly great airplanes inexpensively. We strive for consistency in equipment among our three airplanes. To inquire about membership, please send an e-mail to Mark or call 651-982-6275.



For Sale

1,100 lb Minisize Electric Rope Hoist, 110 V AC, 12 A, 1 ¾ hp, \$75. I planned to use it to raise and lower a hangar door but changed my mind. Contact Leif Erickson @ 651-439-5040 or lericks@pressenter.com.

2010 Weekend Work Party Volunteer Invitation

Our Annual Work party trip to Oshkosh is usually on May 15th. However our EAA Chapter has agreed to co-sponsor an Aviation Day event at Valter's Aviation on that date. The next date that is available is May 22-23.

I am looking for parties who are interested in joining us on that weekend to volunteer to help the National EAA Chapter prepare the grounds for the July/Aug AirVenture. The work varies each weekend but can include any of the following tasks: carentry, grass cutting, painting, general maintenance, cleaning, gardening, etc. We will be provided accommodations in the bunkhouse for the weekend as well as meals in the volunteer kitchen.

We usually leave 21D at 9:00-9:30a on Friday morning and return after 1:00p on Sunday afternoon. The trip down to Oshkosh is broken up by a stop at the Norske Nook for a brunch. This is an event all by itself! Join us this year and partake in the festivities.

If you have any interest at all let me know. We have to make decisions on transportation and need to notify headquarters on how many people will be coming.

Paul Hove
651-779-0747
paul@paulhove.com





Chapter 54 Members,

As you are likely already aware, Chapter 54 is participating in ILTFD (International Learn to Fly Day) with an open house hosted by Valters Aviation and Chapter 54 on Saturday, May 15 from 8:00 a.m. to 1:00 p.m.

This event will be fairly simple. We have two roles to fill.

First, we want to know of Chapter 54 members interested in flying adults to introduce them to flying General Aviation. This is an adult version of Young Eagles. We will not be collecting donations, this will be strictly volunteer. As such, we are not required to follow FARs related to charity flying. Anyone who would qualify to do Young Eagles Flights can fly on ILTFD.

Second, we need hosts. If you are a pilot, and you are waiting or otherwise available, you are encouraged to double as a host, but we also need 4-6 at a time to be dedicated to this role. Positions would include visibility to parking area, ramp area and to monitor a flight simulator. The role of hosts is to answer questions, provide general introduction to flying. Sharing your own flying experience is encouraged. and to guide people to planes or to a flight instructor as appropriate.

All volunteers will have a name tag with their rating, and the ILTF logo.

This call is to get numbers, based on interest I will get back to folks about schedule. The hours are 8-1. If you want to fly early and be a host later, that is great.

Please reply to my email address, jim.pearsall@comcast.net or call me at 651-494-4579 with your interested involvement or with any questions.

Link to EAA Site about the event:

http://www.eaa.org/news/2010/2010-02-05_ltf.asp

Press release

Minnesota Air & Space Museum desperately needs new home for its historic 1911 aircraft

It is the "Oldest Aircraft in Minnesota" and it's the "Oldest Aircraft" ever discovered in the United States after 76 years in storage.

What do you do with a fragile 99-year-old one-of-a-kind bi-plane when it no longer has a home?

That's the dilemma facing St. Paul resident Dennis Eggert, president of the Minnesota Air & Space Museum. The organization, comprised of a handful of aviation enthusiasts, owns the aircraft, a pre-World War I rotary aircraft engine, a unique two-passenger car powered by a motorcycle engine and a host of photos and documents.

If the museum doesn't find hangar space for the collection by late May, Eggert recently told his aviation colleagues, it may have to be trashed.

"God forbid if it comes to calling a trash truck or Dumpster," Eggert said. "But it's got to be moved."

The aircraft and the car were designed and built by James S. Stephens, a Canadian native who eventually moved to St. Paul, MN and, during the 1880s and 1890s, worked for the Milwaukee Railroad, Red Wing Power & Light Company, Hamm's Brewing Company and several other entities. In 1892, Stephens was commissioned to be the electrical engineer for the Columbian Exposition near Chicago. When that assignment was completed, Stephens moved to a home on Chicago's Lake Shore Drive, where he pursued his passion for aeronautical patents.

In 1911, seven years after the Wright Brothers first flew their Wright Flyer at Kitty Hawk, Stephens built his aerohydroplane. It was named Steco, after Stephens Engineering Company. But unlike the Wright Brothers' land-based aircraft, the Steco could be flown on either Burgess Floats or a unique tricycle landing gear with bicycle-like wheels.

The Steco also featured several other unheard-of innovations, including controllable nose wheel steering from inside the cockpit, large brass pneumatic shock absorbers, independent caliper wheel brakes and a patented flight control system that combined wing warping and a horizontal tail to provide maneuverability. The two-passenger bi-plane has a 42-foot wingspan and is 39 feet long.

For power, Stephens used a 1909 Gnome Omega seven-cylinder rotary engine and a wooden Chevalier propeller. The 50-horse engine recently was overhauled and is in mint operating condition.

Eggert said the aircraft has only been photographed sitting on the Burgess floats and was test flown off Lake Michigan near Stephens' home. His patents are registered in the U. S. Patent Office, Eggert added.

From 1909 to 1912, Stephens also designed and built several two-passenger Steco Cyclecars. The tandem-seat cars were power by a twin-cylinder Mack motorcycle engine that delivered power to the rear wheels via a unique cog drive belt. The museum has one complete car and a wide assortment of parts for others.

When World War I broke out in 1914, Stephens disassembled the Steco and carefully packed it in several crates along with the car. The crates and the cars were then stored in a nearby garage in Maywood, IL where they sat in obscurity until 1990, when the collection was donated to Eggert's museum by the late Mr. and Mrs. James Shannon of Minneapolis. James Shannon was Stephens' nephew.

The aircraft was stored in St. Paul until 1998, when it was uncrated and assembled at the Heritage Halls Transportation Museum in Owatonna. A few years later, the Owatonna museum closed and the Steco was transported to the American Wings Air Museum at Anoka County Airport in Blaine, where it was displayed until the museum closed in the fall of 2009. Since then, the Steco has been in temporary storage in another hangar at the airport. Now the hangar owner wants his space back by May 23, so the museum crew is frantically seeking a new home.

"It is vital that this collection be saved for significant historical purposes because of the innovative features it incorporated in its design," Eggert said. "We would like our community to be aware of these efforts and what has been accomplished to date as we look for a home."

The aircraft, engine and car will be available for viewing and photographs or video at the hangar.

Follow signs at the airport to the hangar.



Young Eagles Report by Dave Becker



Our EAA Chapter 54 Young Eagles 2010 program has begun. I would like to welcome those volunteers who are new this year and welcome back the dedicated pilots and ground support people returning for another great Young Eagles year. Our goal is to provide a safe and positive one-on-one flying experience to kids 8 to 17 years old.

Below is a brief description of volunteer duties for our program: (More detailed descriptions & information are available at the clubhouse in the pilot and volunteer folders.)

Pilot: Pick up a flight packet from the clubhouse and get any last minute briefing information pertinent to the day's flights. Sign the child's registration form prior to the flight and give whatever degree of pre-flight information to the child as you deem appropriate. Provide a safe and enjoyable flight for them and fly the pre-defined flight path according to the runway in use. Use "Young Eagle" in your radio call sign to help the manifestor identify you and let other pilots in the area know there are Young Eagle flights going on. After the flight, present the pre-printed Young Eagle Flight Certificate to the new Young Eagle.

Greeter: Welcome parents, kids, and guests as they arrive and direct them to the registration table in the clubhouse.

Registration: Give parents the registration form to complete. Log the current time on their form and on a separate form to be used by the manifestor. Give the registration form to the manifestor who will hold it until the child's turn to fly comes up.

Manifestor: Monitor airplane flow and when planes are ready for a flight. Assign the child to the next pilot/airplane and prints the pilot's name on the registration form and master flight log. Then give one of the escorts the completed registration form of the next child in line for a flight and let them know which pilot/airplane they will use.

Escorts: Locate and bring the child and the completed form into the clubhouse to the Certificater, who will print up the Young Eagle Certificate. Then escort the parents and child out to the waiting plane and introduce them to their pilot. Have the Pilot sign the registration form and give the pilot the printed Young Eagle Certificate. Then escort parents and children who just finished their flight back to the clubhouse. (No non-chapter person should be north of the road in the flight line area unescorted.) Present the new Young Eagle with a plastic bag of literature and log book. Tell them that the log book contains a free on-line Private Pilot Course worth \$200.



Certificater: Print out a professional looking Young Eagles Certificate, suitable for framing.



Ground Safety: Monitor the flight line for adherence to "No non-chapter person should be north of the road in the flight line area unescorted" and monitor general safety in the area. Ground safety is the duty of every volunteer and pilot.



Photographer: Capture the smiles and excitement of the event for posting photographs on our Chapter 54 website.

Our Young Eagle events are scheduled every second Saturday of each month from May through October starting at 9:00 a.m. Parents should pre-register their children for an event ahead of time by going to www.eaa54.org and clicking on the Young Eagles page to sign up for a flight. To view the many great Young Eagle photos, go to: <http://www.eaa54.org/YEPhotoGallery/YEGallery.html>

If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the second Saturday of the month and see what Young Eagles is all about. You can also indicate on your yearly chapter renewal form that you want to be involved with our Young Eagles Program.



Be a part of it all and join the fun!!! -----



TAXI TALK
{Interesting happenings compiled by the editor}

Happy Mothers Day to all our ladies/pilots in the chapter and may you find time on this day do to what you want, err.....fly I hope!!

Also, have a nice **Memorial Day** too and always remember our veterans as this is why we can fly when we want!

What a Vacation!!

I recently just came off a very nice vacation where I stayed home but it was very fulfilling. I started my first days just sanding away on my Pulsar to get it ready for paint this summer. As stated last month, this is a dusty job and it is best done outside. I managed to get the whole fuselage, the canopy, both elevators and one full wing done. My day would not start early but just a casual wake up and then head downstairs after breakfast to begin sanding. It was so nice out most days with the sun shinning brightly and the temps comfortable. I would break for a late lunch and basically sand until I had no more



sun. Sometimes moving the part to where the sun was still shinning.

Then that Saturday my friends from Moline, IL flew to 21D in their Grumman Tiger.

While waiting for them to arrive around 1PM I visited the clubhouse for our usual fun social time talking about airplanes. As I was still waiting after that I snuck over to Al Kupferschmidt's hangar to look over his work he was doing to

prepare his Citabria for it's annual. It was fun to talk to him about it and watch him do the prep work.

Then my friends, whom I met from AirVenture one year, Brad and Theresa arrived. I listened for them via my scanner I had on at Al's hangar. I took them



to Gorman's for a nice lunch and they stayed the night at my home. We had a great time that night talking about everything and the next morning we went to church and then a

nice breakfast at Joseph's. Again, just a beautiful day so I took them to Stillwater to show them the lift bridge. Then it was back to the airport for their departure but they did give me a quick Tiger ride which was



nice, before they departed. Brad did say later that he had a nice tail wind and a ground speed of around 142kts TAS and smooth air.

That night I went for a bicycle ride and swung by Leif E. hangar to say Hi. Marlon Gunderson was just going out for quick flight in his 1949 Piper Clipper and asked if I wanted to tag along. Of Course I would! What a great ending to a great vacation with great people!

Contact Information for Newsletter Stories

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QUOTE OF THE MONTH

**A friend of mine said a mile of highway will take you a mile,
But a mile of runway can take you around the world.**

- Chapter Member Dale Seitzer

Taken from Sport Aviation, May 2010, page 26.

Editors Note: Dale tells me the friend is Ray Rought (Former head of the Minnesota Office of Aeronautics)