



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

NOVEMBER 2005

## NOVEMBER 2005

THIS MONTH'S PROGRAM

MONDAY NOVEMBER 14TH, 2005

- **SOCIAL HOUR AT 7 P.M.**
- **MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT**
- **THE SPEAKER FOR THE 14 NOVEMBER MEETING WILL BE JIM ANDERSON. HIS TOPIC WILL BE: 'AIRCRAFT AND SPACE MUSEUMS, WHAT YOU MAY BE MISSING.'**
- **JIM'S PRESENTATION WILL INCLUDE VISUAL HIGHLIGHTS AND NARRATIVE FROM VISITS TO AIR AND SPACE MUSEUMS OVER THE COURSE OF HIS EXTENSIVE TRAVELS.**

## WASHINGTON ADIZ

*BY PAUL ANDERSON*

I generally don't pass along requests like this, but in this case, I think it's important stuff.

There is a movement afoot to make the Washington DC ADIZ permanent. What that would mean is a permanent restriction of the airspace around the Washington DC area, affecting 19 airports, 10000+ pilots, and several thousand airplanes. Those who would want to fly in the area would need to get clearance in advance, and be required to have a transponder.

Why should we care about the airspace in Washington DC?

Well... if you recall after 911, the Twin Cities was under a restricted "enhanced Class B airspace", which essentially disallowed VFR traffic, flight instruction and other basic operations out to the edge of the Mode C veil, which included the Lake Elmo Airport. During that time, the traffic at Lake Elmo Airport effectively dropped to zero, and many aircraft that did not have transponders simply could not fly.

In the environment of fear that exists today, along with the general lack of understanding of general aviation (if not irrationality about small airplanes), it is quite possible that such a proposal could be expanded to include all Class B airspace around major US cities, including the Twin Cities area.

This would effectively wipe out the Twin Cities reliever airport system, and general aviation in the Twin Cities area in one instant. Hangar values would drop to near zero, and your ability to operate your aircraft in the area could be severely restricted.

Now... that sounds pretty gloom and doom, I know. Pragmatically, one would hope that rational heads would prevail, and such a thing could never be allowed

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

November is election time at EAA Chapter 54 and this year we have the officers and Class III directors up for grabs. Dale Rupp is the chairman of the nomination committee and at the last meeting presented a slate of candidates for election to a two year term. The elections will be held at the November chapter meeting and nominations will be accepted from the floor. I will be out of town for the meeting but Dave Cross will be at the gavel and I'm sure he will be able to preside over the election and maintain decorum.

We had another aircraft incident at Lake Elmo airport this past month. A Cessna 172 returning from a cross country flight was shy about a quart of aviation fuel. The pilot was able to glide to a runway but managed to depart the runway and totaled the aircraft. The good news is that he had only a minor cut on his chin and was able to walk away from the inverted craft. Fuel management has been a serious problem since the advent of flying and continues to plague the aircraft statistics. Be sure you have enough fuel for the intended flight plus reserves for changing weather conditions.

The Chapter has the new 2006 EAA Calendar for sale at \$10.00. The calendar is in a new wide format and has Burt Rotan's White Knight carrying Space Ship One on the cover. It is a spectacular photo and will look good hanging on your hanger wall or in your den at home. Stop by the chapter house any Saturday morning or buy one at the next chapter meeting.

Gas prices are dropping as more supplies become available and Avgas is following the auto supplies. Valter's Aviation has lowered his 100LL pump prices to \$3.16.

The pancake breakfast fly-ins are not over yet. EAA Chapter 272 is hosting a pancake breakfast 8-11 on December 3 at Bong Field (SUV) in

Superior, Wisconsin. Also Aitkin (AIT) is having a chili feed every Saturday morning.

Be sure to keep an eye out for the up coming Class B expansion at MSP. If no further changes occur because of comments, the Final Rule (read the airspace grab) is projected to be February 16, 2006.

I'm still making good progress on my Experimental RV-7A Kit Plane. The photo shows my Dynon EFIS and EMS systems. The panel really lights up in the dark.



Be sure to attend the November 14<sup>th</sup> Chapter meeting. Remember you vote counts!

**TREASURER'S REPORT**  
*BY PAUL LINNEROOTH*

October's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 5,011.02
Investments	\$ 6,364.86
Total	\$11,415.88

Income in October consisted of \$160.00 in membership dues, \$35.00 in gifts received, \$87.75 from pancake breakfast resale, and a \$64.44 rebate on pancake mix for a total of \$347.19.

Expenses for the same period were \$95.23 and included \$59.23 for newsletter publication and \$36.00 for utilities.

**LETTER FROM GROUND SCHOOL GRAD**  
*BY MIKE SCHMIDT*

I just wanted to send an update from an EAA ground school graduate from the fall of 2003, myself!

In 2003 I attended the ground school and passed my written test that winter at Anoka thanks to the volunteers and structured environment of the class that 'made' me study.

Over the past two years I have slowly accumulated the hours and met the requirements to take my practical test.

I finally took my check ride this last Saturday, yep I got a nice calm day. (Winds Aloft at 3000ft was about 40 knots)

I passed and have my temporary airman certificate in my pocket. Next comes the instrument rating, o how I love the hood work...

Thanks again to the volunteers who taught the Fall ground school class.

Mike



**Chapter 54 Directory**

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Young Eagles Director  
Al Kupferschmidt

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')

to happen. But, it wouldn't take all that much for people to become extremely reactive to an unknown threat, and take draconian actions. It's happened before, and it could happen again, and this time it could be permanent.

I think it's important that people consider getting a bit more involved in expressing your opinion about such things.

For those of you interested in responding, please consider responding via one of the two web sites listed:

The AOPA web site:

<http://www.aopa.org/adizalert/>

Or for those who are not AOPA fans, and want to comment directly to the government site, see:

<http://dms.dot.gov/submit/>

(be sure to mention Docket Number 17005)

Thanks you for your time.

Regards,

Paul Anderson

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## **EAA PREPARES COMMENTS OPPOSING SFRA**

EAA's aviation, airspace, airports, and legal experts are putting together official comments to the proposed permanent Special Flight Rules Area (SFRA) in the National Capital Region (NCR). This proposed action would in effect make permanent the current Washington, D.C. Air Defense Identification Zone (ADIZ), which EAA strongly opposes.

As the submission deadline looms less than a month away (November 2, 2005), EAA comments will reflect its position to seek removal of the ADIZ restrictions; significantly reduce its size; or at the very least provide cutouts for out-

lying landing facilities and standardize procedures for all pilots operating in its vicinity whether they are recreational aviation, general aviation, corporate aviation, or commercial aviation..

[http://www.eaa.org/communications/eaanews/051005\\_adiz.html](http://www.eaa.org/communications/eaanews/051005_adiz.html)

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## **EAA 'Unequivocally and Fervently' Opposes Permanent D.C.-area ADIZ**

Nov. 1 - EAA has left no doubts where it stands on a proposed permanent Washington, D.C., area Air Defense Identification Zone (ADIZ), as the organization stated in its official comments to the Federal Aviation Administration. The FAA proposal, which has also drawn opposition from nearly every other national aviation organization, would convert the existing Temporary Flight Restricted Area into a permanent Special Flight Rules Area (SFRA), severely restricting general aviation activities in a wide region within 50 miles of the nation's capital.

"EAA's comments, consistent with more than 16,000 others made to the FAA thus far, strenuously assert that converting the current ADIZ into a permanently restricted area is a very bad idea and an even worse precedent," said Tom Poberezny, EAA president. "Security around our nation's capital is a necessity, but this proposal does nothing to enhance security while it eviscerates the general aviation infrastructure in that area."

The temporary ADIZ has caused substantial harm to the region's local airports and businesses, as well as general aviation pilots in the region. EAA's 39 pages of comments outline these hardships with both broad rationale and specific individual examples. In addition to drawing opposition from national aviation organizations, FAA's proposal is publicly opposed by members of Congress, affected communities, and thousands of individual EAA members and other pilots.

EAA has several specific objections to this proposal, as outlined in its comments to FAA Docket #FAA-2004-17005-15898:

\* It is the first airspace proposal whose sole focus is to deprive Americans of their right to have access to the National Airspace System. It specifically targets recreational and general aviation pilots. The proposal was drawn as a response to the 9/11/01 commercial airliner attacks on American citizens, but deviated from that original purpose.

\* It is the latest in a disturbing trend where specific agencies and even private corporations have superceded FAA's authority and mandate to manage airspace, without operational need or safety-of-flight issues, and despite overwhelming public comments opposed to the proposals.

\* There is no practical administrative method for handling the current ADIZ procedures and none outlined in the SFRA proposal, which further burdens already-stretched controllers in the region.

\* A multitude of flight safety and economic threats in the affected region remain under the

proposal and, in a number of cases, are worse.

EAA has also filed Freedom of Information Act requests to a half-dozen federal agencies, requesting all information pertaining to the research into this proposal and its creation.

"Along with our complete opposition to this proposal, EAA has forwarded practical, common-sense recommendations that would maintain the vital security of the National Capitol Region and allow adjustments, when necessary, based on known national security threats," Poberezny said. "Instead of harming the aviation infrastructure and institutionalizing anti-aviation phobia with this plan, FAA should review and understand the thousands of comments, then adopt an alternative method to achieve security goals."

The official comment period ends Wednesday, Nov. 2.

For additional information, please go to the story on the web at:

[http://www.eaa.org/communications/eaanews/051101\\_dc\\_adiz.html](http://www.eaa.org/communications/eaanews/051101_dc_adiz.html)

#### CLASSIFIEDS

KX 170-B Navcom for sale. Serviced by Wi-paire. \$300.00. Contact Harry A. Lyon, Jr. 651-777-2235

Airspeed indicator - 40 to 300 MPH. Edo-aire Model EA-5173 manufactured for BeDe. Tested & calibrated in aircraft by Modern Avionics. Used for three weeks in my RV7a but traded for a "knots" ASI. Call Bob Pittelko @ 952/941-0059 & leave message.

MAC Committees 5 Oct. 2005

Finance, Development, and Environment

This committee approved submitting the Flying Cloud Airport Environmental Impact Statement to the Environmental Quality Board. It was emphasized that submitting this paperwork did not commit MAC to proceeding with the project. Kathleen Nelson, NWA, commented that this project was not cost justified.

Executive Director Jeff Hamiel reported on the financial adjustments MAC will be making as a result of the NWA bankruptcy. He said the 2006 budget will be "bare-bones" with many deferrals of expenditures to 2007 and beyond. There will

be no additions to MAC staff. Nigel Finney, Executive Director of Planning and Environment, said Relievers will only get projects paid for with federal grant money. He added that the ANE project will proceed because Anoka County is providing the money for it.

Additionally, Mr. Hamiel said that the Economic Impact of MAC Reliever Airports had been received from consultant Paul Anton. He was scheduled to meet with Commissioner Jack Lanners later in the day to review the report. It includes an economic impact study and a cost benefit analysis.

Vivian Starr

MAC Commission 17 Oct. 2005

After several months of postponements, Executive Director Jeff Hamiel presented the draft MAC "Strategic Plan from 2006 to 2010."

Here are a few quotes directly related to Relievers and General Aviation:

"At the same time, we want to ensure our reliever airports are strategically positioned to provide maximum congestion relief to Minneapolis-St. Paul International Airport while fulfilling the area's corporate and general aviation needs."

MAC's Vision for Airport Operations: "MAC is recognized for the efficient and effective operation and maintenance of our world class system of airports."

MAC's Mission Statement is "We provide and Promote Safe, Convenient, Environmentally Sound and Cost-Competitive Aviation Services for Our Customers." Customers are "the citizens of the region, the traveling public, regional businesses, airport tenants and concessionaires, the airline industry, general aviation."

Under MAC Strategies, a Key Initiative for 2006

is to "Promote MAC's airport system to regional businesses and communities.

Under Long Range Key Initiatives, "Incorporate Reliever Airport System into customer service programs."

In the Draft Appendix there is a projection for airport capacity that included two Reliever comments: "Reliever Airports play an important role in overall air transportation capacity." "Reliever airport facilities need to be upgraded to accommodate more sophisticated aircraft."

After Mr. Hamiel's presentation, Commissioner Landy suggested that material developed by Commissioner Lanners' study of Relievers should be included in Strategic Plan, perhaps in the spring of 2006.

Commissioner Sherry Stenerson described the groundbreaking ceremony held last week at ANE. She particularly noted the large turnout and expressed appreciation for the community support of the project. Chair Vicky Tigwell said construction work on the runway should start this fall, and work on the new northwest building area should start next spring.

Vivian Starr





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**CLASSIFIEDS**

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

**NEW MEMBERS**

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