



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

NOVEMBER 2009

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THIS MONTH'S PROGRAM WILL BE ON
MONDAY NOVEMBER 9, 2009.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- Lake Elmo Airport Manager Joe Harris will speak about the past, present and future of the Metropolitan Airports Commission reliever airports system.

Chapter Member's Model

By Hugh Sontag



Here's a story, stranger than fiction, about my airplane.

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Two years ago, I decided that it would be fun to have a model of my airplane. A guy on our Titan Tornado email list was offering them for \$115. Several people on the list said they got one and were very happy with their purchase.

So I sent in my money and waited for the model. After a while, I got an email from some third-world country. The email contained a picture of a model of my Tornado with my paint scheme. The sender asked if the colors and the paint scheme were right. I replied that they were. I was excited, anticipating my cool new model.

After about 6 weeks, I asked the guy I ordered the model from, and learned that the deal had "fallen through" and I would not be getting my model. He eventually sent me my money back.

I sent an email to the person who sent me a picture of my model on his workbench, asking if there was any way for me to get it directly. I never got an answer.

Continued on Page 4



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY DALE SEITZER

Congratulations to new officers and re-elected board members. Every member should thank the officers and Board members for accepting the responsibility of a leadership position in the club. Everyone's participation in a leadership position is expected – this is everyone's club and it is stronger when everyone participates and takes ownership on the club.

The new officers are: Leif Erickson; President, Bettie Seitzer; Vice President, Paul Rankin; Treasurer, Dale Seitzer; Secretary. All the board members were re-elected: Dave Becker, Art Edlund, Dave Fiebiger and John Renwick. Thank you again to Paul Hove for leading the Nominating Committee.

We are ordering the 2010 EAA calendar so do not buy any other calendar and plan on giving these as gifts to friends and families. We also have a small number of Chapter 54 Hats and T shirts at clearance prices.

We are always looking for articles and photos for the newsletter. The newsletter is crucial to the club for keeping everyone informed and feeling a part of the group. No news is too small or too big for the newsletter. Please submit to Tom Gibbons.

We are also always looking for topics and speakers for our regular meetings – please contact Leif Erickson for this year and Bettie Seitzer for next year with ideas or speaker suggestions.

The Young Eagles events were very successful again this year. Dave Becker and all the ground crew and pilots did an exceptional job of providing a positive aviation experience to the kids and parents. I really like the holistic approach the volunteers take—they provide information and services to parents, friends, little brothers and sisters and grandparents of the Young Eagles.

The clubhouse addition continues to have the finishing touches done – materials are being moved so the entry way is cleaner. Please stop by on a Saturday if you have not been to the clubhouse recently. Any one can show you around and proudly show what they did to help.

I like flying in the fall because all the insects are dead so I do not have to clean them off the prop and plane but now I need to spend more time pre heating. The time I used to spend after the flight cleaning is now spent before the flight in pre-heating the engine. The cool air also changes the flying characteristics—the plane likes the cool - dense air. I do not like the short days now—I used to come out in the evening after work and get in an hour of flying time but for the next couple of months more darkness than daytime.



EAA CHAPTER 54 TREASURER'S REPORT
BY PAUL RANKIN

2009 OCTOBER Financial Summary

Checking Account	\$1,872.82
Cash on hand	\$40.00
Investments	\$7,166.47
Total	\$9,079.29
Income	
Donations	\$25.00
New Members	\$35.00
Membership Renewals	\$200.00
Total	\$260.00
Expenses	
Newsletter & Mailing	\$41.88
Utilities - Electricity & Gas	\$46.49
Total	\$88.37
Net Cash Flow	\$171.63



Chapter 54 Directory

President
 Dale Seitzer
president@eaa54.org

Vice President
 Leif Erickson
vicepresident@eaa54.org

Treasurer
 Paul Rankin
treasurer@eaa54.org

Secretary
 Bettie Seitzer
secretary@eaa54.org

Education Director
 Art Edlund
education@eaa54.org

Events Director
 Tim Reberg
events@eaa54.org

Housing Director
 Dave Fiebiger
housing@eaa54.org

Membership Director
 John Renwick
membership@eaa54.org

Young Eagles Director
 Dave Becker
youngeagles@eaa54.org

Newsletter Editor
 Tom Gibbons
Newsletter@eaa54.org

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')

**New Young Eagle Co-Chairmen;
 Sully Sullenberger and Jeff Skiles**



Continued from Page 1

Fast forward two years. Someone sent an email on the same Titan Tornado list about a Titan T-51 that was for sale on eBay. I tried the included link, but it didn't work. So I searched eBay for the T-51, and got two hits: one for the T-51, and one for a model of a T-51. I thought about getting a model again. Gee, I'd like one. I wonder if this company makes models of the Tornado.

So I searched eBay for a Tornado II, and found one. It seemed to have the same colors as my airplane. Could it be my long-lost model? I sent an email to the company, asking, "If I purchase the model, will the paint scheme be exactly as shown in the picture?" The answer came back, "Yes, but please note that the color is white, not cream or gray." My airplane is white.



So I ordered the model, this time for \$94.00, including shipping. In about two weeks, it arrived from the Philippines as a block of styrofoam completely wrapped in tape. After I dissected the package, out came a very nice model of my airplane. And wonder of wonders, it had the red fighter jet on the nose and my tail number painted on it - N49PD!

Another Who's who in Chapter 54?

Name: James J. Montague
EAA #: 42062
Occupation: Retired

What aircraft are you building?	Restoring a Swift
If you could fly any aircraft, what would it be?	Swift
Who is an inspiration to you in aviation?	Chuck Yeager
What person/s in aviation would you like to have lunch with?	Paul Poberezny
Describe your first airplane ride:	1947 Aeronca Champ , fun
What is your favorite airplane to fly?	Swift
How long have you been a pilot, and what do you fly?	45 years, not much these days!
Unique airplanes you've flown/taken a ride in?	P-51, Wacos, Spartan, Great Lakes, Stearman
What do like about Chapter 54?	I like EAA and the fellowship
How did you get interested in aviation?	An Uncle
What do you hope to accomplish in aviation in your lifetime?	Been there, done that!



Chapter 54 Meeting Minutes

October 12, 2009

By Bettie Seitzer

Called to order at 7:29 by President Dale Seitzer

Visitors: Daivd Wank, he flies a Tailwinds; attended specifically to hear our speaker. He is a friend of Dave Becker.

Secretary's report approved as published in the newsletter
Treasurer's report approved as published in the newsletter.

Old Business:

Building project update:

Next step will be completion of the wiring and electrical work.

Trim around windows and doors remains to be completed as well.

Parking is restricted to the wide area of the circle, members are not to park on the street in front of the clubhouse since this could restrict movement of emergency vehicles in the event of an accident or mishap on the field.

Members are reminded to stay on the pavement – do not drive of the edge as this damages not only the road surface but the grass as well.

Our benches need a home for winter – anyone able to provide an indoor storage spot is asked to contact a club officer. In the spring they will need to be stained so that the wood is protected.

Jack Portlance has created a chart of our model planes and their location in the room. Information is available in a notebook on the desk at the front of the room.

Members are reminded that the FAAST provides regular safety seminars – check the FAA website for upcoming events.

Young Eagles (Dave Becker):

Young Eagle events have been weathered out twice, a make-up event is scheduled for Oct 24th; we expect over 30 kids to attend (weather permitting). Dave sends a big thank you to all who have participated in these events over the season. Our season has come to a close, we will begin again in the spring. So far this year we have flown 143 kids. Our club can be proud of the fact that each flight is one pilot with one child (other clubs will fill up a plane, which is not nearly as special for the children as having that one on one opportunity).

Historian (Jeff Hove):

If you have memories or club history you would like to share, please send it to Jeff at flying@jeffhove.com

Housing (Dave Fiebiger): building project update above

Flying Start and Education (Art Edhlund):

Ground school will start in February. We will be able to accommodate more students thanks to our new addition.

Newsletter Editor (Tom Gibbons): Tom has created an interview form that he will be using to collect information from our members. If you have a story that you would like to share, please send it to Tom at Newsletter@eaa54.org
Pictures are especially appreciated.

Membership (John Renwick)

No report

Publicity (Leif Erickson):

No report

Elections were held; the following officers were unanimously elected by the voting members present at the meeting:

President: Leif Erickson

Vice President: Bettie Seitzer

Secretary: Dale Seitzer

Treasurer: Paul Rankin

Class 3 Directors: John Renwick, Dave Becker, Dave Fiebiger

These folks will take office on January 1st and hold office for 2 years.

Meeting adjourned at 7:55

Speaker for the evening was Darrell Bolduc of Bolduc Aviation.

Respectfully submitted:

Bettie Seitzer

Secretary

EAA Chapter 54

Speaker Notes from:
October 12, 2009
By Bettie Seitzer

Darrell Bolduc; owner of Bolduc Aviation

Brief notes:

Superior Air Parts manufactured many parts for Lycoming and Continental engines; the company went bankrupt last Dec 31st. Lycoming tried to buy them out in order to close them down but the request was denied and the company was allowed to continue. About a week ago Brantley Helicopters bought the company. The group of investors are from China, but parts from Superior actually came from companies all over the world.

Service bulletins provide critical information about engines recently a service bulletin affecting carburetor floats used in Volare carburetors. This is used widely – most models are affected; aircraft owners should check the service bulletin for inclusions and exclusions. The needed update was due June 1st of 2009. The new floats are blue and replace earlier models which have proven to be unreliable.

A lively question and answer period followed discussing points of engine maintenance and repairs as well as compliance with maintenance requirements and regulations.

Editors Note: The below information was taken from his web-site.

Bolduc Aviation Specialized Services, Inc. is an FAA approved powerplant repair station located at the Anoka County Airport in Blaine, MN. We specialize, but are not limited to, the overhaul of all Lycoming and Continental engines and engine accessories. Owner Darrell E. Bolduc, also a pilot of his Cessna 185 for the past 25 years, has over 42 years of experience in providing professional engine rebuilding and repair to factory zero-time specifications. High quality-control and professional procedures assures our customers of reliable maintenance.

Services include (but are not limited to) the following: • Precision electronic crankshaft balancing • Cylinder overhaul and repair • Continental starter adapter overhaul • Cleaning of all engine parts • Magnaflux and zygo inspection of parts • Cylinder grinding .010, .015 and .020 oversize • Rebush and line boring of counterweight bushing • Rebush and boring of connecting rods and rocker arms • Crankshaft flange straightening per Lycoming S.B. 201B • Overhaul of magnetos, starters, float-type carburetors and turbo controllers. • Ultrasonic inspection of Continental crankshafts.

Hours of Operation: Monday - Friday, 8:00 a.m. - 4:30 p.m.

***Bolduc Aviation Specialized Services, Inc.
8891 Airport Road NE, Box 8a
Blaine, MN 55449-7220
Phone: (763) 780-1185 Fax: (763) 780-1187
Repair Station #KM5R993M Anoka County Airport***

Member:

BBB of Minnesota MATA NATA NFIB Chamber of Commerce Seaplane Pilots Association

**Some Past Speaker Notes worth viewing:
From July 13, 2009
By Bettie Seitzer**

Lindsay Meyer of Girls with Wings

Lindsay is a pilot with Mesaba Airlines; she has been with them for a year. She wants to stay in touch with the general aviation community. The camaraderie and community at the small airports are unique.

She attended UND and worked with the EAA chapter and participated in Young Eagle events there.

As a youngster she was interested in aviation, her dad and his friends were active in aviation and she had flown with several of them. Even as a young girl she wanted to fly. Her mom was a teacher and encouraged her to fly. On her 12th birthday she received an introductory flight lesson and was hooked!

She got involved in a Boy Scout Explorer Post and their aviation program. She got her pilot's license at 17 and then went to UND. She was a member of the flying team (Captain in her senior year). She also took the time to be involved in a broad range of activities to maintain balance. She went to Hawaii for her multi-engine training; her favorite runway is Kalopapa airport on Molokai Island.

Girls With Wings is an educational and awareness program targeted toward girls, pushing the power of S.T.E.A.M. :Science – Technology – Engineering – Aviation – Mathematics

Girls with Wings has role models; women who have the desire to inspire and want to help girls to achieve their full potential through encouragement, support and activities. Research shows that the best way to open girls to the possibilities is to have them meet a role model – a real life example of women who have met their goals and realized their dreams.

The Girls With Wings presenters have packaged presentations, games and activities that they use to introduce girls as young as 8 to aviation. They use a Cessna control panel poster, game pieces and radio call games to role play a flight to Florida.

With older girls they talk more about specific careers in aviation flight. The presentation is generally adapted to the age of the group, but generally middle elementary through high school.

Penelope Pilot is a character that they use as a teaching tool. This is a branded marketing effort that will include a book and a doll. This is a step to keep girls involved and interested with a doll that offers a positive life model for girls. www.penelopepilotproject.org has more information about the project.

Girls With Wings offers scholarships to young women planning a career in aviation. Young women are considered based on dedication to the field as well as financial need.

There is a website www.girlswithwings.com that provides role model profiles and contact information, forums, mommies with wings, online store. The connection between girls and roles models offers a valuable resource for questions, learning opportunities and story sharing.

This will be an exciting new opportunity for our club to partner with Girls With Wings to add activities and programs to our pancake breakfast, and perhaps some specialized Young Eagle events.

Flying team participates in two big competitions each year, precision landings, navigation, ground events,

The group needs role models; they get an overwhelming number of requests for presentations and have trouble meeting the demand. They also appreciate donations.

Pilots Lounge

Pat St. Claire has a design business. She updates our Pancake Breakfast banners, that we hang on the perimeter fence, for free. Here is her business :

Patty St. Claire
St. Claire Design Studio
651-439-7975 Office
612-747-7615 Cell

Her husband is Greg St. Claire – a chapter member.

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.

I have submitted my book, ***The Mormon Conspiracy: A Flying Adventure*** to the Hall of Fame for consideration for their Annual Book Award.



I have made edits to the edition I contributed to the chapter so I am confident it will be well received. I have heard positive feedback from members who checked the book out of our library.

There is a lot of competition and I am honored to be considered.

Dale Seitzer

*Editors Norte: I did a Google search and found it at Amazon.
Pretty cool Dale!*

Metro Aircraft Maintenance has lowered their Shop Rate to \$ 50 an hour for all LSA. Please tell your friends and customers to come on down to the Air Lake Airport.

Please welcome Stillwater residents Bob and Reeve Lasky to EAA Chapter 54. Bob is a technician, working for a government contractor. He has ATP/SEL/SEL and Commercial Glider ratings, and is type-rated in Fairchild Metro III aircraft (SA227).

When you see Bob and Reeve in the clubhouse, please make them feel at home!

Who's Who in Chapter 54

Selected questions answered by it's members
Complied by the Editor

Name: Bill Bjorum

EAA #: Not sure, I'm new!

Occupation: After retiring from 37 years as a teacher and administrator, much of that time in the ISD 834, I am now the program director for the education administration program at Saint Mary's University at the graduate campus in Minneapolis.

What aircraft are you building? I wish to, aspire to, someday think about building an airplane. Currently I'm building hours in training, hoping to be able to get my PPL soon.

If you could fly any aircraft, what would it be? I look forward to the day when I have the skill and confidence to fly a small plane that could take me through some fun maneuvers. I think something with floats in the summer, skis for the winter would be fun. I'd also like to learn to fly a fixed-wing glider.

Fun aviation story; My first long distance solo to Winona, a sunny summer day with a few clouds, over the bluffs and cliffs along the St. Croix and Mississippi, eagles circling in the thermals, pelicans down in the backwaters, with John Gillespie Mcgee's poem "High Flight" taped to the center of the right yoke. I actually found myself slipping the surly bonds of earth and dancing the skies on laughter-silvered wings...chasing the shouting wind along... toping the windswept heights with grace. It's been an inspiration and a dream of mine for a long, long, long time.

Who is an inspiration to you in aviation?

When I was young, I read a lot about Sir Douglas Bader, Spitfire ace in WW2. My dad's best friend Ed, NWA captain of many planes. Anyone who has danced the skies on laughter silvered wings and will tell me about the adventure. Ernest K. Gann's great tales - the High and the Mighty is one of my all time favorite stories. Seems to me pilots are generally, regardless of age, people who don't let their human clay dry out.

What person/s in aviation would you like to have lunch with? Except for my instructor, I really don't talk flying with anyone. Few know that I am in training, fewer appreciate what inspires me to take this on at this point in my life. I guess I'd enjoy time with anyone who is willing to talk about his or her experiences as a pilot, regardless of the experiences they've had. I find many experienced or retired commercial pilots who don't talk about their experience = probably because I'm not (yet) part of that fraternity. I kind of, sort of drive my instructor

nuts with my long emails after every solo, debriefing about my flight. Once on a long trip on a DC10, a deadheading captain had the misfortune to be seated next to me. I drove the poor guy nuts with my questions and prompts for stories, with about 100 miles left, he 'retired' to the jump seat in the cockpit. Poor guy.

Describe your first airplane ride: I can't, I was on Northwest flights starting at 2 months. One of my first times in the left seat of a plane was fun - a C172 out of Maui's main airport - wow are those runways wide and long - until I was told to please expedite my take off, there is a 757 on final... Out over the ocean, over to Molokai, to Lanai, the cliffs, waterfalls, waves on the ocean, shipwrecks, the many pods of whales, and the long, long, long final with another request to expedite departure from the runway as there was a 767 right behind me... Awesome!

What is your favorite airplane to fly? Never met a plane I didn't enjoy!

How long have you been a pilot, and what do you fly? Am I a pilot yet? I'm working on it. I started February, 2009, lessons at Valters in N61879er, the C172.

Unique airplanes you've flown/taken a ride in? I've been in many regular passenger planes from really small ones to very large ones, and a few GA planes. I really enjoyed my flight in the Colorado Rockies in a glass paneled, side sticked, auto everything Cirrus 22. Very cool!

What do like about Chapter 54? You guys don't let me slip away, you find lots of ways to share experiences, personal stories, aviation articles of interest, humor, or activity.

How did you get interested in aviation? I was smitten early and for a long time. My dad worked for NWA starting right after WW2. I think I was born with a toy red-tailed DC3 in my hand. We lived in Richfield, among other NWA postings, just south of Mother's Lake, not too far from MSP's main runway. The radial engines would rumble day and night. Others hated it, I loved it. I'd hike out to the fields south of the runway and sit for hours watching, dreaming...

What do you hope to accomplish in aviation in your lifetime? It would be great to find a way to donate my flying to someone or some organization where it would make a difference in someone's life, something like Angel-Flight or Mercy-Flight. If I had an airplane, I'd love to take young eagles up and maybe give them the gift of inspiration.



Young Eagles Report by Dave Becker



We have completed our regularly scheduled 2009 year of flying Young Eagles with a great event on October 24 under blue skies and light winds. We flew 35 kids at the event that was added as a makeup date for two earlier events that were cancelled due to bad weather. Our year-to-date total is 178 Young Eagles flown. Thanks to all the pilots and ground support people who made this year another safe and successful one.

It is time to submit names of prospective candidates to attend any one of the three categories of EAA Air Academy camps listed below for the 2010 sessions. If you know of a young person who you feel is a good candidate for our Chapter 54 to sponsor, send their name and contact information to dave-becker@comcast.net. Chapter 54 sponsorship means that our Chapter 54 will pay for the remainder of the tuition after the parents pay for the deposit. Deposit amounts are \$100 for Young Eagles camp ages 12-13, \$150 for Basic camp ages 14-15, and \$200 for the Advanced camp ages 16-17. If we get more youths than we can comfortably sponsor, we will have a selection process to select the number we can sponsor. We pay for this sponsorship by using Young Eagle credits issued by EAA for each child flown by pilots who have flown 10 or more kids during the previous year and the remainder money comes from our bank account.

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 picturesque Air Academy Lodge which is next to the runway at Pioneer Airport. Every day is filled with aviation activities; working as a team in the flight simulators, learning how things fly, making flying objects of their own, and getting "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.

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.





TAXI TALK
{Interesting happenings compiled by the editor}

**HAPPY THANKSGIVING
to all!**

And I hope you all have something to be thankful for this year! I for one am very thankful we have this wonderful chapter. It is fun to belong to such a neat group with the same interests and we have a very nice clubhouse to enjoy too. Aviation in itself is something neat to have a passion for and I am thankful EAA has allowed us to enjoy it that much more.



A Neat Movie.....

One Saturday night after I got home from work, about 9:30PM, after cleaning up and changing clothes, I headed downstairs to my "aircraft workshop" where I am working on my experimental aircraft, a Pulsar. I worked on some wheel pant installation tasks and since it was daylight savings time, I did a lot before I decided to call it quits for the night. I headed up stairs and cleaned up, popped a bowl of popcorn, and settled into my favorite chair for some TV. I was flicking thru the channels and came across an interesting movie that was about to start called, *The Winds of Kitty Hawk*. I have always been very interested in the Wright Brothers and how they came upon that first flight. I read a lot of information about them and how they did it and it fascinated me so much. I have various Wright Brothers things hanging around my house, especially that neat picture of that first flight. The movie was very nice and I found myself smiling every once in awhile as I really enjoyed the way the movie showed those times as I have read

about. I have been fortunate to be able to visit Kitty Hawk one year and it was a trip I will always cherish.

Who's who.....

Thanks to all who have sent me their information on this neat column I have started. I really think everyone will enjoy reading the information all the members have sent in. Remember, you can send me your information either via e-mail, snail mail or just leave it at the clubhouse for me to pick up. There are some forms at the clubhouse if you need to fill one out. Contact me if you have any questions. Remember, you don't have to answer all the questions, just four or five would do but many members have answered all of them and it is very interesting. I will put them out basically in the order they come in and I may include two at times. Thanks again!

Contact Information for Newsletter Stories

Thomas J. Gibbons
2685 Manning Avenue North
Lake Elmo, Minnesota 55042-9690
Phone # 651-777-5887

E-Mail: newsletter@eaa54.org



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

QUOTE OF THE MONTH

**Why fly? Simple. I'm not happy unless there's some room between me
and the ground.**

—Richard Bach, A Gift of Wings.