



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

OCTOBER 2004

## OCTOBER 2004

### THIS MONTH'S PROGRAM

#### MONDAY OCTOBER 11TH, 2004

- **SOCIAL HOUR AT 7 P.M.**
- **MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT**
- **THE GUEST SPEAKER WILL BE JILL WALL OF FARNSWORTH AEROSPACE ELEMENTARY.**

## SPACESHIPONE WINS ANSARI X PRIZE!

*FROM: EAA.ORG*

EAA President congratulates fellow member Rutan on accomplishment.

October 4, 2004 - The long hours of work and anxiety paid off for EAA member Burt Rutan and the SpaceShipOne project team today, as pilot Brian Binnie took the homebuilt spacecraft into space for the second time in five days to win the \$10 million Ansari X Prize.



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The SpaceShipOne team celebrates after Monday's successful flight that captured the \$10 million Ansari X Prize. On the podium in front of SpaceShipOne are (from left): X Prize president Dr. Peter H. Diamandis; Paul Allen, who provided financial support; aircraft designer Burt Rutan; Monday's SpaceShipOne pilot Brian Binnie; and Sir Richard Branson, CEO of the Virgin Group. (Photo by Jim Campbell, Aero News Network. All rights reserved.)

EAA president Tom Poberezny, who had been present at Mojave, Calif., last Wednesday for the first successful X Prize

*(Continued on page 7)*



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

Fall is definitely here. The temperatures have been down to freezing and back up to 80 degrees in a single day. Many of the members have been seen checking out the changing leaves in the Saint Croix Valley on recent weekends. It appears that this may be close to the last weekend for good fall colors.

Valters Aviation has been in the process of installing a self service gas attendant system for most of the summer and says that it is just one setback after another getting this electronic system installed. He hopes that the problems will soon be rectified and that the pumps will soon be available 24 hours a day.

The traffic at Lake Elmo appears to be increasing and with it comes the problems of etiquette in the traffic pattern. I know that this isn't a problem with the readers of this newsletter but I bring it up to remind everybody to be courteous and watch out for those that seem to not wish to follow the generally accepted rules of airspace use at an uncontrolled airport.

Our Housing Director Dave Fiebiger was successful in getting the local nurseries to donate some trees for the Chapter House back yard. He and Dick Stright have planted 4 flowering



apple trees across the back property line. Next spring the backyard should be full of blossoms adding to our already beautiful landscaping.

Chapter 54 member and my hanger partner Doug Weiler just got his RV-4 back from Razors Edge paint shop and it is a beauty. The whole process took about 5 months but that is another long story. Stop by our hanger and see this show quality paint job.

Dick Wicklund has brought two model airplanes to the chapter house that were built by school children as a class project and are in need of some repair. One is a Wright Flyer and the other is a triplane and is hanging from the ceiling. These appear to be plans built and are amazingly well done.

Speaking of school aviation programs, our speaker for Monday evening is from Farnsworth Aerospace Elementary on Arcade Street in Saint Paul. We are looking at this program and one in Minneapolis as possible candidates for Chapter support. Please come and listen to the presentation and make recommendations on the level of funding that we may want to commit to. Full details of the presentation can be found elsewhere in the newsletter.

See you at the meeting on Monday night.

## TREASURER'S REPORT

*BY: PAUL LINNEROOTH*

### September's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 6,146.50
Investments	\$ 6,268.74
Total	\$12,455.24

Income in September consisted of \$60.00 in membership dues and \$25.00 in donations for a total of \$85.00.

Expenses for the same period were \$243.86 and included \$64.56 for newsletter publication, \$31.97 for utilities, \$49.13 for administrative expenses, and \$98.20 for Pancake Breakfast expenses.

Additionally, we received \$268.74 in interest on our \$4,000.00 CD which matured September 9. We added \$2,000.00 from the checking account and purchased a new 9- month CD in the amount of \$6,286.74. The 9-month term was chosen in anticipation of higher interest rates.

## WEINER WITHHOLDS "OUTRAGEOUS" ANTI-GENERAL AVIATION BILL IN HOUSE SUBCOMMITTEE

*BY: BRENDA ANDERSON*

### EAA Members, Aviation Community Make A Difference

EAA and other aviation organizations saw their Congressional education efforts pay off today, as Rep. Anthony Weiner (D-N.Y.) said he will not introduce a bill that would have devastated general aviation activities.

During a "mark-up" session today of the House Subcommittee on Aviation, where various amendments could have been considered, Rep. Weiner confirmed that he would not bring the bill forward as written. In effect, he also committed to not to introduce his bill, HR 5035, as an amendment to legislation implementing the recommendations of the 9/11 Commission. The House subcommittee approved the aviation elements of that comprehensive bill without amendment and forwarded it to the House Transportation and Infrastructure Committee.

For the complete story please go to:

[http://www.eaa.org/communications/eaanews/040915\\_bill.html](http://www.eaa.org/communications/eaanews/040915_bill.html)



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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')

## GA SECURITY

*BY: SCOTT OLSON*

This year I volunteered to introduce the TSA cameras and access controls at Whitman Field. Transportation Security Inspector, TSA's General Aviation expert, at EAA Forums during Air Venture. Unfortunately the TSA Forum was at the same time as Burt Rutan's Forum and you can guess where most of the members were. The TSA discussion primarily overviewed the GA Security Guideline Information Publication that was published in May 2004. It is the Bible for GA airports to assess security. Next year you will probably see more video surveillance cameras and access controls at Whitman Field. Of course during 10 days of Air Venture the gates will be open and secured with EAA volunteers. I brought personal identification cards used for Airline Security to AirVenture for my own research, to see if EAA and GA was ready for multiple levels of security including biometrics and photID on EAA membership or personal identification cards. It would be impossible for



**Technology Study at Airventure 2004**

EAA to capture images and fingerprints to register members as trusted or registered travelers. EAA Chapters will not take official roles in GA Security because of liability and TSA should develop security guidelines.

TSA's Registered Traveler Pilot program uses biometrics to secure passengers through security check points and speed up boarding at major airports. I found out FBO's and Air Charter Companies are interested in implementing technologies for security and members that own or manage FBO's believe the large security companies will have a windfall of sales the next couple of years at our GA airports. If EAA members can build an airplane to fly in space at a fraction of the conventional cost, EAA airports can use off the shelf and easily attainable technologies to simply and inexpensively secure an airport at a fraction of the accepted traditional cost.

Our EAA membership card has the member number which is used electronically for camping registration by swiping the magstripe number on back of our membership card. EAA can manage a lot more data and program processes by adding a bar code similar to the one on your driver license to improve common sense security measures and efficiencies for staff, volunteers and members like admittance to secure areas and access to special events. The card could also be used to admit and track members through the Air Venture Museum to improve our education programs. Young Eagle Pilots could use the card for immediate reimbursement of fuel at participating FBOs . Paperwork could be eliminated for the Phillips 66 / YE fuel program saving members time and Phillips 66 time and money.

I have put a team of airport stakeholders together to use the TSA guideline and to help MAC assess security at 21D. The Airport owner - MAC, the FBO - Valters Aviation, the AOPA ASN Representative and EAA Chapter 54 volunteers and airport tenants will review IPA-001 and make recommendations for a Security Master Plan at 21D.

I have hangered my airplanes at Lake Elmo for 30 years and I am guilty of opening the hangar door and leaving it open while I go flying. This is not a good practice post 911 and will not deter crime or delay mischief activities or theft of tools, etc.

I have installed wireless video surveillance cameras to watch the aircraft and tools in my hangar and keep a close watch on the entrance at our Main Gate B. I have a tenant leaving and a new one coming in and no longer have to replace hangar door locks and keys because I now have an ID Card for each tenant to open an electronic door lock to the hangar. ID Cards are cheaper than keys and door locks. The tenant swipes a bar code on back of the card and releases the door to the main hangar -- if their rent is paid on time. The card ID # gets overlaid on to a video recorder so I can search the video by card ID #.

I am taking more responsibility to close the hangar door just to keep honest people honest and do my part to help secure 21D. I invite any interested stakeholders to participate in the security efforts beginning at 21D. The best security measure EAA 54 has going is the AOPA Airport Watch program that we proudly display on our Chapter Clubhouse. EAA Chapter 54 continues to fly high.

**EAA CHAPTER 54 – MEETING MINUTES SEPTEMBER 13, 2004**

***BY: BETTIE SEITZER***

The meeting was called to order. Four guests were welcomed including one student pilot, one CFI, and a VeriEasy builder. Treasurer's report was presented and approved, secretary's report was presented and approved.

The Osceola airport is being expanded, runways will be lengthened and improved and new hangar space will be made available. A comparison of Wisconsin and Minnesota costs was made available to members.

Art Edlund reported that the 2005 ground school is tentatively set to begin on February 7<sup>th</sup>. It will meet on Mondays and Thursdays for about 2 months. There will be a notice of the ground school on the webpage.

Al reported that about 20 Young Eagles were flown on the Saturday after the pancake breakfast. The student that we sent to Air Academy will come to a meeting soon to provide a report on her experience. There are several groups asking for Young Eagle events – including 20 – 100 girl scouts. Please contact Al if you are able and willing to help him with this fantastic undertaking.

A summary of the recent RAC meeting was presented. We can expect rental rates to increase, MAC has said that they will not spend for improvements until rentals cover basic costs of operation. Airlake and Lake Elmo have been targeted as potential closures. Crystal is number 1 for closure but the fact that they have accepted Federal Funds in the past will force them to stay open. It is critical that airport tenants stay involved in the process to protect our airport.

Dave Fieburger has done an exceptional job of gathering some beautiful trees for our site! Many nurseries have generously donated flowering crabs. He has planted them and is watering them – please consider pitching in with the care of these new plantings – they will surely help to beautify the airport since our clubhouse is so prominently located on the property. Dave has a donor who is willing to give us quite a few evergreens. The evergreens need to be watered until the ground freezes in order to insure their survival over the winter – if you have a tank that could be used to help carry water to them, please contact Dave.

A reminder that the newsletter is published on the website – it is not emailed to recipients. Emailing would clog up mailboxes and is not as desirable as having members go to the website and get it themselves.

There is legislation before congress that could cause serious problems for General Aviation, it is critical that all pilots and flying enthusiasts stay alert to legislation that could result in restriction of our rights. There is a lot of politicking going on right now and aviation is an easy target.

*X Prize (Continued from page 1)*

flight of SpaceShipOne, immediately contacted Rutan to express congratulations to him and the entire project team.

“I told Burt how proud we were of this achievement,” Poberezny said. “What they did was a technological leap that was done safely and with the highest standards, the way EAA members have always accepted a challenge.

“There is tremendous pride throughout all of EAA today upon seeing this dream, which Burt Rutan and Mike Melvill had presented at EAA AirVenture 2004 last summer, become reality.”

Binnie, flying the second flight after Melvill had flown the final test flight on June 21 and the first Ansari X Prize flight on Sept. 29, took SpaceShipOne to an estimated 368,000 feet above the earth’s surface. That was well above the 328,000 mark needed to win the \$10 million prize, which was offered to the first civilian spacecraft team to successfully fly two flights in the same craft to that level within two weeks, while carrying passengers or their weight equivalent.



Led by the chase Extra 300, SpaceShipOne lands safely Monday morning.

On the first flight on Sept. 29, the membership cards of seven EAA members were also carried along on the mission. Those seven cards were chosen at random from those who registered

during EAA AirVenture 2004.

Poberezny noted that the past year has been especially significant for EAA, as members of the organization successfully built an exact flying reproduction of the Wright Flyer for the 100th anniversary of powered flight, and also used a homebuilt aircraft to reach the edge of space.

“Within the past year, EAA members have both re-created history and made history,” he said. “It shows the amazing talent and innovation that is present within this organization, and the possibilities that exist for all of us.”



The twin contrails of SpaceShipOne and White Knight as SS1 surged toward suborbital space.

Binnie piloted the spacecraft to an unofficial record 368,000 feet, which is about 13,000 feet higher than the X-15 flew about 40 years ago. The flight at Mojave Airport in California, coupled with last Wednesday’s successful flight by

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X Prize (Continued from page 7)

Melville, adds up to the \$10 million Ansari X Prize for Mojave Aerospace Ventures, the Rutan-Paul Allen partnership. The epic flights may also have signaled the beginnings of passenger space flight in the not-too-distant future.

“The last thing I said to Brian before we closed up the door at 6 o’clock this morning was to use the driver, keep your head down, and swing smooth, Rutan (EAA #26033), said right after the flight. When he saw Binnie after the perfect landing, the veteran homebuilder said, “Nice drive.”

The White Knight lifted off the runway at approximately 6:47 a.m. PDT, with SS1 nestled underneath its belly. It took about an hour to climb to 46,000 feet where the spacecraft released (7:48) and shot straight upward, experiencing none of the spectacular rolls of the first flight. SS1 reached its apogee several minutes

later, then, with its feathered re-entry, glided safely back to the ground. The large crowd of spectators cheered several times, including when the telltale sonic boom was heard upon re-entering the earth’s atmosphere.

SpaceShipOne was safely back on the ground at 8:13 a.m. PDT.

“I thank God that I live in a country where this is possible,” said an elated Binnie after the flight. “There is no place on earth where you can take this flag, bring it to space, and you can start a week out, a Monday, like this, with these kinds of events. Just a fantastic start to the week.”

Rutan spoke of his bigger goal, that of developing five-passenger space vehicles for the recently announced Virgin Galactic company. “I absolutely have to develop a manned space tourism system for Sir Richard Branson that’s at least a hundred times safer than anything that’s ever flown man to space, and probably a lot more. I have to do that.”

EAA reporter Ric Reynolds is in Mojave and will continue to update reports from the site.



Pilot Brian Bennie describes the prizewinning flight Monday, October 4.



## VIRGIN LICENSES SPACESHIPONE



Today (September 27th) at the Royal Aeronautical Society in London's West End, Sir Richard Branson and Burt Rutan made their announcement to the world's media that Virgin Galactic was now in a position to commence a programme of work that would result in the world's first affordable space tourist flights in 2 to 3 years time.

Sir Richard said: "Virgin has been in talks with Paul Allen and Burt throughout this year and in the early hours of Saturday morning signed a historical deal to license SpaceShipOne's technology to build the world's first private spaceship to go into commercial operating service."

### What is Virgin Galactic?

Virgin Galactic is a company established by Richard Branson's Virgin Group to undertake the challenge of developing space tourism for everybody.

Virgin Galactic will own and operate privately built spaceships, modelled on the history-making SpaceShipOne craft. These spaceships will allow affordable sub-orbital space tourism for the first time in our history.

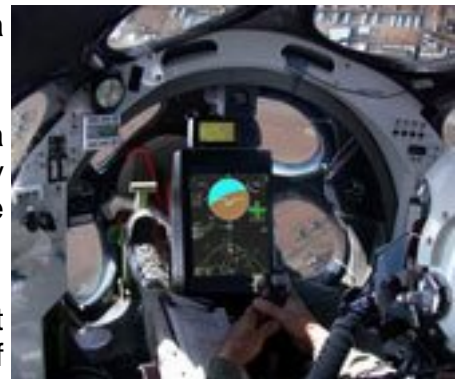


Due to the unique technology developed by Burt Rutan, this space craft design has overcome the difficult issues of re-entry into the earth's atmosphere faced by so many designers trying to create efficient, re-usable space vehicles.

We believe that it is in mankind's interest to develop our knowledge and understanding as well as access to space. Every customer of Virgin Galactic will be helping the development of a new generation of space craft.

Designs for the Virgin Galactic craft are progressing on a weekly basis at Rutan's base in Mojave, California and by early 2005 the final design for the maiden Virgin Galactic ship, the VSS (Virgin SpaceShip) Enterprise, should be signed-off.

What will follow will be a concerted Research and Development programme to earn the craft their qualification to carry some of the world's first scheduled space tourists. Safety is paramount.



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*Virgin Licenses SpaceShipOne (Continued from page 9)*

It is planned to have multiple levels of redundancy on key systems in order to achieve a very robust system in every phase of flight.

Virgin's experience in aviation, adventure, luxury travel and cutting-edge design will be vital in contributing to the design of the spaceship, the smooth operation of the spaceline and creating an unforgettable experience unlike any other available to mankind.

"We've always had a dream of developing a space tourism business and Paul Allen's vision, combined with Burt Rutan's technological brilliance, have brought that dream a step closer to reality. The deal with Mojave Aerospace Ventures is just the start of what we believe will be a new era in the history of mankind, one day making the affordable exploration of space by human beings a real possibility." [Richard Branson]



For more info go to:  
<http://www.virgingalactic.com/index.html>