



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

OCTOBER 2005

## OCTOBER 2005

THIS MONTH'S PROGRAM

MONDAY OCTOBER 10TH, 2005

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT

## EAA CHAPTER 513 COLLECTS 3,000 POUNDS OF RELIEF SUPPLIES

September 19, 2005 - It's amazing what a group of committed, organized EAAers can do to benefit a worthy cause, and these days in Southern Louisiana and the Gulf Coast, there is no shortage of worthy causes.

EAA Chapter 513 in Houma, Louisiana, changed the emphasis of this year's third annual Cajun Fly-in from fun and fellowship to the more serious task of collecting relief supplies for Hurricane Katrina evacuees. The Chapter's home base, Houma-Terrebonne Airport (HUM), is about 45 miles southwest of New Orleans, but it became a destination for about two-dozen aircraft throughout the day Saturday, September 17.

Pilots loaded up their baggage areas and backseats, or removed them to create more useful load and

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*Alex Roca arrives in his full Zodiac 601 LX from Texas. In the background are (l to r) Randy Bazet, Chapter 513 president; E. J. Hebert, Evacuee flyaway coordinator; and Chuck Borne, chapter secretary.*

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

Paul Irlbeck and Eldon Lamprecht were all smiles on Saturday as Tom Irlbeck (Paul's older brother) flew their RV-10 on its first test flight. The aircraft performed beautifully. The Chelton "all glass cockpit" needs some more work to get all of the functions calibrated and working. Below is a picture of Paul congratulating Tom after the first flight.



The RV-10 is a four passenger kit plane manufactured by Van's Aircraft in Oregon. There are only a few RV-10's flying since the kit was first offered last year. Below is a picture of the glass cockpit that Paul and Eldon installed in the aircraft.



Notice the Dynon backup display on the right panel. This is the same type of display that was used in Space Ship One for the successful at-

tempt at an outer space flight by a commercial vehicle.

Tom Mahoney was the DAR that inspected the RV-10 and signed it off for its test flight.



Paul Liedl donated a flight simulator for our members use. Stop by the Chapter House on Saturday mornings and brush up on your aviation skills.

The installation of the new runway lighting system appears to be on schedule. The next thing to watch for is the repair of some runway cracks. The plan is to close the runway sometime this Fall so watch for NOTAMS .

Dale Rupp is still looking for volunteers for Chapter Officer and Program Director candidates. If you wish to be more active in the chapter activities or know of someone that you believe would be interested, call Dale and have them added to the nominee list. The candidate slate will be discussed at the next chapter meeting with elections in November.

Valter's Aviation has a Zenith Alarus on lease-back for those of you interested in a light plane rental.

See you at the Chapter House for our Monthly Meeting on October 10th, 2005.

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

August's Financial Summary      Corrected 9/9/05

Cash on hand	\$	40.00
Checking Acct.	\$	4,759.06
Investments	\$	<u>6,364.86</u>
Total		\$11,163.92

Income in August consisted of \$400.00 in membership dues, \$119.00 in gifts received, \$413.50 in chapter hats and shirts, and \$3,111.50 from the pancake breakfast for a total of \$4, 044.00.

Expenses for the same period were \$1,768.78 and included \$1,632.20 for the pancake breakfast, \$61.15 for newsletter publication, \$38.43 for utilities, and \$37.00 for stamps.

Through August, we are \$375.00 behind in the expected payment of dues. We have received \$1,550.00 in dues from members who have paid dues for at least two consecutive years. Last year the similar number was \$1,925.00.

On the other hand, we are \$304.00 ahead of last year in gifting to the Education Fund. There is a definite increase in the number of members who are including a gift to the Education Fund with their dues payment, but that does not account for all of it.

The pancake breakfast to date has receipts of \$3,111.50 and expenses of \$2,045.34, a net of \$1,066.16. We still expect additional income, maybe \$125.00 to \$150.00, from food resale and a food rebate. The tally indicated we served 751 meals. From the breakfast receipts, I estimate the number probably was 755.



## Chapter 54 Directory

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Young Eagles Director  
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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')

**TREASURER'S REPORT – BUDGET VS ACTUAL 3<sup>RD</sup> QUARTER**

*BY PAUL LINNEROOTH*

	Budget 3rd Qtr.	Actual 3rd Qtr.	Budget 9 Mos.	Actual 9 Mos.	Budget Year
<b>INCOME</b>					
Membership Dues	900	635.00	2,900	2,250.00	4,050
Fundraisers	3,350	3,993.25	4,550	6,819.25	4,900
Gifts Received	100	164.00	300	449.00	400
Interest Income - CD			400	96.12	400
<b>TOTAL</b>	<b>4,350</b>	<b>4,792.25</b>	<b>8,150</b>	<b>9,614.37</b>	<b>9,750</b>
<b>EXPENSES</b>					
Membership	238	216.18	675	595.09	875
Administrative			25	15.25	310
Building Operation	177	108.00	1,707	1,677.26	2,475
Education			1,710	1,543.68	2,715
Fundraisers	1,710	1,654.76	1,790	4,571.18	2,265
Asset Purchase - CD				96.12	
Miscellaneous			1,300	1,327.37	1,400
<b>TOTAL</b>	<b>2,125</b>	<b>1,978.94</b>	<b>7,203</b>	<b>9,825.95</b>	<b>10,040</b>
<b>NET GAIN(LOSS)</b>	<b>2,225</b>	<b>2,813.31</b>	<b>947</b>	<b>-211.58</b>	<b>-290</b>

As mentioned in the ACTUAL VS BUDGET – 2<sup>ND</sup> QTR verbal report, the budget did not include the chapter's collection and payment of banquet meals and the purchase and sale of logo clothing although both were approved by the board after the budget was adopted.

**TREASURER'S REPORT**

*BY PAUL LINNEROOTH*

September's Financial Summary

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

Income in August 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.

**EAA CHAPTER 54**

**SEPT. 13, 2005 MEETING MINUTES**

***BY: BETTIE SEITZER***

A few caps and shirts are still available for purchase; there is one medium and 20 - 2XL size available. The Chapter logo is embroidered and looks great. We can order more if there is sufficient interest. Also, remember that you can order other items and have the logo embroidered.

Chapter elections will take place in October. The Chapter is run entirely by volunteers, if you have not served as an officer, please consider it. You can also partner with an officer to learn the job and be prepared to run next time. Dale Rupp is the nominating committee chairman and will actively recruit for the positions which are up for election. Paul Hove will run for President. Dale Seitzer will run for Vice President (VP coordinates the meeting program speakers).

We do not currently have a candidate for Young Eagle Chairperson. This is a critical member of the board. Our Young Eagle Program is a very successful community relations program, helping to build good will towards the airport as well as the chapter. This position requires: coordinating the requests that come in with pilots who are willing to fly the kids, making sure that the paperwork gets sent in and requesting insurance from EAA National if we sponsor a large event. Al stated that he would be willing to assist the new chairperson in learning the position and identifying the resources that are available. If we cannot find a chairperson, this important program may not be continued – please consider this.

The published Treasurer's Report was amended to correct a double entry of \$274, and then approved as read, by voice vote.

The chapter received a leather jacket from EAA National, a motion was made to give the jacket to Al in recognition of his years of service to the Young Eagle program. The motion carried by unanimous voice vote.

A proposal was brought forward that the club purchase and install a picnic table to create a public viewing area near the fence by the MAC building. Dave Fiebiger will talk with the appropriate people and offer to install one picnic table and a small tree to create an area that would allow people to enjoy watching the planes take off and land. A motion was made and carried by unanimous voice vote that the club offer to buy and install a table and tree with the approval of MAC.

Al reported that 16 youngsters had their young eagle flight the weekend after the pancake breakfast. A BIG THANK YOU to all of the pilots who participated and the folks who provided ground support.

The picture wall needs you. Please bring in a picture of your airplane (without or without you) and select one of the empty frames hanging on the wall. Put your picture in it, and hang it back up! It is just that easy. You can even put a picture of your project in process and change it from time to time as you make progress!

A motion to adjourn was approved by unanimous voice vote.

Relief (Continued from page 1)

space. What resulted was more than just a symbolic show of support: they filled three pickups and a van with about 3,000 pounds of relief supplies—a ton-and-a-half of relief for the battered area.

"We were really pleased with the turnout," said Chapter President Randy Bazet. "We had about 20-25 aircraft fly in, from experimental homebuilts to production planes, including a Diamond DA-40 all the way from Tennessee." That was Fred Ecksten, EAA 751986, from Sevierville, Tennessee.



The relief supplies will be distributed locally - several emergency shelters continue to operate in the area - with any unused materials sent off to other evacuation centers. Supplies collected include toothbrushes, baby wipes, toys, diapers, paper towels, toilet paper—all the things that people use and need every day. Folks on the ground did everything to help off-load the donated items, get them packed onto pickup trucks and sent off to the shelters.

"I am just amazed," Bazet said. "People in their small airplanes, some flying as much as four- and six-hour legs to get here, some in IFR conditions, all paying their own fuel costs...the dedication is just unbelievable, trying to help the people who need it the most. My hat really goes off to them."

Employees at New Piper, headquartered in Vero Beach, Florida, got wind of the fly-in through the EAA website and e-Hotline and decided to participate. They packed the company's Malibu test-bed full of supplies, including some innovative "kids packs" they created, and Piper employee Jack Mill flew the airplane into HUM.

"Right now a lot of children have to cope with the psychological aspect of being cooped up, knowing they have lost everything at home," Bazet said. "This just really has to help in a big way."

EAA member Jim Riviere noted, "Fly-ins are al-

*Jack Mill of New Piper carries box of supplies while Tommy Guidroz (right), immediate pass president, and Newton Boudreaux, help unload the aircraft.*

ways fun and to give this one such a great purpose was a terrific idea. Thanks to Randy and his team, and thanks to all of those who took their time and money to help those that have essentially lost everything."

Among the other pilots were:

Fred Ecksten, EAA 756986, Sevierville, Tennessee; Ray Fleming, EAA 489137, Duson, Louisiana; Jesse Hercules, EAA 722838, Oxford, Mississippi; John Current, EAA 752166, Jackson, Mississippi; John Thibaut, EAA 374572, Napoleonville, Louisiana; Philippe Heer, EAA 693741, Kathy, Texas; Ted Landry, EAA 697230, Maurice, Louisiana; Brian Hashemi, EAA 592071, Houston, Texas; Peter Diebold, Houston, Texas; Jack Mill - (New Piper) - Vero Beach, Florida; Alex Roca, EAA 706421 - San Antonio, Texas; and Rick Mcwhorter, EAA 762650, Pearland, Texas. "A little determination and clear-headedness can make up for a lack of available resources," Bazet added. "It just takes a little coordination and effort. And common sense. With a grassroots effort, clear thinking wins out over bureaucratic red tape."

For the folks on the ground, the motto was,

"either lead, follow, or get out of the way." Everybody did what was necessary to off-load the donated items, get it packed onto the pickups and sent off to the shelters.

Much still needs to be done, however. A lot of the people in the Mississippi and Alabama gulf coast area need a lot of help as well. Some of the Chapters in those areas are still trying to sort their lives out.

"The people in Biloxi and Gulfport and those areas were spared absolutely nothing from the wrath of this storm," Bazer added. "A 30-foot tidal surge went in about a mile, which is where the majority of those communities are. It's very disheartening. Hopefully future operations similar to this one may be organized to help them out. We do what we can."

**MAC COMMISSION 26 SEPT 2005**

*BY: VIVIAN STARR*

The full Commission meeting on Monday had very little directly related to Reliever Airports. Of course, the NWA bankruptcy and strike will certainly impact MAC finances, which will eventually be felt on all Relievers. The only Reliever agenda item was an Environmental Assessment for the STP perimeter dike and runway safety area. Commissioner Mars expressed his opposition to proceeding with any activity related to this dike until Commissioner Lanners completed his Reliever policies re-

view. However, Nigel Finney explained that this agenda item merely gave staff permission to forward Environmental Assessment documents to the proper authorities for review. It in no way approved spending any money. Mr. Finney added that a vote to spend MAC money on the project would probably come in December. The Commission approved sending in the documents.

During the public comment period at the end of the meeting, Reliever Airport Advisory Council Chairman Glenn Weibel urged the Commissioners to support the dike.

RAAC reps: Glenn Weibel, Downtown St. Paul; Pat Moynihan, Airlake; Don Rosacker, Anoka; Kelley Monroe, Crystal; Commissioner Mike Landy

Commissioner Jack Lanners  
Representative Michael Beard

MAC staff: Jeff Hamiel, Tim Anderson, Pam Rasmussen, Gary Schmidt, Kelly Ubel, Bridget Rief, Greg Fries, Jeff Nawrocki

AOPA ASNV (Airport Support Network Volunteers): Karen Workman, Airlake; Arlo Enerson, Anoka; Kevin Rebman, Crystal; Mitch Anderson, Flying Cloud

Others: Gatis Valters, John Krack, Bruce Wiley, Joe Goedker, Vivian Starr

Jeff Hamiel provided an overview of the NWA bankruptcy and mechanics strike. MAC had a contingency plan in place for both events. The MAC is maintaining a strictly neutral position with both parties involved in the strike. So far, both sides have behaved properly with just a few minor exceptions. The FAA is watching NWA maintenance closely and, to date, there are no problems. NWA is outsourcing a lot of maintenance.

The bankruptcy was expected and MAC planned accordingly. NWA is losing four million dollars a day. The Commission finances are sound for two years. Although MAC has an obligation to operate and manage the Reliever Airports, the financial tightening as a result of the NWA bankruptcy is likely to lead to budget cuts and project freezes similar to those experienced after 9-11.

Commissioner Jack Lanners reviewed his Reliever Airports Policy Study. He said that "Murphy's Law" is influencing his study because finances have gotten worse, not better. He said the legacy airline business model does

not work today, and the same can be said of the Reliever Airports. He said MAC must establish a future management policy with some degree of certainty. He is working to develop a business model and plan for the Reliever System, and will follow that with a business plan for each Reliever.

Next, Commissioner Lanners listed possible changes to the management Policies that were being considered. First, a different structure for fees is being considered, as not all fees are market rates. One likely possibility is a "hangar transfer fee" or a "facility acquisition fee." One amount mentioned was \$500. Another likely fee is an administrative fee for lease transfers, perhaps in the neighborhood of \$50. Sublease fees are extremely likely.

Building area assessments and development fees are being considered. Increased ground rental rates may happen. The MAC-Anoka Co.-Developer partnership is a lovely example of a win-win situation. Developers know how to do things more economically. MAC's cost to develop a hangar lot would be considerably greater than the developers cost.

Use of grant money for development and growth must be utilized. MAC needs to use these funds on Reliever Airports, especially for such things as pavement rehabilitation. MAC staff has identified sixteen million dollars in infrastructure preservation that needs to be done in the next seven years. The tenants five cents per square foot contribution to a capital improvement fund for preservation is not enough to cover this.

Historically, MN/DOT aviation funds have gone to MSP. Some of that money needs to go to Reliever Airports. However, NWA bankruptcy makes that harder to do.

Hangar ownership, REVERSION, could go either way. At present, Commissioner Lanners

prefers looking at fees such as those listed above as opposed to “going down the REVER-SION path.”

MAC needs to have building standards that are better defined to keep appearances of structures high.

He is also looking at hotels and restaurants as well as other non-aviation leases to increase revenue through outside development.

The benefit of the Reliever Airports to MSP is significant and has been acknowledged by airlines. The exact value is somewhere between \$1 and \$12 million. He expects to define that number more precisely.

The dike process is moving forward for STP. It is needed and has Commission support.

“Creative accounting” has buried some Reliever costs in the budget. Commissioner Lanners is trying to determine the true costs.

In a couple of months, he expects “a positive plan to emerge that will bring a bright future for the Reliever Airports.”

RAAC Chair Glenn Weibel reported that three significant projects were needed. The ANE runway is underway, the STP dike preparation is underway, but the FCM runway extension is stalled.

Pat Moynihan asked Commissioner Lanners to quantify how much the “5 cents per sq. ft. fee” might be increased by. The answer was that it could possibly double or triple. A question about building standards led Commissioner Lanners to emphasize that standards must be clearly defined and enforced so that subjectivity does not play a role.

John Krack asked if the tenants would be allowed to have a voice in this process. Glenn Weibel said Commissioner Lanners’ list was one of “possible ingredients” and the recipe had not yet been determined. He hopes for tenants

to have a say before “the cake is baked!”

Bruce Wiley told the Commissioners that he was eager to redevelop his tee-hangar area at MIC. However, he needs commitment that MIC will remain open and a long enough lease to make his investment worthwhile. Commissioner Landy replied that this current study will determine the future of MIC. MAC is awaiting delivery of a Reliever Airport Economic Impact Study that will help with their analysis.

Kevin Rebman asked when promotion of General Aviation and Reliever Airports will occur. Gary Schmidt replied that historically MAC has built the airports and waited for users to come to them. Gatis Valters said that putting an advertising sign out along the highway had been his most effective advertising.

Arlo Enerson added that longer leases would encourage redevelopment.

Representative Michael Beard, Chair of the MN House Aviation Subcommittee, said the mission of MAC is to promote and foster aviation. The legislature, in 1996, gave a mandate to MAC to run a system of seven airports. Now the Reliever Airports are “third world” quality. Since 1996, Reliever Airports have deteriorated badly when they were supposed to have been being improved! He plans to hold hearings to investigate this sometime in March 2006.

Commissioner Lanners reply was that MAC had to juggle many mandates from various authorities besides the legislature, including MN/DOT Aviation and the FAA.

Kelley Monroe reminded everyone that personal property tax on hangars should go to MAC.

Representative Beard noted that Allegheny County Airport has raised hangar rates dramatically based on “market rate” and that is being challenged in court.

The next RAAC meeting date will be determined as events warrant.



**EAA CHAPTER 54**  
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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.