



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

OCTOBER 2007

## OCTOBER 2007

THIS MONTH'S PROGRAM WILL BE ON  
MONDAY OCTOBER 8, 2007.

- **SOCIAL HOUR STARTING AT 7:00PM.**
- **MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.**
- **AT THE NEXT CHAPTER MEETING:**

OUR AIR ACADEMY SPONSOR WILL SPEAK ABOUT HIS EXPERIENCES AND OUR OWN ART EDHLUND WILL TALK ABOUT THE LEADERSHIP FORUM HE WAS AT DURING AIR VENTURE. THERE WILL ALSO BE AN OPEN DISCUSSION ON OUR CHAPTER STATUS.

## 50 Years of Flying!!!

*Reported by the editor*

This picture and story behind it was sent to me from Tom Halfpenny. He was a volunteer at our fly-in and was in back flipping pancakes and said he really enjoyed the experience. That day he also celebrated 50 years of flying so this picture and story are worth seeing. Congratulations Tom!!



This is a photo taken at the Lake Elmo Fly-In. On the right side of the photo is Chief Master Sgt. Don Vance, Civil Air Patrol, congratulating Tom Halfpenny on 50 years of flying with a military Beechcraft T-34 trainer in the background. On the left side of the photo is US Army Air Cadet Halfpenny receiving his wings upon completing and passing his Private Pilot license 50 years ago. Making the presentation is Major J.E. Stanis, US Army.

Tom says "I plan to continue flying as long as I can pass the physical!"

We only hope Tom that will fly another 50 years and wish you smooth air under your wings and happy flight and safe landings.

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## FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY PAUL HOVE

The Chapter house has been working on a project this year to provide an observation area for airport visitors to view aircraft taking off and landing. The progress has been slow but there is some visible progress to report. The cement slab has been poured and is ready for installation of a picnic table and two benches. Kent Weyrauch, member of Troop 114 out of Stillwater, MN has volunteered to take on the picnic table and benches as an Eagle Scout project.

*(See picture on page 3, editor)*

He has written a project plan that includes not only the table and benches, but also landscaping and trees. Please click on the following URL to review the entire plan. I think that it is worthwhile reading as it is very well done.

<http://eaa54.org/Newsletters/EagleScoutPlan.html>.

It has been three years since the sport pilot license and the light sport aircraft became a reality. Among the milestones reached in the third year of the SP/LSA rule: (From the EAA Sport Pilot News)

- More than 50 new, ready-to-fly aircraft available for one-quarter to one-half the cost of traditional new, factory-built airplanes;
- More than 2,100 sport pilot certificates issued as of June 1, 2007 (up from 400 in August 2006);
- More than 230 sport pilot instructors certificated (up from 100 in 2006);
- More than 4,000 LSA on the FAA register (not counting type-certificated and amateur-built aircraft eligible to be flown by sport pilots) – up from 500 in 2006;
- More than 240 designated pilot examiners authorized to give sport pilot check rides – a growth of 20 percent in the past year;
- Nearly 3,700 applicants have passed the sport pilot airman knowledge (written) test, an increase of 2,300 in the last 10 months;
- Approximately 6,200 EAA ultralight conver-

sion kits distributed in three years;

- FAA approval of retractable landing gear for amphibious LSA

- Much of the SP/LSA growth outpaces the cumulative totals from the first two years. In addition, a growing number of traditional flight schools are adding LSA to their training fleet as sport pilot becomes more widely accepted as a key entry point for personal flight. Along with this substantial progress, some challenges remain for the creation of a full, vibrant sport-pilot community, including:

- Maintenance issues. Continued efforts to develop maintenance courses and make them more widely available.

Continuing education: Confusion regarding insurance, airport access, and transition deadlines requires more information and education. EAA will intensify its efforts in this area, especially as the January 31, 2008 transition deadline approaches.

Elections of Chapter Officers and Class III Directors will be held at the November meeting not this meeting as I had erroneously stated in last month article. The nominating committee is still looking for volunteers for Vice-President/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 me and have them added to the nominee list.

For those of you who are interested the progress of my RV-7A project, go to [www.paulhove.com/rv-7.htm](http://www.paulhove.com/rv-7.htm).

See you at the Chapter House for our Monthly meeting on October 8<sup>th</sup>, 2007.

# EAA CHAPTER 54 TREASURER'S REPORT

By PAUL RANKIN

## 2007 September Financial Summary

Checking Account	\$ 8,802.54
Cash on hand	\$ 40.00
<u>Investments</u>	<u>\$ 6,933.30</u>
Total	\$15,775.84

### Income

<u>Membership Renewals</u>	<u>\$ 25.00</u>
Total	\$ 25.00

### Expenses

Newsletter & Mailing	\$ 32.77
<u>Utilities - Electricity &amp; Gas</u>	<u>\$ 49.38</u>
Total	\$ 8.15

Net Cash Flow            **\$ (57.15)**

**Proposed picnic table for the viewing area as  
planned by  
Kent Weyrauch, member of Troop 114**



## Chapter 54 Directory

President  
Paul Hove  
[Paul@paulhove.com](mailto:Paul@paulhove.com)

Vice President  
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Paul Rankin  
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Secretary  
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Housing Director  
Dave Fiebiger  
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Membership Director  
John Renwick  
[membership@eaa54.org](mailto:membership@eaa54.org)

Young Eagles Director  
Dave Becker  
[Dave-becker@comcast.net](mailto:Dave-becker@comcast.net)

Newsletter Editor  
Tom Gibbons  
[TomisFlyingby@comcast.net](mailto:TomisFlyingby@comcast.net)

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')

## Chapter Speaker Notes

**September 10, 2007**

*Submitted by Bettie Seitzer*

### **First Speaker: Steve Richter**

Steve Richter attended Air Academy this past summer and came to the meeting to share some information about his experience. Steve had an aerial view of the lodge in which the kids stay, a beautiful log style building. The week began with team building exercises; there were 25 boys, no girls in his group. These activities helped the young men to get to know and trust each other.

One project involved building wing ribs and working with airfoils. Bottle rockets were built and designed with the goal of carrying an egg into the air and returning to earth without breaking. They got rides in a Bell Helicopter, a great experience and a new event for the air academy kids starting this year.

They got to go up into the air traffic control tower to see the view and learn about how the heavy AirVenture traffic is handled. Each student got a half hour Young Eagle Flight.

About half the time was organized, half open to the kids to do what they pleased. The museum and grounds were open for them to explore and visit without the AirVenture crowds! The museum was very interesting. The experience was great, very pleasant and the weather was really good.

A question was asked about how Steve would improve it, he felt that more simulator time would be a great addition.

### **Second Speaker: Earl Sjobeck, a former pilot for 3M**

He started flying at 16 years old in Amery Wisconsin in 1943. there wasn't even an airport, but a couple of guys were coming down to give lessons. Earl was hired to do the scheduling and in return got free flying lessons. The following spring the city built an airport, Earl continued to work for the instructors in exchange for lessons. He began ferrying planes and built up about 180 hours by the time he graduated from high school and enlisted in the Navy to be a navy pilot. Unfortunately, the war ended about the same time. He had about 12 months of college and then was discharged.

He was able to get a job as an instructor and worked for a while until most of the ex-military pilots had gotten jobs and opportunities opened up for other pilots. By this time he had a couple thousand hours and an instrument rating. He got a job with Capital Airlines for \$265 a month. Northwest opened up and was hiring pilots at the rate of \$450 a month! He was hired and flew DC 3 and DC 4. He worked for them but got laid off when Northwest lost a government contract. At the discharge meeting he learned of an opening at 3M and was hired.

While flying for 3M he owned a couple of airplanes himself, enjoying working on the planes and "cleaning them up". In 1982 he had a hangar at 21D which his wife referred to as his "toybox". He kept his planes until he retired.

Lots of corporations had aviation departments that were similar to 3M's. In the early 1950's a lot of corporations decided that they wanted to have airplanes. A lot of corporations were converting old bombers, but 3M decided that they wanted to have a plane that would be like those used by scheduled air carriers. The DC 3 was popular for this use. DC3 had a waiver but did not meet the specific requirements for scheduled air carrier craft. C47s were also used by some corporations; but the DCs were lighter and had better maintenance records making them more desirable for this use.

3M began exploring options in 1951, had a plane in operation in 1952, and bought a second one within a few months. They quickly discovered that the real value of the plane was for customer use. When customers were told that an airplane would come to pick them up, it became a tremendous tool in selling. They added airplanes until they had 7.

Earl was a young pilot but checked out as a captain and became the instructor and check ride pilot for the team. He flew for 34 years as line pilot and wrote the operating manual for flight procedures.

The medical department started pressuring the company to switch to pressurized equipment. They switched to a Convair 440. The planes were completely rebuilt and were quite successful, cruising at 230 mph.

In 1959, Grumman aircraft built the Gulfstream G-1 with a Dart engine; 3M acquired one of these planes. It was a fast plane, comfortable and flew at 20,000 to 25,000 feet. 3M later added two more of these planes.

In 1961 they got rid of the Convairs and acquired Fokker/Fairchild F-27s. they were good planes, but not fun to fly, they flew like a truck. The customers liked riding in them because the cabin was roomy and comfortable. The gear worked on compressed air rather than hydraulics. This worked fine until the weather got really cold; then the gaskets would leak and the gear might come down during flight or pull up during landing. The frost and moisture caused a lot of problems.

3M ended up having quite a collection of planes, all different. This is an expensive way to operate an

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aviation department, crew scheduling and training were more expensive and difficult. Maintenance was more difficult because of the variety of parts, tools and skills that were required. The company decided to begin the process of standardizing the fleet. The Lockheed Jetstar was considered a likely candidate, but it had a lot of negatives, limited range, not much greater range or speed. The cabin was small and not comfortable.

The JetStar could not cruise at the speed (Mach .8) that ATC wanted planes to maintain over the ocean. At that time there was a lot of airline traffic and each plane owned a very large chunk of airspace when in the air. As a result the JetStar did not mix well with the traffic and faced frequent ground delays in order to keep air traffic moving.

Finally, they got the Gulfstream G-2. This plane allowed more international flying because the planes had good range, and could maintain the required Mach .8. 3M now started expanding in the world. It was dramatically different from the G-1, it had swept wings and a jet engine. They ended up with 5 of these in the fleet. At one point there were 7 planes with 33 pilots; with the G-2s they did not need as many pilots; at about the same time new restrictions on total flight time started being put into place. 3M updated their flight procedures and recertification procedures to incorporate these new rules. They added simulators to allow more training and testing, this also saved some cost.

Navigation: on the G-1 they had LORAN (the old version) the pilot had to count on a grid and convert to a grid. In the Lockheed JetStar they had Doppler radar which gave navigation information as long as you correctly entered your location at the beginning of the trip. Another limitation was that over smooth water it was not able to get a reading.

Crews were pilot, co-pilot and flight mechanic in the early days because there were not fixed base operations available in the early days. They also carried spare parts, especially electronics that could be replaced easily in the field so that the plane could return home. Later, as FBOs popped up, the flight mechanic was replaced by a cabin attendant.

By the 1970s, about 50% of the flights were overseas. The pilots began to specialize in flying to specific destinations. The duty time restrictions were difficult to manage because of the long flights so they began staging crews so that crew members would get a chance to really rest.

When Communist China opened up to corporate aircraft, he flew the second corporate plane to fly into China. 3M was invited in but still had to deal with an incredible bureaucracy and paperwork. On the first trip there was an afternoon briefing; they were reminded that they would be carefully observed and monitored.

In 1987 they replaced the G-2 with the G-4. This plane had a quieter engine, in fact that was its main improvement over the previous planes. It had a little longer range as well. These were later replaced with the G-5, much faster, much quieter, much longer range, with a long range cruise speed of about 600 mph.

3M flies all over the world including South Africa, Eastern Europe, South America. This experience is typical of corporate flight operations, in terms of the expansion into aviation, the development of the aircraft and the development of pilots.

Respectfully submitted:  
Bettie Seitzer  
Secretary  
EAA Chapter 54

**Chapter 54 Meeting Minutes**  
**September 10, 2007**  
*Reported by Bettie Seitzer*

Meeting called to order at 7:30 by the President

**Old Business:**

**Treasurer's Report:** Approved as read.

**Secretary's Report:** Secretary's minutes approved as published in the Beacon.

**Transportation for the airport:** Valter's Aviation has a courtesy car available during open hours for the business; while this is not publicized, pilots flying in can ask to use the car.

**New Business:** Election of officers will be held next month; the nominating Committee has submitted the following candidates for next month's elections:

President: Dale Seitzer

Vice President: No candidate identified yet

Treasurer: Paul Rankin

Secretary: Bettie Seitzer

Education: Art Edhlund

Young Eagles: Dave Becker

Housing: Dave Fiebiger

Membership: John Renwick

**CHAIRMENS REPORTS:**

**Flying Start and Education (Art Edhlund):** Ground school will start in February 2008

**Young Eagles (Dave Becker):** Another excellent Young Eagle day – sixteen kids received rides and all were delighted. Pictures are posted on the website after each Young Eagle Day and since we are able to count the hits we know that people are going in to view the website. WE can use this as a media and public Relations tool. There are two more Young Eagle days this year, October and November.

**Housing (Dave Fiebiger):** The roof has been repaired. The furniture on the deck was painted and looks really nice. We have a copier that has been donated; a motion was made an approved to sell the machine on Craig's list.

**Newsletter Editor (Tom Gibbons):** Send in articles and information about your planes. Pictures are especially interesting.

. [TOMISFLYINGBY@Comcast.net](mailto:TOMISFLYINGBY@Comcast.net)

If you have ideas for speakers or subjects, please pass along the information to Dale Seitzer.

Meeting adjourned at 7:50

Respectfully submitted:

Bettie Seitzer

Secretary

EAA Chapter 54

## Hanger Talk

*Happenings around the field compiled by the editor*

Take action: Three ways you can help beat user fees

### Stop User Fees T-shirt

The greatest strength in the FAA funding debate is you-AOPA's more than 413,000 members. We have three ways you can help right now defeat user fees. First, e-mail the CEO of US Airways, Douglas Parker, to voice your complaint against the airline's recent e-mail to its frequent fliers advocating a "surcharge," or what AOPA calls a user fee. Second, sign our petition against user fees, and e-mail a friend now, urging him or her to sign. Third, share AOPA's message by wearing our Stop User Fees T-shirt, available from Sporty's. The T-shirts are being offered in response to demand from members who first saw them at AOPA's Big Yellow Tent at Oshkosh. Wear your T-shirt to local community meetings with your congressman or senator. Strength comes in numbers-so join AOPA as we continue this fight against user fees.

Sign Petition: [https://www.aopa.org/faafundingdebate/petition\\_form.cfm](https://www.aopa.org/faafundingdebate/petition_form.cfm)

Douglas Parker Email: <mailto:douglas.par...@usairways.com>

Sportys Shirt: [http://www.sportys.com/acb/showdetl.cfm?&Product\\_ID=11083&DID=19](http://www.sportys.com/acb/showdetl.cfm?&Product_ID=11083&DID=19)

### Additional Want Add:

***" I am looking for information about anyone that may have a Luscombe 8A or a Aeronca 11AC or 11BC for sale. It can be in annual or out. I would also like to talk to anyone interested in forming a small Light Sport Flying Club around this type of aircraft. Please contact me, George Mathiesen at 651-455-9271 "***

**George Mathiesen  
3727 72nd St. East  
Inver Grove Heights, MN  
55076-2367**

## Young Eagles Report *by Dave Becker*

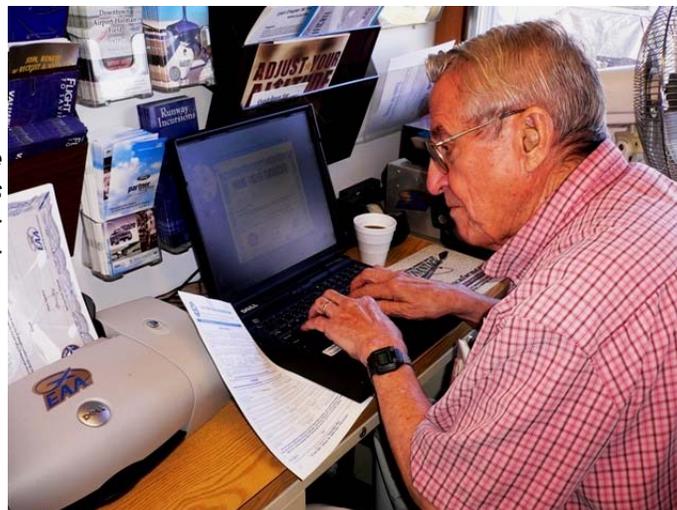
On 8 September, our EAA Chapter 54 volunteers flew 17 new Young Eagles under pleasant skies. We have flown a total of 197 Young Eagles for the year. It has been a very successful year so far. We have our last two regularly scheduled Young Eagle events on the second Saturday of October and November. Next year, we plan on having Young Eagle events May through October instead of April through November.

Photos taken during our Young Eagle events are posted on our EAA54.ORG web site.



Our next Young Eagles event will be on 13 October. If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the 2<sup>nd</sup> Saturday of the month and see what Young Eagles is all about.

*Our ace certificate creator, Art Edlund, creates another Young Eagles certificate for one of the youngsters.*



## TAXI TALK

*{Interesting Happenings compiled by the editor}*

### Happy Halloween to all!!!

#### Schedule Changes.....

.....so I may not make too many monthly meetings in the next few months due to my schedule change at work. But I do want to make it clear that every member should try to make it to the monthly meetings. We go over many things and there is always a good speaker lined up by our vice-president. You never know what you might miss at YOUR monthly meeting so please try to attend when possible.

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#### Missed Member comment....

In last month's newsletter I missed a Breakfast/Fly-in thought sent to me by Dave Becker so I thought I would get in this month.

Dave stated: *"The pancake breakfast was a success in my eyes. All those who volunteered are to be commended for their time and work. I particularly enjoy getting to know members better during this event. Spending time working on a common project together makes it easy to make new friends and to get to know each other better."*

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#### *Interesting Note:*

*I am working on this newsletter listening to fellow member John Schmidt who is on WCCO 830 radio talk about aviation.*

*Nice job John, sounded great!*

### Looking for old issues.....

Recently long time chapter member, like from day one, Al Amsden presented Chapter 54 President Paul Hove with his collection of newsletters going back to # 1. So Paul requested that inventory of all newsletters on file in the club house be combined with what was presented. In taking inventory of the newsletters on hand it has been found that apparently the following issues are missing:

Year	Months
1990	July-December
1991	March, June, July & August
1992	Jan, Feb, June, July, Sep. and Dec.
1993	October
1994	Jan, March, April, May, June, July, Sep
1995	December
1996	March, April, Sep. and October
1997	April and May
1998	February and November
1999	February
2000	March, April, May and October
2001	May, June and July
2004	October and July
2005	Feb, Mar, Apr, May, Jul, Aug, Sep, Oct
2006	May and December

If you have any of the above issues and have been told to clean some of that stuff out now is the time. Either bring with you to the Chapter meeting, Saturday morning coffee (?) session or give to President Hove or member Dick Wicklund. You also could drop them off in the club house in a box or bag with one of our names on it. Have an idea that some or all of these issues are already at the club house just point them out, please.

#### Contact Information for Newsletter Stories

**Thomas J. Gibbons**  
**2685 Manning Avenue North**  
**Lake Elmo, Minnesota 55042-9690**  
**Phone # 651-777-5587**

**E-Mail: TomisFlyingby@comcast.net**



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

## CLASSIFIEDS AND QUOTE OF THE MONTH

### **For Sale:**

Whittman Tailwind Project  
 Plans, welded fuselage with controls, fuel tank,  
 motor mount, nose bowl and spars and ribs.

\$2,200.00

Contact Ross Sublett

Phone # 651-407-6449

e-mail [rosssublett@hotmail.com](mailto:rosssublett@hotmail.com)

### **For Sale:**

Piper Cherokee Warrior Information Manual - \$25  
 Cessna 172R Skyhawk Information Manual with Pilot  
 Safety and Warning Supplements - \$20

Dale Seitzer

651651 329 2229

**Maybe it's sex appeal, but there's  
something about an airplane that drives  
investors crazy.**

— Alfred Kahn,

*airline economist and the "father of deregulation."*