



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

OCTOBER 2009

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THIS MONTH'S PROGRAM WILL BE ON
MONDAY OCTOBER 12, 2009.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- Darrell Bolduc, the owner of Bolduc Aviation Special Services Inc., will be talking about the care, operation, and maintenance of piston aircraft engines.

Chapter Fly-in/Breakfast

Compiled by the editor



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Weather started out like this.....



.....but managed to be like this the last hour or so!

But this did not dampen the spirits of our fellow EAA chapter members. The event was considered a success after still attracting many people who had a good time visiting the many displays and having a good breakfast. Still, four aircraft did managed to fly in for it. Go to page 4 to see some more pictures and comments made after the event.



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY DALE SEITZER

At our next meeting we will elect new Officers. The nominated are Lief Erickson; President, Bettie Seitzer; Vice President, Paul Rankin; Treasurer, Dale Seitzer; Secretary, Tom Gibbons; Newsletter Editor, and Board members; Dave Becker, Art Edlundh, Dave Fiebiger and John Renwick. Thank you to Paul Hove for leading the Nominating Committee.

My core belief is the club belongs to everyone—it is larger than anyone of us and is bigger than the sum of its members. I believe everyone should take their turn as leaders. I encourage everyone to participate at the maximum availability level – give when you can. Everything members do to help the club is valuable. Whether your contribution is a photo or story for the newsletter or helping out during Young Eagle events or volunteering at the Pancake Breakfast / Fly In or helping out with projects at the club house: your contribution is indeed appreciated and recognized.

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 have received many donations this past year—from books and magazines to bolts to models and even coffee cups. Thanks to everyone who contributed.

The club house addition is close to completion – the sheetrock and taping look perfect. I thought there would be enough room for the outside benches on the airplane viewing area to be stored indoors but unless we can be creative, we will need to find a winter home for them in someone's hangar.

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 Lief Erickson with ideas or speaker suggestions.

John Renwick, Membership Director reports we have 133 paid members, he recently sent out 14 renewal notices. We usually get 1-2 new people who attend our meetings monthly. Some are building or planning to build a plane and some are simply interested in aviation. I also know potential members stop by on Saturday mornings so please welcome and engage visitors and give them an application and chapter information.



EAA CHAPTER 54 TREASURER'S REPORT
BY PAUL RANKIN

2009 SEPTEMBER Financial Summary

Checking Account	\$ 1,961.19
Cash on hand	\$ 40.00
<u>Investments</u>	<u>\$ 7,166.47</u>
Total	\$ 9,167.66

Income

Fly In Food Resale	\$ 10.50
Donations	\$ 25.00
New Members	\$ 0.00
<u>Membership Renewals</u>	<u>\$ 125.00</u>
Total	\$ 160.50

Expenses

Newsletter & Mailing	\$ 36.25
<u>Utilities - Electricity & Gas</u>	<u>\$ 48.38</u>
Total	\$ 84.63

Net Cash Flow \$ 75.87



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')

A Pitts aircraft does a nice, smoking take-off during the Fly-in.



Chapter Fly-in/Breakfast continued from page 1



Thank you to all the volunteers who planned and participated with the annual Pancake Breakfast and Fly In. The weather did not cooperate but we still had a successful event that ran smoothly.

The food was very good and prepared very well. We had high quality ingredients and served nicely. The placemats worked to keep the tables clean and the dining area was very clean and neat. The vendors were well represented and were very supportive and satisfied. The helicopter and plane in the hangar was brilliant. The kids loved the Kid activities and the door prize drawings were well received.

Gatis was an excellent host--thanks again. The Gobosh front and center was an excellent show piece and conversation starter.

-Ch.54 Pres. Dale Seitzer



Having worked with Pat & Joanne Drischoll for 3 years now flipping pancakes, I think special "Thanks" should go to them. Pat calls everyone before the fly-in to set up the schedule, does set-up, and stays til the very end. Not an easy job.

-Tom Halfpenny



When I woke up Sunday morning, I thought the day would be a big goose egg. Our Fly In Pancake breakfast turned out much better than I expected. The weather kept all but 4 airplanes away. We ended up serving 292 meals. 224 adult, 66 kids, & 20 'Eat Free'. Again, thanks to all involved

-Paul Rankin (Third from left)

I thought it was a great breakfast, even with the lousy weather.
 > Really great of Johann Nielsen to bring in his Rotorway project, and
 > tell me all about it! The kids seemed to be having a lot of fun at
 > Bettie's table, and with the J3. I appreciate everyone's help getting
 > it inside the hangar! It was also good of Paul Rankin, Al Johnson and
 > others to bring the warbirds around for display.

-John Rewick



It was good to be there and I was pleasantly surprised at the turnout and level of activity. It was especially a good day for me as I may become a renting resident at the airport.

-Johann Nielsen



Chapter 54 Meeting Minutes

August 10, 2009

By Bettie Seitzer

Called to order at 7:30 by President Dale Seitzer

Visitors: Bob and Reeve Lasky visiting – they are EAA members looking for a local chapter.
Secretary's report approved as published in the newsletter
Treasurer's report approved as published in the newsletter.

Old Business:

Pancake Breakfast August 16th: we had a rainy day which resulted in about \$700 profit. Our normal profit is usually about double that amount. There was an earlier email that summarized the activity and number of meals. New fundraising ideas will be entertained by the committee.

Building project update:

Taping is done, we are ready for painting. The group can decide whether one or two coats are needed to complete the work. After painting, the carpet will go down and then the cabinets will be put into place. The electrician can start the wiring soon.

We will consider shelving and divisions after the work is done. Dave bid on steel library shelves.

Floor layout will allow for additional seating and to place library shelves in the main room. We have quite a few books that are stored in boxes and not readily available.

New Business:

We would like to explore the idea of a corn roast in the fall; we could start this as a club event and see how it goes. Tom Gibbons will investigate.

Movie nights will be set up for October and November
There is a question about allowing paid advertising in the newsletter; this will be investigated by the board of directors.

2 FAA safety seminars coming up. There is information at FAASafety.gov

Elections will be held in October; additional candidates may step forward if they wish, additional nominations can be made. A reminder email will be sent to the members notifying them of the election and their opportunity to run for office. These are the candidates so far:

President Leif Erickson

Vice President Bettie Seitzer

Treasurer Paul Rankin

Secretary Dale Seitzer

Class III Directors (four seats open): Art Edlund, Dave Becker, Dave Fiebiger, John Renwick

Members who cannot attend the meeting can send their vote to Bettie, votes will be confidential.

4 new model airplanes have been donated for display in

the clubhouse (Dale Seitzer built and donated there). Jack Portlance donated a beautiful book of airplane Formation flying is a subject of interest, every Wednesday a group meets at the clubhouse at 7:00 to discuss formation flying – how to do it safely. Many people are interested in this particularly for photography.

Young Eagles (Dave Becker):

We flew 23 kids last Saturday. We have a special event on the 26th and the last remaining regularly scheduled Saturday event. We need a few more ground support helpers. This is a fabulous event – people really appreciate what our club is doing in the community. Come on out, it takes just a short time on a Saturday morning and you will really enjoy the opportunity to make a kid smile really big! Dave does a fabulous job of keeping the event organized.

Historian (Jeff Hove):

He will be inventorying the artifacts and materials that we own including the library, documents of the club and history of our events. HE will also be interviewing members to gather the history of the club and its members. Collecting the names of plane builders and the planes they have built is another project that he hopes will lead to having more information about our club and members on our website. flying@jeffhove.com

An interesting bit of history involves the storms that have hit over the years. We have pictures available as well as long-standing members who have stories to tell.

Housing (Dave Fiebiger): building project update above

Flying Start and Education (Art Edlund):

Ground school will probably start in February. Some of the Young Eagle Event attendees have asked about ground school so we have a built-in market

Newsletter Editor (Tom Gibbons): Tom is considering starting a new series about members and their dream planes. He is preparing a series of questions to use in interviewing members for their stories. He is waiting to hear your story – a picture adds a lot. If you don't want to write a whole story – just send a picture with a caption. Newsletter@eaa54.org

Membership (John Renwick) No report

Publicity (Leif Erickson): No report

Meeting adjourned

Respectfully submitted:

Bettie Seitzer

Secretary EAA Chapter 54

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.

Formation Flying Classes

Over the chapters e-mail list Jeff Hove mentions that there are formation flying classes happening at the Clubhouse on Wednesday nights at 7:00PM. Paul Rankin is the instructor. If anyone is interested, plan on attending for this great opportunity to learn something really neat.

Bamboo Bomber over Hudson!!

Here's Jim Anderson's UC-78 "Bamboo Bomber" over Hudson, WI on our return from a successful raid on the Boyceville, WI rutabaga festival and pancake breakfast. The town is probably still recovering from the terror of our formation passes (not sure I have though).

Paul Rankin is the pilot. The photo was taken by my friend Zhenya from my dad's RV-7A. Zhenya had been the bombardier on the outbound flight but decided to ride the fighter escort home. We were also joined by a friendly Pitts S1 (Mark Kedowski) who helped us fend off an attacking Staudacher (a fast low-wing unlimited aerobatic interceptor) whose bursts of airshow smoke across our path did not deter our gallant captain from leading our mission to a successful conclusion.



- Jeff Hove

Local Flying Events

Compiled by Paul Hove and pulled from the Website

The event dates and locations listed here come from a variety of sources. There may be changes, cancellations or editing mistakes. Please call ahead to verify that the event is taking place as scheduled.

October

October 9 2009, 5:00 to 21:00, Lone Rock WI Friday Fish Fry, , Lone Rock Regional Airprt,(KLNR), Friday fish fly – every Friday until November. Picadilly Lilly Airport Diner in cooperation with the local EAA chapter., Merlin Bauer, , merlinb@charter.net

October 10 2009, to , Club Cherokee's Pilot Expo, www.clubcherokee.org/, Crystal Airport,(KMIC), Open House and LSA Expo, , ,

October 10 2009, to , Rushford MN Fall Color PPC and Experimental Aircraft Fly-In, , Rushford Munciple Airport,(55Y), Friday - Sunday, October 9-11, 2009. Annual Fall Color PPC and Experimental Aircraft Fly-In! Beautiful SE Minnesota in the fall! Held at the Rushford MN (55Y) airport, and always a big hit! , , ,

October 16 2009, 5:00 to 21:00, Lone Rock WI Friday Fish Fry, , Lone Rock Regional Airprt,(KLNR), Friday fish fly – every Friday until November. Picadilly Lilly Airport Diner in cooperation with the local EAA chapter., Merlin Bauer, , merlinb@charter.net

October 17 2009, 10:00 to 15:00, South Saint Paul MN 3rd Annual CAF Craft Fair & Chili Feed, www.cafmn.org, Fleming Field Airport,(KSGS), Please join us for the 3rd Annual Craft Fair & Chili feed. There will be a wide variety of Artists and Crafts from the Twins cities to begin your holiday shopping in style. While browsing, pick up a bowl of chili or a prize drawing ticket. WWII Aircraft and vehicles on display and museum tours are available all day. , Amy or Roby , 651-455-6942, info@cafmn.org

October 17 2009, 11:00 to 15:00, Winsted Municipal Airport Appreciation Day, , Winsted Municipal ,(10D), Sloppy Joes, Chips & Beverage for Good Will Donation. Planes and some cars will be on display. Trying to coordinate a mach recovery with Medic Helicopter and Winsted Fire Department., Russ Paschke, 320-485-3720,

October 23 2009, 5:00 to 21:00, Lone Rock WI Friday Fish Fry, , Lone Rock Regional Airprt,(KLNR), Friday fish fly – every Friday until November. Picadilly Lilly Airport Diner in cooperation with the local EAA chapter., Merlin Bauer, , merlinb@charter.net

October 30 2009, 18:00 to 23:59, South Saint Paul MN 2nd Annual Halloween Benefit Dance , www.cafmn.org, Fleming Field Airport,(KSGS), Join the Commemorative Air Force, MN Wing for our 2nd Annual Halloween Benefit Dance. Doors open at 6pm! Enjoy food, music and dancing, prize drawing, Costume contest and more! WWII Aircraft and vehicles on display. , Amy or Roby , 651-455-6943, info@cafmn.org

October 30 2009, 5:00 to 21:00, Lone Rock WI Friday Fish Fry, , Lone Rock Regional Airprt,(KLNR), Friday fish fly – every Friday until November. Picadilly Lilly Airport Diner in cooperation with the local EAA chapter., Merlin Bauer, , merlinb@charter.net

News Release

Contact: Sharon Sandberg

Email: SSandberg@aol.com or rebuildtsunami@aol.com

Phone: 763-631-1502 or 763-568-3360

October 2, 2009

Help Rebuild Tsunami



The remains of Tsunami, the first original homebuilt unlimited air racer since 1939, have collected dust in a trailer in Princeton, Minnesota, for eight years, prior to that in a hangar for 10 years and now Sharon Sandberg, daughter of Tsunami's late owner, John Sandberg, is launching a fundraising campaign to restore Tsunami to a flyable condition.

Flight tests and air races indicated that Tsunami was capable of speeds in excess of 500 mph, and the airplane remains the homebuilt air racer to qualify in the Gold heat races at the Reno Air Races, just one month after its first flight.

"The 25th Anniversary of Tsunami's first flight is August 17, 2010, and our first goal by that date is to know that Tsunami is on its way to a flyable condition," said Sharon Sandberg. "My hope is that all the pilots and aviation enthusiasts who marveled at the speed and sheer beauty of Tsunami will want to be part of our effort to have Tsunami fly again."

Sandberg estimates that approximately \$600,000 is necessary to rebuild Tsunami. Once flyable, the initial plans call for Tsunami to make a tour of various aviation events and museums before settling into a permanent home at an aviation museum.

"Tsunami is an historic airplane," says Sandberg, "and I have vowed that, with help of the aviation and air racing communities, we will see Tsunami fly again. Once that happens, Tsunami will take its rightful place along with other important airplanes in a museum."

Tsunami traces its roots back to 1979 when John Sandberg and Bruce Boland, forged an agreement. Construction of the airplane began the following year. Tsunami made its official debut at the 1986 Reno Air Races where it became the fastest homebuilt piston airplane in the world.

A web site (www.rebuildtsunami.org) contains photos, videos and a detailed history of Tsunami. Donations are accepted through Flight Expo, Inc., a non-profit organization dedicated to educating, promoting and helping restore Minnesota-designed aircraft. Flight Expo, Inc. is a 501c3 organization, and as such, donations to the Restore Tsunami fund are tax-deductible.

In addition to raising funds to restore Tsunami, Sandberg is also gathering a historical archive of the biographies for the more than 100 individuals whose names are inscribed on the landing gear of Tsunami. It is a tradition among Reno Air racers to list supporters of a particular racer on its landing gear. A photo of the landing gear along with the list of people may be found at www.rebuildtsunami.org.

Donations in any amount are welcome and may be made on line at www.rebuildtsunami.org using Mastercard, Visa, Discover or American Express. Donors who prefer to send a check may send it to Flight Expo, Inc. in care of "Restore Tsunami" to P.O. Box 155, Zimmerman, MN 55398.

For high resolution photos and other media information:

http://www.rebuildtsunami.org/jrs_media_connect.html

Who's Who in Chapter 54

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

-Editors note: I wanted to start this series to let members know who other members are and what they like. I got the idea from Sport Aviation and really liked it. I will be sending, via the chapter e-mail group, a series of questions for members to answer and I am sure you will really appreciate your answers. Hope you enjoy it!

*It's a really good way to, as I always like to say: **Get to know the members!***

This month I asked our chapter secretary, Bettie Seitzer, a few questions.....

How long have you been a pilot, and what do you fly? I began ultralight flying lessons in 2000, got my ultralight certification, got certified as an ultralight instructor and then my private license in 2002. Dale and I have owned a Kolb Firestar, a Titan Tornado, and we now own and fly a Sky Ranger (homebuilt experimental) powered by a Rotax 912S.

If you could fly any aircraft, what would it be? I would love to own a slightly larger plane that could carry the two of us and camping gear. For a while I dreamed of having an RV8 - it seems to be a good compromise of distance travel compatibility and aerobatic capability; I flew twice with Tom Irlbeck and got an excellent demonstration of its aerobatic capabilities. The problem is "so many planes - only so much money".

Describe your first airplane ride. It was my first ultralight lesson in a Talon - two place tandem, open cockpit - with my ultralight instructor Jerry. He carefully introduced me to the plane, the instruments and what to expect; before we took off from the grass strip next to his house. Short strip with trees at the end of the runway. Final check before take-off was completed with the question "You strapped in tight?" WHOA!!! I knew I was in for some fun.

He pushed the throttle to full and we started rolling; he described what he was doing and what the plane was doing. I saw the ground start to move faster and the trees at the end of the runway getting closer as we lifted off the ground and began to climb. We flew southeast for a short distance before he began demonstrating the controls and the plane's response. Honestly, I was having a tough time paying attention because it was so exciting! Feeling the air rush past, seeing the world laid out before me, turning and banking like a bird - it was such a delightful feeling. The hour went by so fast; he had me hold level flight, turn right and left and orient myself in three-dimensional space.

That last was harder than I thought it would be. We had flown around quite a bit, turned many times moving further away from his strip. Suddenly he asked me which way was home - I realized that I had no idea! I had not kept track of the turns and was in unfamiliar territory. The plane did not have GPS or any other navigation instruments. There was a map in the pocket, but I had not looked at that. He calmly stated that he was about to teach me an important lesson "Don't get lost!" (He had a

good laugh over that one.) He told me to do a 360 degree circle and see if I could tell where I was, reminding me to look at the horizon for clues. Sure enough, I was able to spot both downtowns. Then he asked me to remember what direction we had flown when we left the field - that was easy because he had said "we are going to fly south-east". Now, he said - you have a rough idea of the direction you need to go to get home.

After we landed he explained that pilots do get lost sometimes - the only thing to fear is panicking or running out of fuel while still in the air. He promised to teach me about "off-field" landings in future lessons and to demonstrate that in an ultralight there are millions of safe landing spots available since flight was restricted to non-populated areas and there are roads and fields galore which can all be used in an emergency.

Unique airplanes you've flown/taken a ride in? The RV 8 was a total blast - but even better was the Great Lakes at Chandler Air Service in Arizona; I went up with an instructor for an aerobatics demonstration ride. Holy Moley Rocky that was so much fun! Loops, aileron rolls, spins, barrel rolls. I was so disappointed when the instructor said it was time to go back! I tell my friends that you know you are in for a really good time when they make you put on a parachute before they let you into the plane! There is nothing like tumbling through the air with a couple of hundred horsepower at your disposal!

What person in aviation would you want to have lunch with? Bee Falk-Haydu. She was a WASP in World War II and continued flying after the war as both a private and commercial pilot. I attended a seminar she presented at OshKosh this year and bought her book (you can borrow it if you want). She is an impressive lady and a very serious pilot; her safety record and her dedication to her fellow WASPs speak for themselves. Lots of my non-pilot friends think that I should be an admirer of Amelia Earhart but I am not that impressed with her. Amelia's true record is much less than the legend that got created around her, and I have never been that impressed with either her skills as a pilot or her personal accomplishments. Isn't that often the case - the quiet heroes really are much more impressive than the glamorous ones!



Young Eagles Report

by Dave Becker



On our regularly scheduled Young Eagles event we flew 23 kids who all left with big smiles on their faces. We also had a special event for a church group of about twenty kids that was weathered out due to below VFR weather minimums. While waiting for the weather to clear, the kids were kept busy with airplane talks in the clubhouse and three aircraft displays with the pilots on the flight line. Betty also was there to give the younger kids some Kids Venture activities of making paper airplanes. We will re-schedule the event soon. Our last regularly scheduled event on October 10 has 34 kids scheduled and we will be looking for all the pilot and ground support we can get.



On the EAA national level, Harrison Ford has named Chesley 'Sully' Sullenberger and Jeffrey Skiles, "the pilots known for their expert handling of their airliner's emergency landing in the Hudson River in January" to co-chairmen of the EAA Young Eagles Program. Harrison Ford had served five years as chairman.

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





TAXI TALK

{Interesting happenings compiled by the editor}

HAPPY HALLOWEEN to all!!

And may there be no ghosts or goblins hiding in your hangers this season!

A little Pulsar support

Last month on a Wednesday, I came home from work and as usual checked my e-mails. I received a disturbing one that one of our fellow Pulsar (Experimental aircraft that I am still building) pilot's wife had died. Jim, from Austin, TX, was working on his plane at his hangar and when he came home he found his wife unresponsive on the bed. Turns out that she had passed away several hours earlier, she was only 55. That night I immediately sent a message to a friend in San Antonio, TX to find out any funeral arrangements. The next night, after work again, I got the information about the arrangements and immediately starting checking flights to see if I could get down there ok. I work for American Airlines so I had to see if it was possible to sneak down there and back. No problems that I could see but now I had to get off work on that Saturday to make it all happen. No problem there too with one call to a fellow worker. Great! That Saturday I departed early and my friend and fellow Pulsar builder, Ray, picked me up at San Antonio with his wife. We made one more stop to pickup Mark Brown, the original Pulsar designer, and headed to Austin, TX where the funeral was. The drive there was about an hour but it was so nice to talk to Mark and Ray about airplanes that it went fast. The funeral was both very nice but very sad too. At one point they

mentioned how scary it was that her husband was building and flying this plane that he had built in his GARAGE! Of course all us Pulsar guys looked at each other and smiled. Oh how they don't know how neat it is! All in all a great trip but of course sad for Jim. Why did I do it? I have really gotten to know a lot of the Texas Pulsar people and have had a great time with them. Ray puts me up every time I come down there and Jim has given me a ride in his beautiful Pulsar several times. One time Jim held a Texas barbecue and invited me and several others down there and we had a great time. My last ride with Jim happen at our annual Pulsar gathering and it was late and he was ready to put his plane away. I said no big deal but he insisted and we went up, he even had a head cold but he still wanted to take me up. I got to learn how to take off and land a Pulsar that time. Sadly, Jim's plane recently had an engine fire so he was working hard on getting it back airborne. Below is a picture of Jim's plane high over the San Antonio landscape and guess who that is in the right seat? You bet, ME!!



Contact Information for Newsletter Stories

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LAKE ELMO, MN 55042

QUOTE OF THE MONTH

Real flight and dreams of flight go together. Both are part of the same movement. Not A before B, but all together.

—Thomas Pynchon, Gravity's Rainbow.