



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

SEPTEMBER 2004

SEPTEMBER 2004

THIS MONTH'S PROGRAM

MONDAY SEPTEMBER 13TH, 2003

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT
- COLONEL SCOTT VANDER HAMM FROM WHITEMAN AFB WILL ADDRESS THE CHAPTER AT THE 13 SEPT MEETING. AS A B2 SQUADRON COMMANDER HE WILL TELL US MORE ABOUT THE AIRCRAFT HE FLIES IN ADDITION TO THE AIR FORCE AND ITS COMBAT READINESS. THIS IS A RARE OPPORTUNITY TO HEAR FROM A SELECT MILITARY AVIATOR.

RV7A A WORK IN PROGRESS

By: BOB PITTELKOW



Enclosed are a few of pictures of my RV7A - a work in progress. We have forgone the traditional means of sealing the

INSIDE THIS ISSUE

RV7A A WORK IN PROGRESS	1
PRESIDENT'S REPORT	2
YESTERDAY'S FLIGHT	3
TREASURER'S REPORT	4
COLONEL SCOTT VANDER HAMM	4
GENERAL AVIATION SECURITY	5
X-PRIZE UPDATES	7
COURCHEVEL	8
CLASSIFIEDS	10



(Continued on page 6)



PRESIDENT'S COLUMN
BY PAUL HOVE

The pancake breakfast was again a huge success. Many thanks to all of those that volunteered their time at the fly-in. Special thanks to Valter's Aviation for donating their FBO hanger for this event and to Al Kupferschmidt for his tireless effort in setting up and tearing down all of the equipment needed to host this event. Kudos' to our committee chairman who kept everything running.



Paul Linnerooth, our treasurer, reports that we served 749 breakfasts down about 40 from last year. We netted \$2045 for the chapter from this event. We made about \$739 less than last year due to lower attendance, smaller food donations and lack of raffle items.

Fall is already here and with it comes ground fog. 21D is unusually susceptible to early morning and evening ground fog and it can arrive rapidly. Be sure to pay special attention to the dew point spread.

The Minnesota Aviation History and Education Center is hosting a program called the 2004 Beijing Aviators Association U.S. Aviators Tour of China on September 28th at the South Saint Paul Fleming Field Terminal Building at 7:00pm. This is a free slide presentation open to all that are interested.



Lake Elmo Airport is undergoing some crack repair maintenance this fall. The project began on August 16th and is scheduled to last for 30 days. The crew has finished the runways and taxiways and is now working on the alleys in the South hanger area. They should be done with everything sometime next week.

Our state Pollution Control Agency (PCA) has located a source of TCE contamination at 50,000 parts per billion behind Hagberg's Country Market in the town of Lake Elmo. This was the site of Nelson's Manufacturing Company, a metal fab shop in the late 1950s and early 1960s. The former owners are deceased. The Hagbergs bear no responsibility for this contamination. PCA has taken on the task and expense of mitigating this area. The PCA acknowledges that the metal fab site is a source of TCE contamination, but they will not agree it is the source. MAC believes it is the only source.

Just a reminder that Wings and Wheels is at Osceola this weekend, Benson's Airport annual pig roast is Saturday (Sept 11) night and Monday (Sept 13) is our monthly chapter meeting.

Our Scheduled speaker for September's meeting is Colonel Scott Vander Hamm. Colonel Hamm was commander of the 325th Bomb Squadron and led the first B2 mission in Operation Iraqi Freedom.

YESTERDAY'S FLIGHT

BY: SCOTT STEWART

When I get to the airport, there are usually three or four different things that I could decide to do. Sometimes I have flight tests to perform, maybe some airframe or engine maintenance that needs to be done. My hangar could always use a good sweeping out, and sometimes I like to put the lawn chair out and just read a book.

But once in awhile, I just get in the plane and fly for the heck of it, with no destination or goal. Actually, this happens quite often!

Yesterday, I only had a five gallon jerry can of gas to add to my tank, so I figured that I didn't have too much flying time. After taking off, I headed down the coast of Puget Sound, flying low at about 750' agl and slow at about 1800 rpm and 70 mph.

It's really incredible to see all of the things that you see from the air. For example, I fly this same route often, but I usually climb to about 2500' and cruise at about 90mph. Down low and slow, I was able to see the fishermen in their tiny fishing boats at the mouth of the Skagit river. Further along, I could see a couple of jet skis jumping over each other's wakes.

In the delta at the mouth of the Skagit river, I could clearly see the sand bars that would be visible at low tide. My flying buddy has landed on these sand bars - I've never had the guts to land. Last year, he and I watched a couple of seals playing among these same sand bars, and watched a bald eagle catch a beautiful salmon.

I turned inland and followed the valley east toward the Arlington airport, keeping away from farm houses and at 750'. Down here, you can see the kids jumping on the trampolines, the ATV's tearing around the dirt roads, and the breeze blowing across the crops. After climbing a little, I flew over my (soon to be) new home and watched the owners packing a U-Haul truck. I'll be un-packing my U-Haul truck in that same driveway next monday.

I followed Hwy 20 up through the foothills of the Cascades, flying over LARC (the local nudist camp). Couldn't see anything interesting, but I only circled three or four times, so I headed back to the airport. It always seems as if my best landings occur when I don't have a passenger. The only way I can tell that I'm on the ground is because I hear the chirp of the tires, but there's no bounce and a smooth roll-out.

I used 4.12 gallons with 1.2 hours on the hobbs. The flight tests didn't get done. There's still dust on the hangar floor, but it doesn't matter too much...



Chapter 54 Directory

President
Paul Hove
Paul@paulhove.com

Vice President
David Cross
DavidL.Cross@yahoo.com

Treasurer
Paul Linnerooth
aplino@aol.com

Secretary
Bettie Seitzer
BJSeitzer@Landolakes.com

Education Director
Art Edhlund
aedhlund@hotmail.com

Events Director
Tim Reberg
651-730-8574
tm2485@juno.com

Housing Director
Dave Fiebigger

Membership Director
John Renwick
JKR@vni.com

Newsletter Editor
Ian Edhlund
ian.edhlund@dot.state.mn.us

President
Bill Schanks

Young Eagles Director
Al Kupferschmid

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

BY PAUL LINNEROOTH

August's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 8,305.36
Investments	\$ 4,000.00
Total	\$12,345.36

Income in August consisted of \$400.00 in membership dues, \$3,306.25 from the Pancake Breakfast, and \$90.00 in donations including \$5.00 from the Pancake Breakfast, for a total of \$3,796.25.

Expenses for the same period were \$1,342.71 and included \$67.34 for newsletter publication, \$33.75 for utilities, \$99.90 for funeral flowers, \$44.25 for administrative expenses, and \$1,097.47 for Pancake Breakfast expenses.

COLONEL SCOTT VANDER HAMM SPEAKING AT EAA 54 MEETING ON SEPT 13, 2004

BY: MICK SUPINA

Colonel Vander Hamm was commissioned into the AF at Lackland AFB, TX in 1986. He holds degrees in Music, Business, Political Science-Defense Administration and a Masters in Military Arts and Sciences from the Marine Corps University.

He started his AF career as a navigator of B52s at Sawyer AFB, MI. After earning his pilot's wings at Williams AFB, AZ he was assigned to a B-1B squadron at Dyess AFB, TX. In 1995 he transferred to Whiteman AFB, MO for B2 training. He advanced to Wing Executive Officer at Whiteman.

In 1999 during Operation ALLIED FORCE, he flew three combat sorties and received the Distinguished Flying Cross and two Air Medals. Next he moved to the Pentagon as Operations Officer and led the effort to develop the President's Nuclear Decision Handbook and to build the STAR (Sensitive Target Approval/Review) process. Then, he was hand selected for the Future Operations Group - a post 9/11 team to develop plans for the execution of a Global War on Terrorism.

In September 2002, he took command of the 325th Bomb Squadron (Fame's Favored Few) back at Whiteman and led the first B2 mission of Operation IRAQI FREEDOM.

His decorations include the Distinguished Flying Cross, Defense Meritorious Service Medal, Air Medal, Joint Services Commendation Medal, AF Commendation Medal, Joint Service Achievement Medal, National Defense Medal, Kosovo Campaign Medal, NATO Medal, and more.

He is currently assigned to work with 3M Company as a Secretary of Defense Fellow for 10 months to add Business Strategy and Planning into his skill set.

GENERAL AVIATION SECURITY

**BY: REBECCA K. MORRISON
STAFF VICE PRESIDENT, TRANSPORTATION SECURITY POLICY
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES
601 MADISON STREET, SUITE 400
ALEXANDRIA, VA 22314**

Re: Attempted Security Breach at GA Facility

Date: August 11, 2004

The following is a description of an incident that occurred today at the St. Louis Downtown Airport, a large GA facility. We are sharing this story with you as there are indications that it might be repeated throughout the country. We would like to thank Bob McDaniel, the Director at the St. Louis Downtown Airport, for sharing the details of the incident outlined below.

Earlier today two Middle Eastern men attempted to penetrate our security. They telephoned one of my helicopter FBOs and asked about a charter flight. After discussion of price and directions to the business, they arrived an hour later. When the office agent asked how they were going to pay for the flight they produced cash. When asked for ID, they produced driver's licenses from two different states and they were driving a car licensed in a third state.

Things didn't smell right so the mechanic took them into the hangar to see the aircraft while the office person called the FBI and local police. The helicopter they were going to fly was blocked in by other aircraft so the mechanic was able to stall them by having to slowly shuffle the blocking planes. Meanwhile the two men got their backpacks and odd-shaped luggage out of their car. Soon the local police arrived and they were hauled off to jail in handcuffs.

After a little time behind bars, the FBI verified that the two men were employed by NBC New York and were on assignment to get a story of how easy it is to charter a helicopter for a terrorist attack. The men had stayed in a local hotel and purchased box cutters, leather-man knives, and other potential weapons at the local Wal-Mart using a credit card. The box cutters had been hidden in the lining at the bottom of the back packs and the other weapons were hidden throughout their baggage. They had audiotaped the telephone conversation with Arlene and were going to use it as part of a national news story about how easy it is to get information and directions to the location of the helicopter and then hijack it to commit a terrorist attack.

I doubt they will be back at our airport soon and this is a story that will never be seen since they were caught. A very "well-done" to my FBO and staff and the local FBI and police response forces. We have since learned that we were the first airport where this had been attempted and NBC planned to attempt similar penetration stories around the country. Please help me spread the word to other airports.

Please do not hesitate to contact us with any questions or comments.



RV7a (Continued from page 1)

air plenum using rubber gasket and the inside of the engine cowl. Instead we set up a mold to make a fiberglass top to completely seal the plenum without using the cowl. Time will tell!

The slider canopy is eating up time like crazy! We thought it was pretty well done in June; we're still working on it. Thoughts of flying this fall are long since gone.



Unable to beg, borrow, steal, or otherwise obtain a "Wing Sling" for our Q/B wings, I took time out after returning from Dallas to build my own even though I flunked Arc Welding 101! I haven't improved. I stole the design from Paul Hove's wooden 'sling as it seemed to do the job quite well. He kept such a close eye on his, I couldn't steal it)!

COMPETITION HEATS UP FOR ANSARI X PRIZE

FROM: EAA E-HOTLINE

Don't concede the \$10 million Ansari X Prize to Scaled Composites just yet. The Canadian da Vinci Project Team became the second organization to give the required 60-day notice to the Ansari X Prize that it intends to launch a spaceship -- its rocket Wild Fire -- on October 2, 2004, marking its official entry in the international, commercially-funded space race competition. On July 27, Scaled Composites officially notified the Ansari X Prize it would make its first launch for the prize in SpaceShipOne/White Knight on September 29. At EAA AirVenture, Burt Rutan said the second launch to secure the prize is planned for October 4. The X Prize Foundation will award \$10 million to the first privately funded organization to launch a reusable space vehicle to 100 kilometers (62.5 mile) altitude with three passengers (or weight equivalent) twice in two weeks.

"With two teams launching within days of each other for the \$10 million prize (U.S.), we truly have a remarkable race for space," said Dr. Peter H. Diamandis, chairman and founder of the X Prize Foundation. Brian Feeney, who plans to pilot Wild Fire approximately 110 kilometers into suborbital space, said the team is finalizing construction of the rocket as well as logistical details related to the event, which will be held in Kindersley, Saskatchewan.

"We're very close to achieving our mission, thanks to the organizations and individuals that understand the significance of this race," said Feeney. "The da Vinci Project is on the cusp of a new era of space travel for humankind."

For more information, visit www.davinciproject.com and <http://www.xprize.org>

TWO ANSARI X-PRIZE CONTENDERS SUFFER SETBACKS

FROM: EAA E-HOTLINE

Two more entrants in the Ansari X-Prize were in the news this week, both for reasons they'd rather not have experienced. Armadillo Aerospace's rocket designed by video game designer (Doom) John Carmack crashed about 20 seconds after launch in Texas on August 7 then, the next day, Rubicon, a rocket designed by Space Transport Corporation, Forks, Washington, exploded after reaching a height of about 300 meters in the state's Olympia National Park. Both launches were unmanned. The wrecks have probably eliminated both organizations from Ansari X-Prize contention.

<http://www.xprize.org>

<http://www.armadilloaerospace.com/>

<http://www.space-transport.com/>

COURCHEVEL



Runway altitude at the French Savoy ski resort of Courchevel ranges from 1941m to 2006m.

Slope reaches 18.5% at the steepest part of the 535 meter long runway.





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

CLASSIFIEDS

FOR SALE: 1/6 Share in Holman Hobo's Bel-lanca Chang & ACA-115. Lyc 115hp engine w/<130 hrs SMOH. Aircraft qualifies under Sport Pilot rules. Club limited to 6 members. T/Dgr checkout available. Club & aircraft located at Lake Elmo A/P.

Contact: Bob Pittelkow @ 952/941-0059 or E-Mail: rpittelkow@mn.rr.com

For Sale: Lycoming HO360-B1B 180 hp engine, conical mounts, Ellison throttle body, 60 amp alt., oil sump heater, Christen inverted oil system, JPI engine analyzer, 15 hrs since Buldoc overhaul, \$17,500 Also, McCauley 74-56 prop 15 hrs since overhaul incl. chrome spinner \$1,500

Email Stanflys@aol.com or call Dave at 651-423-4912