



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

AUGUST 2004

## AUGUST 2004

### THIS MONTH'S PROGRAM

MONDAY AUGUST 9TH, 2003

- **SOCIAL HOUR AT 7 P.M.**
- **MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT**
- **DALE SEITZER WILL PROVIDE AN UPDATE ON THE NEWLY ANNOUNCED SPORT PILOT RULE AND SOME OF THE NEW AIRPLANE PRODUCTS THAT EXPECT TO BE PLAYERS IN THIS DEVELOPING AVIATION MARKET. AN EAA PRODUCED DVD WILL BE SHOWN HIGHLIGHTING THE SPORT PILOT CLASS AND ITS EXPECTED IMPACT.**

## A KITTY HAWK DREAM

*BY: TOM GIBBONS*

### Inspiration and Planning

I have always been fascinated with the Wright Brothers and how the first flight all began. I visited the Wright Brothers displays both at Sun-Fun and Oshkosh with great interest. But I think what really got me totally interested was watching all the specials on TV that came out with the celebration of 100 years of flight. I had recorded these specials, which were on PBS and The History Channel and had not watched them until well after the New Year. When I finally did watch them I was so amazed at how hard the Wright Brothers worked and the amount of obstacles they had to overcome just to sustain powered flight for the first time. The Wright Brothers became my heroes and mentors right then. I had to see the very same place this historic event took place. I had vacation coming up very soon, early February, and I said to myself, "I have to go visit Kitty Hawk and check it all out. I work for American Airlines so the flight there was not going to be a problem; and I invited a fellow Pulsar (homebuilt aircraft of which I am building) builder from San Antonio, TX to tag along if he was interested. My original plans were to fly into Norfolk, VA, rent a car, and make the drive to Kitty Hawk. We got to chatting over the internet and decided we also wanted to visit the Air & Space museum they just opened up on the Dulles International Airport just outside of Washington D.C. Well, we knew of a few other Pulsar flyers that were good friends out near this area and told them of our plans. They welcomed us with opened arms and offered several things to which I will always be grateful. First, they would pick us up at the any of the three D.C. area airports. Second, they would put us up at their places for the weekend. Third, and this was the kicker, they would fly us down to Kitty Hawk in their Pulsars and back. What friends and what a great offer! I took them up on their offer with great appreciation.

### INSIDE THIS ISSUE

KITTY HAWK DREAM	1
PRESIDENT'S REPORT	2
SYNOPSIS OF SPORT PILOT	3
JULY MEETING MINUTES	8
TREASURER'S REPORT	8
ED MAYER OBITUARY	10

### Getting There

I flew down to Dallas Ft./Worth on Friday, the 30th of January

*(Continued on page 4)*



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

Most of the aviation news this month is related to the AirVenture at Oshkosh, Wisconsin. I was able to attend from Thursday to Sunday this year. The weather was much cooler than previous events and the attendance was visibly lower. I was able to stop at many of the popular booths and chat with the vendors without standing in line or waiting for someone to become available. I found that this was somewhat dangerous since I bought more stuff on this trip than ever before.

One of my more pricey purchases was a Garmin GPSMAP 296. It should be shipped this week.



The panel page will give me a backup to my Dynon EFIS system. New features on this model are terrain awareness and the navigation arc.

Chapter 54 member Mark Holiday hosted a Swift fly in at our airport on the Sunday before Oshkosh. The ramp was crowded with polished swifts as a large crowd enjoyed barbecued hamburgers, brats and fish. Fresh sweet corn on the cob and many side dishes made for a feast. The Swifts departed as a flight Monday morning for AirVenture. Many thanks to Mark for the invitation to Lake Elmo Pilots to join in the festivities. Good job Mark!

Good news this month includes the final pas-

sage of the Sport Pilot Certificate. The sport pilot certificate is a new pilot certification category created by the Federal Aviation Administration (FAA) specifically to address the desire of individuals wishing to fly aircraft primarily for recreational purposes. A sport pilot may only operate an aircraft in day, VFR (visual flight rules) conditions. This airman classification will take effect the beginning of September. The rule will allow pilots to fly a specific class of aircraft with only a current driver's license. However, a pilot who has had his or her last medical "denied" or "revoked" by FAA will be required to obtain a special issuance medical (or alternative evidence of medical eligibility under a separate procedure being developed by FAA) before being allowed to base his or her medical fitness solely on driver's license requirements.

EAA has compiled a list of standard category aircraft that meet the definition of a light-sport aircraft. The list can be viewed at the Sport Pilot web site.

[http://www.sportpilot.org/lisa/standard\\_certificate\\_aircraft.html](http://www.sportpilot.org/lisa/standard_certificate_aircraft.html).

One of Lake Elmo's experimental planes landed short of runway 32 two weeks ago and was badly damaged. The aircraft was a KR2 and the pilot was not seriously injured other than the usual blow to one's pride and pocketbook. The pilot believes that wind shear may have been involved in the loss of control of the aircraft.

The annual EAA 54 pancake breakfast is next week. We are still looking for volunteers to work at the breakfast or to help with the setup and teardown. Contact Tim Reberg for additional information.

See you all at the pancake breakfast!!!

**BASIC PARAMETERS OF THE CERTIFICATION OF AIRCRAFT AND AIRMEN  
FOR THE OPERATION OF LIGHT-SPORT AIRCRAFT RULE**

*FROM WWW.SPORTPILOT.ORG*

This is a synopsis of the definition of a light-sport aircraft category, the requirements to obtain a sport pilot certificate, and requirements to obtain a repairman certificate with a maintenance or inspection rating. For more complete details, see EAA's final analysis of the rule.

Light-Sport Aircraft:

- Maximum gross takeoff weight-1,320 lbs (599 kg.), 1,430 lbs. if float equipped.
- Lighter-than-air light-sport aircraft maximum gross weight-660 lbs (300 kg.)
- Maximum stall speed-51 mph (45 knots)
- Maximum speed in level flight with maximum continuous power (Vh)-138 mph (120 knots)
- Two-place maximum (pilot and one passenger)
- Day VFR operation only (unless the aircraft is equipped per FAR 91.209 and the pilot holds at least a Private Pilot certificate).
- Single, non-turbine engine only
- Fixed or ground adjustable propeller
- Unpressurized cabin
- Fixed landing gear
- Repositionable landing gear for seaplanes allowing the wheels to be rotated for amphibious operation.
- Can be manufactured and sold ready-to-fly under a new Special Light-Sport aircraft certification without FAR Part 23 compliance. Aircraft must meet ASTM (American Society of Testing and Materials, Int'l) consensus standards. Aircraft under this certification may be used for sport and recreation, flight training, and aircraft rental.
- Can be licensed Light-Sport Aircraft Experimental if kit- or plans-built. Aircraft under this certification may be used only for sport and recreation and flight instruction for the owner of the aircraft.
- Can be licensed Light-Sport Aircraft Experimental if it was kit- or plans-built and operated as an ultralight trainers. Application must be submitted within 36 months after the effective date of the rule.
- Will have FAA registration-"N" number.
- Aircraft category and class includes: Airplane (Land/Sea), Gyroplane, Airship, Balloon, Weight-Shift-Control (Trike Land/Sea), and Powered Parachute.
- U.S. or foreign manufacture of light-sport aircraft is authorized.
- Aircraft with a standard airworthiness certificate that meet above specifications may be flown by sport pilots. However, that airworthiness certification category will not be changed to a light-sport aircraft. Holders of a sport pilot certificate may fly an aircraft with a standard airworthiness certificate if it meets the definition of a light-sport aircraft.

*(Continued on page 9)*



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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')

## The First Day

after work and met up with Ray Thurman, who had flown in from San Antonio, TX. We caught a flight to IAD, Dulles Intl. Airport, together and talked planes and building Pulsars all the way

We got up fairly early the next morning and planned our day. We planned to fly to Kitty Hawk with a total of three Pulsars, another nose-gear joining us with two other guys. The two nose-gear Pulsars were at one airport, Manassas/Davis, and the taildragger, Rick's, was at the Frederick airport, which was nearby where we were staying. Rick was to meet another Pulsar builder, Barry Norman, over at his airport and Ray and I rode with Jerry in his car to his airport, about 45 minutes away. The morning started off very cold, 10 degrees or so, but beautifully sunny. We arrived at the Manassas airport to discover that one of the Pulsars, Tom Kane's beautiful nose-gear version, would not start. We tried everything we could think of to get it started but to no avail. Tom was



there. Jerry Eastman picked us up at the airport around 10:30PM and drove us to Rick Thomason's place where we would spend the nights during the weekend. Jerry and Rick both have beautiful flying Pulsars with many hours on them. Rick's is a taildragger while Jerry's is a nose gear version. Both use the Rotax 912, 80HP engine; however Jerry's has bigger pistons that make the engine develop around 100HP. We talked and had a few drinks that night on our plans for the next day and it was getting exciting. Jerry, Ray and I all slept in Rick's living room and it looked like a slumber party with all the inflatable mattresses all spread out on the floor. Weather the whole weekend looked good, but pretty cold. At least it was going to be sunny.

going to try and dry out the plugs so we headed over to Jerry's hanger to see if his would start ok and it did with no problem. We doubled checked to see if Rick's had started via cell phone and he said no problem. So we went



back over to Tom's hanger to see how he was doing. He still could not get it to start. By now it was almost noon and getting late. Jerry con-

*(Continued on page 5)*

ferred with Rick and it was determined that it was too late to make the Kitty Hawk flight and

watched a scary movie called "The Ring" and then went to bed.

### **The Next Day**

The next morning was still cold but again sunny and clear and expecting to get warmer than yesterday. I drove with Jerry to his plane and Ray went with Rick. We arrived at Jerry's hanger and got his plane out of the hanger and fired it up. With all running and in good shape, we strapped in the little Pulsar and blasted off to meet Rick and Ray over the Casanova VOR which was west of the D.C. area air-

that we would just drive back to Rick's place and have a big lunch. Jerry informed us that it was just not meant to be today and we started driving back to Rick's. My heart sank a bunch and I could tell Ray knew it; I really wanted to see Kitty Hawk bad! On the drive back to Rick's we convinced Jerry to stop by the new Air & Space Museum and we called Rick to let him know our plans. Rick and Barry joined us eventually and we had a great afternoon there seeing all the aircraft of our history. This museum is incredible with all the aircraft from the early days to the present. Some examples are the Enola Gay, the B-29 that dropped the atomic bomb on Hiroshima, the F4U Corsair, which was hung from the ceiling, the Concord, the prototype Boeing 707 called the 367-80 or Dash 80, the space shuttle Enterprise and all the aircraft from the early props to the jets of the Korean war to the newest test jets of today. Way too cool! After the afternoon at the museum we stopped by a restaurant that was on the airport where Rick's plane was and had a great steak dinner and cold beer. That night we

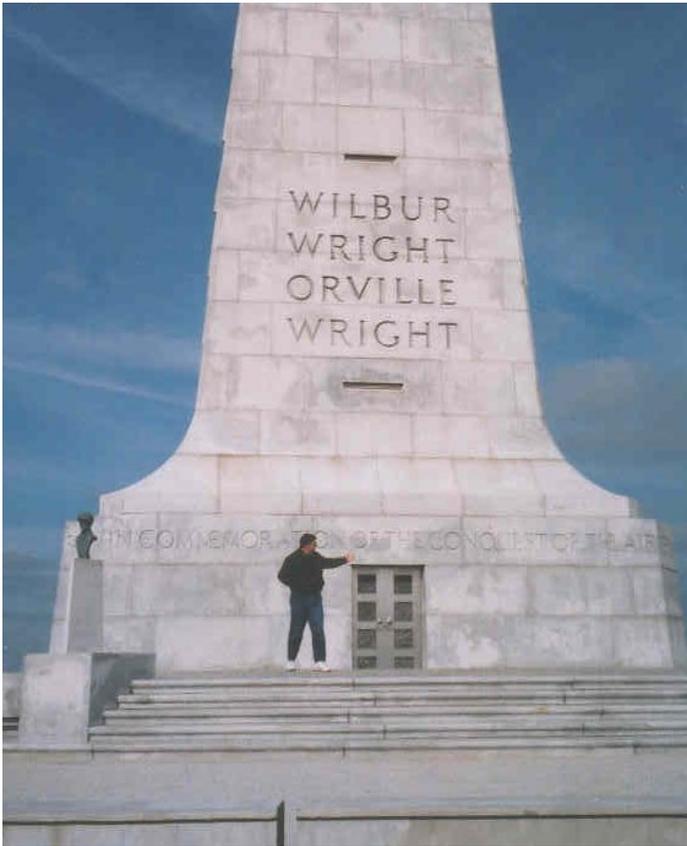
space. It was very smooth that day and visibility was great. We circled one turn over the VOR before low and behold, off the left side came Rick's taildragger. What a sight to see another Pulsar in flight next to you! I was totally in awe of this. All those years of me building my Pulsar



will pay off when I finally fly mine someday. Both Pulsars had GPS so we flew direct to First Flight airport at Kitty Hawk, deviating once in awhile for different airspace requirements. Just over the Virginia/North Carolina border the

*(Continued on page 6)*

Pulsar pilots decided to head out over the



beach and skim low over the oceanfront at around 160 MPH. What a blast! Every so often I spotted hurricane damage but in general, all the beautiful oceanfront dwellings were in great shape. Once near the airport we flew up to pattern altitude and entered a left downwind for 01, First Flight. Upon turning left base I took a great picture of the Wright Brothers Memorial monument and all the surroundings. We landed and both back taxied on the runway to the parking area. We (I) did it!!! I flew to Kitty Hawk in an experimental aircraft. What a better way to do it! When I got out I was so excited, I was like a kid in a candy store. I quickly walked to the memorial with Ray, forgetting about Rick and Jerry who were tying down their aircraft. We took all kinds of pictures. It was windy up on the hill where the monument was and cold but I did not care, I was in hog heaven. What a great feeling, as though Wilbur and Orville were there still testing their gliders. We then proceeded to where the first flight actually took place. Rick

and Jerry finally got their planes in order and met us half way in which I gave Rick a big hug because I was so happy and thankful. He must have thought I was nuts! They both had flown here before and had seen the memorial but not the other areas. I took more pictures of the four stones that marked the four flights that took place that historic day, December 17, 1903. Then we went inside a museum building near by to look at all the artifacts and read plaques. We stopped in the museum store and I proceeded to buy two shirts, a poster and a medalion with a total bill of around 100 dollars. Crazy, but I had to remember this trip for a long time.

### **Heading Back**

I took a few pictures of the guys next to their planes with the memorial in the background and with me in there too, then we were off. This time I was to ride with Rick in his taildragger and Ray with Jerry in his nose-gear. We met up again after take off over the beach and it was beautiful again, this time with the sun low in the west creating beautiful air to air photos. We decided to head direct to our destination so we took up a good heading and cruised along at around 2500 feet and around 150MPH. This path took us over the very same airport that I earned my private pilots license, near Newport News, VA. It brought back all kinds of memories of when I was in the Coast Guard and stationed at Elizabeth City, N.C. air station as a crewmember on a C-130. I also almost got married here at one time and that was why I was up in the Newport News area. Little did I know back then how close I was to the Kitty Hawk area and all the history it had.

During the flight back, I learned all about the Grand Rapids Engine Information System, (EIS), that was in Rick's plane. I have one and it was nice to find out just how it works and it is neater than I thought. As the sun was getting lower reflecting a kind of orange glow about the countryside, we finally landed at Rick's home airport and taxied to his hanger. Jerry dropped

*(Continued on page 7)*

off Ray and he headed back to his airport be-



fore it got dark.

WHAT A GREAT DAY! Flight time was almost 2 hours down and a little over 2 hours back due to a head wind. We decided to grab some Dominos pizza and beer and watch the Super Bowl, so after pushing Rick's plane in the hanger we headed out. We had a great time reminiscing about the day's flight. I was on cloud nine! We just had too much fun in such little time.

### **Heading Back Home**

The next morning we got up slowly and Rick drove us to the Dulles International Airport via a different scenic route for our flight back home. It was a very pretty drive. I hugged Rick and thanked him for everything many times over. What great friends, Rick and Jerry are! The Pulsar community has some great people and I'm glad I am a part of it. Ray and I had a great flight back to Dallas and we talked all the way and Ray even read my Wright Brothers book a little. He had hit a stumbling block working on his plane was very frustrated. I think this trip has helped him as he saw how all the problems the Wright Brothers had and how they overcame them. I bid farewell to Ray in Dallas and headed to my connecting flight to Minneapo-

lis/St. Paul. It was a nice flight home but when we landed we were greeted with falling snow and a mess all around. Oh well, nothing could bring me down from this trip, even though my drive home took longer than normal due to snow and traffic. Back to reality I guess.

### **Summing it all up**

How would I sum it all up? UNBELIEVABLE!! Unbelievable that someone would take me to Kitty Hawk in their experimental airplanes, the very same plane that I am building. Unbelievable to see where it all started from that first flight. Unbelievable to have such good weather even though it was a little cold. And most of all, un-

believable to have such good friends that offered everything and joined me on this dream of mine.

I would say too, that due to the time of our trip, it was neat to see Kitty Hawk at that time of the year. The area looked bland and it was cold and windy. Probably almost the same conditions as the Wright Brothers had back then. I had asked someone at an air show what it looked like out there nowadays and he said it was built up and a lot of growth around. Well when we were there, the grass was brown so it looked like sand and when you fly in you really can not see any other development which made it that much more special.

I would like to take this time again to say THANKS to my friends who joined me on this historic trip to the past. With out your help it would not have been this special.

For others planning to visit Kitty Hawk someday, try to fly in. It really makes the trip so much more meaningful. Good luck and safe flying.

P.S. I hope to someday return to Kitty Hawk, only in my own experimental homebuilt aircraft, a Pulsar. This will totally complete my Kitty Hawk dream!

**JULY MEETING MINUTES**  
**BY: BETTIE SEITZER**

Treasurer's report presented and approved. 2004 budget was reviewed, expenses have been slightly lower than expected due to lower than predicted costs of ground school and only one student was sent to Air Academy.

Minutes of the previous meeting were approved.

MNDOT has requested comments on the proposed changes to the rules for airports and FBO operations. There are many proposed changes to the reporting rules for flying clubs. Paul Hove has a copy of the proposed rule changes available for review by members.

A reminder to all pilots – there will be many TFRs(Temporary Flight Restrictions) during the campaign season. They can pop up unexpectedly and pilots are reminded to check for TFRs along their intended route before leaving.

Young Eagles: There are kids waiting to fly, Al has the names and contact information. One scout troop in Woodbury is working on their aviation merit badge. Please contact Al if you are interested in flying Young Eagles. We will have a sign-up for Young Eagles at the pancake breakfast and need volunteers to man the table while Al is flying the kids who do not live in the immediate area.

Education: The young lady we sent to Air Academy has reported home that she is having a wonderful time. We are hopeful that she will come and talk to the club sometime this fall.

Housing: Anyone interested in donating plants to complete the landscaping around our clubhouse should contact Dave Fieburger. We need edging for the sides and back of the building as well. Plants or materials can be dropped off at hangar 13E (Dave's hangar). Norm Weston has donated trellis work for the lower edge of the deck. Venetian blinds are needed for the west facing windows – especially on the nights we have video presentations.

All of the building maintenance is done by volunteers – please pitch in with mowing and trimming,

A suggestion was made that we start a tool crib with tools that can be borrowed by members. Norm donated a cutting torch to get it started.

Events: Fliers are available for the breakfast, please help to get them posted. Fliers have been mailed out to FBOs, airport managers, and EAA chapters. Press releases have gone out.

Extra help is needed for the Saturday set-up.

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

July's Financial Summary

Cash on hand	\$	40.00
Checking Acct.	\$	5,851.82
Investments	\$	4,000.00
Total	\$	9,891.82

Income in July consisted of \$185.00 in membership dues, \$10.00 in calendar sales, and \$20.00 in gifts for a total of \$215.00.

Expenses for the same period were \$184.25 and consisted of \$65.56 for newsletter publication, \$30.65 for utilities, and \$88.04 for Pancake Breakfast expenses.

A sport pilot may exercise flight privileges in one or more of the following aircraft categories:

- Airplane (single-engine only)
- Glider
- Lighter-than-air (airship or balloon)
- Rotorcraft (gyroplane only)
- Powered Parachute
- Weight-Shift controlled (e.g. Trikes)

The sport pilot rule:

- Creates a new student sport pilot certificate for operating any aircraft that meet the definition of a light-sport aircraft.
- Creates a new sport pilot certificate for operating any aircraft that meet the definition of a light-sport aircraft.
- Creates a new sport pilot instructor certificate.
- Requires FAA knowledge (written) and practical (flight) test.
- Credits ultralight training and experience toward a sport pilot certificate.
- Credits sport pilot flight time toward more advanced pilot ratings.
- Requires either a 3rd class FAA medical certificate or a current and valid U.S. driver's license as evidence of medical eligibility (provided the individual does not have an official denial or revocation of medical eligibility on file with FAA).
- Does not allow carrying passengers for compensation or hire
- Allows sharing ("pro-rata") operating expenses with another pilot.
- Allows day VFR flight only.
- Allow sport pilots to fly vintage and production aircraft (standard airworthiness certificate) that meet the definition of a light-sport aircraft.

Sport Pilot Instructors:

The light-sport aircraft rule:

- Creates new sport pilot flight and ground instructor certificates.
- Allows instructors to use ultralight exemption experience.
- Allows conversion to sport pilot instructor

status for ultralight instructors.

- Allows current CFI's to train sport pilots.

Repairmen Certificates

The sport pilot/light-sport aircraft rule creates a new Repairmen Light-Sport Aircraft certificate--with either a maintenance or inspection rating. To obtain such a repairman certificate, you must demonstrate a skill level sufficient to determine the aircraft is in a condition enabling safe flight, and for an Inspection rating--complete a 16 hour course on the inspection requirements of the particular class of light-sport aircraft; for a Maintenance rating--complete a course - 120 hours (airplane category); 104 hours (weight shift or powered parachute); 80 hours (glider or lighter-than-air) -- on the maintenance requirements of the particular class of light-sport aircraft.

Maintenance--including all inspections on special light-sport airworthiness certificated aircraft--can be completed by:

- An appropriately rated mechanic--that is, A&P, IA
- An appropriately rated repair station;
- A repairman (light-sport aircraft) with a maintenance rating, or
- A certificated pilot (Sport Pilot rating or higher) may perform preventative maintenance.

Maintenance--including all inspections on experimental light-sport airworthiness certificated aircraft--can be completed by:

- An appropriately rated mechanic--that is, A&P, IA
- An appropriately rated repair station; or
- A repairman (light-sport aircraft) with a maintenance rating;

To perform inspections on your own aircraft, you must have a repairman's certificate (light-sport aircraft) with an inspection rating.

More extensive training can lead to a general repairman's certificate (similar to IA, inspection authorization) for operations such as dealers, manufacturers, etc.



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**ED MAYER OBITUARY**  
**FROM ST. PAUL PIONEER PRESS**

Mayer, Edward W. 'Eddie'

Of Hudson

Former Owner Mayer Aviation



Age 68 on July 14. Survivors: wife, Marcie; children, Stephanie (Michael) Fischer, Edward W. 'Jed' (Claire Hero) Mayer; grandsons, Miles & Noah Fischer; father, Edwin W. Mayer; siblings, Carol (George) Flory, Judy (Paul) Knight, Andrew G. (Lu Anne) Mayer. Srv. 2PM, Tues. 7-20, O'Connell Family Funeral Home, Hudson. Burial Willow River Cem.