



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JANUARY 2006

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THIS MONTH'S PROGRAM

MONDAY JANUARY 9TH, 2006

- **SOCIAL HOUR AT 7 P.M.**
- **MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT**
- **I AM PLEASED TO ANNOUNCE OUR SPEAKER WILL BE MIKE POWELL, DIRECTOR OF MAINTENANCE AT VALTERS AVIATION. THE TITLE OF HIS PRESENTATION IS "WHAT TO LOOK FOR WHEN YOU BUY A USED AIRPLANE". HE WILL COVER ALL THE SYSTEMS IN AIRPLANES FOR BOTH CERTIFICATED AND AMATURE BUILT AIRCRAFT. HE HAS MANY HORROR STORIES OF PEOPLE WHO BOUGHT USED PLANES AND THE PROBLEMS THAT COULD HAVE BEEN AVOIDED. THIS PRESENTATION IS A GREAT PRIMER FOR ANYONE THINKING OF BUYING A USED CERTIFICATED OR HOME-BUILT AIRPLANE. THERE WILL BE PLENTY OF TIME ALLOTTED FOR QUESTIONS TOO. TELL YOUR FRIENDS AND ANYONE WHO IS THINKING OR BUYING A USED PLANE-- THIS IS A PRESENTATION NOT TO BE MISSED.**

INSIDE THIS ISSUE

OLD GEEZERS	1
PRESIDENT'S REPORT	2
TREASURER'S REPORT	3
CLASSIFIEDS	3
YEAR END TREASURER'S REPORT	4
J3 CUB	5
YOUNG EAGLES	7
BAMBOO BOMBER	7

NORTH SIDE "OLD GEEZERS" INTERNATIONALLY FAMOUS

The Lake Elmo Airport Saturday morning breakfast gang on Fairchild Lane in Hangar 25B hit the big time in the January issue of Pilot magazine, a British publication. Sometimes affectionately called the "Old Geezers" by some of the younger 21D pilots, they were paid a visit in the Fall by Geoff Jones author of the article and of many other articles and a number of books.

His visit coincided with publication of his new book, "History of Northwest Airlines". During an earlier visit to 21D some time ago, he photographed some of the North Side aircraft from atop a boom truck supplied by Al Kupferschmidt. He has published several airline company histories, and jokingly said that every time he does that, the company enters bankruptcy. So check with him before buying airline stock! One of his stated goals is to take a ride in the Cessna Bamboo Bomber. Previous attempts to do so met with scheduling and weather difficulties, but some time???

Like all British aviation magazines, PILOT is a stunning publication with outstanding articles and photos. The following is an extract from his rather lengthy description of Minnesota aviation:

EXTRACT FROM PILOT MAGAZINE

JANUARY 2006, VOLUME 40, No. 1, PAGE 36,
"MINNESOTA'S FLYING FAMILIES"

BY GEOFF JONES

You may soon think that you're in Scandinavia, in fact, as you fly the Minnesota skies. The pilots and people you'll meet here are invariably of Scandinavian or German origin. -Charles Lindbergh, who was

(Continued on page 6)



PRESIDENT'S COLUMN
BY PAUL HOVE

The Minnesota Wing of Van's Air Force held their Winter Quarter meeting on the Lake Elmo Airport in December. Due to poor visibility there were no RV aircraft flying in for the meeting. The meeting was well attended by chapter members and RV enthusiasts from Minnesota and neighboring states.



There were about 65 participants at the meeting listening to the various speakers and everyone seemed to have a good time. It is great to see that many homebuilders. Maybe they will have the meeting at our airport again next year.

Chapter 54 member Jeff Hove applied for and received a grant to prepare a lesson plan and demonstration of water rockets for a grade school classroom project. Farnsworth Elementary will be the beta site for this project.

Chapter 54 donated \$1000 toward the Farnsworth Elementary school's annual trip to the Air Academy in Oshkosh WI. We have been contributing funding to this innovative air and space magnet school for the last couple of years and each year the director of the program gives the chapter a status report that is informative and interesting.

The weather this December was not very conducive to General Aviation Operations. The persistent ground fog kept many of the lads and their machines in the hanger.

The Saturday morning gathering at the chapter house has experienced resurgence with the poor flying weather and the multitude of Christmas cookies donated by several of the members. Stop by and help us finish off the remainders.

With the change in the Class B airspace at MSP the Green Bay and Twin Cities Sectionals and Minneapolis – Saint Paul Terminal Area Charts will remain in effect until February 16, 2006. At that time new charts will be available depicting the new airspace restrictions over MSP.

Here is a picture of a partial installation of the upholstery in my RV-7A Project. The interior is from Flightline Interiors in Michigan.



We still have a few 2006 EAA calendars left for sale at \$10.00 each. They are all at Valter's Aviation so stop by there to get yours. Hurry since we don't expect them to last very long.

Don't forget the Monday night chapter meeting on January 9th.

TREASURER'S REPORT

By PAUL LINNEROOTH

December's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 4,028.15
Investments	\$ 6,364.86
Total	\$10,433.01

Income in December consisted of \$775.00 in membership dues, \$40.00 in gifts received, and \$110.00 from calendar sales for a total of \$925.00.

Expenses for the same period were \$1,415.94 and included \$37.45 for newsletter publication, \$102.49 for utilities, \$276.00 to EAA National for annual registration and liability insurance, and \$1,000.00 to Farnsworth Aerospace Elementary Magnet School to help send students to Aviation Camp at EAA, Oshkosh.

CLASSIFIEDS

Bose Aviation X ANR aviation head set.

Mint, like new condition, used only 1 year and meticulously cared for. \$800.00/bo you save \$250 off new price!!!

Call EAA Chapter 54 Member Eric Hynnek 651-210-1220.

Peltor Aviation Stratosphere 7104 Active Noise Reduction Headset - \$225

This headset sells for over \$500 new. Like new condition--works perfectly. This is an extra headset and unused and could be a great buy for someone who has always wanted an ANR headset or a new pilot starting flight training.

Dale Seitzer 651-329-2229



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Chapter member meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon. The newsletter is printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.

21D RCO 118.625
21D Unicom: 122.8
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')

TREASURER'S REPORT – BUDGET VS ACTUAL
4TH QUARTER AND YEAR 2005
BY PAUL LINNEROOTH

	Budget 4th Qtr.	Actual 4th Qtr.	Budget Year	Actual Year
INCOME				
Membership Dues	1,150	975.00	4,050	3,225.00
Fundraisers	350	636.00	4,900	7,455.25
Gifts Received	100	40.00	400	489.00
Interest Income - CD	400	96.12		
TOTAL	1,600	1,651.00	9,750	11,265.37
EXPENSES				
Membership	200	133.33	875	728.42
Administrative	285	276.00	310	291.25
Building Operation	768	730.72	2,475	2,407.98
Education	1,000	1,010.32	2,715	2,554.00
Fundraisers	475	483.50	2,265	5,054.68
Reinvested CD Interest			400	96.12
Miscellaneous	100		1,400	1,327.37
TOTAL	2,828	2,633.87	10,040	12,459.82
NET GAIN(LOSS)	(1,228)	(982.87)	(290)	(1,194.45)

The budget for Fundraisers did not include the chapter's collection and payment of banquet meals and the purchase and sale of logo clothing although both were approved by the board after the budget was adopted.

ANOTHER PIPER J3 CUB ABOUT TO BE REBORN AT 21D

Our Chapter aircraft covering, welding, historical and other long time guru is just about done with a complete rebuild of a 1945 J3, N42080, owned by Joe Donahue of Rush Lake, Minnesota. Joe will put it on floats. It has a 90 HP engine and a 12 gallon auxiliary fuel tank.

Bill started working on the project in February 2005, generally working from 9 to 3 each day. Originally he worked on it in Jerry Sarracco's hangar and then moved next to the CAP hangar on the north hangar area. Remaining items include painting small parts and struts, and installing the windows, followed by final assembly.

Bill is well known as one of the earliest members of Chapter 54 when it was located in St. Paul. He is a Chapter Past President more than once and has been a volunteer at the youth workshops at EAA Oshkosh every year for many years. He is an A&P and flight instructor and has completed numerous projects. He has always been very generous in assisting others with their projects. Retired five years from his position as Chef for the St Thomas priests, Bill is an accomplished chef with many interesting experiences to tell. His parents were in the food



management business making him a natural.

In October Bill and his family made a major change, relocating from their long time home just west of Como Park to a relatively new all-on-one floor house in Cottage Grove. His new email address is frbilly@comcast.net

When asked what his next project would be, he answered immediately--- "REST!"

brought up around here, was a case in point, his predecessors coming from Sweden. There must be more Andersons, Petersons and Neilsens around Minnesota than there are Joneses in South Wales. And why did these people settle in Minnesota? As soon as you get in the air, you realize how the flat landscape resembles the flatter parts of northern Europe, with many lakes, forests and steep-roofed houses.

My quest was twofold: to fly some interesting and different aircraft in a lesser known part of the USA, and to pursue my hobby of air-to-air photography.

Lake Elmo airport to the east of Minneapolis was my first port of call - to meet the Andersons! It's a standing joke in many quarters about the 'airport geezers', those aging U.S. pilots who rarely fly, but gather once a week to hangar fly. Well, although Jim Anderson is now grounded due to medical problems, his son Paul and a whole army of their Lake Elmo friends explode this myth. Every Saturday morning they gather at one of the Lake Elmo hangars and cook breakfast, a cholesterol-fuelled humdinger! And when breakfast is over they go fly. I joined them for a morning of aeronautical indulgence, with classic aircraft types to die for, the most modern being a 1970s' Cessna Skyhawk, that we now used as a camera ship, Piper L-4 Cub, Cessna T-50 Bobcat, Naval Aircraft Factory N3N, Globe Swift, Cessna 170, and that's before the homebuilts appeared, a Midget Mustang, EAA Acro Sport, Kitfox and Thorpe T-18.

Dennis Hoffman is the owner of several, an ace aircraft restorer who's blessed with the time and the finance to lavish exceptional care on preserving - and flying - these rare birds. His current cache is four aircraft in one of the lock-up hangars on Fairchild Row (each of the rows of lock-ups have street names) and here is the home of the 'RATHOLE' (Regional Aviation Tactical Headquarters of Lake Elmo). His L-4 Cub

was found in a barn in 1988 at Clear Lake, Wisconsin and he's been flying the hell out of it since restoration was complete in 1989. His Cessna 170, new in 1953, was his next project, a type recommended by another Lake Elmo resident who said, "For nostalgia, economy and four-place seating, get a 170." He did and restored it to a polished metal finish that takes lots of weekly TLC. He thinks the 170 is probably now worth \$50,000+, but is adamant that he wouldn't sell it, it's so much fun to fly.



Dennis then built a Midget Mustang, and, his latest project, a basket case he's been storing since the 1980's finally took to the air again in September 2005, a Globe GC-B Swift built by Temco Inc at Dallas, in July 1949, which is now flying in a green, military-style primer, but soon may be adorned in a champagne finish.

Geoff devotes added space to the Jim and Paul Anderson (neighbors to Dennis Hoffman) aircraft later in the story. He also features the Anoka, Flying Cloud and Forest Lake airports. In addition to photos of the Twin Cities buildings and a number of aircraft, Geoff has included a sectional chart marked with local airports, and a list of contacts and web sites for area fields.

YOUNG EAGLES CHAIRMAN REPORT

By Dave Becker

I am excited for the opportunity to chair the EAA 54 Young Eagles program. Al Kupherschmidt has led this program for many years with excellent leadership and unending enthusiasm. My goal is to continue in Al's footsteps to ensure our Young Eagles program serves our community by introducing our local youth to the joy of aviation. Al has been very helpful in bringing me up to speed and introducing me to some of the many members who are involved in the Young Eagles program. I will keep members up to date on Young Eagle activities via the Beacon newsletter and e-mail to those pilots and helpers who have indicated direct involvement.

This year we will be trying a new approach to scheduling Young Eagle Days. We will be set-

ting the second Saturday of the month, from 9:00 a.m. to 10:30 a.m., as a standing Young Eagles day. These pre-scheduled days will start in April and go through November. This will allow our pilots to better plan their time and the community will have a standard day to bring their kids. There will be special groups that we will accommodate on other dates, but the majority of flights will take place on the second Saturdays. We will publicize these dates and have signs posted.

With your help and involvement, I look forward to keeping the EAA 54 Young Eagles program vital and always improving. Feel free to e-mail me at dave-becker@comcast.net with your desire to be active in the Young Eagles program or with your comments and ideas.

I look forward to meeting you. Have a nice flight.

BAMBOO BOMBER LEAVES 21D FOR NEW HOME IN SASKATCHEWAN

Not many airports in the US have two 1940's Cessna UC78 Bamboo Bombers, and until recently, Lake Elmo was one of them. In addition to the flying version, N88878, owned by the EAFB Flying Club on the north side, there was another, N62997, which was a disassembled project, with major rear spar wood rot at the center section. This was a common ailment caused by leaving the wood winged plane out in the elements. Water ran down the wing fairing and moisture helped the bugs eat the wood.

The new owner is Colin Bevan, of Kindersley, SK, Canada, about 250 miles north of Havre, Montana. Colin's father had a surplus Canadian

Crane, which is the same as a UC78, parked in his farm yard which Colin played in as a kid. He has been collecting parts for years with intention of restoring and owning his own.

Some of the members may remember Colin talking about aviation in Canada and his aircraft repair business at the Chapter meeting when he was here loading up the semi full of airplane. He has a repair business servicing mainly ag aircraft.

Thanks to a number of airport volunteers, the RATHOLE and other north side hangars now have some empty space and have stopped subsiding into the earth. However there are still a number of spare used tail feathers, engines, gear, etc. if any one needs some.



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CLASSIFIEDS

This space is left available for members who have aviation related stuff (or just about anything else within reason) to Buy, Sell, or Trade.

NEW MEMBERS

Please let us know when there are new members joining the organization. We would like to hear about who they are, where they came from, and what they are working on.