



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

FEBRUARY 2006

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THIS MONTH'S PROGRAM

MONDAY FEBRUARY 13TH, 2006

- **SOCIAL HOUR AT 7 P.M.**
- **MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT**
- **THE SPEAKER FOR THE FEB EAA CHAPTER 54 MTG WILL BE RICHARD BRAUNIG RICK.BRAUNIG@DOT.STATE.MN.US RICHARD WORKS FOR THE OFFICE OF AERONAUTICS AT THE DEPARTMENT OF TRANSPORTATION. HE WILL TALK ABOUT CLASS B AIRSPACE, LOCKHEED FLIGHT SERVICE, HOW ADS-B AND LPV AFFECT AIRCRAFT AND THE MOST COMMON ACCIDENT CAUSES.**

EDITORIAL—GOVERNMENT AFFAIRS

By: JIM ANDERSON

There seems to be hesitancy by the Chapter and certain members to become involved in government affairs concerning our airport and aviation, for fear that we “might lose our tax exempt status”. So I did a little research on the Internet and in Sport Aviation to see what the EAA is doing elsewhere.

On page 10 of the February Sport Aviation the headline reads, “EAA Responds to ‘No Fly Zone’ Attempt”. A Kentucky legislator submitted a resolution to the legislature to prohibit overflight of state capitol grounds for all aircraft.

Contacted by the Frankfort Kentucky Chapter, the EAA sent a letter to the senator “urging him to withdraw his misguided proposal”. In addition the EAA sent an “e-Alert” to Kentucky members urging them to contact the senator.

This is just one of many examples of EAA’s national and local participation in regulatory matters. Frequently there are many other EAA news items about contacting legislators and bureaucrats concerning aviation interests. The list is too long to repeat here.

I also searched for regulations regarding 501 c3 lobbying and found that we are not disenfranchised. I urge doubting members to do the same. You will find that certain kinds of lobbying are permitted, although according to one source the tax exempt entity can spend no more than 5 per cent of annual income. There are definitions of “lobbying” and “political activity”, the latter of which I believe is prohibited. But urging members to contact regulators and legislators, including those appointed appears to me to be OK.

The point is that the MAC must listen to NWA re-

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PRESIDENT'S COLUMN
BY PAUL HOVE

Farnsworth Aerospace Magnet School, located at 1290 Arcade Street in Saint Paul, is hosting an Open House on Thursday, February 9th, from 6pm-8pm. I would encourage our members to visit the school and stop and talk to Jill Wall. It is interesting to look at the student's aviation work and see the wonderful equipment that they have for the classroom.



EAA has announced a new Lucky Lease/Mentor Program beginning on February 1st. Every member who joins or renews their membership between Feb 1st and Jan 30th next year will be automatically given a chance a to win the grand prize: a two year lease of a state-of-the-art Diamond DA40 Aircraft. There will be monthly drawings of prizes worth less that \$1000 provided by EAA advertisers and sponsors. Also a drawing will be held in Feb 2007 for those who recruit new EAA members.

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

AOPA reports that while there are no VFR flyways through the Class B airspace, they have a promise from the FAA that they will create them to facilitate passage across the Twin Cities.

Hugh Sontag hsontag@qdea.com has volunteered to take over the Webmaster responsibilities for our web site, <http://www.eaa54.org>. We wish to thank Paul Liedl for jumping in and updating the web site while we were searching for a new webmaster.

Ground School Classes start this month with an informational meeting on Monday February 6th and the first class on Thursday February 9th. We have 20 inquires that are interested in attending. Remember EAA54 members can audit the class for free. See Art Edlund or our web site for details. National EAA Members can request a \$10.00 LaserGrade coupon that can be applied to the cost of the written exam.

Member Dave Becker has donated a Dell Inspiron 7500 laptop to the chapter. It is a Pentium III processor running at 500 MHz with 128Mb of memory. The computer is loaded with Windows XP Pro and Microsoft Office 2003. This unit will be used by the Ground School Instructors to teach our upcoming class and will be sitting on the desk for member use the rest of the time.

We still have one 2006 EAA calendar left for sale at \$10.00. I will have it at the Chapter Meeting. Don't forget the Monday night chapter meeting on February 13th.

TREASURER'S REPORT
BY PAUL RANKIN

January 2006 Financial Summary

Cash on hand	\$	40.00
Checking Account	\$	4,296.97
Investments	\$	6,364.86
Total	\$	10,701.83

Income

Membership Dues	\$	450.00
Donations	\$	65.00
Total	\$	515.00

Expenses

Newsletter	\$	35.09
Utilities	\$	251.09
Total	\$	286.18

Editorial (Continued from page 1)

garding reliever airports, but the pilots, tenants, and hangar owners don't seem to have much voice or power.

There have been substantial efforts to obtain closure of Crystal for development, and the code words from MAC are that it may be downsized or modified in accordance to wishes of the community. The latest consultant report mentions that the land value of the relievers, if closed, was beyond the scope of the work. However, just the mention of the subject ought to raise our awareness. It reminds me of typical governmental releases that say, "There is no truth to the report that--- 'such and so has occurred' ", and then a few days later the real truth comes out. Small airports are being closed all over the country. Who know who will be next? Do not Sleep Peacefully tonight!



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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')

I thought it would be a good idea to give a short bio on a couple of members each month. This month, Dave Fiebiger, Don Carlson, and Dale Seitzer are in the spotlight.

Dave Fiebiger

Dave is a well known old timer in Chapter 54, having been a member since 1969 when the meetings were held at Sanborn Aviation in the big hangar at Downtown St Paul Airport. That's when Dave first started flying, getting his ticket at Wings, which was also there back then.

Dave was "born and bred" in Frogtown in St. Paul, and attended St Paul Mechanic Arts High School (next to the State Capitol, long since gone) and St Paul Vocational School. He studied electronics, which had been his first love as a kid. He told people his "flat ears" were from too much headphone time!

He started out in a partnership in a Champ that he and his partner rebuilt, and then moved on to a Beech Musketeer, A Sierra, and then a Sport, which he also rebuilt. He still has the Sierra in his nifty hangar on the South side of 21D.

At age 15, he was the youngest licensed ham radio operator in Minnesota, no mean feat in those days. His career included early hi-fi manufacturing, followed by a stint doing gas conversions around the country. His Air Force duty was served as an Electronics/Radio Supervisor, and was a lab tech at Univac for seven plus years.. He also spent 29 years in maintenance at the White Bear School District, from which he retired fourteen years ago.

He and his wife had two girls and twin boys. The boys have continued his two great loves - aviation and electronics. One is a Lear Jet Captain, and the other an Electrical Engineer in Minneapolis.

As most of you know, Dave has been "Mr. Lake

Elmo Airport", volunteering in many ways, including serving, along with Al Kupferschmidt as representative to the RAAC advisory committee for the Metropolitan airports Commission. It was his idea to obtain the former modular class room as the Chapter house, and he has been the project "spark plug" all the way. It would not have happened without him.

Don Carlson

Many have known Don Carlson as a long time Lake Elmo pilot and instructor, who recently has been recovering from some serious health problems. Don was under age when he joined the Stillwater Minnesota National Guard and was called up for the 1940 Louisiana maneuvers to get ready for WWII. While there, he had a ride in a Grumman Duck at NAS Pensacola, and he and a friend applied for US Army Air Corps pilot training. He then became a qualified navigator as well as instrument pilot, ending up as instructor and checkout pilot in numerous aircraft. He has some good B17 stories from Sebring Florida and other fields. After the War, he remained in the Guard, flying P51's and multi engine planes.

As some of you know, Don is a talented artist, of late specializing in beautiful aircraft paintings. He also was a trained graphic artist and formed his own company serving major clients in Minnesota. In the meantime, he also flew corporate aircraft locally for many years.

Don and his wife have two boys, one still in the graphic arts business, and the other in the automobile business. He is an avid swimmer and has exercised regularly, which probably saved his life when he was struck by an infection of the heart cavity and his vertebra. He required extensive antibiotic and surgical treatment, but has come a long way back on the road to recovery. With his usual discipline, he ardently participated in all of the therapy required and is doing quite well. He's been a regular on Saturdays at

the North Side Old Geezers breakfast again.

Don has been very active in the EAA Chapter 54 ground school, among other activities, providing planning, lecturing, and graphic materials for the course work. He also has prepared the posters and signage for the Chapter Pancake Breakfasts every year.

Dale Seitzer

Dale Seitzer was just elected Vice President, he started flying when his wife, Bettie bought him an intro flight at Wings in St Paul. in 1998. Dale transitioned to ultralights when the cost for lessons and plane rental grew larger than the

fun of flying. He bought and flew a Kolb Firestar and flew until Bettie grew more interested—she soloed and the single seat plane was not enough. Dale and Bettie bought a Titan Tornado and both took additional training and testing to become Basic Flight Instructors. Dale completed his private pilot license at Valters this spring. He has close to 1,000 hours in light aircraft, he has flown into Oshkosh 4 years. He enjoys take offs and landing from short grass strips and fields. He also enjoys flying with friends and sharing the joy of flying. He recently completed Rotax 912 Engine Maintenance Troubleshooting and Repair training.

CHAIRMAN'S REPORTS: YOUNG EAGLES

BY: DAVE BECKER

As February embarks and January is behind us, it is my duty to report that as of this date, our EAA 54 Chapter has flown Zero Young Eagle flights. This is well below the 2005 monthly average. But don't despair. I am confident Young Eagle activity will improve during the second quarter. Al Kupferschmidt is working with a group of about 40 boyscouts who would like to tour some hangars and on an other day, take Young Eagle flights. More on this when dates get set.

I am creating an e-mail list for those EAA 54 Chapter members who have an interest in being active in our Young Eagles program. The purpose of the e-mail list is to communicate timely information and solicit members' help for Young Eagle activities. If you desire to be an active participant in our Young Eagles program, please e-mail me at dave-becker@comcast.net and indicate if you want to be listed as a pilot or ground support or both. Those members from last years Young Eagles list have been contacted and need not respond to this request for a desire to be involved in Young Eagle activities.

The Young Eagle Pilot requirements are basic,

but must be followed.

- All participating pilots must hold an Appropriate Airmen's Certificate (Sport Pilot or greater).
- Pilots must possess a current Medical Certificate (if applicable).
- Pilots must be current EAA National Members.
- Pilots must be current to carry passengers in the aircraft they plan to use.
- Pilots must have a current Flight Review.
- Aircraft Passenger Liability Insurance is required for the aircraft used (owned, rental or borrowed).
- The Young Eagles registration form must be completed before the flight, complete with parent or guardian signature.
- The aircraft used for the flight must be in airworthy condition.

As an EAA member, pilots participating in the Young Eagles program are eligible for an additional \$1 million of passenger liability insurance coverage, if they carry a minimum of \$100,000 per seat liability insurance.

Other Young Eagle volunteers (ground support) are not required to be EAA members, but are encouraged to join EAA.

21D AIRCRAFT INVENTORY

As part of our concern about MAC intentions regarding relievers, Dick Wicklund obtained a computer file of aircraft based at Lake Elmo from MnDOT Aeronautics Department. Converting the file to Excel for searching and sorting, some interesting information was found.

However, before discussing the data, it should be remembered that the raw data may not be exactly up to date and some aircraft may be registered elsewhere, though some times at 21D.

There are approximately 235 planes based at 21D. The oldest listed is a 1939 Fairchild and the newest, two 2005 Cirrusses (Cirri??).

The age of aircraft by decade is:

Decade	Number
1940-1950	47
1950-1960	19
1960-1970	57
1970-1980	58
1980-1990	21
1990-2000	16
2000-2006	14

Total 232

By manufacturer,

Aeronca	4
Beechcraft	17
Bellanca	10
Cessna	75
Swifts	12
Luscombe	4
Mooney	11
Piper	41
Stinson	1
Homebuilts	29

The oldest homebuilt is a Midget Mustang from 1973. Most others were built after 1980. There are seven pre-WWII planes and three WWII planes, the L3, T-50, and DGA-15P.

The file is available and public record, and can be obtained by emailing me at ji-mands@gmail.com. The data is "as-is" with no guarantee of accuracy.

NEW CHAPTER PROJECT: AIRPLANE VIEWING AREA

At the urging of Dave Fiebiger and Dale Seitzer, the MAC has given the Chapter permission to install a "temporary" airplane viewing area.



Committee members Paul Hove, Dale Seitzer, Dave Fiebiger, and Lynn Riggs planning view area project.

The committee, consisting of Dave, Dale, Paul Hove, met on Saturday, January 28 at the Chapter House to plan the project. Among the tasks to be defined are name, location, size of the area. Options include construction materials, furniture type and signage.

The Chapter will contribute money and labor, and the committee is looking for more volunteers and donations of money or materials. Ian Edlund is among the first volunteers to help with construction.

So contact any of the committees to pitch in and help. It will be a good public service project.

FUN PLACES TO FLY

My name is Jim Smith. I am a member of EAA Chapter 1246 in McKinney, Texas. I am in the process of letting other EAA Chapters know about a website that was created for our local EAA Chapters that contains aviation events, fun places to fly, and free classified ads. The name of this website is <http://FunPlacesToFly.com>

Sometimes it's hard to get the word out about the events that we host. This website has a weekly email mailout to let its members know about events in their chosen area. It also emails out new events as they are posted. Our chapter also has what we call "Flyouts" to various destinations once a month. FunPlacesToFly.com has a searchable database of fun destinations that is searchable by zip code. You can also add your destinations to the website database.

Everything on this website is free and is a service to all aviation enthusiasts. It also has a downloadable pdf flyer for posting at your airport or meeting hall, if you so desire.

I myself, am in the process of building an RV-9A, from Van's Aircraft. You can see my progress at <http://SmittysRV.com>

Please accept this invitation to visit:
<http://FunPlacesToFly.com> - Homepage
<http://FunPlacesToFly.com/funplacestofly.pdf> - PDF Flyer

MAC COMMITTEES 4 JAN. 2006

Finance, Development and Environment Committee (FD&E)

MAC, Anoka County, and the Developer are making a minor adjustment to their joint powers agreement. As a result, MAC will do site grading, utilities, and drainage for the North West Building Area (NWBA). This will eliminate the potential for multiple contractor coordination and may result in lower bids. All costs associated with the project will be reimbursed by the County, as previously agreed.

Management and Operations M&O

Chairmanship of this committee has changed from Commissioner Paul Rehkamp to Commissioner Jack Lanners. Commissioner Lanners is also Vice-Chair of the Commission.

At Flying Cloud, the Minnesota State Colleges and Universities lease will have a dramatic rate increase. The first year increase will go from \$5000 to \$15,000. The second year lease will be \$30,000. In year three, the lease amount will equal current storage hangar rates, i.e., \$58,000. The school will need to get additional appropriations from the legislature to cover this cost. This school provides training for aircraft

mechanics, aircraft dispatchers, and air traffic controllers.

Ordinance No. 102, Ground Rental Rates at MSP was on the agenda. A previous meeting regarding this ordinance had resulted in the Commissioners directing staff to categorize land use. For example, Industrial Parcel with Ramp, Industrial Parcel without Ramp, Industrial Parcel Large Signatory, etc. (Large Signatory designates airlines). The proposed ordinance includes a rate increase from twenty cents to twenty-five cents per square foot for those in the Signatory category. NWA, represented by Kathleen Nelson, objected to the rate increase for airlines at this time. Sun Country and Champion Air also objected. Ms. Nelson said the land appraiser used different criteria at MSP than were used in the Reliever Airport land appraisal. Chair Tigwell said she did not support rate increases to airlines at this time. There was considerable disagreement among the Commissioners. The suggestion to freeze Signatory rates in Ordinance No. 102 was ordered sent to the Full Commission without recommendation from the Committee.

Mitchell Kilian, Director of Governmental Affairs, provided a legislative update. He particularly mentioned the work being done by Chair Vicki Tigwell to get STP dike funding from the FAA.



Jesse Black writes (Jan. 8), "I do not plow the snow on my runway as yet. Skis only, please. 45 degrees, 20 minutes N, 94 degrees 47 minutes W. West side of lake, 16 miles NE of Willmar.... Have a nice winter. Fly high & fast.



MAC COMMISSION 17 JAN. 2006

The Reliever Airport Task Force report, as accepted by the Management and Operations Committee, was on the full commission agenda. Chair Tigwell complimented Commissioner Lanners and staff for the work done on this report. Commissioner Lanners then presented the report to the Commissioners saying this was the first step in an evolving process and a number of issues may not have been answered completely. He explained that capacity was a major issue, both at MSP and Relievers. He noted that runway peak demand times are a consideration for both MSP and Relievers. He added that Reliever Airports have been developed with a sufficient number of runways, but not sufficient runway capacity due to lack of 5000 foot runways. He also said Relievers were underdeveloped in terms of aircraft storage capacity. In explaining how the Task Force arrived at their recommendation that Relievers be credited with providing a benefit of \$10 per operation at MSP, he reviewed a study done by the International Airline Transport Association (IATA). This study showed the cost to airlines of a one minute delay in an operation at an airport. Commissioner Lanners then outlined the changing patterns in Reliever operations over the past 20 years. At one time, training flights by student pilots at Relievers accounted for the majority of operations. Many of these flying school students were participating in various GI bills. As those programs ended, flying schools began a long, slow decline. This can be seen in records of declining operations per year at Relievers. However, during the same time period, General Aviation was changing as business flights increased. He said that there are currently about sixty-thousand business flights per year out of STP. This led to Commissioner Lanners thesis that the Relievers do not have a runway capacity problem, but rather do have an overall facility capacity problem. He said correcting this will not happen quickly. Relievers must be developed in a sound manner. There are currently some portions of Reliever Airport space that could be released to developers very soon. He added that the Task Force is close to having specific recommendations. Referring to Crystal Airport, Commissioner Lanners said the Task Force may have specific proposals within a month and could have a long term plan in place within six to nine months. Commissioner Lanners then moved the report be accepted, and Chair Tigwell opened

the floor to discussion.

Commissioner McKasy, who had missed the M&O Committee special meeting, asked about other management options and about the game plan for aeronautical development. Commissioner Lanners replied that their goal was to look at every piece of land and empower staff to take action. He added that the Task Force had looked at both outside management and disposition of airports and briefly reviewed why those concepts had been rejected.

Commissioner Mars began his comments by saying he believed it was time for a whole culture change, saying that MAC was the only system like this in the whole country. He said he wanted to go way beyond this report, quit spending money, and start paying off its huge debt. He drew an analogy to what if the University of Minnesota was responsible for running all the schools (K thru 12) in the entire state. Commissioner Lanners responded that MAC was only responsible for six Relievers that have an impact on MSP and that is a pretty good system. He said the Relievers were behind in technology, while many greater Minnesota airports are much more advanced. The Task Force plans to move forward in a proactive manner. He again emphasized the importance of empowering staff.

Commissioner McGee asked about the time line for the planning process. Nigel Finney, Development Director, said that staff must update the long term comprehensive plan which goes to Met Council for approval. This is usually a six to nine month process. Commissioner McGee asked if this would provide answers to the city of Crystal, Hennepin County, and the corridor partnership for highway 81. Mr. Finney replied that process would allow MAC to make a decision about MIC once and for all.

Commissioner Williams asked if safety concerns would be considered. Tim Anderson, Management & Operations Director, said that MAC did not need to duplicate facilities at every airport. He said it was important to separate corporate jets from small sport aircraft. Commissioner Lanners added that the city of Crystal would have input into the process.

Commissioner Landy said he supports a system of



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airports that compliment each other, rather than competing with each other. He said MAC must consider what operations will be like in fifty years, not just five years. If airports were developed one at a time, how would MAC have a System Plan? Chair Tigwell urged Commissioners to keep their discussion focused on whether or not to approve this report.

Commissioner McGee said she still needed to understand the planning process. Mr. Finney explained that there would be a series of steps. He noted that Met Council has responsibilities in the process. However, he characterized the Met Council transportation policy framework as consistent with the Task Force report. He added that the biggest questions revolved around the three smallest airports.

Next, comments were accepted from the audience.

Ann Norris, Crystal city manager said she was disappointed the report did not include a public policy discussion about keeping MIC open. She characterized this airport as not having much business capacity and being primarily a storage facility for small planes. Commissioner Lanners emphasized the importance of maintaining capacity. He said with the Very Light Jets (VLJs) and sport category planes due to appear in increasing numbers, Relievers may grow significantly. He told the Commissioners it was important to protect the future by retaining capacity. Chair Tigwell asked if the Task Force had looked at getting all General Aviation out of MSP. Commissioner Lanners said that the Task Force had looked at the considerable success during the past ten years of moving GA aircraft from MSP to the primary Relievers. Ann Norris said VLJs and sport planes were not appropriate for their community.

Mike Opat, Hennepin County Commissioner whose district includes Crystal, said he had concerns about investing tens of millions of dollars in an airport that may be closed in ten years. He said it was clear to him MAC must look at closing MIC.

He said that if it were to remain an airport, it would need to be much more aesthetic. Ann Norris said she was concerned that if this report was adopted, the public policy of keeping MIC open would not be addressed. Commissioner McGee asked Nigel if the Met Council policy and planning process would help. Commissioner Boivin said he would like to see a proactive response to lingering MIC questions.

Robert Schroeder, hangar owner at MIC, told the Commission that it was important to have a clear vision of the MIC questions. He asked who would pay the federal and state governments if the airport were closed. Who would pay to move the 256 airplanes based there? He said he uses MIC for business and will be taking delivery of a VLJ next November. He pointed out that MIC could be a great interface between General Aviation and mass transit to downtown Minneapolis.

Glenn Weibel, Chair of the Reliever Airports Advisory Council, said that RAAC supports the report, especially the provision that an effort will be made to get federal money for Reliever improvements.

Kevin Rebman, Crystal Airport Community Group, said it was important to keep a System. He added that there should not be an effort to segregate airports.

Randy Arenson, Flying Scotchman FBO at MIC, said he does aerial photography of the developing commercial area along the 610 corridor, especially around the new Target corporate office area. He said the rapid business development of Maple Grove and the 610 corridor make the concept of plane to train interface at MIC worth close study.

The Commission accepted the report with no dissenting votes.