



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

NOVEMBER 2017

November 2017

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY December 11, 2017

- Holiday Banquet
- Serving begins 6:00 PM
- CHAPTER HOUSE, ENTRANCE B,
LAKE ELMO AIRPORT 21D
- Our Chapter Web site address:
www.eaa54.org

2017 EAA Chapter 54 Annual Membership Meeting Elections Minutes

At the completion of the program, the meeting was called to order at 8:40 PM at the Chapter Clubhouse by Jim Pearsall, presiding president.

Directors in attendance:

Jim Pearsall
Jack Miller
Tom Gibbons
Jeff Hove
Dave Syverson

Nine other current members of Chapter 54 were present. Those present were canvassed by show of hands if they felt they received notice of the meeting and elections.

A slate was proposed, noting positions for which no one had expressed interest, Open roles included Vice President, Housing and Young Eagle Directors. A call was made if anyone was interested in standing for any of the positions including those open.

Greg Adler nominated himself to stand for Housing Director.

A motion was entertained to vote for all open positions as a single slate. Moved by Greg Adler and seconded by Al Kupferschmidt. The motion was posed and carried unanimously.

2017 Slate (2018-19 Terms)

Class I Directors

Jack Miller - President
Open - Vice President
Tom Gibbons - Treasurer
Jim Pearsall - Secretary

Class III Directors

Greg Adler - Housing
Leif Erickson - Education
John Renwick - Membership
Open - Young Eagles

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Holiday Banquet 2016



Newsletter Editor

Dale Seitzer

The slate was put to a vote and approved unanimously.

Other business

- Planning for 2018 Ground School is underway. Planning meeting will be held Saturday, Nov 18, 9:00 AM, at the clubhouse
- Aviation Day date is set for Aug 12, 2018
- Joe Harris identified in his remarks that a restaurant is opening at St Paul Downtown Terminal Building, Holman's Table. The suggestion was made that we hold our January Meeting at the location. Pau Randall will investigate.

Meeting was adjourned at 9:05





FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

Greetings Chapter 54,

Lots going on this month! First, elections. The peaceful transfer of leadership is underway with our 2017 elections Monday night. First, I welcome Jack Miller as the President-Elect, Tom Gibbins returning as Treasurer. I will be transitioning to Secretary with the Vice President position open. In other positions, Greg Alder stepped up to take on Housing after many years of Dave Fiebiger holding the position. Thank you Dave for many years of service and welcome Greg. Greg brings his background in education about construction. How fitting he now helps manage an ex-classroom building!

In other roles, Leif Erickson, John Renwick are staying on in Education and Membership respectively while Dale Seitzer agreeing to continue as the Newsletter Editor. Linda Amble is taking a break from the demanding role of Young Eagle Coordinator and that position is currently open. There are parties who are very qualified expressing an interest in picking up the program Linda has so ably shepherded. Stay tuned.

Also on Monday Night we had a visit from two MAC representatives, Jennifer Lewis and Joe Harris. Joe provided info on Super Bowl including highlights from his trip to Houston earlier this year to observe air operations at the last such event. Jennifer gave us an update on new Pilot Guides, notably for STP and answered questions on local noise impact, etc.. Takeaways, 21D impact to Super Bowl will be minor and be conscious of your sound footprint departing 22 and on 32 downwind.

Next month plan on a party in lieu of a meeting, see elsewhere in the newsletter for more details, November minutes and possibly announcements relative to Ground School.



A House Built from a B-29 Bomber

“Charles is my Dad. His family lived nearby at 7th and Pierce St NE. by Delmonico's grocery store. My Dad had a Phillips 66 station on 18th and East Hennepin from around the early 1930s until 1971. After the war, the fuselage was being towed down Hennepin Ave by Roy Rasmussen, who asked if my Dad knew anywhere that he could park his house. They became friends for many years.” Linda Amble

By [Jack El-Hai](#), (Regular Contributor)

The United States was in the midst of a severe housing shortage in 1946 when Roy Rasmussen, a Marine Corps veteran, spotted a section of a B-29 bomber airplane sitting in a scrap metal yard in Omaha, Nebraska. Along with his wife, Evelyn, and two-year-old son, Roy Jr., Rasmussen needed an affordable place to live while he was taking classes at the University of Minnesota, so he bought the 20-foot-long hunk for \$130 and towed it up to Minneapolis.

Over the next several weeks, Rasmussen fixed up the fuselage—formerly the portion of the airplane that housed the crew and radio section—and installed a cooking range, stove, sink, closet, fold-down tables, and a davenport that doubled as the couple’s bed.

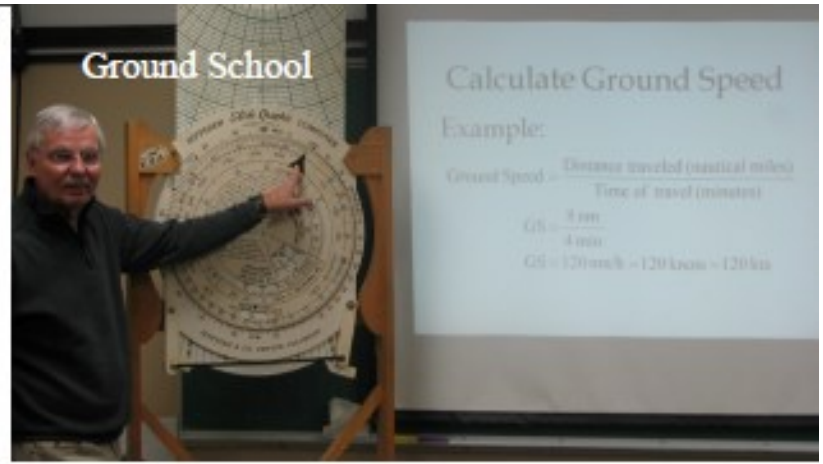
“One day I saw this thing coming down the street,” recalled Charles Amble, the owner of a service station at the corner of Eighteenth and East Hennepin Avenue in Minneapolis. “The man pulling it said he was looking for a place to park it. I thought it was kind of a novelty, so I said he could park it next to my station.”



For the next year, the Rasmussens lived in the bomber on Amble’s property. They used the service station’s bathroom, and Roy Jr. played in back of the airplane in a sandbox made from a bubble window of the fuselage. Evelyn Rasmussen did not recall whether the home received much attention from her neighbors. “It was located in the back and under a tree, so I don’t think too many people noticed it,” she said.

Soon, however, the Rasmussens sold the bomber to another couple, Galen and Elayne Armstrong. Elayne remembered that she and her husband frequently hosted parties there, watched the trains pass on the nearby tracks, and “loved the view of the bubble where the gunner was [and where we] could lay in bed and look at the stars.” After about seven years, the Armstrongs sold the home to a Mr. Lewis, who, Elayne believed, moved the bomber about 90 miles north to a location near Lake Mille Lacs.

Roy Rasmussen’s strange living space had at least temporarily saved the day. “I thought it was wonderful that he thought of it, and there was no place else left to live,” said Evelyn Rasmussen.



Private/Sport Pilot Ground School

Starts February 1, 2018
6:00 — 9:00 p.m.

EAA Chapter 54 Clubhouse
Lake Elmo Airport

Register online at eaa54.org



2018 Private/Sport Pilot Ground School

Chapter 54's private/sport pilot ground school will be offered again in 2108.

The first class will be held on Thursday, February 1, from 6:00 p.m. to 9 p.m. at the clubhouse. Classes will be on Mondays and Thursdays, through April 30. Monday classes will not meet when they conflict with monthly Chapter 54 meetings. The Monday dates are February 12, March 12, and April 9.

Our website is being updated with current information about the course.

Chapter 54 members are welcome to audit the course, for free, on a space available basis. A few seats for individual sessions will also be available to participants in the Safety Program Airmen Notification System (SPANS) to earn FAA Wings credit.

The class sessions will meet at the Chapter 54 clubhouse. It will be re-configured as a classroom with folding tables and chairs ... our apology for any inconvenience to the Saturday morning crew that gathers at the clubhouse.

If you know anyone that may be interested in the course, please have them contact me at education@eaa54.org, or check out the information on our website.

Leif Erickson
Education Director

Airventure Photos



Don't forget sunglasses

Report finds some aircraft expose pilots to greater levels of harmful light

October 20, 2017 By Jill W. Tallman AOPA

Pilots who fly aircraft with a high service ceiling risk a greater exposure to harmful ultraviolet rays—and the airplane's windscreen may not be providing enough protection.

Most cockpit windows do a good to reasonable job of filtering out UVA light, or the region of ultraviolet light that can damage skin over time, as well as impair the iris and lens of the eye, according to a report by M7 Labs. M7 Labs is a technical division of [Method Seven](#), a company that designs, produces, and sells sunglasses.

“UVA is a pronounced problem for pilots because the intensity of UVA radiation increases approximately 15 percent for every 3,000 feet of altitude above sea level,” the report said. A pilot flying at 33,000 feet is flying in a UVA environment that is 4.7 times as intense as that experienced at sea level, the report said.



M7 Labs compared its research to that of a 2007 study conducted by the Civil Aerospace Medical Institute for the FAA. The CAMI report evaluated how well the windscreens from three commercial jets, two commercial propeller-driven passenger airplanes, a small jet, and two single-engine piston airplanes filtered out UVA light. Windscreens were sent to CAMI's Vision Research Laboratory in Oklahoma City. Testing was performed under ideal laboratory conditions using calibrated light sources.

M7 Labs analyzed the windscreens of 73 different aircraft by using a spectrometer to evaluate how lenses filter light across the ultraviolet, visible, and beginning near infrared portion of the light spectrum. The spectrometer recorded the ambient light spectrum—a method less precise than the results produced in the CAMI report, but sufficiently accurate to demonstrate whether a problem exists and to identify the approximate magnitude of the problem, M7 Labs said in the report.

Flying at the service ceiling of 51,000 feet, a pilot in a Cessna Citation X would be exposed to more than 10 times UVA light as if he or she were sitting on a beach at sea level without any sort of skin or eye protection, the report found. A Citation X at a service ceiling of 18,000 feet would expose the pilot to 50 percent more UVA light than at sea level.

The report found that windscreens in most other turbine aircraft, including the Daher TBM 700, the Cessna Citation M2, and the Airbus A321, filtered out UVA light at service ceiling altitudes. Similarly, the piston aircraft analyzed in the study, including the Cessna 172N, the Diamond DA20-C1, the Piper PA-22-150, the Beechcraft B35, and the Cirrus SR-2T, filtered UVA light adequately.

“Most of the aircraft did a really good job,” said Barry Shiller, chief technical officer of Method Seven. Pilots should use sunblock and wear sunglasses when flying in any aircraft. UVA light doesn't cause immediate damage to the eye, but it can pass through the cornea and penetrate the lens and retina inside the eye, according to the website [AllAboutVision](#). Extended exposure to UVA light has been linked to the formation of cataracts and macular degeneration, among other conditions.

Noise Abatement Plan

The voluntary Noise Abatement Plan for Lake Elmo Airport (21D) has been prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible.

NOTE: FAA regulations and requirements take precedence over noise abatement procedures. RECOMMENDED PROCEDURES ARE NOT INTENDED TO CONFLICT WITH INSTRUCTIONS FROM ATC OR THOSE WHICH ARE THE EXCLUSIVE AUTHORITY OF THE FAA.

LAKE ELMO AIRPORT IS NOISE SENSITIVE

Avoid Noise Sensitive Residential Areas
Pilots are asked to operate with consideration for the residents located near Lake Elmo Airport (21D). Please avoid flying low and follow the established noise abatement procedures to help ensure a peaceful environment for everyone.

Voluntary Nighttime Procedures In Effect

1. Closed traffic pattern training operations are discouraged between the hours of 2400 local and 0700 local.
2. Intersection takeoffs are discouraged at all times. Intersection takeoffs between the hours of 2200 local and 0700 local are prohibited.
3. Any aircraft not meeting Federal Air Regulation Part 36 is prohibited between the hours of 2200 local and 0700 local.

Preferred Runway Use

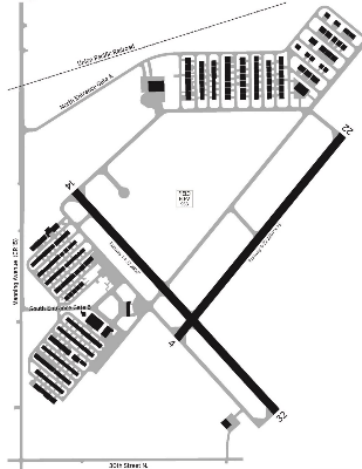
1. When the winds are calm (less than 5 knots) the preferred runway shall be 32.
2. When wind, weather or traffic density do not dictate the runway to be used, the following priorities are recommended when selecting a runway:

Piston Engine Aircraft or Turbo Prop Aircraft

Arrivals: 32, 14, 22, 4
Departures: 32, 14, 4, 22

Jet Aircraft

Arrivals/Departures: 32, 14



AIRPORT DIAGRAM

LAKE ELMO, MINNESOTA
LAKE ELMO AIRPORT (21D)

macnoise.com



K21D Pilot Guide

AIRPORT INFORMATION

Field Elevation: 933
TPA: 1933 (1000)

RUNWAY INFORMATION

RWY 14 - 32 2850 x 75
Asphalt, Single Wheel Weight 11,000 lbs.

RWY 14: REIL Runway Edge Lights Left t/c. Road, trees.
RWY 32: REIL PAPI - 3.0° (on right). Left t/c. Road, trees.

RWY 4 - 22 2497 x 75
Asphalt, Single Wheel Weight 13,000 lbs.

RWY 4: Left t/c.
RWY 22: Left t/c.

COMMUNICATIONS

CTAF: 122.8
UNICOM: 122.8

WX AWOS-3: 120.075
WX AWOS PHONE (651) 779-5949

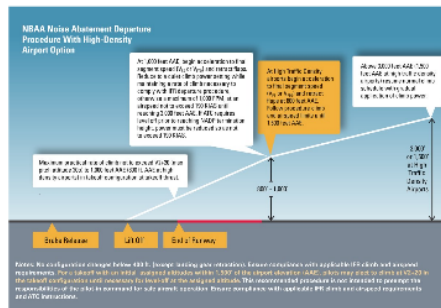
MINNEAPOLIS APP/DEP: 121.2
CLEARANCE DELIVERY: 118.625



Departure Procedures

Unless otherwise dictated by air traffic control or weather conditions, departing aircraft should climb to an altitude of 500 feet agl before initiating a turn. Whenever possible avoid noise sensitive residential areas.

General aviation turbine aircraft shall use the National Business Aviation Association departure procedures depicted below when departing 21D.



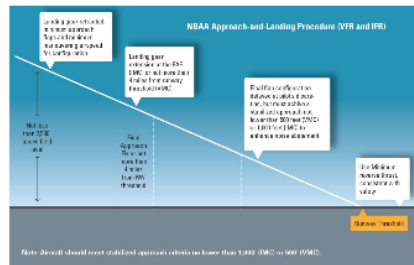
Traffic Pattern Procedures

The traffic pattern is the specified path to be flown by aircraft operating in the vicinity of an airport. The components of a typical traffic pattern are: upwind leg, crosswind leg, downwind leg, base leg, and final approach. The following procedures shall be adhered to while operating in the traffic pattern at the Lake Elmo Airport.

1. Consistent with recommended airport operating procedures and minimum safe altitudes as established in Part 91 of the Federal Air Regulations, the traffic pattern altitude shall be 1,000 feet above ground level.
2. Multiple training events by jet aircraft in the traffic pattern are prohibited.
3. Extended legs in the traffic pattern are not permitted unless for operational safety.
4. Whenever feasible, aircraft remaining in the traffic pattern shall use the runway 32/14.

Arrival Procedures

Unless otherwise dictated by air traffic control conditions or weather, use the National Business Aviation Association approach and landing procedure depicted below.



An airplane approaching to land on a runway served by a visual approach slope indicator or precision approach slope indicator shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.

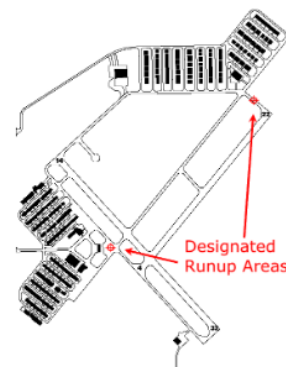
Helicopter Training

The unique design characteristics and capabilities of helicopters allow and sometimes require operations to and from movement areas not designated for fixed wing aircraft. Helicopter operators are asked to cooperate with the following:

1. Avoid the flow of fixed wing aircraft.
2. Avoid low-level training and repetitive activity over residential areas whenever possible.
3. Helicopter training in the traffic pattern area is prohibited from 2200 local time to 0800 local time.

Maintenance Run-ups

1. Engine tests and maintenance run-ups are prohibited between 2200 and 0800 local time. Emergency exceptions may apply.
2. The run-up pad adjacent to the threshold of the active runway should be used.
3. Between 1700 local and 2200 all engine tests and maintenance run-ups in excess of 5 minutes shall be conducted in the designated area.
4. Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.



For more information contact: (612) 725-6327
www.macnoise.com/pilots
Revision Date: 8/2015

FOR SALE

Tailwinds Membership, \$4,000 see ad below. Josh Tocko (Owner)
FLIGHT LEVEL 510 DESIGN 651.587.0999 [de-
sign@fl510design.com](mailto:design@fl510design.com)

FOR SALE

I am in a partnership on a 1958 Champ at Lake Elmo and one of the partners recently decided to sell his share and we would like to find a replacement. [Chip Barniard <ebarniard@gmail.com>](mailto:ebarniard@gmail.com)



FOR SALE

I have a share of the Hobo's Flying club for sale. Each share is worth 20% of the club (There are 5 Members).

The plane is a 1971 Bellanca Champ Monthly dues: \$60 Wet hourly flying rate: \$50 Club Initiation fee: \$200 Asking price: \$6000 / obo
wschanks@gmail.com

WANTED

"Working Partner" to develop Durand Mark V as a Kit plane, working knowledge of Solidworks or CAD. An A & P background is desired...Investment is negotiable Contact Jim Swatosh 956-607-6088

jswatosh@hotmail.com

www.durandmarkv.com

WANTED — TO RENT

Hangar space to rent at Lake Elmo Airport for final assemble of Zenith 750. High wing about the size of a Cessna 152. Ed Trudeau 651-303-4936. N750ET@gmail.com



Chapter 54 Directory

Housing Director	
Dave Fiebiger	
President	housing@eaa54.org
Jim Pearsal	
president@eaa54.org	Membership Director
Vice President	John Renwick
Jack Miller	member- ship@eaa54.org
vicepresi- dent@eaa54.org	Young Eagles Director
Treasurer	Linda Amble
Tom Gibbons	<a href="mailto:youngea-
gles@eaa54.org">youngea- gles@eaa54.org
treasurer@eaa54.org	Newsletter Edi- tor/Director At- Large
Secretary/Class IV Director	Dale Seitzer
Vacant	<a href="mailto:Newslet-
ter@eaa54.org">Newslet- ter@eaa54.org
secretary@eaa54.org	Chapter Historian: Jeff Hove
Education Director	21D RCO 118.625, Uni- com: 122.8
Lief Erickson	21D AWOS:120.075, TPA: 1932'
education@eaa54.org	Runways::
	4-22 (2497' x 75')
	14-32 (2850' x 75')



Tailwinds Flying Club Welcomes New Members

Tailwinds Flying Club is based at Lake Elmo airport. We are a non-profit corporation of 39 pilots who equally own three aircraft and one hangar (25E). Our goal and philosophy are to fly great airplanes safely and inexpensively. We currently have a Cirrus SR20, Archer II and Cherokee Six. Some of our members belong to EAA 54 and we love to fly Young Eagles. Please stop by and visit us anytime! North side, Fairchild Lane, Hangar 25E. To inquire about membership, please call 612-584-1740 or visit www.tailwinds21d.org.