



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

OCTOBER 2011

OCTOBER 2011

THIS MONTH'S PROGRAM WILL BE ON
MONDAY OCTOBER 10, 2011.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- AT THE NEXT CHAPTER MEETING:
- TO BE ANNOUNCED - PLEASE CHECK WITH ONE OF THE CHAPTER OFFICERS FOR MORE INFORMATION.

Chapter Member Adds A Second Bird.

By Marlon Gunderson

I purchased this partially completed kitplane project from the widow of its owner in June of 2009 and hauled it home from just outside of Charlotte, NC. This kit was originally sold by Flying K Enterprises of Boise, ID, but the company is now known



INSIDE THIS ISSUE:

| | |
|-------------------------------|----|
| A SECOND AIRCRAFT | 1 |
| PRESIDENT'S REPORT | 2 |
| CHAPTER DIRECTORY | 3 |
| A PULSAR REUNION | 5 |
| MEETING MINUTES | 6 |
| PILOT'S LOUNGE | 7 |
| CHAPTER BILLBOARD (NEW) | 8 |
| DAVE'S KITFOX/CLUB HOUSE PLAN | 9 |
| YOUNG EAGLES REPORT | 10 |
| TAXI TALK | 11 |
| QUOTE OF THE MONTH | 12 |

as Sky Raider LLC under different ownership. This particular model is no longer sold, but the factory does still provide support and parts. The Sky Raider II is a knockoff of, or improvement over (depending on your perspective), the original light 2 seat Kitfoxes and Avid Flyers, also built in Boise, with an improved (faster) wing folding capability, and with a tandem sitting arrangement rather than side-by-side. A very nice job of covering and painting had been done on it, but it had suffered some major hangar rash during storage and transport after the owner's passing, and a gear leg had been backed over in the owner's garage, so that needed replacing. I got prepped for the job by attending the Poly

Continued on Page 4



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY LEIF ERICKSON

Welcome to fall. By the time you read this we will be past the Autumnal Equinox. That means the number for hours of daylight (sunrise to sunset) will be less than the number of hours of darkness (sunset to sunrise). At the equinox, the earth receives exactly 12 hours of each.

Thanks to Dave Syverson for presenting an excellent program on his Kitfox project. His presentation was prepared and delivered with very short notice. Our regularly scheduled speaker cancelled at the last minute due a death in his family.

At the October meeting we will have a couple of issues to deal with. First will be the election of Officers and Directors for the coming two year terms. The list of candidates, both incumbent and new, was published in the newsletter, on the chapter website, and announced at the September meeting. The floor was opened for additional nominations at the September meeting. There were none brought forward so the election can be a "White Ballot" at the October meeting.

My thanks to the members that served on the Nominations Committee and to the candidates for volunteering to serve Chapter 54.

The second issue will be the request from new member Greg St. Claire to offer an IFR Ground School in our facility. The Board will meet with Greg on Saturday, Sept 24 at 8:00 AM at the clubhouse to review Greg's plan for the course. He is willing to work with the Chapter to avoid conflict with our Private Pilot Ground School and to follow the same rules as our PP Ground School. I'm excited and think his course will be a great additional to the Aviation educational opportunities Chapter provides.

The idea of a second ground school class started me thinking about our clubhouse facility and how it could be improved to create a better classroom atmosphere and also a better monthly meeting/Saturday social gathering atmosphere. I came up with two different furniture arrangements, one as a classroom configuration and a second as a meeting/social configuration. They are displayed in the newsletter.

They will require some change and some expenses. The classroom configuration will require the purchase of five new 30" x 96" tables. The tables will be configured facing the front of the room and outfitted with the new chairs that Jeff Hove donated to the chapter last spring. They are currently being stored in Valters hangar. The tables give seating for 20 students with three students per table. Seating is also provided for two course administrators and four visitors. The meeting/social configuration continues using the 24 new chairs arranged in rows in the front of room. There are three rows with eight chairs per row. The rows are four chairs on each side of a center aisle. In the back of the room I've arranged three round tables with folding chairs to create a social atmosphere for Saturday AM gatherings.

I envision the room being setup as a classroom during the weeks a ground school class is in session and as a social/meeting room when ground school is not in session. I do not envision switching between arrangements on a weekly or daily basis. I also suggest we dispose of the flight simulator in the new storage room and move the desk, file cabinet, and bookcase (currently located by the front window) into that vacated space. When not being used, the classroom tables can be stored in the grill area and/or on the shelf area in our new storage addition.

The October meeting will be on Monday, October 10 with a social gathering at 7:00 PM followed by the regular meeting at 7:30.



Lake Elmo's own Mark Holliday won a Grand Champion at the Antique Airplane Association's Labor Day fly-in at Blakesburg, Iowa, over Labor Day.

EAA CHAPTER 54 TREASURER'S REPORT
By PAUL RANKIN
 EDITORS NOTE: AS DISCUSSED AT A RECENT BOARD OF DIRECTORS MEETING, THE TREASURER'S REPORT WILL NOW BE ON OUR WEBSITE AT WWW.EAA54.ORG/MEMBERSONLY

Editors Note: These great pictures/calendars are pulled from the EAA website, www.eaa.org/wallpaper . They can be used for your screen savers!



Jon Apfelbaum, EAA Lifetime 222561, of Parker, Colorado, took this photo of Todd McLoughlin's T-28 as a friend taxied in from his checkride. "He commented he hadn't done that many Cuban Eights...ever," Jon said.



Chapter 54 Directory

- President
 Leif Erickson
president@eaa54.org
- Vice President
 Bettie Seitzer
vicepresident@eaa54.org
- Treasurer
 Paul Rankin
treasurer@eaa54.org
- Secretary/Class IV Director
 Dale Seitzer
secretary@eaa54.org

- Education Director
 Art Edlund
education@eaa54.org
- Events Director
 Jim Pearsall
events@eaa54.org

- Housing Director
 Dave Fiebigler
housing@eaa54.org
- Membership Director
 John Renwick
membership@eaa54.org

- Young Eagles Director
 Dave Becker
youngeagles@eaa54.org
- Newsletter Editor/Director At-Large
 Tom Gibbons
Newsletter@eaa54.org

Chapter Historian: Jeff Hove

Chapter members 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, Unicom: 122.8
 21D AWOS:120.075, TPA: 1932'
 Runways: 4-22 (2497' x 75')
 14-32 (2850' x 75')

Continued from Page 1

Fiber work shop at AirVenture '09 and having Bill Schanks check the project over and give advice on repairs.



I decided to change things a bit from the original owners plans, including adding a starter, battery, transponder, and ELT. The starter required a new motor mount adapter plate to move engine forward almost two inches, which made holes for air scoop cooling no longer align properly in the cowling, so I decided to glass over the intake opening and keep the engine fan cooled since it came with the shroud for doing so anyway.



I did the fabric repairs and spray layers during the winter of 2009-2010, reserved an N-number, and received the initial FAA registration in the mail for N424MG on 4/24/2010, which happens to be my birthday (someone in the FAA sat on that mailing for a couple of weeks to see that it arrived on my birthday). I designed the instrument panel in Spring 2010 and installed the gear, engine and instrumentation in the early summer of 2010, followed by antennas, ELT, fuel lines, seats, belts, and cabin interior coverings.

In August of 2010 I taxied the fuselage portion from my home to the airport and began installing wings, control surfaces and cables, dash, wind screen, and engine cooling ducts. In September, Dennis Hoffman helped me weigh the aircraft and I found it was (predictably) nose heavy due to the engine and instrument mods I had done. I designed a tail wheel arm extender out of heavy steel bar stock and found a



larger heavier tail wheel, which along with a fluid filled tire added enough weight to the tail to provide the proper CG range. Jim Zimmerman kindly provided his milling equipment and expertise to drill and tap my tail wheel extender steel pieces.

I had too much placarding and marking and paperwork remaining to be ready for an inspection before the end of the 2010 flying season, so I settled for doing engine run-ups, prop pitch setting, and taxi tests at the end of the season, which left me with the winter to



finish up the final details and get the paperwork in order for the inspection. I arranged for DAR Todd Ellefson from Rochester to do my airworthiness inspection based on word that he had done a lot of Rotax 2-stroke based inspections, and on June 12, 2011, N424MG passed its inspection and had its initial flight test.



The initial flights went well, with the aircraft flying straight and smooth, the main issue being getting the radio to transmit reliably. I'm on track to have my phase 1 flight testing done in time for a flight to Oshkosh 2011 should the weather cooperate.



Editors Note: Marlon sent me this earlier but due to events I could not get his story in right away. My apologies for the delay on his posting!



PULSAR REUNION *by the Editor*



Last month I attended our annual Pulsar Reunion, we call it, in Lawrence, KS. Sadly I flew in commercial to Kansas City and rented a car but what a time I had. I arrived at the LWC airport around 2:00PM and hooked up with Greg Smith, our coordinator of this event, at his motor home parked in the airport parking lot, i.e. Pulsar Headquarters. Greg had pop, water and beer in the coolers and chairs set up under his awning. We just monitored the local radio waiting for the next Pulsar to arrive. Already there was Bob from Big Bear in California and Dean. It was fun to slowly watch and listen for the next Pulsar to arrive. I was anxiously awaiting for my friends Jim Fillman and his beautiful new wife, Rhonda from Houston, TX in their beautiful Pulsar, pictured at left. I greeted Rhonda with some flowers in appreciation for her support she did for me this past winter. Jim

probably thought I was nuts but I know he understood why I did it. When it was getting close to 6PM we all headed to the hotel in the available cars that were there for some pizza and beer and Pulsar talk with the others who were arriving for the event. I had to head back to the airport to pickup another Pulsar friend coming in from Austin, TX who had to divert around a storm in route. He was a little stressed but some pizza, beer and Pulsar talk calmed him down.

The next day we gathered in the hotel meeting room for breakfast then started our meeting by have everyone introduce themselves. I just said that like the 911 quote, "Never Forget", I used, "Never Give Up!" on my 20 plus year project. After introductions, one of our flyers, Bill, from Michigan, did a really neat forum on reducing electrical loads by using LEDs. Then later Ron, from Illinois, did a nice forum on electrical noise from the radios.

Later in the day I snuck back to airport because two of the flyers wanted to check on the aircraft for some maintenance. When we were there we were greeted to the arrival of Crazy Rick Thomason, from the Memphis, TN area in his tail dragger. When we returned to the hotel a BBQ dinner was being served. We just ate and talked Pulsar the rest of the night. So nice to my extended family in these Pulsar people, we have so much fun together.



Ricky T's Arrival!

The next day was breakfast and then off to the airport for some Pulsar flying and looking over the aircraft. Bob Hartunian from CA took me up for a quick ride and we just laughed the whole time. Jim Fillman took up as many as he could and so did others when they could. The local college, Kansas State, had a big alumni game in which 13 NBA stars were flying for and one of the captains for a Citation X came over and checked out our

aircraft. We went back for Q & A by anyone who had questions and they were answered by the expert panel pilots and builders. Then after a Prime Rib dinner Greg



Myself and Bob after a ride in his Pulsar



Jim being presented a Pulsar Watch for most hours!

put on a beautiful banquet and awarded various awards for all who flew in, longest travel and most hours on their bird. That went to Jim, from IL, in his Rotax 582 powered Pulsar at 2770 hours, WOW!

Greg gave a Pulsar watch for his efforts! Always such a great time to see all and meet new Pulsar



Deans plane being looked over



Doug from Austin, TX



Myself, Greg & Bill

people. I left early in the morning so I did not see the pilots leave but when I got home of course I checked our group for e-mails saying they made it home ok.

Felt like a nervous father waiting for word on everyone! They did and that was great!



Typical Pulsar panel



Chapter 54 Meeting Minutes For September 12, 2011 *By Dale Seitzer*

9/12/2011

President, Leif Erickson called the meeting to order, Treasurer Paul Rankin Tom Gibbons Newsletter Editor were officers in attendance – a total of 30 people were in attendance.

Visitors: We had more visitors because the speaker from the FAAS Team had advertised widely—unfortunately he had a death in the family and had to cancel.

Mark Ness was here 2 years ago when he talked about the Air Guard Museum, learned to fly 35 years ago flew heavy aircraft for 30 years and retired and is interested in light planes again.

Patrick Ward is here getting feet wet with Minnesota weather. Originally from California, he is gradually getting acclimated to flying in a Northern climate.

Jim Peterson is an experienced pilot. His airplane a Diamond is at the Anoka County Airport. He lives close and specifically came for the presentation.

Bob Puelston has been flying since high school, but not flying for 10 years and wants to get back in the air.

Dave Tody has his pilots license since the 80s, into ultralights recently and getting more serious about flying.

Business Meeting

Treasurers Report; Paul Rankin reviewed the report. 610 meals served, more than 50 planes, many Model A Fords. Very good variety of aircraft. Net revenue from Aviation Day was around \$1,900.00. Motion to accept report received and seconded: Unanimously approved.

Secretary's Report: Minutes approved and seconded, unanimously approved.

Dave Becker, Young Eagles Report. Young Eagles 9/11/2011 was a very successful event—flown 134 Young Eagles so far. The next one is October 8, 2011 and will be the final formal Young Eagle event for 2011. We are always looking for ground crew volunteers and pilots.

Old Business

Officer Candidates – Open Nominations for Officer Positions—No other nominations.

President – Bettie Seitzer

Vice President -- Jim Pearsall

Secretary – Dale Seitzer

Treasurer -- Paul Rankin

Class III Director Candidates

Housing -- Dave Fiebiger

Education -- Rob Barros

Young Eagle Coordinator – Linda Amble

Membership – John Renwick

New Business

New Computer Donated – Aaron Timmerman donated a Dell Latitude D820.

Proposed Instrument Ground School over the winter by Brian St Claire He will recruit for students, arrange for instructors and use the club house over the winter. A board meeting will be called to discuss the options and planning.

Tom Gibbons – Always looking for stories.

Club House -- New flowers were planted, the clubhouse needs paint so Dale will arrange a series of two Saturdays to scrap, prime and paint; especially the North side of the building.

Jeff Hove – No report.

Pilots Lounge

For Sale:

4130 Gas Welding rods - 36" X 1/16" - I have 7 pounds of new rods I can part with. Each rod stamped with alloy ID. \$10 per pound or offer for the 7 pounds.

Vertical Card Compass lighted model - Precision Aviation, Inc - stamped 6/23/2004 \$50 or offer. Dave Syverson dsyverson@comcast.net or see additional contact info in Membership List.

For Sale:

60' x 48' Hanger, 54' door, small office, bathroom, well, holding tank, natural gas heat, 18' high ceiling, and 5HP compressor.

Asking \$80,000.00 or best offer.

2006 CT-SW Light Sport with about 200 hours

Total time. Has everything on it.

Asking \$90,000.00.

Call Jim Michalski at 612-618-1011 or see all of this at 13C Alfa Lane at the Lake Elmo

Airport (21D)

E-mail is Jmkreps@comcast.net .

Deluxe Hanger For Sale:

40 X 50 with 44 X 11 Door

Fully carpeted, insulated, gas unit heater with S.S. flue, electric baseboards, F.G. ceiling, textured walls, some attic platform storage, attic trusses are reinforced and double "X" braced. Wall ventilator with humid stat, two season wall vents, tool room with shelves & separate thermostat. Screened storage above. LAV room with single tub, cistern & storage above. Holding tank. Coffee room 4' above floor with finished storage below. Completely finished with A.C. and large hanger view window. Anderson permashield casement window. Door 2 3/4 S.C. Oak with steel frame. Includes furniture, microwave, refrigerator, coffee bar cabinets with Formica. Main floor windows have jail bars. Perimeter has rock border & ramp is flared. There is an electric aircraft winch and a custom oak work bench as well as a desk and a glazed book cabinet.

Price is \$69,900 Firm Plus any MAC fees.

NORM DUPRE 651-439-7688

2012 – 2013 Officer and Class III Director Candidates

Officers

President – Bettie Seitzer

Vice President – Jim Pearsall

Treasurer – Paul Rankin

Secretary – Dale Seitzer

Class III Directors

Education – Rob Barros

Housing – Dave Fiebiger

Membership – John Renwick

Young Eagles – Linda Amble

Chapter Billboard
Special ads allowed by the chapter

LAKE ELMO MN (21D) SLSA
Flying Club Forming

Looking for individuals interested
in membership in a Flying Club featuring
a Flight Design Light Sport Aircraft

Contact Jim Pearsall

Phone: 651-494-4579

E-mail: pjpearsall@gmail.com



Turbo Arrow III FOR SALE - Call 651-982-6275

Tailwinds Flying Club Welcomes New Members



Tailwinds Flying Partnership is based at Lake Elmo airport, 21D, in Lake Elmo, MN. We are a non-profit corporation of 38 pilots who equally own three Piper aircraft. Our goal and philosophy are to fly great airplanes inexpensively. We strive for consistency in equipment among our three airplanes. Visit www.Tailwinds21d.org for more information.

To inquire about membership, please send an [e-mail to Mark](#) or call 651-982-6275.

Program – Dave Syverson Built a Kitfox Model Series 7 finished July 2008. Many thanks to Dave for filling in at the last moment with a wonderful inspiring informational presentation. He explained he was tired of renting aircraft and he didn't like the age and conditions of the planes. He did his research and determined the Kitfox best because it has reasonable useful load, reasonable speed, low fuel burn, short field capability and folding wing. It has good safety record and insurability, easy to maintain and repair and it is fun.

This model is a tricycle gear (insurance is less for tri gear), Rotax 912 S, 100 hp. He suggests buying everything at once—don't wait—the price always goes up on parts. Features dual electrical system with external alternator for night VFR. He built a custom baggage area, false ribs and airfoil tail, Poly Fiber and Aerothane Finish and dual adjustable rudder pedals. He put under seat storage, door locks, induction plenum, and Cabin air vents. SARS Compass is the only compass that works well.

He purchased the slow build kit which means he built the wings and the frame was not powder coated. Documentation and instruction are excellent he reported.

He built it in his garage and basement so he could work on it every day.

Challenges – some wrong parts were corrected.

Some welds were not correct and had to be repaired and he had to fabricate the jury strut. Skystar went bankrupt and he lost a lot of money because he had to purchase many items that were paid for but never delivered.

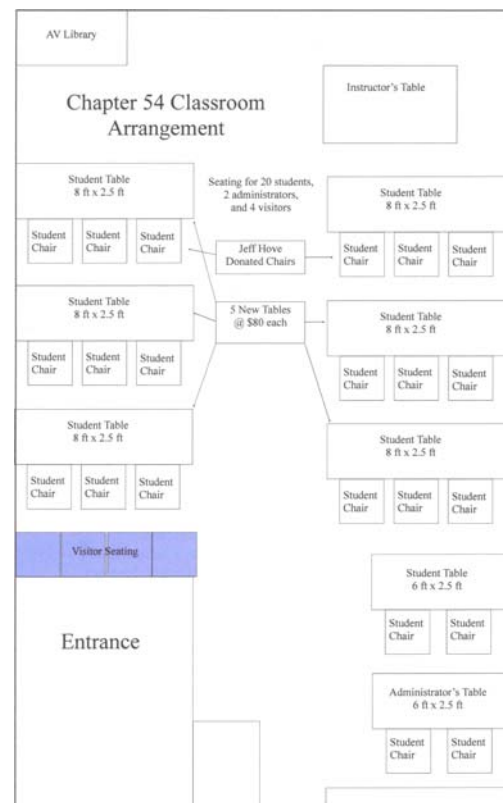
He used two EAA Technical Counselors and Richard Marr, former Chapter 54 members, signed off on the airworthiness inspector. First flight was made at Lake Elmo. Dave flew the first flight on a calm day with just two support people. The plane flew well and there were just a couple of small tweaks.

He is happy with the plane—has flown cross country trips, Young Eagle Rides and given lots of rides and enjoying the plane. Look for his yellow and white Kitfox Model 7 – he hangs on the south side of the field.



Just a couple of ideas for the clubhouse to arrange it for our different venues.

**-Leif Erickson
Chapter President**





Young Eagles Report
by Dave Becker



Our normally scheduled September Young Eagles event was completed with nice weather and with 35 kids getting a safe flight. Our last regularly scheduled event for the year will be on Saturday, October 8th. Our Young Eagles program relies on member support from both pilots and ground support. I sincerely appreciate all those who volunteer their time to fly or to be on the ground helping out. Chapter 54 has now flown 135 Young Eagles to date this summer. With all of the weathered out events we have had, our total kids count is very good.



Our Young Eagle events are scheduled every second Saturday of each month, from May through October, starting at 9:00 a.m. Parents should pre-register their children for an event ahead of time by going to www.eaa54.org and clicking on the Young Eagles page to sign up for a flight. To view the many great Young Eagle photos, go to : <http://www.eaa54.org/YEPhotoGallery/YEGallery.html>

If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the second Saturday of the month and see what Young Eagles is all about. You can also indicate on your yearly chapter renewal form that you want to be involved with our Young Eagles Program.





TAXI TALK

{Interesting happenings compiled by the editor}

HAPPY HALLOWEEN to all!

Just a reminder that you should check all areas of your hangar and corners to see if any ghosts or goblins may have snuck inside during this scary month!

Last Chapter Program

I finally was able to attend a chapter meeting last month as my work schedule that day allowed it. I enjoy the meetings and last month's program was really enjoyable. Dave Syverson talked about building and flying his new homebuilt, a Kit Fox 7. Just listening to his story and looking at some of the pictures he brought in just inspired me about my homebuilt aircraft. Thanks Dave for such a nice presentation as a supposedly last minute substitution for another speaker, it was great to hear your story!

A Pulsar Gathering

Speaking of my homebuilt, last month I attended our Pulsar Reunion in Lawrence, KS just outside Kansas City. It was great to see all my Pulsar friends and just laugh and tell stories with all the guys and gals. We had Pulsars fly in from California, Texas, Michigan, Idaho, Tennessee and Illinois plus from other states. We had seminars to help with construction and flying these wonderful airplanes. As usual, I got grilled for taking so long to finish my aircraft, now going on my 21st year! Ouch!!!

See my story on Page 5!

R.I.P. Cliff Robertson!

I was very saddened to hear of Cliff Robertson's passing last month. As a young boy I can remember always liking this actor, probably from watching **PT-109** and of course **633 Squadron!** But one of the movies you may have never seen but I really thought was great was **The Pilot**. He played a really good airline pilot in this movie but had a drinking problem and was trying to cure it. Just great scenes of airlines at a time when I was new at my job with the airlines, plus it inspired me about being a good pilot too.

I had the distinct pleasure of meeting Cliff at AirVenture a couple of times during one of his visits there for a forum at the museum.



First time in 2002



Then in 2006 with a great picture of Cliff and myself.



Last time in 2009

I shall miss seeing him and hearing him at future AirVenture's!

Contact Information for Newsletter Stories

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LAKE ELMO, MN 55042

QUOTE OF THE MONTH

Flying alone! Nothing gives such a sense of mastery over time, over mechanism, mastery indeed over space, time, and life itself, as this.

-Cecil Day Lewis.