



# THE BEACON

EAA CHAPTER 54 MAGAZINE  
LAKE ELMO, MINNESOTA  
OCTOBER 2012 EDITION



<< SCAN QR CODES WITH YOUR SMARTPHONE



## DULUTH AIRSHOW

~ FEATURED ARTICLES ~

*Becky's Zenith Zodiac CH650B Builder's Report  
Duluth Airshow Event Coverage  
And Other Fun Random Reports*



## SEPTEMBER 2012 CHAPTER MEETING



THIS MONTH'S PROGRAM WILL BE ON

MONDAY, NOVEMBER 12TH, 2012

MEETING, 2nd MONDAY  
of the month - 7:30 PM

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM

AT THE CHAPTER HOUSE, LOCATED ON THE SOUTH ENTRANCE ROAD OFF MANNING AVE (GATE "B").

### • AT THE NEXT CHAPTER MEETING

- ELECTIONS WILL BE HELD AT THE NOVEMBER MEETING. PLEASE PLAN ON ATTENDING TO CAST YOUR VOTE!
- DAVE SYVERSON WILL BE DOING A PRESENTATION ON THE EAGLE PROGRAM, WHAT IT IS AND WHAT IT IS NOT, WHERE THE CHAPTER IS ON IT, HOW IT RELATES TO OUR FBOs, TO FIELD QUERIES AND FACILITATE UNDERSTANDING WITH THE IDEA OF DETERMINING HOW CHAPTER 54 MAY FIT INTO THE PROGRAM. PEOPLE WITH ANY OPINION OR INTEREST IN THE EAGLE PROGRAM SHOULD BE PRESENT.

*IF YOU WANT TO PRESENT OR SHOW SOME PICTURES LET YOUR CHAPTER LEADERS KNOW SO WE CAN BE READY TO PROVIDE THE EQUIPMENT.*

## MORE ABOUT THIS MONTHS COVER PHOTO:



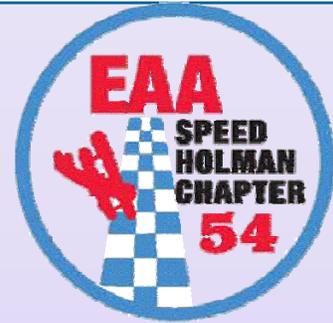
In our November spotlight, we see the Canadian Snowbirds in the middle of their airshow event during the Duluth Airshow. Look for coverage on page 10.

The back page of the newsletter has a close-up of one of the Snowbird jet airplanes (along with the quote of the month).

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## Chapter 54 Directory

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### 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')



## FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY BETTIE SEITZER

October was one of those rare months where the 1<sup>st</sup> falls on a Monday – confusing many of us. The 8<sup>th</sup> just sounds too early for our meeting, which is always on the second Monday of the month! As a result we had a smaller turnout than usual and were not able to complete the election or the annual meeting. We will do that in November.

### There were a couple of important outcomes:

1. We discussed the timing of the newsletter and agreed that we would like to try having it published right after the meeting rather than right before. This will make sure that any upcoming events that are discussed will be included in time for people to participate
2. To facilitate this change, this newsletter will be the first to come out with this timing.
3. To prevent future confusion like this, I will send out an email to the Google group the Thursday before the meeting including the agenda and speaker. If you are not already a member of the Google EAA 54 group, let me know so that we can get you included. Members who do not use computers will get a postcard from me in the mail (there are very few of them and we want to make sure they are informed).
4. We will have individual chairs for each event. We need a chair for the spring picnic, a chair for next summer's aviation day. The board members will plan a couple of picnics on the deck and do the organization for those next summer.

We will try these new ideas for a few months, please let me know how you feel about them, and offer any additional suggestions that you have for improving our chapter communications.

The new board will meet in January to prepare the budget for 2013 and plan chapter activities. Please submit topics for the board meeting to me, we can discuss them and make sure that your ideas are represented in the discussion.

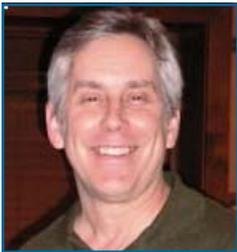
One last concern is our ground school; Paul will **not** be able to lead that this year, we need a new "Head Master". The headmaster does not do all of the teaching, they simply make sure that all of the sessions are covered by appropriately qualified individuals. The curriculum is well laid out and time tested, the equipment and materials are well developed. We just need a person who can oversee it and make sure that it flows smoothly. Please consider whether you could take this on – the ground school is an important part of our mission as a chapter.

**Thank you for your support and I look forward to seeing you in November!**

**EAA CHAPTER 54 TREASURER'S REPORT MAINTAINED BY PAUL RANKIN**

YOU CAN ALWAYS FIND THE TREASURER'S REPORT ONLINE IN OUR MEMBERS ONLY AREA AT:

[WWW.EAA54.ORG/MEMBERSONLY](http://WWW.EAA54.ORG/MEMBERSONLY)



## Chapter 54 Meeting Minutes September 10th, 2012 *By Dale Seitzer*

### **EAA Chapter 54 October 2012 Meeting Minutes**

No formal meeting was held, therefore no meeting minutes were recorded. See the President's report on page 2 for what was discussed.

### **EAA Chapter 54 September 2012 Meeting Minutes**

President, Bettie Seitzer called the meeting to order, Vice President, Jim Pearsall, and Treasurer Paul Rankin were officers in attendance – a total of 28 people attended. Guests: Jack Miller (pictured right) moved into the area and attended the meeting to check us out and possibly join, he has a private license and a plane in parts.



Linda Amble introduced the most recent Air Academy participant from this last summer. Riley Rozell (pictured left) attended Air Academy in Oshkosh this past summer. His first flight as Young Eagle was when he flew with Al Kupferschmidt. He was selected to be sponsored by the club for attendance at the 2012 Air Academy. At Oshkosh he flew in the Cessna Skycatcher. He really enjoyed the building sessions—wing rib, composite and aluminum. He also said he enjoyed the museum because he and the others were allowed to go behind the ropes and see the displays up close. The entire week reaffirmed his interest in going to college and getting a degree in Aeronautical Engineering. Some day he wants to build a home built Thunder Mustang. Several club members offered to help.

### **Business Meeting**

Secretaries Report: Motion, seconded, No discussion, voted and approved.

Treasurers Report: The report was listed online -- no questions, the report was voted on and unanimously approved.

### **New Business**

October is our Annual Meetings including Elections – Board members up for elections so there will be voting for your Board of Directors. Bettie announced expanded reports by Officers will be expected as they are asked to lay out their plans for the upcoming year.

Tom Gibbons (will continue as Board Member), Jim Pearsall (will no longer be Board member—will continue as Vice President) and Jeff Hove (Historian).

The Board of Directors have an important role in running the Chapter. They form budget after research and discussion, they represent members – their interests and their needs, they support the Bylaws of the club.

Candidates to be voted on next month:

- Jeff Hove
- Tom Gibbon
- Al Kupferschmidt
- Dave Syverson

Need an Events Chair or two people for Aviation day and Spring Member event.

Need a coordinator for the Chapter Ground School – needs to be identified very soon so they can coordinate the instructors.

EAA is promoting Eagle flights on their website and pointing them to the local chapter—right now we have no infrastructure to address the need. Dave Syverson has volunteered to lead the web modification and organize a system to intake the requests and distribute them. Contact Dave if you want to volunteer to be a pilot for EAA sponsored Eagle flights.

Calendar of Upcoming Chapter events  
October 13, Young Eagle event.

Newsletter Editor: Please send articles and pictures and anything aviation and member related. Send to [newsleter@eaa54.org](mailto:newsleter@eaa54.org)

Dave Fiebiger -- Painting needed for doors. Deck repairs next spring using recycled materials—cedar. September 15 is the next exterior yard work day – tasks include replace plants, trim shrubs and trees. He suggested building a pergola with 6 posts (4x4) and a grid on the roof over the airplane viewing area. Dave suggested installing that next spring. He estimated one day to put posts in and then one day with 4 people to complete it. He will pre cut the lumber. Minimal expenses for screws, cement and stain.

Jeff Hove reported Pedal Plane kit has returned unfinished—someone volunteered to complete it but was unable so we need a volunteer to work on it. Best case scenario is to have it completed by next Aviation Day. Parts are near the front door. Talk to Jeff if you have the time to finish it.

Young Eagles – Linda Amble Young Eagle Coordinator reported 7 pilots with 10 flights or more. That means we get the maximum amount of credits. Nineteen young eagle flights completed Saturday. Next Event is scheduled October 8, 2012 . Very successful picnic after the Young Eagle event with hamburgers, and hot dogs on the grill.

Newsletter: The newsletter was sent to Oshkosh and Paul Poberezny expressed he enjoyed it very much. We have a lot of good content and are looking for members to contribute news and interesting reports.

Suggestion for a sign on a post at the airport, “Welcome to the Lake Elmo Airport 21d Airplane viewing area by EAA Chapter 54, Visitors welcome”. Tom is checking on prices for the sign. Goal to have it complete by fall.

Farnsworth is sponsoring a bus trip to the Airshow in Duluth.

#### SPEAKER

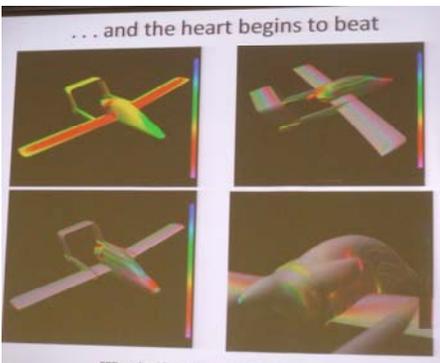
Steve Schultz from Ion Aircraft from Mahtomedi MN, He has been a licensed pilot since 1991.

Presentation: How a plane goes from paper to production

He said he did not intend to start an airplane company. In Kansas he met a man who had a plane called the Valkyrie, tandem two seat pusher composite aircraft. The background on the plane was somewhat sketchy—two sets of log books. He explained all the inside of the business processes for the new plane—went bankrupt \$1.4 million with depositors, Steve was one of the investors and during the bankruptcy he awarded the plane but there was very little to salvage. He helped organize the depositors and wanted to start another company. “Powered by wishful thinking and depositors money,” said Steve.



The design and features stayed the same -- pusher, tandem seating, big canopy, maximum field of view, that was the one feature that separated it from others. It had detachable wings but turned out to cost 15 lbs and \$10,000. His team is about 15 guys who are contributing. He hired aeronautical engineers—Airboss was hired to help with the engineering designs.



Typically it takes a lot of money \$750,000 to \$1M to make it from clean sheet to flying prototype—they've done it for \$400,000.

Oshkosh 2004 – they made a mockup and displayed and collected zero deposits. Airboss starts to deliver sub drawings as they learned more about the design and build process.

In 2005 more details are identified—internal design features, what the frame will look like, where they thought it might break and where lift is created. They also completed the plug, which is the form around the composite structure. First parts arrived—lower fuselage. Carbon fiber—light and strong but not cheap.

They continued to make plugs and carbon fiber parts and assembled it piece by piece. They also needed to build jigs to assemble subparts and the entire plane.

In 2006 they again displayed at Oshkosh—they had one wing and one tail in a jig. Wing is aluminum covered foam.

In 2007 more work was done on the assembly including all the fittings. Landing gear mounts were borrowed from an RV -6. They decided to use graphic skins for the next one because it is lighter than paint. Then they went again to Oshkosh in 2007 with a complete mock up with engine—lots of visitors.

During winter 2007 he moved back to Minnesota and installed Jabiru 3300, now also uses a Rotax 912S. Started installing instruments and equipment. Likes the Jabiru better but needed liquid cooled heads because the pusher configuration has less airflow over the engine/.Spring 2008 installed canopy also at

Again they displayed at Oshkosh in 2008 with an almost complete plane.

In spring of 2009 first engine run and then displayed at Oshkosh again.

Fall 2009 was the first flight – it flew well and continues to fly regularly. Flew to Oshkosh 3 times already total of 200 hours on the plane.

2012 – Developed a new nose with the radiator in front and removed belly scoop which reduced drag and cleaned up the air to the prop. Still flying the prototype and making improvements and continued the testing—gives lots of rides. Now uses a Rotax 912S.

Took 10 years so far. Flight number 110kts, cruise, a little heavy and more fairings needed. 700 to 1,000 feet takeoff roll. It has flaps and a belly brake. Approach final 60s kts , touch own 50s. Design VNE structural 200 kts dive, 170 kts turn. Stalls at upper 40s.

They are estimating 3 years before first delivery—can take deposits now. Starting serial number 2 and 3 now. Kit price goal is \$50,000.

Pictured below is the ION Aircraft in its current form





## TAXI TALK

*{The wacky ramblings from your editor}*

Hello Chapter 54 members. I would like to apologize for the extreme tardiness of this newsletter. I have had some pretty bad personal issues this month, also I was sick for a week. Adding to that I have had several commitments that I could not break including going to the EAA Chapter Leadership academy in Oshkosh, WI last weekend. In a way, it was kind of like the "perfect storm". Things are finally getting back on-track again and the next newsletter should be on-time.

Now that we are approaching the slower months of aviation activities I will be calling on you, the members, to come up with some really good article. Starting in the next newsletter, I would like to restart the "Who's Who" article again, along with some feature articles that I have planned. Also, this is a good time if you would like to submit an article to add to the newsletter to do so. Remember this newsletter is a reflection of the members submissions as well.

Also please review the pilots lounge ads. If anything is no longer for sale or no longer wanted please let me know and I will update the ad space.

I will also be creating some new videos for YouTube in the near future. I will add them to future emails. One of the videos I will be creating is of Becky Shipman's Zenith Zodiac CH650B builders report.

Thank you and see you at the next meeting! Don't forget we will be having the election at the next meeting.

### Contact Information for Newsletter Stories or Video Submissions

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**Phone # 612-360-8253**

**E-Mail: [newsletter@eaa54.org](mailto:newsletter@eaa54.org)**



### NEWS FROM EAA

#### ROD HIGHTOWER RESIGNS AS EAA PRESIDENT & CEO



EAA AVIATION CENTER, Oshkosh, Wis. – October 22, 2012 – The Experimental Aircraft Association (EAA) Board of Directors accepted the resignation of President and CEO Rod Hightower today. Hightower will be returning to St. Louis to reunite with his family.

"Maura and I have five children ranging in age from pre-school to college freshman," Hightower said. "When I accepted the position two years ago I believed that we could as a family relocate to the Oshkosh area. But our family and school involvement have increased as our children advance in the schools they, and we as their parents, love. It would simply be too great a hardship on my family to move them to the Oshkosh area."

Jack Pelton, recently retired Chairman, president and CEO of Cessna Aircraft, has been elected Chairman of the Board of Directors of EAA. In his role as EAA Chair, Pelton will guide the organization through the leadership transition.

"I will be working closely with the EAA Board of Directors to ensure a seamless transition to a new leader," Pelton said.

"The directors of EAA and I thank Rod for his service. We understand how difficult it is to relocate a family of school-age children," Pelton said.

"EAA, as all of aviation, faces many challenges with the continuing economic slump and the decrease in personal aviation participation. As an association we must remain focused on the original mission of our founder, Paul H. Poberezny, to welcome all members no matter what they fly, celebrate our volunteers, and treat our employees fairly," Pelton added.



# EAA Eagles Flights & Young Eagles Report by Linda Amble



## Young Eagles Monthly Update for September

EAA EAGLE FLIGHTS

EAA54 received thank you letters from **Riley Rosell and Preston Roberts**.  
These two guys attended the Air Academy this past summer.

All of your efforts with the Young Eagles in 2011 helped sponsor these two young people .

Just wanted to share their letters with you.

 <p>Dear EAA Ch 54, Thank you for sponsoring me to go to Basic Air Academy. I am very grateful for the time that I am here. It was wonderful to be able to come again.</p> <p>I have been working on many things here. I've thoroughly enjoyed the workshop design projects, which reinforces my belief that I should be an aeronautical engineer. I absolutely loved the Sky Catchers, being a dream to fly. Flying is something I don't think I'll ever get enough of. I've taken plenty of photos to show and remember. I'll present them when I get back.</p> <p>Once again, thank you for sponsoring me to come back. This is like a second home to me. I hope for many more opportunities to experience the joys of aviation.</p> <p>Sincerely, Riley Rosell Riley Rosell</p> <p><small>P.O. BOX 3086 OSHKOSH, WI 54903-3086 • Tel 920.426.4800 • Fax 920.426.6560 • WWW.EAA.ORG</small></p>	 <p>Dear EAA Chapter 54 of Lake Elmo MN, thank you so much for the generous sponsorship you have provided for me to attend the EAA Air Academy! It was so surreal to actually come to Oshkosh and learn so many new things. I will remember this forever.</p> <p>Some of the things we did here at the Air Academy included flights in a Cessna Sky Catcher, as well as in a Bell 47. Some others were making three different types of wing ribs in the workshop; styrofoam, sheet metal and balsa wood. We made balsa gliders (and tested them), pressurized rockets with eggs inside and we tried to design it so that when it hit the ground, the egg was safe. There was another where we had to build a rover and drop it off a two story building and keep the egg safe. Mine was the best for that one. We also had some time on the flight line, and in the museum.</p> <p>Again, thank you so much for sponsoring me. I will never forget my time here.</p> <p><small>P.O. BOX 3086 OSHKOSH, WI 54903-3086 • Tel 920.426.4800 • Fax 920.426.6560 • WWW.EAA.ORG</small></p> <p>Sincerely, - Preston Roberts</p>
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Dave Syverson will be doing a presentation on the Eagle Program, what it is and what it is not, where the chapter is on it, how it relates to our FBOs, to field queries and facilitate understanding with the idea of determining how Chapter 54 may fit into the program. People with any opinion or interest in the Eagle program should be present.

Melissa Pemberton in her Zivko Edge 540 at AirVenture 2012

NOVEMBER 2012

S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
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Zivko Edge-540

Photo by Adam Schultz

www.eaa.org copyright © 2012



## 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 aircraft. Our goal and philosophy are to fly great airplanes inexpensively. We strive for consistency in equipment among our three airplanes. We currently have a Cirrus SR20, Archer II and a Cherokee Six.

To inquire about membership, please send an [e-mail to Mark](mailto:mark@tailwinds21d.org) or call 651-982-275.

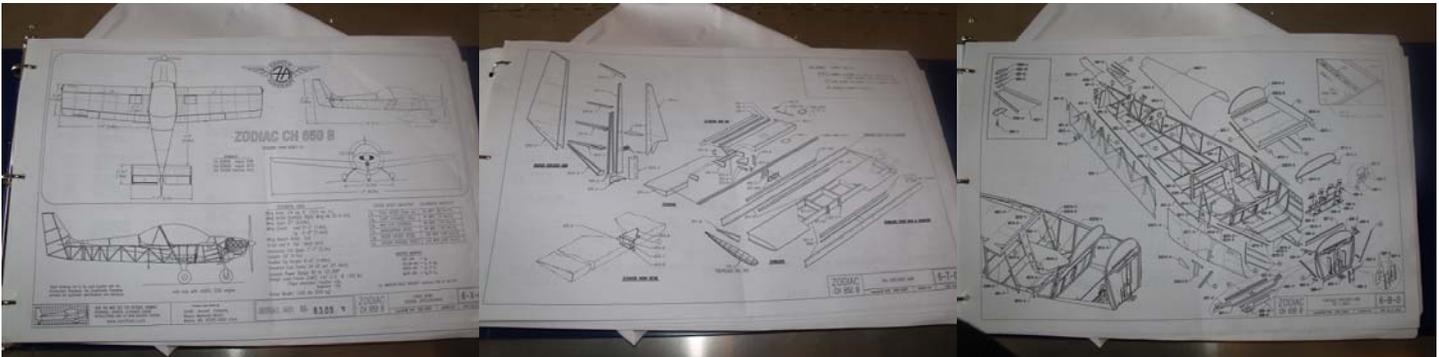
Visit us at [www.tailwinds21d.org](http://www.tailwinds21d.org) to learn more.



## Chapter 54 Builder's Report *Becky Shipman and her Zodiac CH 650 B*



I was contacted by Becky Shipman about doing a builder's report a while back. Until recently the newsletter has been so full that I haven't had the room to add the column, until now. So I contacted Becky and we agreed on a time to meet at the hanger where she is building her Zenith Aircraft Zodiac CH650B. The reason for the "B" designation is referring to the latest wing update.



The project didn't start out being built in the hanger, it was sort of a progression that let up to it. She first started building the rudder at the Zenith factory and they provided assistance using the plans which are pretty good with lots of pictures of exploded views and information. There is also a DVD that has a picture guide as well as some DVD's that show how to put it together. Once she was home Becky started to setup shop building the kit in the dining room starting with the tail section. Following that the project moved to the garage for the first wing. After the first wing it was decided that the best and final building location would be the hanger she is in now. She built the second wing there. The ribs come preformed, but not predrilled. There are 15 gallon fuel tanks in each wing and she has installed braided fuel lines even though the kit did not include that up-



grade. The skins are predrilled and precut which make for a real time saver. Plus you can see if you are off somewhere if the holes do not line up properly. A critical piece, the spar, is completely preassembled. To date, the wings are done, the tail is done and currently she is working on the fuselage. It is starting to look a lot like an airplane at this point. Turns out she is only a few steps away from the Chapter club house at the airport, hangar 10-3. Maybe one time when the weather is good we can have the chapter walk on over to see the progress periodically.

She has plans on working in the hanger during the winter and use heaters to heat the hanger. Over the winter she hope to have completed putting the landing gear on the plane, then start working on the firewall forward and install the engine. That is dedication, as I am sure the hanger is not going to be too warm over the win-



*Continued from the previous page*

This brings me to the engine. It is a Corvair engine built by William Wynne. It features a direct drive producing 100hp at 3100rpm. The distributor has Dual electronic and points ignition. It sports a fifth bearing that helps isolate any side load from the prop from the main bearings on the engine. The crankshaft is the original GM factory forged crankshaft but it has been Magnafluxed to check for cracks and has nitride treatment to harden it. It has some really pretty alloy parts and is a very nice looking Corvair engine.

The airplane will have some nice features on it as well, including having a landing light, LED strobe light, LED nav/position lights, the elevator & ailerons have electric trim. I did not get the impression that the gauges are going to be more traditional. So, no glass cockpits here but that isn't really what it is all about. It is all about



flying and having fun! She has yet to decide if the plane will be painted or kept polished at this point.

You can follow the progress of the Zodiac CH650B and Becky's comments because she has a blog. It does need to be updated, yet it is full of some very nice photos and information. The URL is: <http://beckyplane.blogspot.com/> and she has promised to be updating it, with the builder's log entries, and photos, over the next week or two.

I will try to make a point to do another builder's report on this project in the spring at some point. It will be interesting to cover the progress and watch the Zodiac come together. I hope she will invite me to the first flight, but as pressure goes maybe I should wait until the second flight so there is less to worry about. -RD



# The Duluth Airshow Duluth, MN September 22-23, 2012



Welcome to the coverage of the Duluth Airshow for 2012.



This was my first time I have to this show and as I arrived to the show I started to get the sense that this was going to be a much bigger deal than I had first imagined. I had decided to go on Sunday, which I thought would be a slow day with most people packing up early like Oshkosh. I had even debated on even going with that notion in my

head. Usually, aviation events in the metro area that I had covered during the summer were much smaller, more personable events with some flying by the local flying community and somewhere there is a pancake to be had. The Duluth Airshow



had a very commercial look and feel and good luck finding any pancakes. There were an abundance of food and drink vendors, private corporate tent seating up front like Oshkosh had, military and NASA presence, commercial presence like with Cirrus, FedEx had a large transport plane, there were aerobatic airplanes, world war II airplanes and modern jet planes. There was flying all day to

be enjoyed. In a way it had a mini Oshkosh feel.



What does all this mean? Well, for one, I had time to visit all the displays and enjoy several of the performers during the air show. I must say that if you stopped into the NASA area they had a neat-o 3D display (red/blue glasses type) that was actually felt a bit like you were there looking at the orange-ish planet.



Cirrus was hiring and for one quick moment I wondered what it would be like to work for them. Since they have grown as large as they have I would only assume that the real fun was probably working for a smaller company where you could be more involved.



Becky and I enjoyed going touring the airplanes and walking through the large military transport and many other planes were open to inspect.

The Canadian Forces Snowbirds headlined the show for Sunday. I must admit that they put on one good air show!



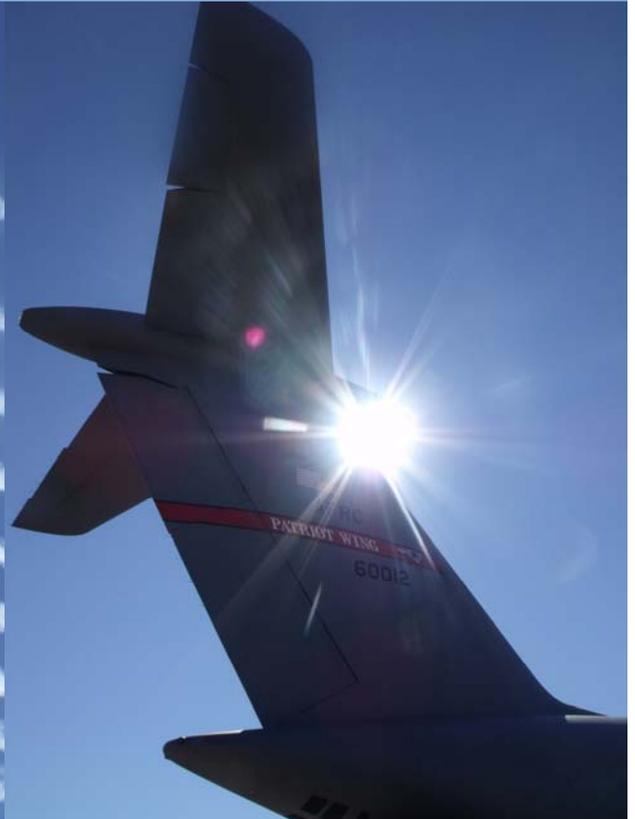
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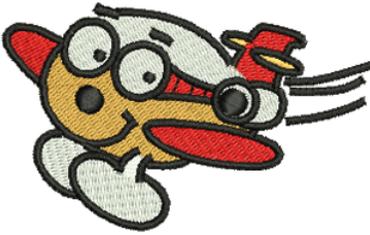
It is the first time they have flown into Minnesota in the last 30 years. Earlier there was a U.S. Marine AV-8B Harrier III that caused a sensation with its ability to hover, land and takeoff vertically and doing so very loudly all the while!



After leaving the show, of course, one has to eat at Grandma's restaurant. In the restroom, of all places, there was a poster that it turns out that the previous night (Saturday) I could have attended the restaurant to meet the Snowbirds in person. That would have been pretty fun, maybe next year I will look for that opportunity again.

Looking back on it, I would visit again next year, however, I would go on a Saturday and enjoy some of Duluth's other offering afterwards. Enjoy some of the many pictures that I took at the show!





## The Pilots Lounge (your place to buy, sell and post information)

### For Sale:

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

and 5HP compressor. Call Jim Michalski at **612-618-1011** or see all of this at 13C Alfa Lane at the Lake Elmo Airport (21D) E-mail: [Jmkreps@comcast.net](mailto:Jmkreps@comcast.net).

### For Sale:

Hangar on 21D for sale -- \$45,000

35 x 75 feet with two 45 foot doors, electric openers, electricity and natural gas, two insulated workshop / office rooms, above floor storage, Contact Chip Andrews **651-248-9708**

### For Sale:

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 humidistat, 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 perma-shield 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 \$64,900 Firm Plus any MAC fees. NORM DUPRE **651-439-7688**

### UL Items Wanted:

Looking to purchase used ultralight airplanes, plans, parts and engines. Give a call to Randy Delfel at **612-360-8253** and let me know what you have and maybe we can work out a deal. Email me at [AVsites@yahoo.com](mailto:AVsites@yahoo.com)

### EAA Experimenter Magazines Wanted:

Looking for donations or to purchase EAA's Experimenter Magazines and/or EAA Ultralight Magazines. Call Randy Delfel at **612-360-8253** or email me at [AVsites@yahoo.com](mailto:AVsites@yahoo.com)

### For Sale:

Barb Leiter has decided to sell a plans built Stitts Playmate built by her husband and former EAA Chapter 54 member Gil Leiter. The plane is a unique aircraft with folding low wings and side by side and tricycle landing gear. The plane is almost completed, not registered, and never flown. It has a Lycoming 0290-D, 140 HP at 2600 rpm. Barb is assembling all the documentation she can find. The plane has been sitting in a hangar for the past 30 + years but needs to be moved to someone who will complete the project. Asking Price is \$9,000. Contact Dale Seitzer to inspect it.. Email: [dalemseitzer@yahoo.com](mailto:dalemseitzer@yahoo.com)

### For Sale:

Garmin Aera 560 GPS with weather and accessories. Best acceptable offer. Contact: Bob Pittelkow Email: [rpittelkow@comcast.net](mailto:rpittelkow@comcast.net)

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If you would like to place a free ad to sell something or you are looking for something aviation related contact Randy at [AVsites@yahoo.com](mailto:AVsites@yahoo.com)

### Wanted: Piper Partner & Heated Hanger

I am looking to partner in a Piper Warrior or Archer that would be 21D based. Acquisition price around \$60,000 (+/- 10,000). I found a plane that is a very good candidate - please contact me if you have any interest in possibly exploring the possibility of a partnership!

1981 Piper Warrior II (PA-28-161) - \$52,000

Garmin 430WAAS & Garmin 696 (traffic/weather)

Digital Engine Analyzer

KX155 with 2nd Glideslope

Custom window cover

2001 Paint / 2012 leather interior

160 Hours SMOH

I would explore setting this up as a club based structure or else starting off as a simple partnership with 2-4 people. I flight instruct in KEAU and would use this to commute down there on weekends and evenings - weather permitting.

Also - let me know if you have a heated hangar with extra space that you'd consider renting!

Please contact: Brian St.Claire Cell: 651.271.0192 Email: [brian.p.stclaire@gmail.com](mailto:brian.p.stclaire@gmail.com)

### Wanted: Heated Hanger

Tailwinds Flying Club at Lake Elmo is interested in renting a heated hangar over January, February and maybe March 2013 to do annual inspections and maintenance on our three airplanes. If you have or know of a hangar space to rent, please contact me:

Dave Becker 612-743-8181

Email: [dave-becker@comcast.net](mailto:dave-becker@comcast.net)



## UPCOMING LOCAL FLY-INS & EVENTS

Compiled by Chapter 54's News Editor Randy Delfel

There may be changes, cancellations or editing mistakes.  
Please call ahead to verify that the event is taking place as scheduled.

### NOVEMBER 2012

#### **Safety Seminar Is That Airplane Really Safe To Fly?**

Saturday, November 3, 2012

9:00 AM - 9:45 AM

Fleming Field Airport Terminal Building

1725 Henry Ave

South Saint Paul, MN 55075

It has an annual inspection, and perhaps a 100 hr, but is it really safe to fly?

Most Part 91 aircraft (rental and privately owned) are on the "fly until it breaks" maintenance plan. Is this safe? economical? We will discuss how to do better without breaking the bank.

To view further details and registration information for this event, [click here](#).

The sponsor for this seminar is: Minnesota FAASTeam  
The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the "Contact Information" area of the meeting/event notice. Note that two weeks is usually required to arrange services.

The following credit(s) are available for the WINGS/AMT Programs: Basic Knowledge 3 - 1.00 AMT: 1.00

#### **EAA Chapter 1446 Monthly Fly-In**

November 10, 2012

12:00 PM (noon) - 3:00 PM

Bowstring Airport (9Y0)

Bowstring, MN 56631

FREE lunch and great comradery, in a relaxed atmosphere at an excellent, well cared for excellent 2500 ft grass strip in beautiful Northern Minnesota setting.

Fly-In and join us!

For more information, please contact Ken Reichert 218-244-6328 or email [ken206jf@gmail.com](mailto:ken206jf@gmail.com)

#### **Safety Seminar Icing: Class 1**

Saturday, November 10, 2012

9:00 AM - 9:45 AM

Inflight Pilot Training

10,000 Flying Cloud Drive

Eden Prairie, MN 55347

Pre-flight planning, recognition & avoidance of icing conditions

This is an open forum 45 minute lecture with Ben McQuil-  
lan, Professional Pilot & one of the nation's top Certified

Flight Instructors. The long time Flight School Owner, ATP, Gold Seal CFI, CFII, & MEI leads the most engaging & well attended seminar series in the country. Join our outstanding crowd each week to see why we lead the industry in Safety Seminar participation. Have fun, improve your flying, & get in touch with the fun friendly side of aviation. Free coffee, donuts, & flying stories all morning. To view further details and registration information for this event, [click here](#).

The sponsor for this seminar is: Minnesota FAASTeam  
The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the "Contact Information" area of the meeting/event notice. Note that two weeks is usually required to arrange services.

The following credit(s) are available for the WINGS/AMT Programs: Master Knowledge 2 - 1.00

### DECEMBER 2012

#### **EAA Chapter 1446 Monthly Fly-In**

December 8, 2012

12:00 PM (noon) - 3:00 PM

Bowstring Airport (9Y0)

Bowstring, MN 56631

FREE lunch and great comradery, in a relaxed atmosphere at an excellent, well cared for excellent 2500 ft grass strip in beautiful Northern Minnesota setting.

Fly-In and join us!

For more information, please contact Ken Reichert 218-244-6328 or email [ken206jf@gmail.com](mailto:ken206jf@gmail.com)

### FEBRUARY 2013

#### **13th Annual Ski Fly-In**

Sunday, Feb 17, 2013

10:00 AM (Lunch at 12:00 PM - noon)

Log Cabin Airport

S145 Segerstrom Rd

Mondovi, WI 54755

Chili, Hot Dogs, Refreshment, Etc.

For more information, please contact: Doug Ward or Judie Ohm Owner/Operator 715-287-4205, 715-287-3377 or email: [logcabinairport@tcc.coop](mailto:logcabinairport@tcc.coop)



EAA CHAPTER 54  
3275 MANNING AVE. N. SUITE #7  
LAKE ELMO, MN 55042

## QUOTE OF THE MONTH

**“It is said that two wrongs do not make a right,  
but two wrights do make an airplane”. –Unknown origin**



**CHECK US OUT ON  
FACEBOOK!**

**CHECK OUT OUR  
YOUTUBE CHANNEL  
EAA54VIDEO**

