



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

OCTOBER 2018

October 2018

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY November 12, 2018

- Social Hour 7:00 PM
- Meeting Begins 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Our Chapter Web site address: www.eaa54.org

INSIDE THIS ISSUE:

GAITUS RETIRES	1
YOUNG EAGLE REPORT	2
LAKE ELMO AIRPORT REPORT	3
MESSAGE FROM THE PRESIDENT	4
PASSPORT TO FLY	6
CLASSIFIED ADS	8

Chapter Calendar of Events

Monday October 29th at 7:00 pm in the Chapter house. Quarterly Business/Board Meeting for Chapter 54

November 12, Chapter Monthly meeting, 7:00 PM Hear from the new Lake Elmo Aero FBO Waiting on confirmation from our speaker TBA

December 10, Winter Banquet in the Club house

January 14, 2019 Movie Night: popcorn is provided

Valters Aviation Changes

For the last 25 years, I have had the privilege of leading many of you on a pathway to your pilot's license, and providing you with reasonable rates on aircraft to get you in the skies. I could not have done this without the help of a remarkable staff and your patronage.



It has been a rewarding experience but it is time for me to move on. It is with mixed emotions that effective October 1st, Valters Aviation will change ownership and become Lake Elmo Aero. We anticipate the transition to be very smooth and it should not interrupt any reservations or lessons that are scheduled or are taking place.

Our current Flight Schedule Pro will remain as the online scheduling platform for Lake Elmo Aero. If you are a current student or renter and have credit on account that was placed there within the last 2 years, it will be transferred over to Lake Elmo Aero. I look forward to spending more time with my family and smoking cigars in my woodshop while trying to enjoy retirement. You will still find me out at the airport, especially on Vikings game day.

Sincerely,

Gatis Valters

Young Eagle Update

This past weekend was a perfect storm... several last minute signups led to the largest Young Eagles signup group for the year... perfect weather that everybody wanted to take advantage of... and could have led to the best month ever!!! However, we had 4 planes that normally fly this event unavailable this weekend... and a 5th that broke down Saturday morning. This resulted in only 3 planes being available. We did the best we could with what we had. We ended up flying 27 kids... albeit we did what many other clubs do, and filled one of the planes with 3 kids instead of just 1. It's not ideal, but several kids still got their first flight in a small plane, and had a wonderful experience. Much better than just sitting on the ground, dreaming of what it might be like up in the air. For those Young Eagles that didn't get to go up, we hope they will reschedule for October. As my first year as Coordinator, I have learned a lot, including how things can go sideways like this weekend. I plan on putting some changes in place (like capping the sign-in process) to ensure it doesn't happen again. I still believe this Saturday was a success, and saw many smiles from many future aviators... and look forward to many other Young Eagles Rally's!



Lake Elmo Airport Update

This morning I attended the meeting of the Planning, Development, and Environment committee of the Airport Commission. The Environmental Assessment report for the Lake Elmo Long Term Comprehensive Plan (LTCP) was on the agenda for approval, it having been approved by the FAA last month. It was approved by this committee, and it will go to the full Commission for approval at their next meeting. After that, the next steps are to secure funding for the project and go out for bids.

I made a brief statement in support of the plan, which I have attached. John Krack, from Anoka County Airport, who is chairman of the Reliever Airports Advisory Council, also made some remarks, addressing three of the main concerns expressed by airport neighbors at public hearings over the last year and a half. These included the frequent comment that the MAC doesn't listen to them (they have, exhaustively; they just weren't able to give neighbors much of what they were asking for); the 30th street rerouting is unpopular (it will add 46 seconds to trips using it, but according to emergency service people, it won't significantly add to response times); and concerns about larger aircraft using 21D after the construction is complete (partly addressed by me, but John expanded on it, pointing out that while a 3500-foot runway might make operations by larger aircraft possible in ideal weather conditions, they probably wouldn't be based there because 3500' is too short for many less-than-ideal conditions).

Vince Anderson, who has been a vocal critic of the plan all along, stood up to complain that nobody in charge has read all of the Environmental Assessment documents, but that the committee was going to rubber-stamp it anyway, over the objections of a majority of residents near the airport.

There was no more community input. Commissioner Madigan spoke in favor of the project, pointing out that it will increase the airport's margin of safety, and it was passed without further discussion.

Minutes of the meeting haven't been released yet, but they will appear here:

<https://www.metroairports.org/Airport-Authority/Metropolitan-Airports-Commission/Public-Meetings/Board-Meetings.aspx>

Best Regards,

John



Lake Elmo Materials Now Available for Oct. Committee Meeting

Meeting materials associated with the Monday, Oct. 8 Metropolitan Airports Commission's Planning, Development & Environment (PD&E) committee meeting are now available to download on the [MAC's website](#).

At the meeting, members of the PD&E committee will consider adoption of the [Hearing Officer's Report](#) for the public hearing held in April 2018 for the Draft Federal Environmental Assessment (EA) / State Environmental Assessment Worksheet (EAW), which considers the relocation/extension of Runway 14/32 and associated improvements at Lake Elmo Airport.

The committee will also discuss the [Findings of Fact, Conclusions, and Order](#) on the Final EA/EAW and make a recommendation for a final decision to the Full Commission, the responsible government unit under the Minnesota Environmental Policy Act. Recommendations made by the PD&E committee will come before the full board at its Oct. 22, 2018 meeting for final approval.

Secretary's Notes for EAA 54 October 8th Meeting

Jack Miller opened the EAA 54 Annual Meeting at 7:30

Jim Pearsall made a motion that the Annual Meeting and Elections be suspended until November Meeting, November 12th. Al Kupferschmidt seconded, and the motion carried unanimously.

Announcements

Reminder Osh 2019 date July 22-28 Remember to keep this date in your plans, looking forward to another group encampment next year

A Business Meeting will be held Oct 29th, 2018 at 7 PM. Please contact secretary@eaa54 with agenda suggestions.

Jeff Hove announced a cash of posters is available suitable for hangar decoration.

The Chapter Clubhouse has Internet. The same was tested, confirming the maximum simultaneous connections is 10. Speed is demonstrated as good. Access will be limited to events and meetings and may be used for Web based presenters or streaming of meetings.

The program was a panel format retrospective hosted by Jack with Jim Anderson and Bill Shanks. Bill and Jim provided a bit of their own personal aviation journeys as well as their history with the chapter.

The meeting adjourned at 8:45

Hear Ye, Hear Ye

Quarterly Business/Board Meeting for Chapter 54

Monday October 29th at 7:00 pm in the Chapter house

Oshkosh is July 22-28, 2019. Put it in your Calendar

Next Meetings

Oct 29

Quarterly Business Meeting 7 pm in the Club House

November 12

Hear from the new Lake Elmo Area FBO

Waiting on confirmation from our speaker TBA

December 10

Winter Banquet in the Clubhouse

January 14, 2019

Movie Night: popcorn is provided

Thanks

Jack



PRESIDENTS MESSAGE

JACK MILLER

From the Presidents desk:

Change is never easy. At our October meeting we were honored to have Bill Schanks and Jim Anderson tell their stories of aviation over the past eight decades! Most were funny, yet some sobering to hear.

If there was one quality that stood out, but never mentioned directly, in their adventures of the past it would have been the quality of "persistence". Through the bumps and bruises of time they stayed with the dream and the task of flying. Studies show that the one factor of success in business and elsewhere is not intelligence or money, but the grit of persistence in a persons efforts.

Without sounding preaching I want to say that we, Chapter 54, need ot hold on to the character of 'persistence' in what we do. It is for that reason that I beat the drum of our Chapter 54 reasons for existence.

First: We are committed to bringing General Aviation into the future. We do this by making it possible for young people to experience the thrill of flying and the vocation of aviation.

Second: We are committed to increasing the skill set of all the pilots and would be pilots who come under our influence. We are not looking for perfection, but rather excellence.

Third: We are committed to connecting pilots with each other so that they can experience the Community of Aviation in the best possible sense. It is fun to watch that happen.

Change is happening and we are getting ready for it!

Jack Miller

[Join Us in Oshkosh for a Chapter Leadership Academy](#)

EAA's Chapter Leadership Academy continues to grow in popularity, with our most recent sessions having filled to capacity. Sign up now for the October Chapter Leadership Academy before it is too late!

The academy is an interactive two-day workshop that focuses on topics that are important to you as chapter leaders. This academy will help you grow membership and participation in your chapter, as well as provide guidance on how to better manage your chapter.

Participants stay at the EAA Air Academy Lodge in Oshkosh, Wisconsin, and immerse themselves in a wide range of chapter-related subjects such as chapter business fundamentals, recruitment, fundraising, public relations, EAA chapter resources, programs, and more.

The academy provides an excellent opportunity to network with other chapter leaders as well as to interact with EAA staff. With breakout sessions and special tours scheduled, you will have plenty of time to learn about how other EAA chapters accomplish their missions.

The October session begins on October 24, when participants will check in, then enjoy a social hour and special dinner. Courses begin on the following day and conclude at noon on October 26.

Count on meeting and talking with a host of EAA staffers, and don't miss a very special EAA Aviation Museum tour we have planned for you!

EAA FLYING START PROGRAM OFFICIALLY LAUNCHES AT EAA AIRVENTURE OSHKOSH 2018

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (July 23, 2018) — The Experimental Aircraft Association (EAA) is introducing its new Flying Start program, which welcomes and encourages new aviation enthusiasts to the fun, freedom, and accessibility of personal aviation, during EAA AirVenture Oshkosh 2018.

The Flying Start program is a new tool for EAA chapters to use to offer a local pathway for interested adults into the world of flight. The program consists of an EAA-prepared PowerPoint presentation and video that provides information about learning to fly, with topics ranging from what is involved in flight training and which certificate would be best suited for each individual, to how much it will cost in both time and money. The hosting chapter can customize this experience with information about their local chapter and flight training options.

“EAA chapters throughout the country supply a natural support system for those adults pursuing their dreams of flight,” said Rick Larsen, EAA’s vice president of communities and member programs. “The Flying Start program gives those local chapters the tools to welcome and encourage those who are eager to discover aviation, but may not know how to take the next step.”

Flying Start participants will also have direct access to EAA’s Eagle Flights program through the hosting chapter, allowing them to experience aviation for themselves with a free introductory flight and informal mentorship from an EAA volunteer pilot. After the flight, participants will receive a free six-month membership to EAA and the local chapter.

While the primary goal of the Flying Start program is to provide a pathway for adults into the world of flight, the program also allows EAA chapters to engage their current members and recruit new aviation enthusiasts to help build stronger organizations that support and promote aviation on a local level.

The Flying Start program fulfills EAA’s mission to grow participation in aviation by promoting “The Spirit of Aviation” through its network of nearly 900 local chapters.

Chapters that are interested in hosting a Flying Start event can see the program requirements, register, and receive the materials needed to help plan, promote, and host a successful Flying Start event at www.EAA.org/FlyingStart.

[About EAA](#)

EAA embodies The Spirit of Aviation through the world’s most engaged community of aviation enthusiasts. EAA’s 210,000 members and 900 local chapters enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. For more information on EAA and its programs, call 800-JOIN-EAA (800-564-6322) or go to www.eaa.org

From the Fleming Flyer

Airport Managers Corner –

October 2018

Swift Fuel 94UL continues to sell well above the 91 UL Auto fuel. As of 9/27/2018 we sold as much 94UL in 73 days as we did of the 91 UL in 193 days. Basically the Swift Fuel is selling 3 times as much as the 91UL and we couldn’t be more happy! I do understand and expect that there might be a slight downtick in sales once the weather gets colder but so far sales have been great and I am optimistic that they will continue to improve throughout the first year of sales.

Fleming Field Automated Fueling System

100LL \$4.69

Swift 94UL \$4.29

Jet A \$3.99

Airport Manager, Andrew Wall, 651-554-3350

Visa, MasterCard, Discover, Phillips Credit Cards Accepted

Passport to fly

September 27, 2018 by [Janice Wood](#)

When Russell Kinneberg's mechanic told him the best thing he could do for his plane is fly it, he took it to heart.

The Plymouth, Minnesota, pilot has since landed at more than 200 airports — sometimes as many as 18 a day — as he participated in the [Fly Minnesota Airports Program](#) sponsored by the Minnesota Department of Transportation.



Since then he's branched out to neighboring states to participate in their programs, designed to get pilots to land at all of a state's airports. Russell notes he was very young when he started flying.

Russell and Glenn Kinneberg at Houston County Airport (KCHU) in Caledonia, Minnesota.

"My Dad, Glenn, got me started in flying with my first ride at two months old," he says, adding his Dad is his inspiration.

"He will be inducted into the [Minnesota Aviation Hall of Fame](#) in 2019," he reports. "He is 91 and has been flying for 71 years. I hope that I can fly for as many years as my Dad."

Russell earned his private pilot certificate in 1980. He kept current by renting airplanes un-

til he was able to buy his own in 2011.

"My plane is a 1973 Piper Challenger, which is similar to an Archer II with a Hershey bar wing rather than tapered wing," he reports.

The plane had not been operated for four years when Russell became its owner.

"After the 2012 annual, my mechanic recommended the best thing for the plane was to fly it," he recalls.

And while he had been flying to Minnesota and Wisconsin airports — usually within 50 to 100 miles of his home base — when he was renting, once he discovered the Fly Minnesota Airports program, he took off.



"I completed the Gold Level — landing at 130 Minnesota airports — in 2013," he says. "The next year I did the usual fly-in breakfasts, however my annual hours were down."

In 2015, he learned about similar programs in [North Dakota](#), [South Dakota](#), and [Iowa](#) and he was all in.

"I completed the Bronze level — 20 airports — in South Dakota in August 2015," he recalls. "Then I completed the bronze level of 30 airports in North Dakota in October 2015. I completed the Platinum level of 110 airports in Iowa in December 2017."

Russell Kinneberg lands at Brookings Municipal Airport (KBKX) in South Dakota, home to the aviation program of South Dakota State University.

It was in the fall of 2017 when he discovered [Wisconsin](#) was starting a similar program. Less than a year later, in August 2018, he completed the Bronze level in that state, landing at 42 airports.

“I usually fly airport to airport — or ‘airport hopping’ as I call it — since the duration between airports can be 10 to 20 minutes,” he says. “My Dad has been along on some of the Minnesota, Iowa, and Wisconsin trips. Otherwise I usually fly alone and spend about 10 minutes at the airport searching for a stamp or signature, take a quick picture of my plane N55419 in front of the airport building, and then I take off for the next airport.”



The most airports he flew to in Minnesota in one day was 18, while he topped that in Iowa, landing at 21 airports in one day.

Rewards

All of the programs have prizes for pilots who complete the challenge. Russell reports that so far he has received leather flying jackets from the programs in Minnesota and Iowa.

Russell Kinneberg shows off the leather flight jacket he received from participating in the Fly Minnesota program. “When I complete Wisconsin, North Dakota, and South Dakota, I will have five leather flying jackets, one for every day, Monday through Friday,” he says with a laugh. And while he cherishes the leather jackets, he says there



have been quite a few other benefits to participating in the programs.

“I get the flying hours for my plane to keep it in good working condition,” he begins the list. “It also builds flying hours for me. There are only so many fly-in breakfasts or \$100 hamburgers.”

The challenges also help him keep — and build — his flying skills, he says. “Every airport approach and landing surface is different,” he notes. “Sometimes the crosswinds make for interesting landings.”

Try it Yourself

Wonder if your state has a similar program? Many do. Just type Passport program for GA pilots into your search bar, along with your state’s name, to find a program close to you.

An Introduction to the EAA Virtual Flight Academy

Are you ready to take your next chapter gathering to the next level? Join our webinar "Flying With EAA Virtual Flight Academy," presented by Brandon Seltz on September 26 at 7 p.m. CDT. Brandon will introduce you to the EAA Virtual Flight Academy, a powerful new virtual flight instructor that helps people learn to fly and become proficient pilots. This TakeFlight Interactive tool will surely be a hit at your next chapter meeting! Proudly sponsored by Aircraft Spruce & Specialty Co. [Register for free](#) →



Airventure Photos

FOR SALE

For sale: KT 76A transponder, tray, harness and Narco AR 850 encoder. Working when removed, last VFR check March 2018. \$ 225; Call Dan Bergstrom @ 763-464-7562.

Tailwinds Membership, \$4,000 see ad below. Josh Tocko (Owner) FLIGHT LEVEL 510 DESIGN 651.587.0999 design@fl510design.com

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)

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 wshanks@gmail.com

Piper PA-12 project; Additional miscellaneous parts and older instruments also available. This aircraft has been in my wife's family since 1971. No damage history and all logs. Asking \$35,000 for the project and \$23,000 for the 160hp O-320. If interested, please email me at joelbrodd@gmail.com

1997 Glasair FT1. \$62,000. 550 TT on airframe. 1200 hours on engine major. Up to 200 mph cruise at 10-12 gph with an IO 360 Lycoming. 47 gal fuel. Less fuel burned and slower if pulled back. It has steam gauges but can be flown IFR, a great autopilot. Everything works. Whirlwind constant speed prop. 2000 fpm climb in this weather at 130 mph. Flies great. Comfy interior. No problems at present. More info upon request. Insurance 1/3rd that of retract. Good bird - I built it. Hangar on 21D might also be for sale. Cheap to heat. Clean and cozy. David Briggs dgbbrig550@gmail.com 612 799 1254

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.

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. I am also looking for someone that can make a mold for fiberglass nose cone for the Mark V
Contact Jim Swatosh 956-607-6088 jswatosh@hotmail.com
www.durandmarkv.com



Chapter 54 Directory

Housing Director	
Gregg Adler	
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Membership Director	
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Jeff Hove	
Education Director	
Lief Erickson	21D RCO 118.625, Uni- com: 122.8
education@eaa54.org	21D AWOS:120.075, TPA: 1932'
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.