



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

NOVEMBER 2013

November 2013

THE NEXT PROGRAM WILL BE ON MONDAY

December 9, 2013

- **Holiday Pot Luck Awards and Recognition Night**
- **Open at 6:00, meal at about 6:30 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**



Robert Westerberg passed away recently. Here he is at last summers Aviation Day in a photo with Roger Westerberg and Dan Bergstrom. Robert had over 3,000 hours flying his Luscomb a half hour out and then a half hour back. He will be missed

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Pietenpol Aircamper Aircraft by Jim Pearsal

Bernie Pietenpol was born 1901 and died 1984, he built first plane in the 20's. Lived in Cherry Grove MN just Southeast of Rochester MN. In 1931 Modern Mechanics published plans for the Air Camper (two seater). In 1933 he designed a new plane — Model T powered Sky Scout (single seat). During WWII he did civilian pilot training.



Post war, he repaired TV and radios

The airplane is built with wooden frame and used early application of plywood and wood construction. He liked the Corvair engine (either fan and shroud or free air) The Engine. Model A engine modifications are minimal, install magneto and move water pump. Also Continental A-65 engine is popular.

The plans were republished in Annual Glider manual 1932. Thousands of plans were sold, hundreds flying today.

The largest gathering of Pietenpols are at the Brodhead Pietenpol Association annual fly-in in July.

Club member Jack Miller has a Pietenpol in his basement and helpers are needed to get it back in the air. Just received the prop and hub—looking for a Corvair engine now. Must be a pilot that weighs less than 210 lbs.



Today the model is still popular, people are building and rebuilding the planes



History

<http://community.pressenter.net/~apietenp/BHPietenpolAndSonsAirCamperAircraftHistoryofPietenpolAirCamper.html>

Brodhead Pietenpol Association <http://www.pietenpols.org/>

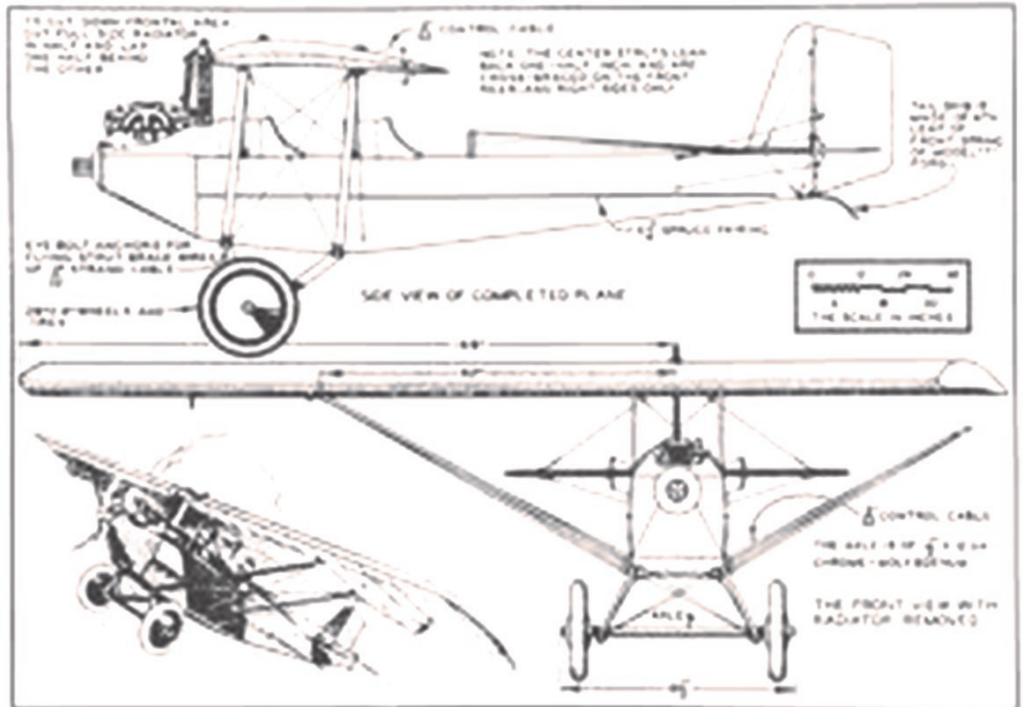
EAA Air venture Museum

<http://www.airventuremuseum.org/collection/aircraft/4Bernard%20Pietenpol%20Biography.asp>

EAA 80th Anniversary - http://www.airventure.org/news/2009/090122_pietenpol.html

The photo to the right is one of Bernie's planes at the EAA Headquarters with his restored hangar.

- Length: 17 ft., 8 in
- Wingspan: 29 ft. 0 in
- Height: 6.5 ft. 6 in
- Wing area: 145 sq. ft.
- Empty weight: 620 lbs., usually around 700
- Max takeoff weight: 1,040 lbs. Light Sport!
- Power plant: Original - Ford Model A
- Maximum speed: 86 knots (100 mph)
- Stall speed: 30 knots (35 mph)
- Rate of climb: 500 ft./min



"The Pietenpol Air Camper plans were published in the magazine in 1931. The also appeared in the 1932 edition of the *Modern Mechanics* annual called the *Flying and Glider Manual*



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY *BETTIE SEITZER*

November 2013

Greetings from Saint Paul! I cannot believe how fast this year has gone by, we are quickly approaching the holiday season and the beginning of a new year. At our November meeting new officers were elected, they will begin their terms January First. We also had an excellent discussion about activities and meeting subjects – I am excited by the great ideas that our new leadership is bringing to the chapter. We will also continue the events that have our membership has enjoyed and will continue to participate in. Please congratulate the new officers and let them know what you enjoy most about your membership in Chapter 54.

Our December meeting will begin at 6:30 with a lasagna supper! We will provide lasagna, salad, and bread. Please invite spouses and family. Our topic will be recognition! Our old tradition was to present service awards at the May banquet, with the very successful change from formal banquet to picnic on the deck for the May Meeting, awards became very difficult. No podium, no microphone and people happily spread around the chapter house, the deck and the lawn. It was impossible to capture the attention of everyone in order to properly recognize the efforts of members who helped with events and activities for the chapter. The December meeting is a great time to look back over the previous year and take time to appreciate the donations of time and energy that our members have generously given! So we will have our recognition with awards to officers and volunteers. Speeches will be short and hopefully quite entertaining!

I was contacted a few weeks ago by a woman named Cindy Campbell; her dad was Art Mills, a pilot and plane owner who some of you might remember. If you have stories or memories of Art, please send them to me. Cindy is making a monthly donation, in honor of her dad, to an Air Academy Scholarship fund! She feels that her dad would like knowing that young people have an opportunity to learn more about aviation and careers. We will stay in touch with her and let her know that name of the student we send with her donation. She will be invited to attend the meeting where the candidate talks about their experience. This was a nice surprise and a great way to ensure that we can send all of our interested candidates to Air Academy.

At the meeting I shared a little information about aviation in Uganda. I recently return from 2 weeks during which we did a small amount of service work at a school and some travel to 3 national parks – including hiking up to see the Mountain Gorillas. It was a fabulous adventure! Of course I was interested in the state of aviation and watched the skies everyday to see if there were small planes. In 2 weeks I saw only 2 small planes in the air! Shocking! There was also a newspaper article about a flight school at the Entebbe airport; the sad news was that the last functional plane at the school had been grounded. The school owns 12 planes, all had been grounded for lack of an air worthiness certificate. There are about 20 students enrolled in the school who now have no way to complete their flight training. The students declared a strike, but who knows what good that will do.

It made we appreciate our aviation system, training programs and airports. It is not cheap to get a pilot's license, but anyone can do it. In Uganda there is only one airport that has a training program – Entebbe; and that school has no planes. Aviation would offer a much better way for tourists to move between the beautiful national parks and attractions – there is a real opportunity for an enterprising person to build a profitable business. There are small strips near the big parks and all of the lodges have ground transportation that could shuttle visitors from air field to lodging. If I were younger (and richer) I would be writing the business plan. Think about it.

Flying Bicycle (CNN) -- A pair of flight enthusiasts, John Foden, 37, and Yannick Read, 42, have devised a two-wheeled bike -- christened the XploreAir Paravelo -- that transforms into an aircraft. The British inventors say it is the world's first fully functional flying bicycle.

The machine can travel at speeds of up to 15 miles per hour on the road and 25 miles per hour in the air, reaching altitudes of up to 4,000 feet.

The bicycle can be disconnected from its trailer for inner city use, then docks to form a 'para-trike' for take-off. In order to fly, the bike and trailer the wing is unfurled and an biofuel-powered 249cc motor.

Once airborne, it can stay in hours. Once it's in the air, the say that it controls like a con-paraglider.

The fan can also be detached and strapped directly onto your license is required to fly it in cluding the U.S. and the UK -- Powered Paragliding Associa-tion strenuously recom-mends proper training. The bicycle is small enough to be taken on public transport, and the entire vehicle can be stored in a garage or carried up stairs and stored at home.



COURTESY JOHN FODEN/EXPLOREAIR

are fastened together, electric starter fires the the air for up to three flying bicycle's inventors ventional fan-powered

entirely from its housing back. Worn like this, no many countries -- in- but the United States tion strenuously recom-

"Foden and Read hope that at \$16,000 the Paravelo will appeal to inner-city flight hobbyists, and believe that it may also be useful as a "cost-effective aerial reconnaissance vehicle for forest rangers and border patrols."

Pilots Lounge

AERO SKIS, MODEL 1800 • \$1,250 • FOR

SALE • Package deal, \$1250. Aero Ski Model 1800 and ski dolly's for aircraft with gross wt. to 2000 pounds . Rig-ging for Spezio Tuholer w/ Taylorcraft axle adapter. Excel-lent condition, no damage history. Will not separate, no over seas sales, CASH only. Possible delivery within 200 miles of St. Paul, MN. • Contact [Danny Bergstrom](#), Owner - located Stillwater, MN USA • Telephone: 651-439-0944 •



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 philoso-phy 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](#) or call 651-982-275. Visit us at www.tailwinds21d.org to learn more.



Chapter 54 Board Meeting Minutes

October 19, 2013

EAA Chapter 54 Fall Board Meeting 10/19/2013

Attendees: Bettie Seitzer – President, Paul Rankin – Treasurer, Dale Seitzer – Secretary and Newsletter Editor, John Renwick - Membership Director, Al Kupferschmidt - Board Member, Tom Gibbons, Board Member, Jim Pearsall - Vice President, Linda Amble - Young Eagle Coordinator, Lief Erickson, Dave Fiebiger and Dick Wicklund

Agenda

Officers — No candidate yet for Vice President. The existing officers have been recruiting and no one has accepted. Trusted long term members to lead a Search Committee to identify the Vice President candidate. Lief accepted the role of leading that group.

Preliminary Budget Requests --

Internet access, wireless, \$30 (5 gigabytes) per month. Hot spot and wifi, would allow online meetings, members can dial in. In the Chapter building only. Jim is researching the costs and options.

New laptop computer, even a basic new laptop would have the features and capacity that would be sufficient. Lief is doing the research

What about sponsoring a wifi sender at the Chapter house and get donations from people at the airport to have access – Jim is exploring and researching the options.

Projector, we have a used bulb and maybe need a new bulb – Lief is looking into it.

Aviation Day – Jack Miller, Event Chair

Discussion on the date resulted in the decision of August 17, 2014 as preliminary date—check with the Chair.

Keep the same menu. Consider raising the prices. Provide more value.

Charitable Donations:

Donation of around \$600 specifically for Air Academy. A man died in August and his family is donating cash to Air Academy scholarships. There will be an article in an upcoming newsletter about the man and his aviation story. Is this type of contribution something we should try to increase donations and contributions? Does Oshkosh have any resources on how to solicit and manage contributions? Jim Pearsall will follow up with EAA headquarters.

Member Recruitment and Retention

Picnics – seems to be working to satisfy the social needs of members.

Options: Host more Wings events

Review Chapter Mission and Strategy and decide how we can recruit people who want what we offer or change the mission to adjust and find new members

Maybe try to fly out as a group. Take non pilots along on the fly outs

Survey, ask what people are interested in. Bettie will coordinate and create a survey, Use Survey Monkey.com, paper survey for people with no internet access.

Monthly or Quarterly Board meeting so we can be more nimble and implement more ideas quicker.

We need a leader who is a motivator—someone to go around the hangars and talk to people, reach out to people, recruit for volunteers and members.

Host fly out, 2-3 times a year, partnership with Valters to generate activities. Bettie and Jim will follow up

Ground School Planning

Need a better layout and tables for ground – Purchasing 2-3 rectangular tables instead of the round tables.

Good method of recruiting, meets organizational mission.

Paul does not have the capability to be at every session. Would require many hours of training for the instructors. Paul has enhanced the curriculum to teach to more than the test. 10 weeks, 2 times per week. Target start date in Jan or Feb or late fall next year.

Need someone to manage the students—attendance name tags, enrollments, administrative person. Promotion person needed to champion the course

Options, hire a CFI to lead the class, modify the class to meet the instructors available,

The instructors will get together to set up the overall plan to integrate the available instructors

Start Thursday before February 2014 meeting—start up. Feb 6, 2014

Social Events —May Picnic, September Picnic, December Potluck and Awards, dinner, invite spouses, volunteers. Business will be introducing new officers, recognition, need to have a name tag to eat

Timing of Newsletter Publication

Newsletter is done as soon as possible after the monthly meeting. Right before the meetings an agenda will be sent out and will be posted on the homepage of the website.

Consideration of Bylaws — Goal for next year to review bylaws.

Donation from our chapter has been requested -- a Boeing 727 was donated by FED EX for K-12 educational purposes in partnership with MN Association of Women in Aviation. Located at Holman Field in St Paul. To increase science technology engineering and math in the schools. Put classroom to determine what updates are needed. They need donations to receive a matching grant. They offered a tour to the members. Consider at the budget meeting in January.

Farnsworth—We have been donating \$1,000 each year, for many years, so we will consider increasing the donation by \$200. Dedicated to 2nd grade field trip to air academy. Are there other ways to increase our contribution more than cash such as volunteer efforts.

Remind People to turn everything off when they leave, lights, thermostat, locks.

Robert Westerberg passed away.

Remind members to use Facebook and the email group to communicate

Chapter 54 Chapter Meeting Minutes

October 19, 2013

EAA Chapter 54 November 2013 Meeting Minutes

November 11, 2013

President Bettie Seitzer called the meeting to order. Vice President, Jim Pearsal and Dale Seitzer, Secretary were officers in attendance – a total of 20 people attended. No visitors.

Business Meeting

A motion was made and seconded to vote for the slate of candidates. Only paid up members are allowed to vote. Enough members were in attendance and voted to make the elections legitimate. The candidates were elected unanimously.

Candidates:

President—Jim Pearsal

Vice President – Paul Randal

Treasurer – Tom Gibbons

Secretary—Bettie Seitzer

Newsletter Editor – Dale Seitzer

Board openings

Housing Board Member -- Dave Fiebiger

Education Board Member – Leif Erickson

Membership Board Member -- John Renwick

Young Eagle Coordinator / Board Member -- Linda Amble

Fierce campaigning for Linda Amble was unnecessary—she and all of the candidates were voted for and applauded.

The December meeting will be a dinner and recognition event. We will recognize people who made contributions to the club. Linda and Bettie will plan the menu. We will also recognize past officers and welcome new officers. Let's meet at 6:30 pm. Bettie and Linda will organized the set up so volunteers will be needed early.

Paul Randal, incoming Vice President for the chapter led a discussion of activities and programs considered for the next year. Programs suggested—Saturday tours at Bolduc, BRS, Cirrus, Wipaire, Sonex, Fargo Air Museum, Granite Falls, Lindberg's Home, Bong Museum, Control Tower (MPLS Center), Delta Hangar tour at MSP, Farnsworth School Simulators Tour or Rare Air in Faribault Airport. Have a meeting remotely at an aviation location. Get a bus for out of town trips? Please send ideas for programs and activities to Paul.

Ground school will be offered, recruiting instructors now. Need 15 students. Start in Thursday February 6, 2014 and be Monday and Thursday. Doing online registration. Advertising and promotion is crucial. Paul Rankin will coordinate. Members can attend refresher sessions during the entire class. Also need a class administrator for attendance and other duties. Need instructors the most. Need at least two key instructors who have classroom experience. Talk to Paul. Research the possibility to offer Pinch Hitter class include a flight instruction component.

Newsletter Editor—Dale Seitzer: Please send articles and pictures and anything aviation and member related. Send to newsletter@eaa54.org. The new plan for the newsletter is to release the newsletter right after the meeting to make it more meaningful. Officers, Board members and other members should submit sooner than later.



Aviation Day Volunteers and Long-Time Chapter Members —

Norm Weston (left)
Jesse Black (right)

Thanks to everyone who helped out at the event.



Milaca Airport Offers New Service

By Lesley Toth

October 31, 2013 at 10:36 am

The Milaca Airport now has a new service it can boast to its pilots and potential users. Thanks to some collaboration, the municipal airport can offer land-based transportation as well as one of the nicest grass landing strips in the state. The city of Milaca has donated the retired Dodge Charger police squad car to be used as a Milaca Airport Courtesy Car.

Local pilots and volunteers cleaned and serviced the car and helped develop a use policy. The car is provided on a first-come basis for use by pilots to travel locally to the city of Milaca for business or other authorized business. "This is another asset we can use to attract people to the airport and to Milaca," City Council Member and airport commission chair Ken Muller said at a recent meeting.



City Manager Greg Lerud said Milaca typically puts retired squad cars up for public sale. The airport courtesy car remains the property of the city and will be maintained by the Milaca airport manager, Steve Burklund, or another authorized representative. Now, the city and the airport tell those travelers that they do offer courtesy car service, which may increase interest in using the local facility.

To further boost the attractiveness of the Milaca Airport, the commission is also looking for a fixed-base operator to service general aviation. A fixed-base operator, or FBO, is a commercial business granted the right by an airport to operate on the airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance or flight instruction. In common practice, an FBO is a primary provider of support services to general aviation operators at a public-use airport. For more information about this opportunity, contact Burklund at 320-492-8246.



Chapter 54 Directory

President: Bettie Seitzer
president@eaa54.org

Vice President: Jim Pearsall
vicepresident@eaa54.org

Treasurer: Paul Rankin
treasurer@eaa54.org

Secretary/Class IV Director
Dale Seitzer

secretary@eaa54.org or Newsletter@eaa54.org

Education Director
Rob Barros

education@eaa54.org

Events Director

Jim Pearsall
events@eaa54.org

Housing Director

Dave Fiebiger
housing@eaa54.org

Membership Director
John Renwick

membership@eaa54.org

Young Eagles Director

Linda Amble
youngeagles@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 published about a week after the meeting.

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

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