



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JUNE 2012

June 2012

THIS MONTH'S PROGRAM WILL BE ON
MONDAY June 11, 2012

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.
- AT THE NEXT CHAPTER MEETING:
- Chapter Members will give slide and video presentation on their recent visit to Smithsonian National Air and Space Museum, Steven F. Udvar-Hazy Center.

Who's Who In Chapter 54

Submitted by John Schmidt



Name: John Schmidt

EAA#: 250021 (I remember when that was an obvious 'newbie' number. Quarter of a million, plus the legal drinking age. I have it memorized – I'm surprised at the number of EAA members that don't have their membership numbers memorized. I'm a lifetime member.)

Occupation: Teacher

What aircraft are you building?

a) RV-6 (tailfeathers done, on the gear, one panel missing from each wing to finish wiring, haven't cut canopy yet, no engine)

b) Wag Aero Wagabond (fuselage, www.flycorvair.com Corvair 100hp conversion, almost ready to go, no instruments. No wings; I'm going to get some short wings, with leading edge fixed slat, from Dakota Cub.

c) Stinson 108-1, certified, needs engine overhaul and all new paint. Hasn't been airworthy since I had a forced landing in 2003. Need money.

I have plans for a Pietenpol, Sport Trainer, Mono-coupe, Family Cruiser, and Hatz Biplane. We'll see what happens.

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY BETTIE SEITZER

Ah June – and a pilot's thoughts turn to Oshkosh! This year's AirVenture dates are July 21 – 29 – same place it always is – The Busiest Airport in the WORLD! If you haven't already checked out the website, set aside some time to plan your trip. The website is www.airventure.org

For the July newsletter I would love to read some of your recollections of past trips to Oshkosh; I know that everyone has a favorite story of an exciting event, a fabulous show or a brush with fame! Write them up – doesn't have to be long and send them in to Tom.

This year there is a special invitation going out to the Cubs – I am looking forward to seeing a flock of these iconic planes; the beautiful yellow color, the unmistakable profile on the field or in the air. For the more modern minded, Team RV will be flying in the airshow – this is the largest team of RVs and will make their debut at AirVenture to honor Dick!

Interested in Rock and Roll? The Steve Miller band will perform on Monday. There are movies every night in the Fly-In Theater, shows on the stage and more to see than you can believe. I also noticed that the Brazilian Military will make its Oshkosh debut – where else could you see that?

Glacier Girl will appear in celebration of the 20th anniversary of its recovery from the Greenland ice cap. Where else could you get this close to such a fascinating piece of history?

Daily showcases and aerobatics shows ensure that everyone will see aviation that they will enjoy.

For me, AirVenture represents an opportunity to get some great pilot refresher training. The FAA building is one of my favorite spots to visit, I always sit in on flight safety sessions, a weather refresher, and sometimes just a good humorous talk. There are very interesting builder's forums and opportunities to learn about exciting new flying destinations. My only regret is that there are so many places to go and so little time!

Dale and I fly in to Oshkosh every year. One of us flies over and the other flies back. If you are not the PIC, you are driving the car filled with camping gear. The plane gets there much faster than the car, and the scenery is so much better when you are airborne! What an amazing sight as you get closer and closer to the field, reminds me of a very busy beehive – planes everywhere! So exciting to see that and to move gracefully into the flow of traffic; landing and seeing flying buddies from all over the country is a very special thrill that cannot be matched!

If you haven't already started planning your trip, I encourage you to go to the website and take a look at the schedule of events, you are sure to find a lot of great things to do! And discount tickets are still available – but only a little longer!

If you are planning to fly in, be sure to open and STUDY the NOTAM, you must be familiar with the procedures and ready to handle very specific instructions from the tower given by one-way communication. If you are flying in for the first time, talk to Chapter 54 members who have done it before – they will be able to share what they learned and may have some very useful tips for you.

CAVU

Bettie Seitzer

Please welcome the following new members of EAA Chapter 54!

Paul and his wife Ardys live in Maplewood. Paul is a CFI in gliders, and also holds PPSEL, PPSES and Instrument ratings. He's a retired engineer/programmer from Honeywell Aerospace who enjoys flying, home remodeling, travel, reading, computers, and water sports.

Edwin "Chip" Berniard lives in St. Paul with his wife Tracie, and works in sales for Trimble. He flies a 1978 Mooney 201. Besides aviation, he's interested in electronics, GPS geocaching, hiking and camping.

Jason Flint lives in West Lakeland, MN. His wife is Tracie. He's a student (sport) pilot, and he works as a social worker for Dungarvin Minnesota, LLC.

Please say hi and introduce yourself if you see our new members at the airport or the clubhouse!

John Renwick
EAA54 Membership Coordinator



Chapter 54 Directory

President
Bettie Seitzer
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Young Eagles Director
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Newsletter Editor/Director At-Large
Tom Gibbons
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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')

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!



Gary Austen, EAA 503953, took this photo of Bob Carlton performing in his jet sailplane during the afternoon air show at EAA AirVenture Oshkosh 2011. To capture the image, Gary used a Sony a330 with a 75-300mm lens set at 200mm. Bob will be flying at AirVenture again this year.

If you could fly any aircraft, what would it be?

There are about 50 or so. A DeHavilland DH-80 Puss Moth, a Thunder Mustang, a DeHavilland Mosquito, a Stearman, a Nemesis NXT, and a DC-3. I've flown one of them already.

Fun aviation story:

My friend Mark called me and wanted to take his Aeronca Champ for a flight out of Belle Plaine, MN. We got to the end of the runway for take-off, when we looked 90 degrees to our left. Mark, acting as PIC, said "Are those dogs over there by the tree line?" I looked, and thought 'what are those Great Danes doing over there?' They were about a quarter-mile away. We poured the coal to it (as much coal as can be poured to an A-65). As the sound increased, two things happened: 1) I looked at the Great Danes, and 2) they started running. As they got closer, I noticed that those Great Danes were deer. They were running full-out, toward an intercept point with our airplane, now hustling down the runway. "Mark, I think those dogs are deer, and they are running toward us." "I need to focus now." Great. Mark, being focused on take-off, only noticed them when they ended up, a few seconds later, with their heads under the struts, just as we were 6 feet off the ground. I can still see their necks straining as they were running for all they were worth, trying to beat us to some vector point that only they knew. If there ever was a need for 'deer chaff,' to throw off their deer radar, that would've been the occasion. As we got over the end of the runway, I imagined what could've happened had they hit us full-on in the strut. I imagined us cart-wheeling down Belle Plaine's grass, and then the avgas catching on fire, all while the deer, stunned, run away, and anyone finding the wreckage wouldn't have known why we crashed on take-off. I wonder if the NTSB has ever run into this (no pun intended). After considerable cussing, we flew on. We weren't mad at each other, we were mad at the deer, just shocked that those idiot deer are stupid enough to try to cut us off, and dang near kill us. They could've hit the prop and could've been saudades, too.

Who is an inspiration to you in aviation?

Hands down, Paul Poberezny of EAA and William Wynne of FlyCorvair.com

What person/s in aviation would you like to have lunch with?

Pancho Barnes, Lindbergh before he flew across the Atlantic, Joe Foss, Richard Bong, Eddie Stinson, Ernest K. Gann, and Robin Olds.

Describe your first airplane ride:

My dad was, in my mind, the greatest; a thought that is in the minds of many men when thinking about their fathers. No one in my family was a pilot; I'm the first. There's no way that anyone in my family could've been a pilot; that stuff costs money, and we never had any. I had no heat in my bedroom when I was growing up. One thing he put into my mind is: you can do anything. I was in college, and I had never flown anywhere, in any airplane, for any reason. Why should I? Airlines were still regulated back then, and flying was expensive. People got dressed up for it, and service was great. There was no way my family or I could afford the \$25/hour, wet, it cost to rent a 172 with an instructor. I knew that flying was expensive, but I had heard that you could parachute for cheap. So I went to Osceola, enrolled in parachuting lessons at 9am, and was jumping out of a Cessna 182 with a modified (swing-out) door by 3 that afternoon, performing a static-line, NOT tandem, jump. I still have my parachutists logbook, with that jump listed. So, my first airplane ride was at age 19. I can honestly say that, in my first airplane ride: I took off, but didn't land, and I broke my leg just above the left ankle. I still have 2 metal screws and a scar to show for it. (I also still have the x-ray). My summer job at that time was working in a machine shop; it paid well (I earned more hourly than my mother did after working as a teller at the bank for 26 years), and I needed every dime for college. (learning how to whittle metal parts is also far more useful, interesting, and intellectually stimulating than flipping burgers). I broke my leg while parachuting on Saturday, thought it was sprained, elevated and iced it all day Sunday, worked a 10-hour shift standing in a machine shop on a concrete floor on Monday, and finally went to the emergency room on Monday night because the pain was so bad. I missed Tuesday, but I worked the rest of the summer at the machine shop with a walking cast, even though the doctor said I had to use crutches. I still remember my dad looking at me and saying "Tough it out."

What is your favorite airplane to fly?

I really like any Cub, from 65hp to 180hp.

How long have you been a pilot, and what do you fly? I've been a pilot since July 6, 1989, and I fly an 85hp Cub (I own a share of a club airplane), a 180hp Cub (I tow gliders at Osceola), a Stinson L-5 (with the Commemorative Air Force in S. St. Paul), and anything else that I can rent. I'm trying to get my commercial license by May 10, 2012. Gotta find room in the family budget.

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Unique airplanes you've flown/taken a ride in?

1) Every year EAA has a fancy-pants banquet at Oshkosh during the fly-in. Tickets are \$225. My wife and I were given 2 tickets for the 1999 banquet. We showed up, and discovered that they had a silent auction, with some pretty desirable prizes (the P-51 ride with Chuck Yeager at the controls went for \$35,000). I saw one item that I thought was low. The auction closed at 7pm. Complimentary wine flows freely at these events; it's known as 'wallet grease.' I told my wife that I was eyeing one of the items, and that I was going to try to be the last bidder. Sure enough, I won. And that's how I got to fly dual in a Thunder Mustang, behind a V-12 Falconair engine, for 45 minutes. The following morning, I met the Thunder Mustang guys at their tent. My wife wasn't too happy with me. When I told her about (then) recent fatalities in Thunder Mustangs, just before we took off. I strapped on a parachute, got in, and flew, from 200 feet after take-off, to short final. We still have the pictures at home, framed.

2) EAAer Arnold Zimmerman from Downer's Grove, Illinois, shows up at Oshkosh every year and hops rides in his Breezy. One year, wife Patty and I showed up to Oshkosh with her Great-Uncle Carl, age 83, in tow. Carl had never been to Oshkosh before. We managed to wait in line for a ride in the Breezy, Uncle Carl going first. After his ride, Patty, and then I, got our turns. Back on the ground, we told Arnold about Carl. Carl flew single-float biplanes off of destroyers in the Pacific in WWII. He's flown over 15 WWII airplanes, a list of which would make any warbird aficionado drool. He was flying above Iwo Jima on the day that the Marines planted the flag for that most-famous photo; I have his logbooks and photo albums on my shelf to prove it. Carl passed away at age 93 in 2009. A wing of the science building at Hamline is named after him (he's a Hamline alum, he had a doctoral degree in physics, and he paid for the wing). We exchange Christmas cards with Arnold every year. Arnold has since been inducted into the Illinois Aviation Hall of Fame. I've thought about getting a Breezy.

What do you like about Chapter 54?

I will be eternally grateful to Al Kupferschmidt, Gene Frank, and Jerry Scirroco, for assisting me in a Young Eagles event in 1994 at Osceola. I found them by calling EAA/Oshkosh (remember the days before the internet?). I had more kids to fly than I had pilots; there was no way I could fly them all myself. I asked them to help for about 2 or 3 years, before I was even a member of Chapter 54, and they always came through. I've come to appreciate the other officers and active members of chapter 54. There is an awful lot of smarts here. We need to actively build more airplanes.

How did you get interested in aviation?

After the parachuting fiasco, I thought that I'd liked the flying more than the parachuting. I made up my mind to get a teaching job, and get a motorcycle; teachers have all summer long to sit on their butts and horse around. I was young and single, and that sounded pretty good to me. I taught for a year, then went to the 1984 Olympics in Los Angeles on the motorcycle (I had been working on getting tickets for over a year, and got quite a few of them!). I was riding through Wisconsin on the way back to my apartment in Michigan mid-August when I remembered some vague thoughts about some kind of an airplane get-together somewhere in Wisconsin (I had always heard about it on Paul Harvey news on the radio). I stopped in Wisconsin and asked, and the locals thought that I had missed it, that it was some time in July. I spent the next school year finding out more. I attended my first Oshkosh, and became an EAA member, at the 1985 fly-in. I rode there on my motorcycle, stayed in my tent, and had a total budget for 3 days of 150 dollars. I thought no more of it. Everyone there, without exception, was nice to me, and answered my ignorant questions, but I felt like I'd never be able to afford to do this (my 1985 teaching salary was \$11,300, \$23,700 in today's dollars). I started getting this bothersome magazine in the mail, Sport Aviation. I threw out the first copy, the September 1985 issue. I got the October issue, and thought I might as well read this rag rather than waste it by throwing it away. I then discovered that EAA had chapters all over the United States (who knew?). I attended my first EAA chapter 159 meeting, and no one talked to me at all. I didn't give up, going again the following month. THEN, someone did talk to me, and the rest is history. I was up to my elbows in other people's airplane projects before Christmas. I haven't missed an Oshkosh since.

What do you hope to accomplish in aviation in your lifetime?

I really hate this question. I've heard people say "Don't tell me what you're going to do; show me what you've done." I have a LOT of ideas.

- 1) set at least 10 NAA-sanctioned point-to-point speed records.
- 2) fly at least 1,000 Young Eagles.
- 3) 'create' at least 50 new pilots (loose definition: either by inspiration through my summer "Intro to Aviation" class, or Young Eagles rides, or, eventually, when I become a CFI).
- 4) build at least 5 airplanes
- 5) stand at the end of the runway at Le Bourget Field in Paris in May, 2027 for the 100th anniversary of Lindbergh's flight.

6) participate in a re-creation of the Guggenheim Lindbergh United States tour in 2027, after getting back from

Paris, just like Lindbergh did, May-October, 2027.

<http://www.charleslindbergh.com/history/gugtour.asp>

7) participate in the 100th anniversary of the Pietenpol in 2029 (there are those of us, underfoot right now, that are already planning for this; as of this writing, December 3, 2011, there are only 6,378 shopping days left until May 20, 2029. Start planning now). I'm already working with the Fillmore County Historical Society on this.

8) Get lifetime memberships to NAA, AOPA, Antique Airplane Association, and any number of the aviation museums across the US that I've visited, enjoyed, and that I feel obligated to support.

9) continue to teach my "Intro to Aviation" class every summer for 22 more summers.



Editors Note: Some of the many photos John sent in to in his many aviation travels! Very nice John!

Clockwise from upper left: A visit to pay tribute to Bernie, 2008; Cockpit of C-97, Don Q Inn, Dodgeville, Wisconsin; A brief conversation with Charles McGee; A ride in one of my favorite Biplanes, a New Standard D-25, 2009; Teaching an aviation class, Bangalore, India, 2007; Museum of India Air Force, New Delhi, 2007; Cole Palen's Ole Rhinebeck, 2005; a PBY ready for Halloween in Maine, October 2008; and in the center a reflection in the nose of a Waco in Blakesburg, 2009.



**Chapter 54 Banquet Meeting
For May 14, 2012**
Compiled by the Editor
This month there were no meeting minutes as members gathered at the clubhouse for our annual Banquet/BBQ.



For the EAA Chapter 54 picnic the weather was perfect and the turnout was good.

The gusty winds of the afternoon subsided so I decided this was a good chance to test fly the J-3. Paul and Billie R. arrived as I was pulling out and it didn't take long for them to want to fly the T-50 so we pulled that out too.

I flew two patterns in the J-3 and Paul flew one in the T-50 before parking



them next to the clubhouse and joining the BBQ. My father also taxied his RV-7A and there were some other nice planes there too, such as, Al's Citabria, David's Kitfox, Dale's SkyRanger, and a very well polished Swift.

It was an excellent evening.

Blue Skies,
Jeff Hove

I would like to take the time to say how neat it was this year for our annual banquet only this year, a picnic. The weather was gorgeous, so neat to see all the planes lined up by the clubhouse, good turnout of members, good food and Root beer Floats. Too bad I showed up kind of late, 7:20 or so, stupid grass cutting at home! First off thanks should go out to Bettie S. and Jim P. for their planning of this event and of course anyone else who helped out. It was a great idea and a great event for the chapter! After most left someone, me, brought his cooler from his car and a few of us had a couple of beers on the deck under the beautiful night sky. A great way to end a fun night.

-Tom Gibbons



Pilots Lounge

For Sale:

Best Offer: David Clark H10-30 Headphones
Brand new -- never used
Several years old in original box and plastic bag.

The total proceeds will go to the EAA Chapter 54 coffers for use, maybe, in our Young Eagles Program.

The STORY: The owner was going to learn to fly but was paralyzed in a snowmobile accident in 2008. As a result, the headset sat on a shelf until I visited him last Monday.

Many thanks,

BOB Pittelkow
rpittelkow@comcast.net

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 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 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

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



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 to learn more.

21D Airport Brief Notices

Happenings and Events Around the Lake Elmo Airport

Farnsworth Hangar Tour 2012

The 2012 version of the Farnsworth Hangar Tour occurred on Wednesday, May 23.

A big **thank you** to the following people that volunteered to help; Roger Westerberg, Neil Schoenheider, Paul Hove, Paul Durant, Linda Amble, Dave Syverson, John Renwick, and Dave Becker.

Roger hosted his hangar with a display of engine parts. He set up a table display of parts. The kids sat around the table and learned about each part. They also had an opportunity to touch and handle the parts. Paul Hove and Paul Durant hosted Jim Anderson's hangar and exhibited the Aeronca L-3. Paul Durant is not a Chapter 54 member but stayed to help anyway. He related to me that he loved the experience. Neil Schoenheider exhibited the Cirrus SR-20 from the Tailwinds Flying Club. Neil powered up the glass cockpit instruments and gave the kids an opportunity to see modern avionics. Neil apologizes to any Tailwinds members that wanted to fly the Cirrus later in the day. It likely had a dead battery! Linda Amble hosted Anderson's hangar



with the Bamboo Bomber. Dave Syverson hosted John Renwick's hangar for the morning rotation while John attended a MAC meeting. John returned for the afternoon rotation to show his Globe Swift and Cessna 170. I exhibited the Gobosh in Valter's Hangar. Dave Becker recorded the event with photos that are posted in the Photo Gallery of our Chapter website.

I think overall, the tour was a valuable experience for the approximately 160 2nd graders that participated. This was their first exposure to real airplanes and airplane engines. It is always exciting for them to see, touch, and sit in a real airplane and manipulate the controls.

The day was not without its challenges. The weather turned out to be warmer, more humid, and windier than forecast. Temperatures soared well into the 80's and winds gusted over 30 mph. The conditions took its toll on both the kids and the adults. We were all looking for water to stay hydrated, especially during the afternoon rotation. I think the weather conditional also led to several behavioral issues as the afternoon wore on. We had some tired kids and staff by the end of the day. At least I know I was tired!! Being around that number of seven and eight year olds for a few hours in the morning and afternoon reminds me why I decided not to become an elementary school teacher.

Our volunteers and several Farnsworth staff were treated to a pizza lunch at Valter's hangar between the morning and afternoon rotations.

Overall, I think the event was a valuable experience for the Farnsworth kids. With the help of Farnsworth staff, and several suggestions for improving next year's event, we will be looking forward to 2013 and doing it all over again.

-Leif Erickson

MORE FARNSWORTH HANGAR TOUR PICTURES!!!



LOCAL FLYING EVENTS

Compiled by Chapter 54 member Paul Hove

The event dates and locations listed here come from a variety of sources. There may be changes, cancellations or editing mistakes. Please call ahead to verify that the event is taking place as scheduled.

June

June 16 2012, 7:30 to 11:00, Moose Lake MN Lake Air Flying Club Annual Fly-In Pancake Breakfast, , Carlton County Airport ,(KMZH), PIC♦s eat free! Grand Opening for new A/D building! , Larry Peterson , 218-485-4441,

June 16 2012, 15:00 to , Granite Falls MN Ray Fagen Memorial Airshow, , Lenzen-Roe Memorial Airport,(KGDB), WWII Airshow with over 35 WWII airplanes committed. The Aeroshell Aerobatic team will be performing along with many others. Aaron Tippin will be performing in concert that night. NOTE: Transient traffic please fly to MVE for a shuttle to GDB (due to limited ramp space). June 17 will be back up weather day., Chris Howard, 320-564-5109 ,

June 16 2012, 8:00 to , Boone IA - RV Days, wcaircraft.com/boonervday.html, Boone Municipal Airport,(KBNW), Coffee and donuts at 8:00am. Lunch starting at 11:00am. W&C's supporters host a luncheon fly-in one Saturday every June focused on builders and owners of Van's Aircraft. This event offers a unique opportunity in central Iowa to see a large group of flying RVs, visit with the pilots, and engage in a little "show and tell". In addition to RVs, the event draws other experimentals, a contingent of Cubs, Super Cubs, and a number of warbirds., , ,

June 17 2012, 7:00 to 12:00, Stanton MN 22nd Annual Father's Day Fly-In Breakfast, , Stanton Airfield,(KSYN), For more information, please call, Stanton Airfield , 507-645-4030 ,

June 17 2012, 7:30 to , Canby MN Father's Day Airshow & Fly-In, , Canby Municipal Airport,(KCNB), Dad♦s Belgian Waffles starts at 7:30am; FREE airshow at 1:00pm. The Wingwalking Team of Dave Dacy & Tony Kazien, Dick Shulz Raptor Pitts & James "Fang" Maroney Super Chipmunk. , Matt Wagner, 507-828-0323 , mathewwagner@hotmail.com

June 17 2012, 8:00 to 11:00, Hutchinson MN Breakfast, , Hutchinson Muncial,(KHCD), Breakfast 8-11am. Pork chop dinner 4-7pm, , 320-587-3802,

June 17 2012, 8:00 to 15:00, Crystal MN Annual

Father's Day Open House and Fly-in, , Minneapolis Crystal Airport,(KMIC), Annual Father's Day Open House and Fly-in 8am to 3pm Breakfast and Lunch, , , wgabbard@thunderbirdaviation.c

June 17 2012, 7:00 to 12:30, Dodge Center MN EAA Chapter 100 Annual Father♦s Day Fly-in Breakfast, , Dodge Center Airport ,(KTOB), PIC♦s eat free , Tom Hall , 507-282-9682,

June 17 2012, 7:30 to 14:00, Buffalo MN 2012 Fly-In Breakfast, Grill, Swap Meet, Airshow & Car Show, , Buffalo Municipal Airport,(KCFE), Sponsored by Buffalo High School Bison Swimming & Diving Team. Breakfast: 7:30 AM - 12:00 PM (noon) Pancakes & Sausage served by the Buffalo High School Swim Team. Grill: 10:00 AM 2:00 PM. Airshow: 12:00 PM (noon). Buffalo Municipal Airport (CFE). Cost: \$6.00 Adult, \$4.00 Kids Pilots in Command & Ages 5 and under Free., , 763-682-1516,

June 23 2012, 11:00 to 14:00, New Richmond WI Annual Fly-In Lunch, , New Richmond Municipal Airport ,(KRNH), Burgers, Brats & Beverages served. Short field take-off & spot landing contest will be held for anyone interested in competing Tie-downs, fuel & seaplane base available., , 715-246-7735 ,

June 24 2012, 7:00 to 12:00, Wells MN Airport Fly-In Breakfast, , Wells Municipal Airport,(68Y), Pancakes, French Toast, sausage, eggs to order, coffee, juice & milk. Served by Harry's Hawks flying club. PIC eat free. Fuel available., Wells Aviation Inc, 507-553-3100, wellsav@bevcomm.net

June 24 2012, 7:00 to 15:00, Aitkin MN Fly-In/Classic Car Show, , Aitkin Municipal ,(KAIT), 7A-11A wildrice pancake breakfast, 11A-3P brat & burger lunch., Dale Johnson, 218-927-7069, ca-paeo@yahoo.com

June 24 2012, 8:00 to 13:00, Saint Cloud MN Granite City Festival Fly-In, , St. Cloud Regional Airport,(KSTC), Airport Open House; Fly-In; Static Displays: Pancake and sausage breakfast; Free for PICs , Jim Schlick, 320-253-6400,



Young Eagles Report
by Linda Amble



Thank you for all for the great turn out last month to start our initial EAA54 Young Eagle event of the summer.

As you could imagine, I was a little concerned that not enough people would be around to participate, but the response was overwhelming. I think everyone had a good time... the little kids AND the BIG KIDS. The big kids are you guys who like doing what you do and are able to share your knowledge to make a kid's day really special. Everything went really well except the yellow pilot folders were missing right off the bat. My fault. Otherwise I'd really appreciate your thoughts or suggestions about making the next Young Eagle event run even more smoothly.



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 Linda Amble 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 FATHERS DAY to all you Dads out there! May you find time for your family but also time to sit in your aircraft or hanger in silence to ponder all that aviation has given to you in past years!

Air Force One Visits



Over my 28 years of working at the Minneapolis/St. Paul International airport there have been many visits from the president on board Air Force One. Working out there on the ramp is really amazing when this aircraft is arriving or departing the field. Just before landing all aircraft will stop where

they are, no matter where they are. On a taxiway, stopped! Just pushed back, held there! It really looks strange! We can not even move in our vehicles, tractors, belt loaders and even push tractors. Police cars surround the gates and will keep their sirens when any one starts moving anything. Many of us climb on stands, jet bridges or any piece of equipment out along the ramp to see what we can. This happens just before and during his landing and taxi to the Air Force ramp and when the president arrives on field after his tour till when the aircraft departs. Lots of times there will be delays in pushing aircraft as the back up starts. This past time I was

able to push right away as the pilot got the clearance immediately. When these delays



happen they really mess up our schedule as the aircraft back up their arrivals and everyone comes to the gates at once.



Judy, and I just returned from a month-long trip to England, Poland, Czech Republic, and Germany.

Automobile gasoline was in excess of \$7 (equivalent) a gallon. I don't know what price aviation fuel was. General Aviation airports appear to be hard to come by.

During that whole time, I saw ONE General Aviation airplane in the sky --- a Piper Warrior type. Everything else was either government or commercial. I would like you to think just what that means to you and me.

Sent in from Bob Pittelkow

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QUOTE OF THE MONTH

High spirits they had; gravity they flouted.

--Ceil Day Lewis