



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

SEPTEMBER 2018

September 2018

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY October 8, 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

Young Eagles Overview

by Scott Hansen

Why do people volunteer for our Young Eagle events?

I believe, our Chapter members volunteer their time to Young Eagles for a variety of reasons.. A sense of giving back to the community, civic duty, opportunity to share their interest in aviation to young people, or just a reason to go up flying on a Saturday. Everybody's situation is a little bit different. However, what you get in return, besides the great feeling of help out others (in this case, kids), is seeing the joy on their young faces as they step out of the plane after their flight. They are grinning from ear to ear. Some are excited from just completing their first flight in a small plane... others are ecstatic for being able to handle the controls, and can't wait to tell their friends (or parents) that they piloted an actual plane.

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Chapter Calendar of Events

October 13 Young Eagles

October 8 Chapter Meeting



What are all the roles that people could help out?

We have many roles that we need volunteers for... and no matter what your ability or experience, we can use your help. We need volunteers on the ground: to help greet the kids (and parents) when they arrive and help get them signed in, escorting them to planes, marshalling planes, securing the flightline from wandering parents, taking photos, or assisting in managing the operations. We also need pilots in the air! We have several pilots that participate every month, but at some point they will want to pass on the baton, or may be down for maintenance. The larger "pool" of pilots that we can rely on, the better.

Lake Elmo Airport Environmental Assessment Update



Hearing Officers' Report and Final EA/EAW available

During the Lake Elmo Airport Draft EA/EAW public comment period that ended on April 19, the Metropolitan Airports Commission (MAC) received verbal and written comments from more than 70 individuals, as well as written comments from several government agencies and local municipalities. Thank you to everyone who commented. We appreciate the time and effort the community has invested in this project.

Responses to these comments can be found in the Hearing Officers' Report, which is subject to MAC Board adoption. That report and the final EA/EAW document, also subject to MAC Board adoption, can be found on the [Documents and Links page](#) of the project website.

FAA issues its FONSI/ROD decision

On August 31, the Federal Aviation Administration (FAA) - as the federal agency responsible for evaluating airport environmental assessments for federally funded airports - issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Lake Elmo Airport federal environmental assessment (EA).

With this finding, the FAA has determined that the preferred alternative identified in the EA/EAW document will not result in significant environmental impacts, one of several steps necessary for the work outlined in the document to move forward. To view the FONSI/ROD, go to the project website's [Documents and Links](#) page. The FAA will publish its notice in the Federal Register in mid-September. The MAC will notify subscribers of this e-news list when the Federal Register notice has been posted.

Next steps

Under the Minnesota Environmental Policy Act (MEPA), the Metropolitan Airports Commission is the responsible government unit for the Lake Elmo Airport environmental assessment worksheet (EAW). That means the MAC must issue its own decision on the state EAW. The MAC's Planning Development & Environment committee will make a decision at its October 8, 2018 meeting. A final decision on the EAW will occur at a subsequent full board meeting.

The MAC will notify subscribers to of this e-news list when the Planning Development & Environment Committee meeting materials are available.

Thank you for your continued interest in the Lake Elmo Airport environmental review process.

Metropolitan Airports Commission

Lake Elmo Airport

6040 28th Ave. S. | Minneapolis, MN 55450 | 612-726-8100

MetroAirports.org - Project Website

How do I get started?

Contact our Chapter Young Eagles Coordinator (Scott Hanson), or send an email to our Young Eagles email address (youngeagles@eaa54.org).

There is really only one requirement that you must do... since we are working kids, you must complete EAA's Youth Protection Program. It is very simple and easy to do, and consists of some online training and a background check. There is absolutely no costs for you to take this training.

For more info on the program visit: <https://www.eaa.org/en/eaa/aviation-education-and-resources/eaa-youth-education/youth-protection-policy-and-program>

What do the kids like about the experience?

Kids get to experience either their first flight ever, or maybe their first flight in a small plane... from the cockpit. This is not something they usually get to do. "And it's cool!!!"

What do parents and families like about the experience?

Their parents get to provide their kids with an experience of a lifetime... And get to expand their child's dreams on what they might want to do when they grow up. Our hope is that they think about a career somewhere in the aviation community.

How does this help increase the number of pilots?

By either further fostering their dreams of becoming a pilot... or enlightening their world to how easy or joyful flying can be... we hope to promote the world of aviation to their young minds. The more kids that dream about aviation, the more that actually might take those dreams into reality.

I haven't volunteered before, why Young Eagles?

Even if you haven't volunteered before, there are ways to help, no matter what your experience or abilities are. And in this case, you are having an impact on kids – the seeds of the future of our world.

What are the requirements for pilots?

The Young Eagles pilot requirements are basic, but **MUST** be followed.

- > Be a current EAA® member and hold an appropriate airman's certificate (sport pilot or greater)
- > Possess a current medical certificate (if applicable)
- > Be current to carry passengers in the aircraft you plan to use
- > Have a current flight review
- > Conduct flights in an aircraft that is in airworthy condition
- > Have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed)
- > Adhere to all applicable Federal Air Rules (FARs)
- > Complete both the online training and basic background check as a part of EAA's Youth Protection Policy.

For more information, visit <https://www.eaa.org/~media/files/eaa/educationresources/youtheducation/youngeagles/1602rev-ye-pilot-guidelines.pdf>. During our Young Eagles events, we aim for no more than five flights per pilot. Basically, the flights are a larger or extended "pattern" and last 12-15 minutes. Starting at 8:30am, we are generally finished by 10:30am. If you are interested in more information about Young Eagles volunteers please visit: <https://www.eaa.org/en/eaa/aviation-education-and-resources/eaa-youth-education/eaa-ye-program/ye-volunteers> or our Chapter's Young Eagles page: http://www.eaa54.org/young_eagles.php





PRESIDENTS MESSAGE

JACK MILLER

EAA 54 President's Report for September 2018

Driving down almost any Minnesota street it is easy to see that summer is coming to an end. Where did it go and how do we get kit back? The older I get the more I realize that the days are long, but the years are short.

It is not only the speed of the years, but it is the change that accompanies it. I was traveling across country a while back and on one of my many potty stops I met an old, bent over man named Charlie. After striking up a conversation with him I asked him the question "Charlie, what has been the most difficult thing for you over your 94 years?" Without missing a beat he said "Change". He had gone from horses to cars, kerosene lights to electrical lights, friends had gone before him, and TV came in and now has no knobs!

Change is never easy for pilots. It is not easy because we have to learn something new or operate differently than we had known before. Most of all it is because we have to read and understand more data. We tend to try to keep things the same. I am told that many of our members don't read this newsletter. Would like to find out. So this is the deal... I want you to email me saying you have read the newsletter (without being told about the passes) at president@EAA54.org and I will give you two free passes to the SkyZone Indoor Trampoline Park in Oakdale MN. Use them for your grandchildren or an exciting time with someone you love. Do this by the end of September and I will get the passes for you. Please do not tell others to read the article so they can get the passes. We would not get a true readership count. I look forward to this experiment and coming year. Even with change life is good.



Taking Wing: Dog Is My Copilot A furry friend takes flight. By [Sam Weigel](#) February 22, 2016 Flying Magazine



Piper and Chai come along for the ride. Sam Weigel

It was a perfect early summer day in Minnesota, warm and clear with a wisp of breeze, the sort of day that we northern fliers will be dreaming of when the snow flies — right about the time you’re reading this. I relaxed on our back deck, savoring my morning coffee and watching our dog, Piper, run around the grassy yard with Chai, my sister’s poodle that we were dog-sitting. My schoolteacher wife, Dawn, lay contentedly in the sun, deep into the first novel of her summer vacation. “What should we do today?” I asked without expecting much of an answer. Dawn thought for a second and cocked one eye up from the book. “Let’s take the dogs to the beach. Is there anywhere that we can fly?” I knew there was a reason I married that girl.

A few hours later, our 1953 Piper Pacer wheeled over Duluth’s iconic Aerial Lift Bridge, the century-old steel span across the canal between Duluth Harbor and Lake Superior. Piper and Chai sat behind us with tongues wagging and wet noses pressed against the rear windows, eyeing the massive cargo ships and oilers being loaded in the dockyards below. A slender red lake freighter, heavily laden with taconite ore, slowly eased its way toward the channel as sailboats, power yachts and even a Cessna 180 on floats flitted around it. I banked to the east and entered downwind for Sky Harbor, a neat little airport out at the end of Minnesota Point. Landing here is a bit like alighting on an aircraft carrier, as the waves lap mere feet from the runway surface. As soon as we parked amid a gaggle of old taildraggers and high-and-dry floatplanes, Piper and Chai leapt from the plane and joyfully bounded for the airport gate. A quick 50-yard jaunt over windblown dunes brought us to a beautiful sliver of beach with miles of coarse red sand for the pups to frolic on between tentative splashes into the still-frigid surf of Lake Superior.

The two Pipers came into our lives at nearly the same time, though dog preceded airplane by about a month. Dawn and I had been talking about getting a pup for a while, but the matter was decided when her brother’s dog produced a litter of seven. Dawn picked Piper over his siblings for his sweet and apparently calm disposition — which certainly didn’t last long

— and his handsome, unique markings. The illicit progeny of a shadowy barnyard liaison, our rambunctious mutt is some dubious mixture of Labrador retriever, German shorthaired pointer and perhaps beagle or terrier (with a good dash of demon dog thrown in, I often joke). We named him Piper simply because it fit, though it was the cause of considerable confusion among our friends when we subsequently adopted a 62-year-old airplane of the same name. The canine addition to our family strongly influenced our choice of aircraft, and indeed the Pacer has proved to be an ideal aerial platform for the three of us.



Sometimes flying is more fun with a furry friend. Sam Weigel

Piper, on the other hand, was very unsure of the Pacer at first. He first flew at only 10 weeks old, a few days after I brought the airplane home from Montana. The pint-size pup mightily resisted my efforts to ensconce him in the rear seat, and then plaintively cried and shook with fright when I started the engine. He went positively apoplectic on takeoff, jumping clear over the front seat into my brother Steve's lap and howling his disapproval at the smallest jostle of turbulence. After the flight, Piper registered his protest by puking all over the front seat of my truck. Subsequent outings were less dramatic, though he was noticeably hesitant to get in the airplane. He'd lie quietly on the back seat, but when I'd reach back to give him a reassuring touch I would find him quivering with anxiety.

Since then our pooch has warmed considerably to flying as he's grown and gained airborne experience. He now willingly jumps into the airplane via the rear door, sits upright on the back seat to watch the takeoff, and once we're at altitude typically lies back down and goes to sleep. He's still frightened by notably uncomfortable turbulence, but hell — so am I! I usually drape an old blanket across the rear seat, but he has yet to repeat the vomit experience. When we're carrying Piper's crate and other bulky luggage, or bringing along another dog like Chai or his doggie-bestie, Lincoln, from next door, it's a quick five-minute job to remove the rear seat and turn the back of the Pacer into an enormous cargo pit/dog den. Piper can't see out of the windows as easily then, though, which he clearly prefers to do.

We've had to leave Piper behind for two of our biggest aerial adventures with the Pacer so far: flying to the Bahamas and participating in the AirVenture Cup race to Oshkosh. We unfortunately had to cancel plans to attend September's Aviation Migration at Lee Bottom, Indiana, as our usual dog sitters were indisposed. Large fly-ins are poor places to bring pets — especially ones as excitable as our young pup. On the other hand, dogs can be great camping companions, and Piper loves curling up between us in our tent, so we plan to bring him along as we hopscotch our way up the Alaska Highway next summer. Thus far, though, most of our outings have been short hops to the many small fields surrounding my home airport, Flying Cloud (KFCM) — especially the quiet grass strips that both Piper and the Pacer so love.

Piper turned 1 year old on a perfect late-summer day. I called up some friends to go fly, but all were tragically busy at work, so it was just the pup and me for the afternoon. We cruised low over verdant fields, brooks and vales as we meandered southeast, then ducked into one of my favorite airports around, a World War II-era grass strip named Stanton (Taking Wing, [“The Airfield that Time Forgot,”](#) June 2014). It was Piper’s first time here, and he was beside himself with nervous excitement as he ran to and fro, straining at the leash, chasing a cornucopia of unfamiliar but apparently fascinating sights, smells and sounds. Finally, he settled down and lay at my feet while I chatted with the locals. I ran into Brian Weber, a longtime Stanton Airport bum who flies for my former regional airline. We have quite a few friends in common and knew of each other, but hadn’t met until now. Naturally, we had to fly each other’s airplanes, so Piper gamely jumped back into the airplane and watched with interest while Brian acquainted himself with the Pacer’s twitchy ground handling on takeoff and then scribed neat circles over the shores of Lake Byllesby. He made a beautiful three-point landing back at Stanton, and then Piper waited patiently while I went off to try my hand at Brian’s newly rebuilt 180 hp beast of a Super Cub. What a machine!

The sun was drawing low in the sky when Piper and I set out for home. The air was smooth, and he wagged his tail contentedly as he looked out the rear window, his silken coat bathed in golden evening light. “Come on up, bud,” I called, patting the seat next to me. I’d never done this before. Piper hesitated a moment, then jumped over the seat back, settled into the right seat and put his head on my lap, looking up at me with those big brown puppy eyes. “Good boy,” I murmured, scratching behind his ears. He couldn’t hear me over the engine’s roar, but no matter. He’s been around long enough to know when my tail is wagging. It’s been a wonderful first year introducing man’s best friend to the wonder of flight, and I look forward to his airborne companionship for years to come.

Minnesota Aviation Hall of Fame Dedicates Wall of Fame

Posted on [June 22, 2018](#) by [mwflyer](#)

Published in Midwest Flyer – June/July 2018 issue

EDEN PRAIRIE, MINN. – After being in storage for nearly a decade, the plaques describing the lives and achievements of the nearly 200 inductees of the Minnesota Aviation Hall of Fame (MAHOF) finally have a home. The plaques are now displayed in the Wings of the North Air Museum at Flying Cloud Airport in Eden Prairie, Minn. along with the iconic “Sierra Sue” P-51 Mustang, a Boeing Stearman biplane flown by President George H.W. Bush during his World War II training in Minneapolis, and the Spirit of St. Louis replica used in the 1957 Jimmy Stewart movie of the same name. The display was celebrated with a ribbon cutting and toast on April 21, 2018 with remarks by MAHOF co-founder and executive director, Noel Allard, and Wings of the North Air Museum General Manager Cary Pao. MAHOF inductees were also on hand for the event.

“The MAHOF plaques honor Minnesota men and women pilots, explorers, designers, builders, and promoters,” said Allard. “The unique stories embodied in these beautiful plaques have long needed a permanent home and deserve to be shared and passed down to future generations.”

Since 1988, MAHOF has inducted six Minnesota aviation luminaries annually. Inductees include well-known figures such as Charles Lindbergh and early Northwest Airlines pilot, Charles (Speed) Holman, and unsung heroes and innovators, such as World War II Women’s Airforce Service Pilot (WASP) and instructor, Elizabeth Strohfus, and inventor Boris Popov, whose Ballistic Recovery Parachute on aircraft and ultralights has saved hundreds of lives (www.mnaviationhalloffame.org).

The Wings of the North Air Museum is open to the public from 10:00 a.m. to 2:00 p.m. on Saturdays and Sundays, and on Wednesdays from 11:00 a.m. to 3:00 p.m. (www.wotn.org).



Angel Flight Central presents the *regional premier* of National Geographic's "LIVING IN THE AGE OF AIRPLANES".

7:00 PM Tues Sept 25th 2018
Presented in IMAX at the Minnesota
Science Museum's
McKnight-3M Omni Theater.



On April 8, 2015, National Geographic Studios premiered "LIVING IN THE AGE OF AIRPLANES" at the Smithsonian Air and Space Museum in Washington DC. This new film offered a fresh perspective on a modern-day miracle that many of us take for granted: flying. Using spectacular aerial and nature photography, the film carries audiences around the globe on an epic journey to 95 locations in 18 countries spanning seven continents to remind us how, in a single century, aviation has changed our world forever.



Angel Flight Central is proud to present this film as part of our "Give Hope Wings" fundraiser for 2018. AFC is able to present this IMAX movie due to the assistance and generosity of the Science Museum of Minnesota. www.angelflightcentral.org

Long Term Comprehensive Plan for Lake Elmo Airport

Here's where we are with the Long Term Comprehensive Plan for Lake Elmo, meaning the relocation and extension of runway 14-32 and other improvements.

The MAC staff have completed the Environmental Assessment and submitted its report to the FAA. The FAA, on August 31, issued a Finding of No Significant Impact, which is the FAA's formal go-ahead on the project. This will be published in the Federal Register in the next few days, and that event will open a 60-day period for public comment. Support from airport people will be helpful, and I'll be sending out emails to let you know how to participate.

Next, at 10:30 AM on Monday, October 8 in MSP Terminal 1, the MAC's Planning, Development, and Environment Committee will meet to review the Environmental Assessment and make its recommendation to the full MAC Commission for approval. This is another public meeting where your presence, and verbal and written comments will be helpful. If you're willing and able to attend that meeting, please mark your calendar. I'll be sending more emails later to remind you of this meeting and provide full details.

After the full Commission's approval, the next steps are to secure the funding for the project, ask for bids, choose a contractor, and start the work. I'm hopeful that this can finally begin in 2019.

Thanks for all your support and comments in this effort! It's a big help.

John Renwick



FOR SALE

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 wshchanks@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 0-320. If interested, please email me at joelbrodd@gmail.com

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

FOR SALE

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
dgbrig550@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.



Chapter 54 Directory

Housing Director	
Gregg Adler	
housing@eaa54.org	
Membership Director	
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member-ship@eaa54.org	
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Jeff Hove	
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.