

December 2013

THE NEXT PROGRAM WILL BE ON MONDAY

January 13, 2013

- **Regular Monthly Meeting**
- **7:00 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**



The desert table at the Chapter Holiday Dinner. All the deserts were brought by members and guests to share.

Chapter Holiday Dinner and Recognition

It was a cold evening but warm and bright inside the clubhouse it was warm and cheery. As you can see from the photos eve-



ryone had a great time. It was actually very noisy inside as people conversed loudly with

INSIDE THIS ISSUE:

HOLIDAY DINNER	1
PRESIDENT'S MESSAGE	3
TEDDY BERGSTROM AND TEMPTATION	4
MINNESOTA AVIATION NEWS	5
THIRD CLASS MEDICAL	6



everyone mingling. I think the name tags help everyone get to know one another. The menu included salad, hot lasagna, garlic bread, apple cider, coffee and a wide assortment of deserts.

The officers and chapter leaders in 2013 were recognized and received a certificate and a new EAA pin shown in a photo below.

The tables were decorated with holiday colors

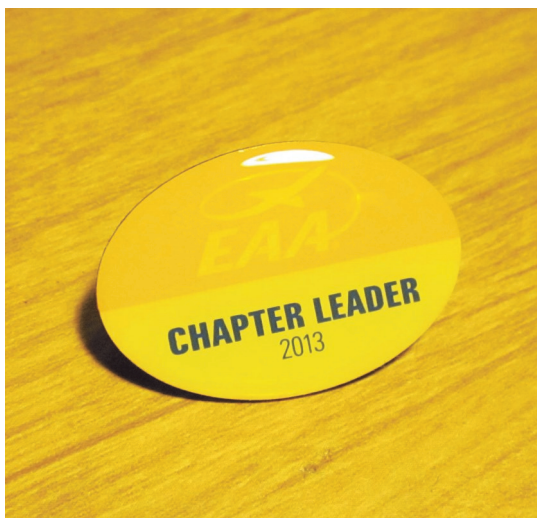
It was fun, the food was good, friendly conversations and many member spouses and family members attended.



We will continue to provide regular social activities to augment our aviation related content.

Below is the salad and cider table.

Bettie Seitzer and Linda Amble coordinated and prepared the meal. Many volunteers also help set up and cleaned up afterwards.





FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY BETTIE SEITZER

Dear Friends;

My term as president has come to an end; it has been interesting, challenging and fun. I have gotten to know many people a little bit better and have been happy to see continued opportunities for our chapter to reach out to the community. We are very lucky to have a strong chapter and really kind and generous members. Looking ahead to the new leaders who will be taking over in January, I am confident that we will continue to be a strong chapter with great members having a lot of fun volunteering, getting together to keep our skills sharp and supporting the development of new pilots.

Thank you to everyone who has volunteered for all of the different activities that our chapter has sponsored over the past 2 years. We have hosted 2 hangar visits for Farnsworth youngsters, we have had 2 May picnics on the deck, there have been two September picnics and only one of them resulted in an unplanned fire! And this year we began what I hope will be a new tradition – a December year-end celebration. An especially large thanks to all of the volunteers who have worked at the aviation day pancake breakfasts. That event is a very important part of our chapter's activity. We get to let our community meet us, our Young Eagles get to know us a little more, we raise money so important to our Air Academy scholarships, and we all get to know each other a little bit better as we work side by side.

Thank you to everyone who has volunteered to help with chapter house maintenance. Dave does such a good job of keeping everything in good repair and coming up with ideas for improvements. The new pergola at the viewing area is a great addition; I have often seen people sitting and watching the planes come and go. When I was a kid, my dad used to take us to local airports to watch the planes; he really wanted to fly and realized his dream when I was in high school, I remember him studying every night and the charts spread out on the table. I like to think that our viewing area provides dreamers with an opportunity to visualize themselves at the controls of an aircraft while our ground school helps them take that step toward the sky!

Thank you to our members who work at the very challenging officer positions. Jim made sure that we had interesting speakers on a good variety of subjects; thank you Jim! Paul Rankin has been our treasurer for much longer than one term, thank you for keeping track of our financial status and keeping us up to date through the regular reports. Tom Gibbons has volunteered to take over this position; we are lucky to have both of these gentlemen in our chapter! This year saw the transition of newsletter editor to Dale Seitzer. I have been a newsletter editor and understand from experience that this is no small undertaking; our newsletter is a critical benefit for members who are not able to make it to meetings. Thank you Dale for taking over this important function. He is grateful to be giving up the role of secretary, 2 jobs at once is at least one too many! This year also brought us a new webmaster. Mike has done a great job of keeping our website up to date and adding new functionality like on-line registration. The web page is another critical connection to our members, providing information, updates and resources. We are lucky to have such a great website.

I am pleased that our chapter has pulled together to once again deliver a ground school. This is a tremendous undertaking – both in terms of the work that it takes to make it happen and in terms of the impact that it has on the aviation community. My hat is off to Paul Rankin for developing course content that puts our ground school head and shoulders above the simple materials that are provided – he has put so much into developing a more complete course that provides students with an education resulting in a phenomenal pass rate! John Renwick has given so much of his time to help with this course and taking time to deliver the sessions – we all owe him a debt of gratitude. Billie has helped with registration and note taking, Dave Becker with proctoring and supporting students as they learn. Leif has helped with the meteorology section. If I have forgotten anyone, please forgive me and remind me of what you have done! Thank you to everyone and I look forward to helping out with this year's course.

REMINDER: Chapter 54 members can attend any or all of the sessions for free! This is a valuable member benefit – whatever you want or need to brush up on!

Our December meeting was so much fun! We had a lasagna dinner complete with garlic bread and salad that Linda Amble and I prepared. We also had DELICIOUS desserts provided by our members! What a great feast! The food was very good; the conversation was even better! We had almost 40 people in the chapter house on a bitterly cold evening. I was a little worried that the weather would keep people away, but that did not happen. It was very gratifying to see people stay and chat together. A December dinner was planned because we have not had a good venue for presentation of service awards. This used to be done at the May banquet, but that banquet had become less popular and attendance has dropped every year. The December meeting was also not very well attended. Both problems were solved! Now the May banquet is a picnic on the deck – and very well attended! The December dinner was the perfect place to present service awards and recognize the contributions of our officers.

Perhaps my legacy will be better chapter social events! Here I have to give a special thanks to Linda Amble who has become my favorite shopping buddy. We have really enjoyed planning the menus and gathering the food for these parties. She is always willing to pitch in with the cooking, set up, serving and clean up! Friends like her are rare and especially appreciated.

The coming year will be a great year for the chapter, I am excited by some of the fly-out ideas that are in the formative stages and expect to see more people getting more involved in the chapter!

Remember that this is your chapter, and all of the positions are volunteer positions, it is important to let people know that you recognize and value their contributions. If you see something that needs to be done, or if you have an idea for a new activity or a way to make our chapter better, please consider volunteering to make that happen. We will all be better for it.

In closing, thank you all for the support and acceptance you have given me over the past 2 years; I have really enjoyed the opportunity and appreciate how much work it takes to make everything happen. I will be taking over the secretarial duties and have learned that one of my first tasks will be to pull out our officer job descriptions and help to update those.

May your holidays be peaceful and bright, see you in 2014! Bettie Seitzer



Left. Another member serving hot lasagna at the Chapter Holiday Dinner and Recognition night.

Right. Jill Wahl from Farnsworth School recognized for her contributions. A parent, teacher and student volunteer from Farnsworth that helped during the Aviation Day



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 . Rigging for Spezio Tuholer w/ Taylorcraft axle adapter. Excellent 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 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](#) or call 651-982-275. Visit us at www.tailwinds21d.org to learn more.

Teddy Bergstrom and Temptation

by Dan Bergstrom

Teddy G. Bergstrom was born in 1921. He grew up on a dairy farm near Turtle Lake, Wis. On 10 Aug 1942 he was inducted into the US Army. He served as a Radio Operator / Gunner

On Wed. Aug 18, 1943, he and his crew picked up a new B-17F # 230651 in Grand Island, Nebraska. The crew completed their last two week of training with the new B-17 and then started east.

Sunday October 5, 1943 they left Gander Field, Newfoundland at 9:30 PM with a flight of 30 B-17s for the flight across the Atlantic Ocean.

Monday morning, October 6, at 8:30 AM they arrived at Prestwick, Scotland. Their new B-17 was taken away....the crew was sent to England via train for assignment.

My dad flew with the 8th Air force, 96th Bomb Group (Heavy) 413th Squadron. While in England, he flew 25 combat mission over Europe starting in October 1943 and flew his last mission in March of 1944.

After completing his combat missions, he served as a Radio Operator instructor in England until July of 1944 when he was returned to the USA. Once back in the USA, he was station at Truax Field, Madison, Wis. where he again served a Radio Operator instructor. At Truax Field he also began training on B-29s in preparation for being sent to the Pacific for the bombing campaign against Japan.

The war ended before he was shipped out. He met my mother (an Army nurse) while at Truax Field.....but that is a story for another time.



The Photo above: 413th Squadron aircraft # 42-30188 was named "Temptation". My dad, Teddy G. Bergstrom flew on her from October 30, 1943 till Feb 3, 1944. According to information provided from the diary of another crewman on the plane and my dad's memory the following events occurred on Feb 3, 1944.

Diary entry for Thursday Feb. 3 1944: "Mission #18 up at 3:15 AM & 7:20 take off for Wilhelmshaven. 46 degrees below at 28,000 ft. On the deck from target out. Back at 2:30 PM. " They were on a mission to Wilhelmshaven, Germany when the aircraft was damaged by flak and fighters over the target. One engine was shot out, another engine was damaged but still produced partial power.

His plane could not keep up with the main bomber formation and fell behind. The pilot elected to dive down to a very low level and flew home on the "deck". While crossing the enemy coast at very low level, they were hit again by light flak. They almost made it home on 1 and 1/2 engines but crash landed a few miles short.

This was my Dad's second crash landing in a B-17. The first on was on the October 14, 1943 raid on Schweinfurt. My dad crash landed in a different B-17 on Feb 3, 1944 while returning from Wilhelmshaven, Germany.

Temptation was the B-17 that he normally flew in but she was down for maintenance on Feb 3. Temptation suffered a runway prop and crash landed the following morning when taking off on a different mission.

This is the best information I have on the crew: Pilot- Bent; Copilot -Fleming; Navigator Lt. H. Miles McFann; Bombardier Lt. Harold M. Edelstein; Flight Engineer T/Sgt John H Rourke, Radio Operator Teddy G. Bergstrom; Ball Turret Andrew R. Nezlosky; Right Waist Gunner - Litke; Left Waist Gunner - Schnell; Tail Gunner Kenneth H. Stump

Teen Charged with Stealing Airplane, Flying without a License

Created: 11/25/2013 10:17 AM KSTP.com

By: Jennie Olson

A Minnesota prosecutor says an 18-year-old who doesn't have a pilot's license is expected to plead guilty to stealing an airplane and taking it for joyrides.

Geoffrey Biteman was due in Roseau County District Court in northwestern Minnesota on Monday. Assistant County Attorney Michael Grover says Biteman is expected to plead guilty to a felony charge of motor vehicle theft and a misdemeanor charge of unauthorized use of an aircraft.

He says the plea agreement includes 60 days in jail, 60 days of home monitoring, a stayed prison sentence of 13 months, up to five years probation and just over \$1,000 in fines and fees, plus restitution.



Biteman is accused of flying a Cessna 150 from Roseau to several cities in northwestern Minnesota and northeastern North Dakota over the summer. (Copyright 2013 The Associated Press. All rights reserved.)

Another photograph of members at the Chapter Holiday Dinner and Volunteer Recognition dinner. The event was purely social and also used to acknowledge our chapter leaders.



Scott's Scores Orders for Turbine Model 47 Helicopter by Mark Huber

AIN Online

Scott's-Bell 47's (SB47) quest to put a revised edition of the iconic Bell 47 back into production is now a step closer. The Le Sueur, Minn.-based company recently received orders for 38 of its Rolls-Royce RR300-powered 47GT-6 helicopters from a diverse customer list, the majority of which are from authorized dealers for exports

into Asia/Australasia. Scott's acquired the type certificate from Bell for the Model 47 in 2009 and earlier this year announced its [intention to restart production](#) with a turbine-powered variant. The SB47 general manager plans to submit a FAA later this month for final certification. The company also plans to submit a FAA later this month for final certification. The company also plans to submit a FAA later this month for final certification. The company also plans to submit a FAA later this month for final certification.



According to Scott's - Bell 47, the announcement of the Bell 47's return to production has been greeted with enthusiasm by customers. Skip Robinson Photo

type certificate from Bell for and earlier this year announced its [intention to restart production](#) with a turbine-powered variant. The SB47 general manager plans to submit a FAA later this month for final certification. The company also plans to submit a FAA later this month for final certification. The company also plans to submit a FAA later this month for final certification. The company also plans to submit a FAA later this month for final certification.

Third Class Pilot Medical Exemption Proposal Legislation

After nearly two years of FAA inaction on the AOPA-EAA third-class medical petition, Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class medical certification process. Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) on Dec. 11 introduced the [General Aviation Pilot Protection Act](#). The legislation, House Resolution 3708, would dramatically expand the parameters for flying under the driver's license medical standard. Rokita and Graves are both AOPA members and active pilots.

"We have waited far too long for the FAA to expand the third-class medical exemption to more pilots and more aircraft," said AOPA President Mark Baker. "Congressmen Rokita and Graves stepped forward to take decisive action in the best interests of general aviation when the FAA refused to act. We appreciate their outstanding leadership on this issue and look forward to seeing this bill move forward."

The General Aviation Pilot Protection Act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec, Beech Baron 55 and 58, and Cessna 310. By way of comparison, most large SUVs on the roads today weigh more than 6,000 pounds and can carry six to seven passengers, making them larger than the aircraft that would be operated with proof of a valid driver's license under this new bill.

Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

"For many recreational pilots, the FAA's third class medical certification process is nothing more than a bureaucratic hoop to jump through," said Graves. "It discourages new pilots and does not truly improve safety. As a pilot, I have gone through this process several times. However, like all pilots, I am responsible for determining whether I am medically fit to fly during the time between my mandated medical certifications. Expanding the current exemption makes sense and will promote greater recreational aviation activity across the U.S. without an impact on safety."

In addition to Rokita and Graves, the bill was co-sponsored by Reps. Collin Peterson (D-Minn.), Bill Flores (R-Texas), Richard Hanna (R-N.Y.), and Mike Pompeo (R-Kan.). All four co-sponsors are members of the GA Caucus. Look for details about how you can help in upcoming issues of *AOPA ePilot* and on [AOPA.org](#).



Chapter 54 Directory

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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