



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

JANUARY 2012

## JANUARY 2012

THIS MONTH'S PROGRAM WILL BE ON  
MONDAY JANUARY 9, 2012.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- AT THE NEXT CHAPTER MEETING: "SAWBONES AIR" WILL BE SHARING PHOTOS AND STORIES FROM THIS YEAR'S RENO AIR RACES. THIS TEAM COMPETED IN THE SILVER HEAT TAKING FIRST PLACE AND PARTICIPATED IN THE GOLD HEAT. DON'T MISS THIS CHANCE TO HEAR ABOUT THE RACES AND THE "BEHIND THE SCENES" VIEW.

## A Review of Chapter Events from 2011

*Compiled by the Editor*

Chapter 54 completed another exciting year with many events that keep it's members busy and entertained. Below is a summary with pictures of all the events Chapter 54 hosted this year.

The 2010 Ground School started off the year in February and continued for several months.



Notice Linda Amble seated in the front row on the far left. After joining the chapter and taking the ground school she has also volunteered to be our Young Eagles Coordinator. See her new column on page 8. This years Ground School begins on January 19 and continues every Monday and Thursday thru to April 5. Also to note is we are starting a new IFR Ground School Class starting April 12 and going thru to May 17. More information later.

### INTERNATIONAL LEARN TO FLY DAY

Despite the weather, Learn to Fly Day on May 21 was rained out but generated a larger than expected crowd at Valters. There was a nice representation of Chapter 54 members at Valters, likely taking advantage of his free hot dogs. Despite the

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## FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY BETTIE SEITZER

Happy New Year!

Let me begin by thanking Leif for the great example he set for me and the guidance that he has given me. We can be very proud of the strength of our chapter and grateful for the leadership that has brought us to this point.

Thank you also to all of the volunteers who make our Chapter so successful – consider the list of activities that we sponsor and manage and the number of people both inside and outside our chapter that we touch! If you haven't had a chance to volunteer for an event, I encourage you to sign up this year, it is a lot of fun, very rewarding, and a great way to get to know your fellow members.

2011 was an exciting year, we flew more Young Eagles than ever, had a lively banquet, our participation in the "Learn to Fly Day" helped folks learn more about General Aviation, our ground school prepared folks for the very challenging and rewarding achievement of a pilot's license, we were able once again to sponsor students for Air Academy, and our pancake breakfast was a great success!

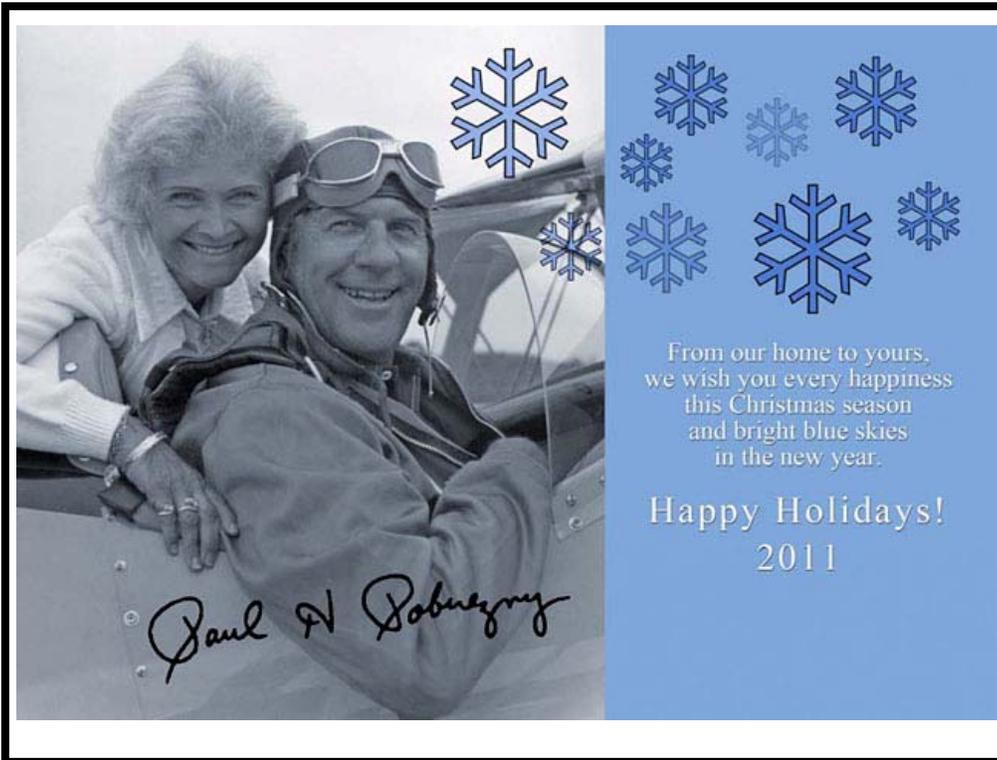
2012 is shaping up to be another awesome year! We will continue our Chapter traditions and welcome new members.

On January 21<sup>st</sup> the board will meet to lay out plans for 2012, weather permitting. At that meeting we will discuss our activity calendar for the year and set dates for events, we will discuss a couple of proposals that have been put forth regarding the clubhouse and finalize our budget for 2012. Additional agenda items can be sent directly to me and I will add them.

On a personal note, I am looking forward to the soon to be released movie Red Tail; and very hopeful that they do a good job of telling the story of the brave young men who did so much to ensure victory in World War II. I have had the opportunity to meet a couple of the Tuskegee Airmen at Oshkosh and it was a thrill. I would've liked to sit and listen to their stories for hours. At the very least I am sure that the movie will have lots of flying – a big plus in any movie! If you can't be in the air, you might as well be watching someone else fly!

Smooth Skies;  
Bettie Seitzer





## 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/MEMBERSONLY)*

Editors Note: These great pictures/calendars are pulled from the EAA website, [www.eaa.org/wallpaper](http://www.eaa.org/wallpaper). They can be used for your screen savers!



James Glass, EAA 657771, took this photo, called A Slow Dance, while watching Bob Carlton perform in his Super Salto jet sailplane during the afternoon air show at EAA AirVenture Oshkosh 2011. The highly modified Super Salto is the only sailplane on the air show circuit capable of performing a low-level, jet-powered air show performance.



## Chapter 54 Directory

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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')

fact that free orientation flights were cancelled, we still had five or six people show up and express and interest in learning to fly. So the morning was not a complete washout.

### YOUNG EAGLES

We had a successful Young Eagles Operation this year with around 170 kids flown despite some bad weather at times. Dave Becker managed to reschedule some events and also had some special events that kept count up. The Young Eagles Program starts the second Saturday in April and continues thru October. A note too is that the EAA is coming up with a neat new program for "Old Eagles" for adults so stay tuned for that event this year.



### WEEKEND WORK PARTY



This year's weekend work party, where we gather together and drive to Oshkosh to assist in any way we can, was quite small! As a matter of fact, it was only myself, but I had a great time and I hooked up with Chapter 237 members from Anoka and worked on WiFi building. This is a great time to see the grounds without all the hustle and bustle of the busy week we normally see. Stay tuned for announcements when this year's event will be.

### FARNSWORTH HANGAR TOUR

This event has been very popular with our members opening up their hangars to show the kids how everything looks. It even gained press with the MAC writing about it. Stay tuned for when the next event will be and help out or volunteer your hangar for this great time!



### AVIATION DAY

It was a beautiful day for our annual breakfast and fly-in on Sunday, August 14. We served 610 meals and there were at least over 50 aircraft that were present. This is a big event for the chapter and this year's event is scheduled for August 12 so make plans to assist or attend if you can!



These are just the many events happening at Chapter 54 and they all need volunteers to help the event to run smooth. Consider this year helping out whenever you can. One of the biggest things about Chapter 54 one should remember is to get to know the members, the rewards are endless. There are many talents in the chapter membership and when we all get together we can really have a great time doing what we like to do: Experiencing Aviation!

Here I am in a Navy N3N taking a picture of Paul Rankin whom flew me to Forest Lake for their fly-in. Way too fun!





## Chapter 54 Meeting Minutes For December 12, 2011 *By Dale Seitzer*

President, Leif Erickson called the meeting to order, Treasurer Paul Rankin, Vice President Bettie Seitzer, were officers in attendance – a total of 19 people were in attendance.

Visitors: None

IFR Ground School – Still planning the class – considering a Friday, Saturday and Sunday. They are exploring options.

Private Pilot Ground School January 19, 2012 registering now—please spread the word there are openings. \$100 for the class and \$200 for the books. We have a banner to put on the airport fence promoting the ground school.

John Renwick, Membership Director -- New Members -- Randy Lyons Steve Wetteland. 149 members paid

### **Business Meeting**

Treasurers Report; Paul Rankin -- Motion Accepted Seconded and unanimously approved.

Secretary's Report: Minutes -- Motion made and seconded, unanimously approved.

Dave Becker, Young Eagles Report -- Next event is in May 2012. We recognized Dave's years of experience and successful. Every volunteer who helped out received a certificate of appreciation.

We are still looking for A FAA Safety Team representative. Go to [FAASafety.gov](http://FAASafety.gov) if you have any interest or questions.

Dave Fiebiger installed the digital projector on the ceiling and Rob Barros helped with the cabling. It looks great and works perfectly.

Jim Pearsall -- Planning for May banquet starts in January. Contact Jim with good ideas and suggestions.

### **New Business**

Jeff Hove – No report.

Calendars -- \$12 each. There are a few left, either purchase at the meeting or slip the money into the Treasurers envelope on the front desk.

We are exploring interest in a certified simulator; please contact Jeff Hove if you would be interested in using it with a CFI. It can pay for itself if just a few people want to use it.

The passing of the gavel was made from past President Lief Erickson to incoming President Bettie Seitzer.

We will have a Board meeting the last Saturday in January where the Board of directors, officers and interested members will discuss planning and budgets.

### **Program – David Voelker Captain USAF**

Member of Chapter 54 for a year, he was a B52 co pilot over Vietnam. This was a talk about the only time a B52 met a MiG in combat.

He was a co pilot – very similar to the current B52, 1970 to 1975, co pilot during the Vietnam War.

Flew 42 missions out of Thailand, 3 ship cell, 500 feet apart vertically and horizontally about half mile apart. Covers a ground area about a half a mile wide with 108 500 pound bombs. Flew mostly at night. This mission was to bomb the Ban Karai Pass. Radar from South Vietnam would guide them, 15 seconds later the next 2 aircraft. They bombs would fall 300-500 feet of where they were intended from 35,000 feet.

As co pilot he was responsible to communicate with the planes in his cell, the air traffic and ground control intercept. Rear gunner four 50 mm guns and his primary UHF radio had failed. They had to change leads to be number 2 aircraft. When they go into enemy territory they shut off external lights except one did not turn off the beacon. Nav lights very dim. The pilot did not turn off their lights even though he was instructed to. Enemy plane was noticed so they had to divert. Pilot instructed the crew to bail out because there was a bright light and explosion. Pilot had to hand fly but luckily they did not bail out. The enemy MiG fired a heat seeking missile but he missed because the enemy pilot made errors and the bomber formation was in an unexpected area.

B52 can out turn a MiG so when more enemies were spotted they are now flying west. Turns out they were being followed by a friendly jet and they almost got shot down until they warned them they could be shot down.

They went to the secondary target, successfully dropped their load ½ mile long, 200 feet wide. They returned to the landing area. The copilot is supposed to examine the fuel system before landing. He moved the fuel from the wing tip tanks, normal landing—but one of the wing tanks was damaged. It could have been disastrous. There were many problems and mistakes but they were lucky. It could have been worse.

This and other B52 missions are in a book titled *We Were Crew Dogs* available on Amazon.

## Pilots Lounge

### For Sale:

4130 Gas Welding rods - 36" X 1/16" - I have 7 pounds of new rods I can part with. Each rod stamped with alloy ID. \$10 per pound or offer for the 7 pounds.

Vertical Card Compass lighted model - Precision Aviation, Inc - stamped 6/23/2004 \$50 or offer. Dave Syverson dsyverson@comcast.net or see additional contact info in Membership List.

### For Sale:

60' x 48' Hanger, 54' door, small office, bathroom, well, holding tank, natural gas heat, 18' high ceiling, and 5HP compressor.

Asking \$80,000.00 or best offer.

2006 CT-SW Light Sport with about 200 hours

Total time. Has everything on it.

Asking \$90,000.00.

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 \$69,900 Firm Plus any MAC fees.  
NORM DUPRE 651-439-7688



## 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](http://www.tailwinds21d.org) to learn more.

### LAKE ELMO MN (21D) SLSA

Flying Club Forming

Looking for individuals interested in membership in a Flying Club featuring a Flight Design Light Sport Aircraft

Contact Jim Pearsall Phone: 651-494-4579

E-mail: [pjpearsall@gmail.com](mailto:pjpearsall@gmail.com)

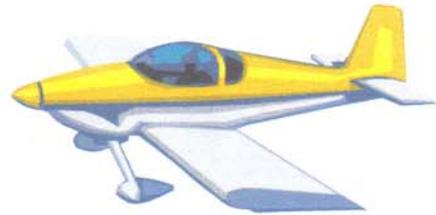


# Be a Pilot

## EAA CHAPTER 54 Private/Sport Pilot Ground School

### Introductory Meeting

Thursday, Jan 19, 2012 at 6:00 pm  
EAA Chapter 54 Clubhouse  
Lake Elmo Airport - "B" entrance



**Successful completion of this course will  
prepare students for the FAA Written  
Private Pilot or Sport Pilot Exam.**



Cost \$100, plus Jeppesen course materials  
Classes will meet on Mondays and Thursdays  
Jan 19 to April 5<sup>th</sup> 6:00 pm to 9:00 pm.

For more information visit [www.eaa54.org](http://www.eaa54.org)  
or e-mail Rob Barros at [education@eaa54.org](mailto:education@eaa54.org)



## Young Eagles Report by Linda Amble



Hello All! I just wanted to introduce myself a little before I get into the business end of this job. I met, the terminally nice, Dave Becker last October at an EAA meeting and it was him later on that convinced me to take over this job! I attended the ground school, passed the written test and have been working on learning to fly. I was signed up to volunteer in the first aid tent at Oshkosh last summer but my new job started a week before. That was disappointing but I've taken time off for next summer.



To explain my interest in flying I'd like to share a story about my Dad. It was written by a really good friend who considered our Dad as his father, DAVID EICHERS

### **It All Began with a Bike Ride - An Early Aviator's Story**

*I have a dear friend named Charlie Amble. He was born in 1913 to parents living in northeast Minneapolis. In 1926, he was riding his bike near a local airport named Curtiss Field, located at the intersection of Snelling and Lar-penter in St. Paul. He stopped to watch a biplane practice take-offs and landings on a grass field. As the plane took off, he saw a puff of smoke and he knew that a tire had blown. When the pilot landed, he offered to help him repair and re-inflate the tire. For helping him, the pilot gave him a ride in the plane, a Curtiss Jenny. That pilot was Charles "Speed" Holman. Charlie was thrilled by the ride and frequently spent time at the local air field watching planes take off and land.*

*In 1927, after Charles Lindbergh made his famous flight across the Atlantic, he made stops at many cities celebrating his accomplishment. One of the cities was Minneapolis, and my friend Charlie rode his bike to the east side of Minneapolis and watched the motorcade. He was on a knoll and when Lindbergh's car passed by, Charlie waved to him. Lindbergh acknowledged him and waved back. After these events, Charlie was hooked on aviation.*

*Charlie took flying lessons at the old Robbinsdale airport and soloed in 1936. He made many flights into the old racetrack (now the Minneapolis St. Paul Int'l airport) and landed on the infield grass. Many of these flights were made in a Ford Tri-motor plane owned by "Shorty" DuPont. After he gained experience in the cockpit, he worked there as a part-time flight instructor from 1937 to 1942.*

*When WWII broke out, the armed forces found themselves with a severe shortage of aircraft, pilots, and in-structors. Recognizing the need for instructor pilots, Charlie enlisted in the Navy as an Ensign and immediately started teaching young cadets how to fly. Naval cadets were given nine weeks of flight training in groups of seven and then were transferred to other flight schools for more specialized training. Charlie was transferred around the nation to vari-ous flight schools as well. He also ferried aircraft from one military base to another. He was discharged in November 1945 at the rank of Lieutenant Commander.*

*After WWII, he returned to operating a service station and starting a family but he still continued with his avia-tion passion by working as a part-time instructor pilot.*

*Thanks to a famous aviation pioneer who gave a youngster a ride in a biplane, Charlie amassed almost 7,000 hours in the air in a flying career which spanned 40 years.*

Editors Note: The above story was taken from the Minnesota Historical Society's [Minnesota's Greatest Gen-eration](#) website.

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](http://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 NEW YEAR.....**

To all of our chapter members and I hope this year will be filled with aviation fun filled events and happenings to your hearts content!

**Remembering my time in the Coast Guard**

There is a new series on The Weather Channel called, **Coast Guard Alaska**, Wednesday's at 8PM. It mainly takes place at Air Station Kodiak with most of it about the helicopter crews, HH60 Jayhawks, and what they encounter but sometimes they show the C-130's that I flew in during my tour up there in the early 1980's. This program sure brings back memories of when I was stationed there as a young kid in his early 20's. I was not happy when I got this station out Aviation school after first serving on a cutter (ship) just out of boot camp. Wasn't into fishing and hunting and was totally bummed out when I first step off the airliner when I first arrived to this wild, desolated island. But I slowly got used to it and the views from above were just amazing!



Here is a picture of me in front of a C-130 doing what we called the *scanner* which was to clear the engines for start. This particular aircraft

crashed off of Attu, which is in Aleutian chain, shortly after I left the air station. The next picture is of a C-130 that I was on when we visited



Attu. That is remnants of an old WWII engine left behind. Next is the Cessna of Linda Love whom had to set her down on a beach in southwestern Alaska and we flew over to make

sure she was safe!

Below is a typical view out of my scanner window during a climb. Note the pitch of those propellers!



Here is a shot of the Pt. Clarence Loran station we supplied which is north of Nome. They say on a clear day they can

see Russia across the water! Then below is a shot of the mountains of southwestern Alaska as we cruised back home to Kodiak



Truly was spectacular sites to behold! Fun to reflect back in my life!



**Contact Information for Newsletter Stories**

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## QUOTE OF THE MONTH

**The reason birds can fly and we can't is simply that they have perfect faith, for to have faith is to have wings.**

*-Sir James Matthew Barrie*