



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

October 2003

October 2003 This month's program

Monday Oct. 13 2003

- Social Hour at 7 p.m.
- Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: John Renwick presents photos, video clips, and stories of his trip to Alaska. Thinking of making your own trip, be sure to stop by!

AOPA focusing on reliever airports

by John Krack

On Wednesday evening, August 27, a meeting was held at the Golden Wings facility with two representatives from the Aircraft Owners and Pilots Association (AOPA), and with a large contingent of MAC staff, and reliever airport tenants and users. An estimated 300 people attended.

The purpose of the meeting was for the AOPA reps to communicate "their view of the world" and to solicit feedback from the attendees. After opening the meeting, thanking Greg Herrick for donating the use of the facility and Doug Bush for donating the sound system, recognizing several of the MAC leaders in attendance (Jeff Hamiel, Gary Schmidt, Kelly Gerads, Jeff Nawrocki, Commissioner Bill Erhart), and introducing several other important officials (Glen Weibel, chairman of the Reliever Airports Advisory Council - RAAC, State Representative Mike Beard, chairman of the Minnesota House Aviation Subcommittee, Jon Olson, Anoka County Public Works), Vivian turned the meeting over to our AOPA guests - Bill Dunn, VP of Airports, and Bob Dickens, Regional Representative.

Bill Dunn began by noting that these issues are not new, but our challenge is to avoid allowing our passion to blind us to reality. Bill noted that the Minneapolis area, through MAC, has one of the best total systems (hub airport plus relievers) in the US. It is the largest such system, and nothing else is as complete.

Bill acknowledged that Rates and Charges (R&C) have been a challenge for all of us, especially post-9/11. The airlines have been hit hard, but General Aviation (GA) has also. AOPA has attempted to get help for impacted GA operators. Lots of things are happening all over the US.

Bill noted that the current R&C scale was the result of a 1998-99 survey, and includes partially funding relievers with revenue from landside concessions at MSP. He stated that the Northwest suit challenging this arrangement is the second such suit; the first was tried some years ago in Kent City, MI, and lost in Federal Court.

Bill urged each of us to avoid being blinded by passion. We need the strong support of elected officials and those who control our destiny in the aviation system (notably MAC). We need a level playing field, and the leveler is FACTS. Verifiable facts speak much louder than emotion.

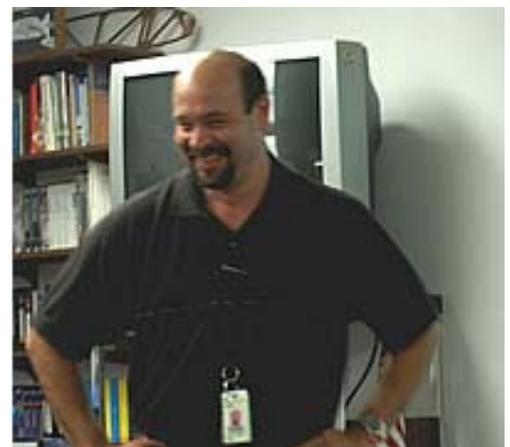
Bill acknowledged that an IFR fly-in to MSP during "push time" would likely cost the airlines more than the \$2M reliever airport subsidy, but there's a tremendous downside from a PR standpoint. Right now, we need to focus on the benefit provided by these airports and educate the decision-makers. For example, a US Commerce Dept. study in the 1980's found that every \$1 spent at a reliever airport created \$1.50 in the community outside the airport.

In closing, Bill stated that the FAA de-

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One of the FAA representatives at September's meeting discussed requirements specific to homebuilders.

President's Column

by Dale Rupp

What I have learned while building my first homebuilt airplane or what I would do the next time could be the title of a long book. I know everyone that has built an airplane has a lot of material to contribute to such a book. Lately I have been reconsidering my choice of ignition systems for my RV6. I became very enamored with the idea of an electronic ignition for my Lycoming O-320. The advantage is more speed and better fuel economy and it is modern. So I installed it and the first time I tried to run the engine on Wednesday September 10th only the side that had the magneto worked. The electronic ignition was dead. So with Dave Fiebiger's help we tried to trouble shoot it. No luck, could figure it out, so did the next best thing, closed the hanger door and went home. I needed to sleep on this problem. The next morning at 0300 I decided to remove the electronic ignition and replace it with the magneto.

JUST FIX IT!

I can hear some of you saying why give up, just fix the darn thing. Well there are three factors to consider. The first is I do not really understand how the electronic ignition is wired up or works. It is supposed to adjust the ignition timing to compensate for the amount of oxygen available for combustion. In other words the higher you go the longer the burn should be because there is less oxygen, so the spark is advanced. My goal in building my RV6 was to keep it as light as possible. To help reduce weight I installed an electronic engine monitor that tells me every thing I want to know about the engine including RPM. I eliminated a heavy tachometer, manifold pressure, oil pressure etc. Everything is on the glass engine monitor and it has 21 separate functions. The engine monitor picks up the RPM data from the magneto. Therefore when you ground the magneto to check the electronic ignition you have no RPM indication. A simple circuit was supposed to solve this problem but it didn't. There are just too many unknowns. I don't understand the wiring for the electronic ignition and I don't understand the "simple circuit" so best to go back to all magnetos.

THAT PICKY FAA!

The second reason to drop the electronic ignition is that the FAA says that any changes to a certified engine and propeller combination makes it experimental and it would have to be flown 40 hours instead of 25 hours. The third reason is that I am running out of Tuesdays for this year and the snow is going to fall in a month or so. Next winter I can figure out how this wonderful electronic works really works and get the wiring all sorted out. That's what winters are for.

What I have learned is that if you depart too far from the old tried and true and do not fully understand how it all fits together it is best to back up and reconsider. In my case I want to keep the airplane light so it will go fast. I did, my RV6 only weighs 1035 pounds empty which is great. I just should not have added the electronic ignition. I would have been flying months ago. Now when I solve a few other problems and the engine runs and I get the FAA's approval I can fly Tuesday.



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Chapter member 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
21D Unicom: 122.8
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')

Minutes of September's Meeting

Meeting was called to order by President Dale Rupp at 7:30 p.m.

Treasurer's report given by Paul Liedl. Balance on hand \$11,099.66. Approved as read.

Dale Rupp announced that the chapter is in need of setting up a financial committee. Anyone interested in having a say in how the money is spent should talk to Dale.

There was no old business.

New Business: Visitors were - April Schulte, a new pilot Sam Dearing, back into flying; Ed Maddocks, interested in gyro plane; Harry Cook, from Flying Cloud

Nick Stolley has resigned as secretary of Ch. 54.

The Nominating Committee is looking for candidates for the following positions: President, Vice President, Secretary, Treasurer, Adult Education Coordinator, Young Eagles Coordinator. Hopefully some of the existing coordinators will want to continue.

There has been requests for chapter hats. Paul Liedl will look into ordering more.

COMMITTEE REPORTS

LANDSCAPE - Bettie Seitzer

She is waiting on bids from several nurseries. Plans are to plant Saturday Oct. 4

EDUCATION - Art Edhlund

Oct. 2 will be introduction and sign up for ground school. There are six instructors ready to go. Classes will be held on Tuesdays & Thursdays from 6:30 p.m. 'til 9 p.m. There will be a charge of \$100 for book materials. Chapter members can participate free.

YOUNG EAGLES - Al Kupferschmidt

Seven kids were flown in August. Thirteen kids up on September 6th. September 20th we are needed at New Richmond to help fly 20 kids. Please contact me to volunteer as a pilot or ground support.

BUILDING MAINTENENCE - Dave Fiebiger

We are in need of people to open the club house on Saturday's 9-12 noon. If enough people take a turn then no one becomes overworked. A sign up sheet was passed around.

Dale Rupp announced that Mayer Aviation has been sold to RC Electronics - Russ Calendar is owner. Look for changes.

Pancake breakfast report was given by Paul Liedl. We served 789 people and grossed \$3, 676.

Meeting adjourned at 7:51 p.m.

An Air Safety program was presented by 6 FAA Official.
Respectfully submitted by Rae Kupferschmidt Acting Secretary

AIRVENTURE 2003 - A FAMILY AFFAIR by Art Edhlund

Three generations of the Edhlund family attended the 2003 AirVenture at Oshkosh. Art, his son Paul, and grand daughters Genevieve and Isabel camped together at the convention. Paul and his kids drove up from Ft. Lauderdale FL, while Art drove from Stillwater, MN. Art flies for fun out of Lake Elmo Airport while Paul and Genevieve enjoy the warmer skies of Florida.

Genevieve arrived earlier to attend the Leaders Academy, sponsored largely by EAA Chapter 54. On graduation she joined the family campsite along with a fabric covered section of an Acro Sport wing tip she had built, tutored by Bill Shanks at the academy. She has promised to send a detailed story of her experience to CH54. She was quite assertive about her ambitions to become a navy pilot.

Paul searched the forums and flight line for all the info he could gather to complete construction of his Moni, a powered glider he hopes to register during this centennial of flight year. His non-working daylight hours are sometimes used to pilot one of the flight of five "Sky Typer" aircraft that write text messages across the sky using computer controlled smoke valves to create dot-matrix characters across the sky. One pass - one sentence. The formation is not as tight as you would expect (the smoke expands), but positions must be accurately maintained. A typical performance flight will last three hours until smoke oil is exhausted in one of the planes. A single computer controls the smoke emissions from all five aircraft, and it is operated by who else but Genevieve Edhlund in the lead plane.

Genevieve's younger sister spent a great deal of her time at the museum and the adjacent KidVenture activities that greatly outgrew the large tent they occupied last year. The grassy area next to Eagle Hangar at the museum was the launching area for balloon rides for the kids. The space east of the strip at pioneer field was used to teach the youngsters how to fly control line model airplanes. The strip itself was used to provide rides in antique and homebuilt craft.

Art spent his time at forums and displays learning all he could about Chapter operations, Cessna maintenance, and avionics. The family roved the vast AirVenture site singly or in separate groups connected together wirelessly. When the air show engines quieted, the evenings provided venue for getting together with friends. We were fortunate to be camped one row away from the Collins family, with whom we enjoyed several sessions of games and gossip. ◀

An Interesting Experience *by Dick Wicklund*

All of us, X number of years ago - - for me more X's than I would like to admit to - had the opportunity to attend elementary school. Want an "Interesting Experience"? Take the opportunity to go back to a special elementary school for a visit and, hopefully, a tour.

Recently I experienced such an opportunity. This opportunity presented itself in the form of a request from Ms. Jill Wall at Farnsworth School, K-6, located on Arcade St., on the East Side of St. Paul to the 1st Century of Flight Committee regarding the possibility of displaying the local Wright Flyer replica. My assignment was to verify the potential of moving the Wright Flyer into the school gym. No such luck. The opportunity for a tour was too good to pass up. What a change!

Remember back to the basic elementary school. While Farnsworth now carries the title "Farnsworth Aerospace Magnet School". Yes, aviation at all levels included in every class - math, history, English, etc. Gosh! what we missed out on. Jill Wall is the Aerospace Coordinator jill.wall@spps.org presented a few requests during my visit.

First, Young Eagles. Have turned this request over to Al Kupferschmidt who has already contacted her about opportunities. Ms Wall told Al that there is a busload of students heading for a tour of the EAA Museum at Oshkosh. Hopefully some, or all, of the students will get their YE rides from Pioneer Airport during the visit.

Second: Builder. Someone with past or current aircraft building experience to talk to groups about the experience. Perhaps include a part they are working on as part of their presentation.

Third: Instructors. In the near future the school will have an aviation lab which will include two Flight Simulators. Assistance is requested for instructors or experienced pilots to work with the students. Ms Wall has volunteered to put on a program for Ch. 54 to explain the school program as a partial payment back for assistance offered by the chapter members. Think about the opportunities not just for the students and teachers but for Ch. 54 members. Ms Jill Wall can be contacted by telephone at 651-293-8675 if e-mail is not your thing.

For Sale. Fly Baby built in 1999 by seller Ron Trom. Aircraft has about 200 hours as does the Cont. A65 engine. Ron is currently building a Fisher Horizon 2. For information contact Ron at 651-483-3701 or r.trom@earthlink.net. Ron is a member of Ch. 237, Anoka C. Airport.

Bob hope meets your schedule. Intended to get out to you earlier but one of those virus things hit my machine. Another educational opportunity. Dick Wicklund

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finer "Reliever Airport" as an "Attractive alternative to the hub airport". Most GA pilots don't want to go to the hub airport. AOPA is very interested in this issue, wants to hear our concerns, and will work with the leadership of the various airport associations.

Bob Dickens, our regional AOPA rep, described the AOPA Airport Support Network, which depends on a volunteer at each GA airport to act as AOPA's eyes and ears. (Gary Specketer is the ANE rep.) If your airport doesn't have a rep, contact AOPA.

Following Bill's and Bob's comments, the meeting was opened up to comments, questions, and concerns from the floor.

State Rep. Mike Beard, a freshman legislator from the Shakopee/Prior Lake area, talked about the House Aviation Subcommittee (which he chairs) of the House Transportation Finance Committee. (We have not had an aeronautics committee in the Legislature in about 15 years, so this is a great step forward.)

Rep. Beard is an active pilot and aircraft owner, and is very interested in Minnesota aviation. A major achievement this past legislative session was working with Sen. Jungbauer to put together and enact legislation to return the \$15M appropriated from the Department of Aeronautics aviation trust fund when the economy improves. This was done in such a way as to not jeopardize the state's bond rating.

According to Rep. Beard, the subcommittee's charge is to look out for the Willmars, the Albert Leas, the Anokas, the Flying Clouds, and the other small airports in the state.

In response to a question about AOPA's vision of the future of the Twin Cities airport system, Bill Dunn said that his perception, based on previous discussions this week, is that we won't likely see major changes. He made the following points:

" We have an airport system, and can't effectively break it apart into several profit centers.

" The relievers were not designed to be self-sufficient.

Harold Hamilton of Micro Control in Fridley advised that his company bases a business aircraft at ANE, and that this airport is extremely important for business. An ILS is extremely important. Bill responded that with the availability of GPS and WAAS (Wide Area Augmentation System), the FAA is reluctant to commission new ILS systems because precision approaches are much less expensive with the new technology.

John Krack noted that we're clearly forging a partnership between AOPA and the local aviation community, and wondered what services AOPA might provide

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Ed Mayer update *by Bob Waldron*

Ed Mayer owns Mayer Aviation at Lake Elmo airport, and has been a good to EAA Chapter 54. He let the Chapter use the Elmo Aero building for a few years. This allowed the Chapter to have a presence at the airport.

Two years ago, Ed spent eighteen days in the hospital for a perforated ulcer. Recently he has been extremely ill.

Ed has been in and out of Hospital for the past three months, because of his pancreas and liver and kidneys and a hernia. When not in the hospital, he has spent most of his time in a nursing home or in a Transition home (more medical care than a nursing home).

He now has a blood infection for which there are no antibiotics. This infection has settled in his left eye, which has caused him to lose most of the vision in that eye.

He has more surgery coming up in a week or so, for the pancreas, and possible surgery on the left eye.

All these conditions cause him to be very weak, and he has been fed through a tube in his stomach for a long time.

He is currently out of the hospital and into a transition home. The transition home is trying to get him strong enough for his next operation. If his next surgeries are successful, Ed will probably be in the hospital or transition home or nursing home for more than a month.

This information was derived from an interview with

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(legal assistance, lobbying, etc.) and how they envisioned the roles and responsibilities of the involved groups. Bill responded that AOPA does not have staff

legal counsel, and decides when to get involved in an issue based on precedent and importance, as well as their "standing" to get involved. (That is, do they belong there? In Federal court, for example, they have a "Friend of the Court" standing.)

They typically depend on local people to be the primary point of contact, and try to orchestrate or choreograph how to proceed. AOPA will attend meetings, but depends on the locals for input (facts, arguments). AOPA acts as the orchestra conductor, while the locals play the music and do the real work.

Bob Dickens noted that he covers 4 states, and often doesn't get MAC meeting notices until after the meeting. He emphasized again that we need to keep him, or our Airport Support Network rep, informed. He also re-iterated that this issue is on the "front burner".

Bill Dunn remarked that not many reliever airports are self-sufficient. He gave the example of Palo Alto, in California. There are three airports in the system - Palo Alto breaks even, Reed Hillview shows a profit, and San Martin runs a deficit. All the money goes into one bucket, and it works just fine.

Sen. Mike Jungbauer, who is on the state Senate Transportation Committee (and also a pilot and aircraft owner), spoke next. He sees ANE as a key airport, and advised that \$13.6M has been applied for at the Federal level for the runway extension and the ILS. He has met with Anoka County and local officials, and is also trying to get to the bottom of what Northwest is after.

The remainder of the meeting focused on how to make our case. Key points were:

" Bob Dickens said that AOPA has a kit that addresses economic impact. They also have a video, "Access to Airports in America", that conveys the GA message. A Website, www.gaservingamerica.org, talks about all segments of GA. Bob's advice is to "talk more like taxpayers and less like pilots".

" Robert Schroeder, the Crystal RAAC representative, emphasized that we need to support the MAC staff. Jeff Hamiel, the MAC Executive Director, has taken a clear public position in support of the current system and the worth of the relievers. This is not "us against them". We're in this together.

" Rep. Beard said that as a legislator, he must look out for the best interests of the State. Northwest is a major employer, hemorrhaging jobs. We need those kinds of jobs, and must find a way to work with Northwest. He asked that we not take this personally. It's about business. He suggested that we get to know the people who

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Treasurer's Report *by Paul Liedl*

Cash on hand	\$ 25.00
Checking Acct.	\$6,047.52
Investments	<u>\$4,000.00</u>
Total	\$10,072.52

Income in September consisted of \$175 in individual dues, \$200 in donations to the Landscape Fund, and \$27.13 in interest for a total of \$402.13.

Expenses for the same period were \$1429.21. They consisted of \$46.36 for utilities, \$454.70 in ground school expenses, \$865.91 for pancake breakfast expenses, \$.40 in administrative expenses and \$61.84 for newsletter publication / distribution.

Young Eagles Rally at New Richmond Regional Airport

The first annual EAA Young Eagles Rally took place on September 20th at New Richmond Airport. Al Kupferschmidt assembled a group of 10 Chapter 54 pilots and I rounded up another 5 from New Richmond and promoted the event. We gave rides to 77 youngsters in about 2 ½ hours, doing our part to bring the national total of Young Eagles to 100,000 after nine months in 2003. Chapter 54 pilots included Dan Bergstrom, Art Edhlund, Ron Eshleman, Dennis Hoffman, Paul Liedl, Kirk Martenson, Gary Miller, Bill Schanks, and Bob Waldron. John Schmidt and Jesse Black were lifesavers by helping me on the ground. — *Jon Cumpton*

Flat light and white outs

With winter approaching, the day's light changing, and the landscape getting brighter and less distinct, the number of "gotchas" is increasing in seasonal intensity in our part of the world.

At the September 8th Chapter 54 meeting, a half-dozen FAA officials joined us for a Wings-qualifying seminar on things to look out for and consider as winter rolls in.

Ray Marnier discussed the problem with "flat light" and "white out" conditions. The bulk of the presentation look at helicopters, which, naturally create their own white-out conditions, and they (chopper pilots) combat this by a short approach to a high hover until the white-out dissipates.

He recommended remember the five P's. Proper Planning Prevents Poor Performance. When flying into an area of flat light or white-out, avail yourself of several tools. Check with the FBO/FSS in the area. Check all weather information. Investigate trends. Ask and give PIREPS. Do not be forced into a situation that is questionable. Above, set and remember your own personal limits.

And how do you develop those limitations? Call the area FBO and talk to the chief pilot and ask him/her what his/her limitations are.

Other tips included warnings not to make a common mistake: flying until you only have one visual reference left. One is not enough. Don't lose site of your reference point on landing. Fly with your head straight forward; trust your instruments. Check your altimeter while you have a good reference point.

Other speakers discussed issues relative to homebuilders. Derek Lockhart and Jim Niehoff

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are the process (legislators, MAC, etc.) We've created a process that works, and need to work within it. Be respectful, show good deportment, deal with facts, and check emotions at the door.

" Glenn Weibel, RAAC chairman, urged us to use RAAC as a focal point, noting that RAAC has open door access to MAC, and has built a relationship that has been rewarding to all of us. Glenn emphasized, however, that there's no argument without credible facts. Jeff Hamiel, the MAC Executive Director, helped put things in perspective with a few highly pertinent closing remarks:

" The leadership of MAC is not oblivious to GA.

" AOPA knows what's going on, and they are engaged.

" The Legislature is made up of elected officials. They are intelligent, and seek information and knowledge. They are looking for intelligent answers to questions that they are expected to ask. This is an opportunity to educate.

" Regarding MAC: Vicki Grunseth is not a pilot. However, she's trying to learn as much as she can. She's like a sponge, and asking questions every day.

Get to know the MAC Commissioners. Educate them. Use our experience to educate the people who make decisions. They are not against us. Be intelligent, informed, and respectful. Over the years, around 100 officials have been

appointed to the MAC. The majority don't fly. A small percentage were looking for something wrong. Today, all are promoters of the system.

" Bug the Staff.

" Regarding NWA: Anderson has a tiger by the tail. He's losing around \$4M a day. He has to cut costs and raise prices.

" The MAC system of airports is the third largest system in America.

John Krack is secretary of Anoka County Aviation Association

Swift Fly-in

by Jim Montague

This was inadvertently left out of the last issue. We regret the error.

For the past 27 years Mark Holliday has had a traditional Oshkosh kick-off Hangar Party for 100 or so of his close personal friends. This started off as a pre-Oshkosh Fly-in for the Swift Association and has evolved to a Hangar Party with many local people, including many Chapter 54 members.

Years ago, the highlight was fresh Walleye fried up by Bill Schanks but since Bill has been so involved with the EAA at Oshkosh we have had to make do with hamburgers, brats and other goodies brought by local folks. The Globe Swifts still dominate the ramp. (It's not a Fly-in, MAC might have a cow) We also have had a few other types. (Cub, Howard, Chipmunk, Stearman)

Also people drove in from Ohio, Tennessee, Texas and other states. This year I counted 18 Swifts shortly after noon Sunday. Here are some pictures taken by Mick Supina.



Thunderbird Accident at Mountain Home AFB, Idaho

From Barbara Leiter

On Sunday, September 14, I was visiting with my daughter Stacy Olson and her family at Mountain Home AFB where they are stationed. My son-in-law, Eric is an Aircrew Life Support Craftsman in the Air Force with 14 years experience in that field. We all, including my 2 granddaughters, were at the Gunfighters Skies 2003 Air Show to see the Thunderbirds perform. We had a front row view about 1000 yards away when the Thunderbird 6 bought the farm. I have never seen a major air show accident actually happen in such close proximity; although I have seen 2 small planes go in, but nothing like this.

Here are some of my observations:

The first 4 Thunderbirds had taken off in a diamond formation and left the immediate area. Thunderbird 5 took off in a max climb and joined them. Then Thunderbird 6 took off and began to climb and rolled back around, turned to runway and while it looked like the pilot could control plane he had no altitude to recover. Many spectators later commented that the plane was very quiet. Actually the whole accident was surprisingly quiet and surreal. It wasn't like the great noisy fireball explosions we had seen earlier in the air show. The mind processed the scene but it seemed so horrific that you did not want to believe that it was actually happening right in front of you. It was also so quiet and you realize you are holding your breath. When people realized it was true, they spoke in very low somber tones. The announcer said the rest of the show was cancelled. Meanwhile the other 5 Thunderbirds continued flying and only landed at Mountain Home AFB after the crowd left the field. The crowd was shocked it happened so quickly and unexpectedly and slowly left.

When the accident happened Eric said "That was not supposed to happen, that was not supposed to happen." Then it really dawned that there was an accident and Eric started to look for a parachute even though the plane was very close to the ground. Then Eric saw the chute and we started to look for the pilot. When we saw the pilot get up, walk around, raise his arm and even kick the ground, we cheered in relief. Eric says the whole ejection sequence takes only 4 seconds from the time the handle is pulled to the chute deployment. The picture that is enclosed shows some of the following after the handle was pulled:

Canopy is blasted off

Seat with pilot is ejected up and away from plane (about 150 feet)

Seat and parachute with pilot are blow off in opposite directions

Pilot is still traveling in original direction of travel that the jet was traveling

Chute deploys and begins to slow pilot and in the picture you can see him spread eagle

Eric being so involved with the ejection systems was amazed that the pilot could eject at that low altitude (well below the threshold for proper ejection and seat-man separation) and live, to say nothing of walking away with only a few bumps and bruises. As he said, "The system works as advertised."

This accident is a perfect example to the old saying, "Any landing is a good landing that you can walk way from". At this writing the

CRASH (Continued from page 7)

pilot has gone to the hospital in Boise for further tests after being check out at the local hospital. The extreme G's his body experienced puts a great deal of compression on his spine and can actually shorten his stature.

I was surprised that the fire trucks and ambulance took so long to respond. At all major air shows I have attended the fire trucks and ambulances are parked in a clearing with the firemen and paramedic in their cab and the engines running ready to respond. This disturbed me. If the pilot had been ejected closer to the fireball or injured more seriously he might not have made it.

When the accident happened Stacy was video taping and got from the take off and followed thru the rest of the sequence. Several of Eric's friends who work with the F-16C and know the sound of the engine, commented to him that the sound was different when Thunderbird 6 flew by. Possibly the recording of the tape will show that. In any case, the Air Force asked for any videos to be lent for the investigation of the incident. Hopefully she will get it back in 4-6 weeks and she plans to send me a copy.



AOPA Pilot Town Meeting Scheduled *from Phil Boyer*

These days, there's general aviation news everyday that affects your flying. In October, we'll have much to discuss about AOPA's work on issues of concern to you. There are many challenges, but there is also some good news. "Homeland Security" is getting a lot of play as justification both for well meaning but misguided new rules and for efforts to whip up unfounded fears that could cripple general aviation. At our meeting, we'll talk about continuing temporary flight restrictions (TFRs) and in particular. I'm pleased to report that AOPA has been successful in getting FAA to put graphical TFRs on the Internet, so you can see on a chart where the restrictions are. We'll also discuss positive developments on issues including pilot background checks, the fight against ATC privatization and user fees, and the "pilot insecurity" rule, which directs FAA to revoke the airman certificate of anyone TSA determines is a threat to transportation or national security. We'll talk about the significance of reaching this milestone to AOPA's work on national and local issues important to you - local issues such as the possibility of privatization of six reliever airports in your area. Please plan to join me for this Pilot Town Meeting to hear the latest news on things that make a difference in our flying. I look forward to seeing you there. Thur. Oct. 16. 7:30 p.m. Windham Minneapolis Airport Hotel. <http://www.aopa.org/images/prez/mailers/minneapolis.pdf>

CLASSIFIEDS

Would it be OK to put a small blurb into the newsletter for next month (Oct.) about the Animal Ark dinner and auction. This is an annual fundraiser that we have with a silent auction and a live auction and I was wondering if I could get a few of the members to donate an airplane ride around the area, (Half hour to forty five minutes). — *Pat Driscoll*

For Sale Draw-Tite Class 2 trailer hitch. 3,500 lb rating. This hitch appears to never have been installed. Designed for Mercury Grand Marquis or Ford Crown Victoria years 1979 - 2003. Asking \$40.00 or BO. Funds to be a contribution to the Ch. 54 Scholarship Fund. Contact Dick Wicklund

PROJECTS UPDATE

Just one project update submitted this month — mine. It's also the reason the newsletter is relatively Spartan this month. Faced with the upcoming winter, the race is on to get at least one wing finished (or at least the fuel tanks ProSealed) before it's too cold to work with the goo. At the moment, the tanks are on the bench with more work to do, conduit is being run in the wing of the RV7A and all the fitting has taken place. Van's prepunched material fit like a glove. Now if only I could rivet as well. — **Bob Collins**



Bob Waldron snapped some great pictures at Anoka Airport when the National Air Tour came through. To see them all, please visit the EAA Chapter 54 Web site. The pictures are located at http://www.eaa54.org/Natl_Air_Tour.htm (If you're reading this online, you need only click the URL to be escorted to the page)



EAA Chapter 54
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Lake Elmo, MN 55042



Calendar

10/4 - 10/4/2003 Crookston, MN Young Eagles Ralley, Crookston Airport KCKN Contact Information: Kate Dolsky 218-791-1375 Email Address: gfk_eaa@hotmail.com

10/7 - 10/7/2003 Madison, WI Snapshots of Wisconsin Aviation History, a presentation at the WI Historical Society Museum, Contact Information: Rose Dorcey 608-836-9840 Email Address: roses7@charter.net

6/12/2004 to 6/12/2004 , None International Young Eagles Day, Contact Information: Young Eagles Office 877-806-8902 Email Address: yeagles@eaa.org <http://www.youneagle.org>

7/27/2004 to 8/2/2004 Oshkosh, WI EAA AirVenture Oshkosh 2004, Wittman Regional Airport OSH Contact Information: 920.426.4800 Email Address: webmaster@eaa.org <http://www.airventure.org>

Coming in the next issue



Several years ago, Jim Grist of Waupeca, Wisc., built his Skybolt from plans. Recently, his daughter, Julie, wrote a book for kids about flying and homebuilding, based largely on her father. A few weeks ago, Jim flew up to 21D for an interview and courtesy flight. Read about it next month.