



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

MARCH 2005

MARCH 2005

THIS MONTH'S PROGRAM

MONDAY MARCH 14TH, 2005

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT
- RICK BRAUNIG FROM MN/DOT AERONAUTICS WILL BE AT THE MEETING TO TALK ABOUT CURRENT ISSUES IN MN/DOT AERONAUTICS, LOCAL AIRSPACE CHANGES AND THE CONTRACT FOR FSS. IN THE SECOND HALF HOUR BETTIE WOULD LIKE TO TALK WITH THE CHAPTER ABOUT PERSONAL MINIMUMS.

TSUNAMI RELIEF

THE FOLLOWING IS A COMPILATION OF EMAILS FROM JOE EDHLUND AND HIS COLLEAGUES, FLYING TSUNAMI RELIEF IN INDONESIA.

1/8/05

We saved many lives today! Our team of myself (Joe), Mike, Victor, Brahm and Iti hit the ground in Medan last night at 7PM after an overflight of Meulaboh airport. The airport looked okay and our hopes were up. There was a small Cessna on the ground there. We immediately went to the authorities in charge and were given extremely good cooperation, meeting with the Governor and the 2 Star general in charge of everything until 1 AM. The head of flight operations showed us photos of the cracks in the runway and our hopes went down as he told us they had given up on fixed wing operations for the foreseeable future.

Nonetheless, I didn't give up and pushed for an inspection in the morning. After the governor told him to arrange it, we were told to be at the airport at 05:30 for the flight.

We are a very unique entity here. There are many militaries and NGOs here and the airport would rival O'Hare in frequency of flights. But there are NO private parties operating here that we have seen. As a result, we are being given tremendous cooperation by the authorities.

While organizing with the Singaporean airforce for the flight to Meulaboh on a Chinook helicopter for a close review of the airport we met a doctor who just came back from Meulaboh. He said the hospital in Meulaboh was operating but was losing about 4 patients a day to Tetanus since they have no tetanus toxoid.

Almost all the personnel at the hospital had been killed but there are numerous foreign doctors volunteering. THEY DO HAVE A SHORTAGE OF NURSES. We can get them to Meulaboh if they get to Medan (via Kuala Lumpur or Singapore is easiest). Find some and get them here and we will get them to Meulaboh. Find tough nurses, this will be the toughest duty they will ever see.

While Victor was going over the plane after the long flight, I saw three people with the Red Cross emblem on their supplies. I asked them where they wanted to go. The Dr and two nurses wanted to go to Meulaboh where they had come from the previous day on a helicopter to get some food for themselves since they had not eaten in days. They had some tetanus vaccine but not enough. We scoured the supply hangar and found some more at the Indonesian medical NGO coordinating center. But they could only spare 100 doses. I then spotted Malaysian Mercy with a lot of medical supplies and they gave us 200 more doses of tetanus vaccine. We then cut through the red tape and got our first flight off at 16:30. We dropped the doctor, nurses, and several hundred pounds of medical supplies in Meulaboh and just came back to Medan.

- Joe

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PRESIDENT'S COLUMN
BY PAUL HOVE

Metropolitan Airports Commission has again upheld its tradition of confusion and screw-ups. New leases are being mailed out to hangar owners whose leases expired last year. The new lease is only for one year. The lease will be renewed on a year to year basis so that they can review the policies some more. In my case that is in May of this year. Also this lease picks up the original costs that they forgot to assess in 1992 when the taxiways were installed in the North Hangar Area. The costs were supposed to be assessed over a twenty year period. MAC Engineer Bridget Reis told me that since 13 years have all ready past, they will start this year and only collect the payments for the next 7 years. The cost to the hangar owners will be \$109.32 per year until 2012.

Paul Linnerooth has submitted the extensive paperwork to the county to exempt the chapter house from property taxes. Great job Paul!

The old 707 turbojet that carried Ronald Reagan to the far corners of the world for his Cold War-ending private chats with European leaders is now housed in the Air Force One Pavilion at the Reagan Presidential Library in Simi Valley, California in the \$31 million hangar taxpayers are funding.

The Boeing, dubbed the Spirit of 76, is now mounted on a pedestal, in takeoff attitude. The plane, which flew 445 missions as Air Force One (Richard Nixon, Gerald Ford, Jimmy Carter, Bill Clinton and both Bushes also used it) was dismantled in 2003 and shipped to California to fulfill Reagan's dream of having it at the library. The pavilion is 87,000 square feet and has a glass wall with a view of the nearby mountains. It will also house motorcycles and a police car from the Reagan era as well as a presidential limousine. The pavilion will be open in the fall.

**Article copied from AVweb
AVflash on 2-21-2005**

"Bomb" Bag Shipped, Then Blown Up

It was not the TSA's finest hour but at least they followed their own rules -- according to the TSA. A woman was barred from a Mesa Airlines flight from Phoenix to San Diego on Thursday after she allegedly told a screener that the TSA "couldn't find a bomb [in her bag] if there was one." While the woman was detained, the bag was put on the flight, where it traveled uneventfully to San Diego -- uneventfully, that is, until arrival. At Lindbergh field, the plane was evacuated, the passengers and crew were delayed for debriefing and the (previously cleared) luggage was extricated from the aircraft and blown up (not of its own accord). It was all by the book, according to the TSA's Nico Melendez. "If a bag is cleared by TSA, it is OK, under current regulations, to fly without the passenger on the plane." "... All procedures were followed in this case," he said in an e-mail to the Arizona Republic. The passenger, a New Jersey psychiatrist, was questioned (and later released, taking a later flight) as the bag made its way to San Diego, where the plane taxied to an isolated area of the airport and passengers were ordered off without their coats and carry-ons while authorities found Koshnu's luggage and blew it up. ... How was your day?



Tsunami Relief (Continued from page 1)

1/9/05

I am afraid I have some bad news for you. After a great nights sleep our hopes were high. Today while delivering a desperately needed doctor and another person from Global Relief SA to Meulaboh, along with intravenous antibiotics and tetanus vaccine where people are dying at the rate of about 4 per day from infections, we landed with some problem with the gear which was not completely down on landing. The landing was very smooth but did result in damage to the props and possibly to the engines due to ingestion. There was no injury of any kind to any aboard or on the ground. It makes me feel particularly bad as we were just getting moving in the delivery of this desperately needed aid. Yesterday we delivered a Red Cross team from Japan also with Tetanus vaccine. I have discussed the damage issue with Jet Aviation in Singapore and they told me that there is almost certainly no structural damage but the engines will need overhaul and obviously the props will need replacing. I will try to arrange with them or the authorized Beech Raytheon facility there to oversee the repairs under FAA oversight. I have already informed the head of the Indonesian FAA of the situation. I will send you further details but want to keep you updated immediately. I will try to stay in contact as much as possible but due to the incredible confusion it will be difficult.



- Joe

1/10/05

Not possible to call, that's why I had someone else call - to let you know not to worry in case N700Mb made it to the world news. There are reporters everywhere trying to make the most of everything - not that they have to in this case - Meulaboh is everything you see in the world news. I just tried a new landing technique, similar to seaplane operation, just on the ground. Very smooth landing but the belly of the plane and the prop tips don't really agree. Now trying to get her back on her feet and get her moved to where repairs can be made and she will be out of the way of the intense traffic on a tiny airport. Medan, where I am now is incredibly busy with Antonovs, C-130s, ancient 727-2s, everything from everywhere. I had a 20 minute hold first time I arrived here. Now working with Susi Air flying caravans. I'll update you as time and communications are available but there are NO communications in Meulaboh where I will be spending most of my time. Sorry to be short but I have to go!

-Joe

1/11/05

Still working on tomorrow's plans to bring a doctor and additional supplies to Meulaboh. First we will fly with the ex-president Megawati Sukarnoputri to Nias for an overview of the situation on that island. I was able to go through the city, or rather what is left of the city, of Meulaboh last night.

Amazingly there are parts of the city which appear semi-normal - even electricity in some parts. (Susi Air had carried down the electric people the day before.) However, there are other parts where most of the wrecks of the homes or foundations are abandoned and in a few of the wrecks people are huddled around fires, using pieces of ex-houses to fuel the fires. We spent the night at a wreck of a house on the airport. This now serves as the airport office from which Mission Aviation Fellowship operates local distribution of supplies to pieces of roads usable as short run-

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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')

**EAA CHAPTER 54 MEETING MINUTES
FEBRUARY 14, 2005**

BY: BETTIE SEITZER

Treasurer's report approved as published. To date we have received \$1,450.00 in payment from students attending ground school. Ground school cost is \$100.00, joining the chapter is optional, but for those who choose to join, the cost for the first year is included in the \$100.00.

Secretary's report was approved as published.

The club has received a donation of a certificate for a free copy of KitLog Pro Software. This software is advertised as being very useful for a builder. The certificate is available to any member who will be building a plane, contact Dave Cross if you would like to use it. (Secretary's note: whoever uses this might want to provide a review of the software for publication in the newsletter.)

Ground School (Art Edlund): 19 students are registered, the students are very interested and actively involved in the course. Cost for the course is \$100 for non-members, \$75 for current members.

Air Academy (Al Kupferschmidt): We have several young people interested in Air Academy. The parents must submit an application with a registration fee at least 60 days prior to the start of the session that the child will be attending. The balance must be paid by the first day of the session. Michelle Jilek (the young lady we sponsored

last year) is planning to attend again. We expect that we will be able to provide significant support to these young people. The board will meet when we have all of the names of the applicants.

Young Eagles (Al Kupferschmidt) There is a national young eagle day in June, but each club can schedule their own event. Contact Al if you would be interested in participating.

Housing (Dave Fiebiger) Reminder that the clubhouse is open every Saturday morning for coffee, cookies and conversation. This is also a time to bring interested non-members to see the airport and clubhouse and to meet some of the members.

Banquet (Dale Seitzer): Banquet will be in May. Dale is accepting suggestions for a location. We also need to arrange for a speaker.

The club viewed a DVD on firewall safety comparing aluminum to steel fixtures. Aluminum fittings melted quickly, often in 20 seconds or less. Steel fittings maintained integrity much longer – the assumption being that a pilot would more likely be able to safely land and exit a plane. The video is available in the club library and is recommended for viewing by builders.

Our speaker was Clare Grendler – a former Navy Flight Officer who flew aboard the early AWACS planes from carriers stationed in the Atlantic.

The meeting was adjourned

TREASURER'S REPORT

BY PAUL LINNEROOTH

February's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 5,623.95
Investments	<u>\$ 6,268.74</u>
Total	\$11,932.69

Income in February consisted of \$500.00 in membership dues, \$1,265.00 in Ground School fees, and \$20.00 in calendar sales for a total of \$1,785.00.

Expenses for the same period were \$1,586.88 and included \$57.01 for newsletter publication, \$188.07 for utilities, \$14.43 for Ground School refreshments, and \$1,327.37 for a Power Point Projector for the Ground School.

The Ground School actually brought in \$1,490.00 with nine of the eleven non-member students choosing to transfer \$25.00 of the fee to membership. The Ground School fee for a non-member is \$100.00 but that includes a one-year membership if the student so chooses. The Ground School fee for a member desiring to be signed off for the FAA test is \$75.00 or \$90.00 depending on the class of membership and five are taking the course. Members can audit the course at no charge.

We received a questionnaire from the IRS regarding our 2004 income and our possible need to file a Form 990 as a 501(3)c corporation. I completed the questionnaire and returned it to the IRS. A copy of the completed questionnaire and the letter has been filed so we have a reference for the future. A Form 990 is not required until our annual income exceeds \$25,000.00.

Tsunami Relief (Continued from page 3)

ways using small Cessna. It serves as a makeshift airport ops office. The aid distribution is from foreign to Medan then by Susi Air and one other operator as well as MAF using Cessna caravans and Twin Otters to Meulaboh. The cooperation between everybody from everywhere around the world is amazing. You ask and if it is possible you will receive. And if you are asked and capable of giving you will give - whatever is asked. I hope this lesson is not forgotten.

The people between Meulaboh and Banda Aceh are in even worse shape. This is an area where 60% of the road and dozens of bridges are gone. They will be without roads for many months or years and will need outside support for this amount of time.

I saw my first UN person today on the ground in Meulaboh doing a survey. I must repeat loud and clear that it is the small operators that are providing the bulk of relief to this area and they need support. After working on coordinating with the NGOs in Meulaboh we retired to the concrete floor of the airport office. We were praying for no aftershocks as it would not take much to bring the roof and remaining scraps of wall down on the house. Vic continued work on our plane today to see if we can get operational with our own aircraft. Meanwhile Mike is assisting Christian at Susi air with the flying. Brahm and Iti are in Meulaboh proper working there.

The devastation is unbelievable to those who haven't seen. There was a bicycle in a tree 40 feet off the ground. We didn't see bodies but we smelled them, They are already mostly rotted away buried under chunks of houses. Many, many of the people are injured. Tears came to my eyes today as we sat on the floor of the SusiAir Caravan flight back from Meulaboh and I ob-



served a lady in the back. She was crying as we took off. I could only imagine what was going through her mind - lost family, lost everything. I helped her off the plane in Medan as she was barely able to walk due to her wounds. Dozens of scrapes and cuts on her legs and injuries under her clothing that were obviously far worse. She is just one of many such people I have seen over the

past few days.

We reported to the military of a large group of soldiers they assumed were dead and had reported such to their families. Luckily they were alive and well, although one man told me he had been swimming in the tsunami. Everybody reports the water at the airport was at the level of the top of the palm trees about 500 meters from the beach. In our airport "hotel", a chair was stuck in the roof rafters. Taking out the garbage is not a problem - just throw it through the wall on the piles of rubble already there. The mosquitoes are intense. We did eat today when we got back to Medan. That was nice for a change!

Wounds will continue to be a problem as there are sharp things everywhere and people are exhausted working to try to recover, getting cut in the process. Thus a supply of injectable antibiotics is critical. People won't search for primary care for wounds and wait until they become infected as there is absolutely no hygiene due to almost complete lack of good water. Disinfectant soaps would be helpful. The Guam pharmacies contributed some but much more is needed. Perhaps this would be a good thing for Ayuda to work on. Help from anywhere will be appreciated.

I will be out of touch for 1-2 days probably, as I may be in Meulaboh. Mike used a term today to describe the situation. It is the "cloud of War." It is very appropriate to this situation. Thus when I leave for Meulaboh I am not sure when I will be back.

Medan airport is much smaller than Saipan airport yet there are takeoffs and landings every few minutes. I saw a huge Russian airplane taking off probably for Banda Aceh and he had about 50 feet of runway left before he lifted off. There are planes from everywhere here in this relatively remote city. Meulaboh airport isn't nearly so busy as it is inaccessible to anything other than light planes, although there is still plenty of helicopter traffic. Meulaboh is really taking a back seat to all the aid distribution in Banda Aceh despite their equal devastation. This is due to the small airport. The coast up from Meulaboh is even worse off but the people we delivered from Global Relief, a small South African NGO, into Meulaboh were going out into these areas.

One last thing I want to mention is that we cannot let our minds slip. These people will be hurting for everything for a long time. There will not be any local food for at least three months. The basic infrastructure will be much much longer. Possibly GPA could think about sending workers. It is difficult to get authorities for operations in Indonesia but possibly I could help in this arena.

We are working as a team of 7 now with myself, Victor, Mike, Brahm, Iti, Susi and Christian from Susi air all putting in 20 hour days. We sleep when we get a chance. We are often living in horrible conditions but we all feel very good about what we are doing.

- Joe

1/15/05

Today was an incredibly sad day, despite the fact

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Tsunami Relief (Continued from page 5)

that it is both Susi and Christian's birthday. We flew the heads of the seven largest banks and their assistants in two Susi air airplanes first to Banda Aceh, then along the coast from Banda Aceh over Calang and then to Meulaboh and back to Medan. In Banda Aceh we went to the coordination center which is based in the governors office/residence. Hundreds of people around all working furiously. A young man was standing on crutches with both feet amputated. I saw some wokers sharing a single cracker. Numerous columns all covered with many posters of missing people, especially children. Most can be assumed dead. However, Iti reported from Meulaboh that he had found an orphanage camp of 40 children, not receiving any care. Also Brahm reported an unknown refugee camp of 476 people that he found near Meulaboh.. While driving back to the airport at Banda Aceh, a dump truck full of bodies passed us and pulled over into a mass grave site. Yesterday they buried 2900 bodies. Today it was only 2700.



On the coastline just south of Banda Aceh as well in most of Banda Aceh, the devastation varies from massive to more than total, even the land being gone. Mike spotted a bridge heading out into a bay. Then the road began for a short period on the other side of the bay. It had been a populous town. Now a bay.

Christian pointed to a mud flat that had been a large south Banda Aceh suburb. Not even a trace of anything. A mud flat. We passed over numerous people waving frantically as they were still stranded out in totally inaccessible places. Surrounded by deep water. Nothing there. There is intense helicopter traffic up and down the coast but we are talking about a very large remaining population. The problem is that in these sand bars which is all that remains of people's villages, there is no way to get to them other than helicopter. And there simply aren't enough helicopters. And now Christian reads in the news that the US will pull out as soon as someone takes over. DON'T! STAY HERE! Every available helicopter is desperately needed.

We stopped in Meulaboh where the bankers took a short tour. Then we took Susi's son Hermann along with us, as well as Red Cross personnel. Hermann, who has been staying in Meulaboh, reported meeting a lady who had lost all of her family. She came up to him and buttoned his shirt and said "now my son you are neat and tidy. Take care of yourself." She was in intense grief and wanted a son, anybody. Everybody she knew was gone.

Tonight we are all exhausted, not from our schedule which was short today – only 6AM to 8 PM. We are weak from what we have seen. Everywhere one goes, one sees people, locals and aid workers, sleeping whenever they get a chance. There is simply no time for sleep. Everyone is working themselves to exhaustion. But it doesn't matter – no matter how hard you work, how tired you are, it is not nearly as bad as what others are facing.

Anybody who thinks this catastrophe is over due to the lack of news is sorely mistaken. There are still many many thousands of people in DESPERATE need of everything. Where does one start when all that is left of one's village, if you are lucky, is some dirt? And when you are weak from lack of food and water and the grief of losing most of your family how can you work on rebuilding. The situation remains desperate despite the massive aid being poured in. The rebuilding of a basic life for these people will take a long time. Every available person and dollar can be put to good use here for a long time.

- Joe

1/16/05

Hello Mr Joseph Edhlund,

My name is Siva and my wife Rani and our family run the EAA Chapter here in Kuala Lumpur, Malaysia. We're 197 nautical miles East of Medan, Sumatra. I received an email from Troy Toelle at EAA HQ, who forwarded an e mail from your Dad. We understand that your King Air is down somewhere in Sumatra and that you require assistance. We can help if you like.....

We are located at Subang airport. ie WMSA, on the west coast of Peninsula Malaysia. and we have access and contacts with the French EADS Company Eurocopter and Socata. They run a full service Maintainance outfit in Subang. As you might have heard, WMSA and WMKP (Penang) have been a staging area for relief supplies to Medan. I have been on the go here for two weeks in the background, helping to move French Helicopters over there. I have also been helping out by flying a fixed wing TBM 700 and sometime soon the Red Cross will be basing their aircraft here and I am taking leave from my regular work to help fly them to Medan and Banda Aceh. The TBM 700 has PT6A engines and we do have Maintainance people who can possibly help you.

MARK MCGREGOR is our Maint. Manager , who has a lot of connections with the French Army chaps who were here last week assembling their Super Puma Helis for transfer to Medan. Mark's willing to help and says he could possibly twist their arms to arrange for Heli lift of your engines/props. We also have several Eurocopter

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Tsunami Relief (Continued from page 6)

Helis running around over there. And Our Chief Fixed wing Engineer, SEVALLE has lots of experience on various airplanes.

Sorry to hear about your mishap, Lets try to get you in the air soon to continue the good work out there.

-Siva

1/17/05

Hello Siva,

Great to hear from you! It will a pleasure dealing with you as someone who knows about the scale of what is going on out here. Yes the aircraft is down after I didnt get the gear out before landing in Meulaboh to deliver a doctor and emergency supplies. Unfortunately I slid off the runway and ingested a lot of dirt and shut down hot. This means both engines need overhauls. The props are obviously finished although the hubs look good. I would need to NDT flourescent stain the spar and gear attachment points before I ferry out and Penang would be a great place to ferry to and to get things done, especially with some local EAA support. The belly skin is badly dinged up but would be flyable for ferry.

If you could arrange for some mechanics to come and NDT flourescent stain the spars, it would be a big help as if they are bad the plane is scrap metal. My feeling is they are okay. the only major stress point is the rt inboard flap track which pulled a few rivit points partly out. The gear attach points look good but need to test them.

How about rebuilding Hartzell props here in Asia? How about your doing the engine rebuilds? Do you have facilities for that? Also need someone with Beech experience to help me get them off. We can get them out of

1/21/05

Today was another day of flying for the Guam Tsunami Relief/Susi Air team. More medications and personnel shuttled between Medan, Banda Aceh and Meulaboh. Today was Mike Boyd and Dan's first opportunity to view the Aceh coastline. They were very subdued tonight as we were a few days ago. Red Cross has finally contracted with Susi Air for use of one of their airplanes. However, this excludes anybody else from using the aircraft. Therefore SusiAir is left with only one plane to serve all other NGOs and aid workers. This will leave the Meulaboh route underserved. Another plane is needed. Susi Air will not be flying for the UN as they have not kept their weather reports for all flights for the last two years so they won't qualify for the UN specifications.

The first crisis is calming down but the second one is coming. The US and other military will be pulling out soon. This will create a complete gap in the rural Aceh coastline north of Meulaboh and a big void in the Medan Meulaboh route. This void must be filled or there will be a huge crisis developing after the pullout. The Norwegian Lutheran Church league is trying hard to solve the water problem before this happens. They need helicopters.

I visited Pippin in the hospital in Medan today. She is doing well and had a nice big smile today. If we had not transported her for a CT and brain surgery here to relieve a brain hematoma, she would certainly have died.

Life has become fairly routine. Very late to bed, very early to rise. Fly doctors, medicines and coordinators from Medan to Banda Aceh and Meulaboh. This is still a disaster of incomprehensible proportions but there are signs of hope. There are a few houses being slapped together in Meulaboh. There is food in the Meulaboh markets, even if the people don't have money to buy it. Even the UN helicopters have all the rotor blades on their helicopters now. Maybe they will start flying someday soon.

The rebuilding process will be long and difficult. We must remember that there is nothing but dirt left in many places. In some places the dirt is even gone and only ocean remains. Tonight we discussed getting the vital fishing industry (Susi's main business) started again. But most of the fisherman are dead because they were either at sea or living on the coast. This is a father to son business. When the skill is lost, it is lost. And the people are understandably afraid of the sea now.

We will all continue our efforts to help. But this help will only come through personal contributions. I see very little relief coming from the large organizations. One other thing that has become clear after this disaster and the one in Yap a little over a year ago is that there is NO emergency response organization. There is the Red Cross and the military but these all depend on complex bureaucratic and political negotiations before anything can happen. It is only small organizations or individuals acting on their own and with their own (and usually very



Meulaboh if you could find someone to come and help me remove them. We have close connections with Susi Air who runs caravans in and out of Meulaboh every day.

A lot of the work will be sheet metal. I am sure there are plenty of sheet metal guys associated with EAA here. Looking forward to hearing from you very soon!

-Joe

(Continued on page 8)

Tsunami Relief (Continued from page 7)

limited) funding that react quickly in the first week or two and out of their hearts, not out of the business or career of providing aid assistance. Susi Air ran emergency relief completely out of their pockets for over a week. My operation was run almost entirely out of my own pocket and the loss of money from the damage to the plane is mine alone. However, as I have mentioned before, seeing little Pippin's smiling face instead of seeing her being put in another body bag makes it all worth it.

- Joe

1/22/05

Today was another hectic day of flying relief to Meulaboh. Mike and Mannan are still out flying as I write. This morning we were discussing a way to bring this disaster into perspective for those who haven't experienced it first hand. The death toll in Indonesia alone will exceed 200,000. For reference, that is the death toll from the Hiroshima and Nagasaki Nuclear blasts combined. However, the damage to property is about 100 times that of those two blasts. Think about that for a few minutes.....

Banda Aceh had a population about the same as that of Hiroshima in 1945. Meulaboh was about half the population of Nagasaki before the tsunami. These are major cities utterly destroyed. That does not include the 150 mile coastline in between, clotted with towns that were also completely destroyed. Look at digitalglobe.com. Think about being 1 of the 2 remaining survivors from a town of 3000. Think about it! Then think about the disaster operations of trying to recover from 2 nuclear bombs in a remote area with few resources. No wonder there has been confusion. No wonder there seems to be little organization. No wonder our efforts have saved lives.

What has come through loud and clear from this operation is that the recovery from this disaster has ridden on the shoulders of individuals like The Guam Flying Relief Mission, Susi Air, and other small organizations able to move quickly and efficiently in delivering aid efficiently when and where needed. The major organizations are still in confusion. The cost of these early operations has been borne by the small operators. Let me give credit to the American and Singaporean military who were here rapidly and in strength.

The Red Cross, represented in the early days by some self motivated Japanese without organizational support was helping a lot. The Koreans are also here, along with the Germans, Spanish, Indonesians, Danish and Norwegians. I asked one of the Red Cross people if the Americans were present. He said there were 2 Americans (people, not groups) in Banda Aceh.

Today we saw an amazing sight. Near sunset on the 27th day after the disaster, we saw a UN helicopter in the sky. Susi Air landed first in the area on December 28, we landed in Indonesia on the 7th of January. Where should our support go?

- Joe

1/23/05

Today was a "vacation" for Susi, Christian, Mike, Dan and I. After 2 hours of sleep last night, we took off from Medan for the flight half way across Indonesia to Pagenderan, home of Susi Air. We needed to get here to pick up a lot of equipment for Susi Air, now that their plans for Aceh relief have started switching from the "now" plan to the 6 month or one year plan. We were four pilots on board so the overnight flight actually allowed us all to get a few hours asleep onboard. We landed at Jakarta at daybreak, refueled and made our way across Java to the south coast. What an incredibly beautiful place! Absolutely something out of the dreamiest movie one could imagine.

It is a day of emotional replenishment. Also nutritional replenishment as we dined on the finest seafood imaginable, straight from Susi's factory next door. What a treat to have a real meal! It was not a day without down periods though as we followed a dump truck down the road from the airport to the house here. Mike was wondering why it didn't have a siren. I was smelling for the bodies I assumed were inside. Both just horrible day-dreams. There was nothing inside but dirt, but our minds told us otherwise. Tears come at times for all, other times they can be suppressed and only the heart hears the tears fall. This experience will live with us all for the rest of our lives.

Susi and Christian are hosting us at their beautiful house nestled in the palm trees. They also have one of the most modern fish processing plants I have seen anywhere in the world, including Japan. Susi started this business as a poor fish trader. She now has tea with the top leaders in the country, including presidents and ex-presidents. But that didn't stop her from pulling up her skirt and jumping into one of the fish tanks today to examine the product. She has spent time in prison in the past due to printing political t-shirts, but that was before this country went through a peaceful transition from dictatorship to working functional democracy, in the world's largest Muslim nation, which is also mixed up with almost 10% Christians and smaller numbers of Buddhists and Hindus. The country is a great example of tolerance and cooperation between people of different faiths. If there is one thing good that could come of this disaster it is the possibility of the seed of Muslim - Christian tolerance and understanding. The thousands of smiles we have given and received are long lasting diplomatic ties between our people and our countries. When you save someone's life, will it be forgotten? How can radicals such as Al Qaeda recruit children who, when asked, what is the best thing in the world, draw a US military helicopter with Americans? Organizations of every faith are helping everyone they can here. There is no concept of separation of people by faith. This opportunity to dissolve tensions between people must not be squandered. I am not a big believer in fate, but even I cannot look at the disaster from this tsunami hitting the two most war torn areas of South Asia - Aceh Province and the Tamil area of Sri Lanka. Was it a way to bring peoples together before something worse

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Tsunami Relief (Continued from page 8)

happens. When the next, manmade nuclear bomb leaves radioactive residue behind instead of just destroying everything as this nuclear bomb did, but at least leaving a rebuildable countryside. Let us learn, let us use this wonderful opportunity to prevent man made disaster by learning from the worst natural disaster that has happened to this planet.

-Joe

1/27/05

Flying like hell. Logged 9.6 hours today. Hope less tomorrow. Things okay. Still waiting to hear from the insurance company. Meanwhile just hanging out and flying hard. Crisis over, now just rebuilding. Watching all the donations to the big organizations being spent wildly. Susi Air for who I am flying is making a fortune now from the money wasted by the RedCross. The RC spent \$3600 for a flight for one exec that he could have flown commercial for \$50. Don't donate money to big organizations. Stay with small organizations!!!

-Joe

2/22/05

On Jan 30th, I flew a French TB 20 light single to Medan in Sumatra. I took two Specialist Beech and PT6A engineers along hoping to meet Joe Edlund, Art's son, who had a damaged King Air in Sumatra. We got there and met Joe at the Hotel, after he'd returned from a flight at 1900hrs with Susi Air, with whom he is flying Cessna Caravans, after the mishap to his King Air. We hatched a plan to get ourselves to Melauboh on the West coast of Sumatra, next day. This is the town that was just off the epicenter of the Quake and subsequent Tsunami, that has left the town totally wasted with 50% of its population killed or missing.

Next morning we were out at Medan airport at 0600 and what a sight it was.....planes, helis and assorted transports all going out to the outlying areas. There was even a seaplane on amphib floats operating with MAF. We got off at 0800, and flew over some very wild terrain with nary a spot to put down. Original Jurassic park stuff. We were at 8500 ft and jungle clad ten thousand + footers surrounded us all round. Joe sat up with me and guided me in to Melauboh, 145 miles away where his plane was. We landed and had a good look at Joe's plane and were glad to see that it was salvageable only at what cost to do up the engines etc. Joe's thinking about it now and will let us know. He's a very resourceful type and had gotten the plane back on its wheels with assistance from 'Mike'. Said he nearly died with heat exhaustion digging it out of the mud and dragging it to the makeshift sand Apron.

While there we visted with the MAF folks who'd made camp in a Quake damaged house. I took many pics and will send them out to you shortly when I can upload them. They were operating a turbine Beaver on amphib floats, a Cessna 206 and a new Australian Airvan (same ones that were at Osh and used by the CAP).

After further discussions with our engineers on

the best way to get the plane out to Kuala Lumpur for repairs (if it works out I will probably fly out with Joe after temp repairs). Next Joe suggested we fly North along the coast to look at the Tsunami damage and we did. It was the most harrowing flight I have ever undertaken. Imagine a coastline 150 miles long, completely, utterly devastated and destroyed. The first town we came to, Melauboh proper, was flattened and all of us raised our voices in horror, but Joe said that it was going to get worse. Mile after mile we saw villages, houses, prisons, mosques, ships, bridges, roads, crops, vegetation, oil tanks ALL totally destroyed.....all in twenty minutes of horrific destruction. There were refugee camps dotted all over the countryside, people cut off. Scores of Helicopters were at work, below us, while we flew at a thousand feet along the coast. Joe said that for once the media could not exaggerate and overdo themselves, because the actual scenes were worse!.

Eventually, we arrived at Banda Aceh, the major city up at the tip of Sumatra that was destroyed. Today is nearly two months after the day, and they're still pulling out more than five hundred decomposed bodies each day at Banda Aceh. Ex Pres Bill Clinton and No 41 were there last week. Three hours later we landed back at Medan at mid afternoon when the heat was unbearable. As usual Avgas was a problem, but Joe had got some for us, just enough to get back home to Malaysia. Joe also got some pizza and Cokes for us and then we had to go.

I had to drop off one of the Engineers in Singapore so I filed IFR and got him home to S'pore at 1900. The other engineer and I came back home and landed at 2130. I hadn't flown single engined airplanes at night for a long, long time now and the trip was revealing.....about my need for new glasses. They work alright for me on 747's but were definetly deficient for an instrument panel twelve inches from my eyes. We did ten hours of flying that one day alone.

The trip was indeed most revealing and I have asked Joe to place me part time with Susi Air to fly Caravans whenever I can get time off from work. I can get myself to Medan in 30 minutes on our regular Airline schedule. Joe says that Susi Air is desperately short of pilots and they could do with some help.

Could you please pass on the above narrative to Joe's father and tell him that Joe's OK. all he's doing is flying, eating and sleeping and flying again, every day. We'll continue to assist Joe as well as we can and try to get his plane up and going again. Comms with him is difficult given the country he's in, but he does get to check his e-mails.

Glad to be a part of the great EAA family worldwide!

-Siva, EAA Chap 1090 Kuala Lumpur



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This space is left available for members who have aviation related stuff (or just about anything else within reason) to Buy, Sell, or Trade.

NEW MEMBERS

Please let us know when there are new members joining the organization. We would like to hear about who they are, where they came from, and what they are working on.