



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

APRIL 2008

## APRIL 2008

THIS MONTH'S PROGRAM WILL BE ON  
MONDAY APRIL 14, 2008.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- Chapter 54 member David Briggs will share his experience building a pre-molded composite Glasair. In addition, he will stress several health issues involved in working with fiberglass and painting, then describe an apparatus he used to reduce those hazards. He will have many photos.

## Chapter member takes a Summer Trip

by Marlon Gunderson



### 21D - BZN - 21D Summer 2006

It became clear early on, last spring, that I was going to have difficulty hitting my 40 hour minimum yearly goal of flight time on my Clipper due to my wife's decision to run for our state house legislative seat. My weekends were getting chewed up at parades, literature drops, and other campaign events. Julie decided that she would only take one week away from her campaign for a summer vacation and we had arranged to meet her brother from San Diego in Yellowstone for a week at the lodges, the last week of June 2006. Julie isn't much for more than short flights due to a susceptibility to motion sickness, but my 16 year old daughter Lauren was game to fly with me to Bozeman where we could meet the others coming in on scheduled flights.

We left after work on a Friday afternoon and flew almost 3 hours non-stop from Lake Elmo with a slight tailwind into Aberdeen, SD just as a thundercloud approached Aberdeen from the west. The thunder shower passed through just after I had filled up and we had about 30 minutes until sunset and a one hour flight left to Mobridge on the Missouri river. Mobridge is about half-way across South Dakota about 30 miles south of the northern border. For the first time in the four years I had been flying the Clipper, the starter wouldn't turn the engine over as I prepared to depart...nice timing, on the beginning of an 1800 mile trip! I hand propped the engine and we had a beautiful smooth ride into Mobridge with the last of the twilight fading on one of the longest days of the year.

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## **FROM THE FLIGHT DECK (PRESIDENTS REPORT)**

*BY DALE SEITZER*

We are still looking for people who have achieved significant milestones last year to recognize at the Chapter Banquet in May. Please send the names of members who have soloed, received their private pilot's license, increased ratings, rebuilt a plane, completed a plane, longest flight, most hours, and others. Forward the names and achievements to Tom Gibbons, Newsletter Editor.

The 2008 EAA Award Nomination is open for Web Editor, Newsletter Editor, Young Eagles, and Major Achievement Award. Contact me to coordinate the application.

The EAA Weekend Work Party is looking for volunteers – May 17 – 18, 2008. Lots of great inside tours and opportunities to meet Paul Poberezny for volunteers. I have application materials.

Dave Feibiger is organizing a Spring Cleaning of the Chapter House. Dave is organizing a thorough cleaning of the club house in the next couple of weeks.

I am looking forward to our first Young Eagles event of the year coming in May. Last year I missed a couple of the events but this year my goal is to give rides to 10 or more youth so I can get the extra recognition.

We accept most donations and as a 501c3 Non Profit organization these donations are tax deductible. Any member can accept a donation and complete a donation receipt. The receipt must have identifying information about our chapter, the person donating and the person accepting and finally, the fair market value of the item. For example: a used book may be worth less than half the cover price. Contact a board member or officer if you have a question about a donation. Members who travel to planning meetings, board of director meetings or events such as Young Eagles, and the pancake breakfast can deduct their mileage. Any other donations of property or cash by members where was no tangible reward is also tax deductible.



**EAA CHAPTER 54 TREASURER'S REPORT**  
*BY PAUL RANKIN*

**March 2008 Financial Summary**

Checking Account	\$ 9,240.61
Cash on hand	\$ 40.00
<u>Investments</u>	<u>\$ 6,933.30</u>
Total	\$ 16,213.91

**Income**

Calendars	\$ 25.00
Donations	\$ 172.82
New Members	\$ 50.00
<u>Membership Renewals</u>	<u>\$ 350.00</u>
Total	\$ 597.82

**Expenses**

Website Expenses	\$ 239.00
Newsletter & Mailing	\$ 42.60
<u>Utilities - Electricity &amp; Gas</u>	<u>\$ 222.33</u>
Total	\$ 503.93

**Net Cash Flow** \$ 93.89



**Chapter 54 Directory**

President  
Dale Seitzer  
[president@eaa54.org](mailto:president@eaa54.org)

Vice President  
Leif Erickson  
[vicepresident@eaa54.org](mailto:vicepresident@eaa54.org)

Treasurer  
Paul Rankin  
[treasurer@eaa54.org](mailto:treasurer@eaa54.org)

Secretary  
Bettie Seitzer  
[secretary@eaa54.org](mailto:secretary@eaa54.org)

Education Director  
Art Edlund  
[education@eaa54.org](mailto:education@eaa54.org)

Events Director  
Tim Reberg  
[events@eaa54.org](mailto:events@eaa54.org)

Housing Director  
Dave Fiebiger  
[housing@eaa54.org](mailto:housing@eaa54.org)

Membership Director  
John Renwick  
[membership@eaa54.org](mailto:membership@eaa54.org)

Young Eagles Director  
Dave Becker  
[youngeagles@eaa54.org](mailto:youngeagles@eaa54.org)

Newsletter Editor  
Tom Gibbons  
[Newsletter@eaa54.org](mailto:Newsletter@eaa54.org)

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')

**Pictured below is former Chapter President Paul Hove's RV-7A. Paul says his plane is finally done, but one has to ask one's self is, are experimental aircraft ever really **DONE?** Congrats Paul!**



The fenced and secured airport at Mobridge was deserted, but the door to the foyer and bathrooms of the FBO were open for washing up. We rolled out our air mattresses and sleeping bags under the wing of the Clipper, and watched the stars in a very clear sky while having a snack and listening to crickets and several very drunk and apparently happy cowgirls singing Karaoke at a bar down and across the street from the airport. At about 3 a.m., I was awoken by a breeze that had picked up and was rocking the Clipper's wings, and noticed a dark cloud blocking out the stars to the north impressively highlighted occasionally by lightning within the cloud. I got up and tied down the airplane and woke up Lauren to move into the foyer of the FBO. It started sprinkling on our walk over to the FBO, rained hard for about 5 minutes, and then stopped about the time we had our bedding laid out in the foyer.

We got up and took off at 6 a.m., the starter working just fine. The Mobridge airport noses up to the Missouri river, and we found from the beautiful climb out over the river that the town literally means bridge over the Missouri, the only one in sight up and down the river. We flew a 2 hour leg over SD/ND border towns of Lemmon and Bowman into Baker, MT 3000' MSL. The terrain immediately got interesting leaving Mobridge with lots of ridges, gulleys, and coulees. We encountered the only significant headwinds of the entire trip, about 20 mph from the NW, which moderated and shifted to the NE by the time we were into Montana. Beyond the Missouri river we started noticing large white birds with black wing tips on the rivers and in large flocks at high altitudes; they were graceful and smart, like Sandhill cranes---more soaring than flapping. I learned that they were Black Pelicans at one of the nature centers in Yellowstone. We continued to see large flocks of them migrating north all the way back to central Minnesota.

Baker is a quiet but well kept airport with affordable fuel and a friendly and attentive young man dispensing it who might have been particularly so that morning on account of Lauren's presence. The starter had decided to stop working again and the young man offered to hand prop for us, and we accepted his offer. We flew due west 45 minutes to Miles City on the Yellowstone River, and then followed the river valley up-river, to the southwest, for another hour and a half, where it rises to 3500' MSL at Billings. The Billings-Logan Int'l airport ATC flew me right over the top of their airport at 1000' AGL and I descended into the very nice smaller airport at Laurel, MT, just west of, and underlying, the Billings controlled airspace, to refuel. We continued west an hour up-river to Livingston, 4700' MSL, on a cruise climb to 8500' to clear the 6000' Bridger pass into Bozeman, another 30 miles west of Livingston (where the river left us to run south towards its source in the national park).

The Clipper seemed to run out of mustard above 7500'...no combo of mixture and throttle would get me over 2300 RPM. In retrospect, after a fall annual that revealed worn out rear cylinder valve guides, and a new dual CHT gauge that now shows new rear cylinders that run too hot, I probably had overheated the engine climbing to that altitude in an extended climb on a hot summer day, maybe even had a sticking valve or two up there.

Bozeman ATC was talking to several heavies coming in as we were descending from the pass into the Gallatin valley. Apparently a Clipper sounds faster than it is because they had me sequenced in front of an A320; on one mile final they had me turn off to the north to let the Airbus pass me, and then warned me to watch out for wake turbulence when I came back in behind it. I don't usually land with Airbuses, or at 4500' MSL, or on 9000' runways. I stayed high and landed far beyond the A320's touchdown point to avoid his wake, used up about a tenth of the 9000 foot runway, and turned out on a central taxi-way exit right in front of the tower and stopped as I flipped over to ground frequency. The ground controller immediately said "06 Hotel, you are stopped on an active runway; you are not clear of the active until you cross that double line right in front of you." I didn't think Lauren had been paying attention to the radio dialog, or that she even knew when it was me talking, but she looked at me as if to say "way to go Dad", and I realized that she had been picking up more than I knew.

We taxied down to a transient parking area where my cousin had told me there was a good self serve fuel station, and we filled up. I have a cousin who lives just east of Bozeman, up in the pass, who I had visited once about 25 years ago, and who I've seen every few years when I make it to Oshkosh. He has flown his Navion from Bozeman to Oshkosh every year for a long time. He was out of town, but had left his hangar door unlocked for us. We parked the Clipper in his hangar and walked over to the nearest business on the flight line to get a shuttle to our car rental. A flying club had just finished a BBQ lunch there and they asked us if we were hungry as we walked by--they had lots of leftovers: hamburgers, beans, potato salad, drinks, etc. We hadn't eaten since a breakfast snack leaving Mobridge, so we were happy to help them clean up. Turns out they knew my cousin pretty well, and one of them gave us a ride the half mile to the car rental place.

We met up with my brother-in-law and his wife and daughter, just in from San Diego, at the Best Western in Bozeman and drove back out to the airport in the evening to pick up my wife. She had pulled a near all-nighter the night before

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and had some campaign work to still wrap up, so while she slept-in and finished up her work on Sunday, the rest of us left for a day trip west of Bozeman to see the Lewis and Clark Caves and the Nevada City western museum town. Monday we drove down to the Old Faithful Lodge and began our week at Yellowstone. On Friday, after a great week in the park, we left Julie's brother's family at Hot Springs in Yellowstone and drove up to stay an evening with my cousin Ben before departing the next day. For the past two decades, Ben has raised a pet black bear, Buffy, now elderly, that he rescued as a cub from being euthanized, and Lauren was excited to finally meet the bear she had heard about for many years. Buffy has gained some fame around Bozeman and in some of the books Ben has written during his career as an author. (See [www.benmikaelsen.com/buffys\\_corner.htm](http://www.benmikaelsen.com/buffys_corner.htm))

Ben drove into Bozeman with us Saturday for a mid-morning departure just as light rain moved in from the west. We flew back over the pass and over my cousin's home, and south of the Billings class B and then SE down the Little Big Horn river. Passing over Custer Battle field, I showed Lauren where the guy who graduated dead last in his West Point class had proved that ambition and daring can't completely compensate for a lack of brains. We landed in Sheridan, WY just east of the Big Horn Mountains for a fuel stop. We were taking a more southerly route so we could stop in Gillette, WY, just west of the Black Hills, for a Saturday afternoon and evening with a nephew who had just moved there after graduating from NDSU to work in the booming Powder River Coal fields as a civil engineer for a mining company. Two of my brothers had also just arrived in Gillette for the 4th of July weekend to help build a garage that would serve as my nephew and his wife's home for the next year until they could build an adjoining house. Gillette has a towered airport and a terminal with about as much traffic as Eau Claire.

On Sunday morning, we left Gillette at sunrise and flew directly towards Devil's Tower, 45 minutes to the east. I circled the tower to look at the flat and unexpectedly grassy top and some early morning climbers. We enjoyed the flight over the Black Hills and headed towards Bear Butte, just east of Sturgis, to look at the trail my brother and I had hiked in 1977 on a high school summer motorcycle trip to the Sturgis rally. The entire top of the mountain had burned sometime since we hiked it, but I recognized the beautiful view that we had enjoyed 30 years ago of the surrounding plains dotted with buffalo. We dropped down to 500' AGL over rolling ranch land for most of the rest of the flight into Pierre on the Missouri River. The starter wouldn't work again and the engine flooded, so it took a while to get re-started, but we were eventually off on a 2 hour leg over green terrain again with no winds into Willmar at about noon. It was hot and we had a soda and vending machine lunch before heading out on our last 1.5 hour leg, a little bumpy but no winds, through Crystal airspace and into Lake Elmo.

The trip had taken 20 hours and apparently some toll on the Clipper's Lycoming O-235. The starter problem remained intermittent through the rest of the season, which mainly consisted of a trip to Oshkosh, and during my August September annual, my mechanic was too occupied with replacing the rear cylinders to troubleshoot the starter problem; he said my battery probably had a dead cell because the cables all had good connections. This spring, I recharged and tested the battery, and determined that the battery, cabling, and solenoid were all good, so I removed the starter, pulled it apart and found that the two screws that hold a plate in place between the coil housing and the Bendix housing were backed out and rolling around inside the starter. I replace the screws and then it worked fine. Danny Bergstrom happened by while I had the starter out and mentioned he still had a starter from a Clipper he used to own, which he dropped off the next day; that worked even better, so now I've got a spare.

*Editors Note:*

*My apologies go out to Marlon as he had sent me this story last year some time and I saved it for future posting. I enjoyed the story and all the pictures he sent with it but they sure loaded down my computer so I had to delete most of them. I saved his story and some pictures however I think they were from some other event. Anyways, the story is great for all of us looking forward to summer time flying and the first picture is beautiful of his plane at one beautiful house/hanger dream set up.  
Thanks again Marlon for your story!*



# EAA Chapter 54 2008 Annual Banquet and Awards Ceremony



## Guest Speaker

**Raymond Rought**  
Chair

Minnesota Aviation Hall of Fame  
<http://mnaviationhalloffame.org>



## Date

Monday, May 12

## Time

Social Hour 5:00 (cash bar)

Dinner at 6:15

## Location

Guldens Restaurant

2992 Hw 61

Maplewood, MN 55109

## Menu

8 oz Sirloin with Mushrooms

Chicken Kiev with Rice Pilaf

Broiled Walleye Pike Almandine

Pasta Primavera with Fettuccine  
(vegetarian)

Dinner Salad, Rolls Baked Potato

Fresh Veggie Tray

## Price

\$25.00 per person

## Reservations

Send to Bettie Seitzer

1451 Englewood Ave

St. Paul, MN 55104

651-285-3052

## Deadline

May 2, 2008

**All Invited**

**Spouses, Family, & Friends**

## Local Events and Fly-Ins

*Compiled by Paul Hove and other Chapter 54 Members*

One of the new features of our website is a listing of upcoming fly-in events within easy flying distance of Lake Elmo Airport. Events in the immediate future are listed on the main webpage with a link to more details and all the upcoming events for the summer. These fly-ins are being compiled by Paul Hove. It takes a great deal of time to gather all this information from a half a dozen sources and compile them for publication on the website and in the "Beacon", our newsletter. Next time you see Paul, let him know that you appreciate his efforts.

### **April**

April 26 2008, 11:00 to 3:00, EAA Chapter 996 Chili & Hot Dog Feed , , CHISHOLM-HIBBING,(KHIB), EAA Chapter 996 is having a Fly-In/Drive-In Chili & Hot Dog Feed. The event is held rain or shine. Drawing for prizes for adults & kids. \$5.00 for all you can eat. , Wes Paschke, 218-254-2602,

### **May**

May 17 2008, 8:00 to 17:00, Blaine Aviation Weekend, [www.discoveraviationdays.org](http://www.discoveraviationdays.org), Anoka Airport,(KANE), Aircraft owners are invited to bring their airplanes out or fly in. Join us for some great food, hangar talk and a chance to admire other aircraft close up., Lyle Peterson, 651-653-2063, [lyleap@comcast.net](mailto:lyleap@comcast.net)

May 17 2008, 8:00 to 17:00, Mora Fly-in Pancake Breakfast, , Mora Municipal Airport,(KJMR), Grand re-opening of the newly improved Mora Airport. Cakes served up by the Mora Firefighters!, Joel Dhein, 320-225-4806, [joel.dhein@cityofmora.com](mailto:joel.dhein@cityofmora.com)

May 24 2008, 7:00 to 11:00, First Annual Ray Hill Memorial Flight Breakfast, , Newton Municipal Airport,(KTNU), The newly created EAA Chapters of Central Iowa invite you to the First Annual Ray Hill Memorial Flight Breakfast. To be held at the newly restored historic 1929 Smiling Thru Hangar. Aircraft displays, historic exhibits, kids airplane toyboxes and more. Breakfast - adults \$6, kids under 12 \$3, PIC free., Jim Jones, 641-792-9764,

May 31 2008, 13:00 to 19:00, Curt and Stacy Martenson Fundraiser, , Hugo American Leagion Club,( ), EAA Chapter 54 Member, Curt Martenson's wife Stacy has been diagnosed with AML Leukemia. She will be undergoing a stem-cell transplant. This fund raiser includes a Spaghetti Dinner, Music, a Silent Auction and Bake sale. All proceeds will go directly to the Martenson family., Trish, 612-817-8988, [trish@troyandtrish.com](mailto:trish@troyandtrish.com)

May 31 2008, 8:00 to 11:00, EAA Chapter 745 Pancake Breakfast Fly-in, , Benson's Airport,(6MN9), Weather date June 1st, Kim, 763-503-0161, [Bensonairport@yahoo.com](mailto:Bensonairport@yahoo.com)

### **June**

June 1 2008, 7:00 to 12:00, Reedsburg Rotary Club Fly-in/Drive-in Breakfast, , REEDSBURG MUNI,(C35), 7 a.m. to noon Visiting airplanes, new and vintage, Bill Blank air show, airplane rides, guests airplanes to view. All you can eat pancakes, eggs, sausage and toast, coffee, juice, milk available. , Don Hull, 608-524- 6888, [donhull@rucls.net](mailto:donhull@rucls.net)

June 1 2008, 8:00 to 4:00, Stevens Point Pilots Association Fly-in, [www.magicproducts.com/flyin/](http://www.magicproducts.com/flyin/) , STEVENS POINT MUNI,(KSTE), Fly-in and Drive-in. Aerobatic acts, Airplane rides, Static displays, Classic autos, C-130 Hercules, B-25J Mitchell, Air and land rescue displays. Pancake breakfast and lunch served., Phil Branham, , [branham@magicproducts.com](mailto:branham@magicproducts.com)

June 1 2008, 7:30 to 12:00, EAA Chapter 897 Fly In Drive In Pancake Breakfast, , Dodge County Airport,(KUNU), Breakfast is served from 730am to 12pm and includes pancakes, eggs,sausage,juice, coffee and milk for \$6.00 per plate. Bakery goods sale and displays are also part of the fun. Airplane rides are available from Wisconsin Aviation. , Glenn Ingram, 920-319-0763,

June 7 2008, to , D-Day Memorial Fly-In, [www.wingsus.com](http://www.wingsus.com), Saint Paul Downtown Airport (Holman Field),(KSTP), Meet the veterans from the Mighty 8th Air Force and other WWII veterans from the European and Pacific theater. Buy a History Flight seat on the B-25 "Miss Mitchell". Reduced rate of \$350 for this event only!, Wins Aviation, 651-227-8981, [info@winsus.com](mailto:info@winsus.com)



## Chapter 54 Meeting Minutes

March 10, 2008

By Bettie Seitzer

Meeting called to order at 7:30 by Dale Seitzer using the wonderful gavel.

Guests: One guest

**Treasurer's Report:** The report was approved as published.

**Secretary's Report:** Secretary's report was approved as published.

### **New Business:**

Movie night March 29, Friday evening "fly Boys"  
May 18<sup>th</sup> the airport viewing area will be dedicated. This is a public event.

Saturday March 29<sup>th</sup>, 10 – noon: 3M focus group demonstration for some new aviation products. Fabric repair products, buffing techniques and equipment, new waxes to restore paints. Free coffee and doughnuts will be provided.

Leif is organizing the dedication of the viewing area and needs some volunteers to help coordinate.

John Cupton, chapter 54 talked about the aviation program at Washburn High school. They were building a Sonex that is nearly finished but the School District has ended the aviation program. The Sonex may be sold; more information will be available at a future date. If you are interested, contact John Cupton or go to [EAA25.org](http://EAA25.org) After March 8, 2009 you must be certified in English to fly across borders. If you hold an FAA certificate you are considered English proficient; you just need to get a certificate that costs \$2.00. Starting March 3<sup>rd</sup>, 2008, you can request English endorsement on any new license or certificate that you earn.

There are REM40 spark plugs donated to any chapter member who can use them.

This Wednesday there will be a display at Wings at the St. Paul Downtown airport including the Diamond jets.

We have copies of a DVD prepared by EAA National for distribution to the media. This was narrated by Harrison Ford and is excellent!

### **Old Business:**

Need a project manager for the building expansion Banquet will be on May 12. There will be recognition – please submit achievements to Dale Seitzer so that he can prepare appropriate announcements

We received a thank you letter from Farnsworth for the \$1,000 we donated to their programs.

We are preparing for a Hanger tour on May 30<sup>th</sup> for the

Farnsworth kids. We need volunteers to offer their hangars and time for this event. The kids are very well supervised, very well behaved and really appreciate the opportunity to see our airport and real airplanes.

Our Fly-in date for this year will be August 10<sup>th</sup>. Leif is investigating the possibility of coordinating with other events in the Lake Elmo area so that we can maximize our publicity and attendance.

### CHAIRMEN REPORTS:

**Membership:** going well.

**Flying Start and Education (Art Edlund):** Ground school is going very well – we have the best group yet.

**Young Eagles (Dave Becker):** No flights yet, but we are accepting applications for Air Academy scholarships. Contact Dave if you know of any potential candidates. Young Eagle Saturdays will be the second Saturday of the month starting in May

### **Housing (Dave Fiebiger)**

**Newsletter Editor (Tom Gibbons):** Articles always welcome. Pictures are fantastic.

Send articles to [Newsletter@eaa54.org](mailto:Newsletter@eaa54.org)

**Publicity (Leif Erickson):** We have flyers for our viewing area dedication and flyers for other events, pick these up in the clubhouse and spread the word.

**Website:** Our website has been significantly upgraded with a new look and great information. There is a link to weather.

Meeting adjourned.

Program Speaker:

Respectfully submitted:

Bettie Seitzer  
Secretary  
EAA Chapter 54

## Hanger Talk

Happenings and Classifieds from around the field compiled by the editor

### Aircraft Viewing Area



*Pictured from left to right: Rick Weyrauch, Jacob Hickey, Harrison Koehnen, Scott Fisher, Thomas Hilpisch, Kent Weyrauch, & Bill Hickey.*

Coming to the Lake Elmo Airport on Sunday May, 18 will be a new aircraft viewing area. The viewing area will be located along the main northwest-southeast runway. Access will be via the south entrance to the airport (Entrance B). Follow the paved road to the north side of the traffic circle, adjacent to the Metropolitan Airports Commission (MAC) maintenance building. The project was the brainchild of Experimental Aircraft Association (EAA) Chapter 54. According to the Ch 54 President Dale Seitzer, the viewing area will "provide a comfortable and inviting area for individuals and families to observe aircraft take-offs and landings". The viewing area will consist of a concrete slab with a picnic table and wooden benches surrounded by newly planted shade trees.

The project was completed with the valued assistance of Boy Scout Troop 114 from Stillwater. The landscaping and bench building were supervised by scout member Kent Weyrauch. This community service project will help Kent earn the Eagle Scout rank, the BSA's highest award. Less than 5% of all scouts earn the Eagle Scout rank during their scouting careers.

The two funding sources for the project were Baytown Township and The Airport

### Chapter 54 Movie Night

Friday, March 28 was the kick-off of Chapter 54's Movie Night. A group gathered at the clubhouse to enjoy the movie "Fly Boys" and lots of popcorn.

In 1916 Germany was waging war on France and some Americans felt that we could not remain neutral in the face of the tremendous imbalance in power. Prior to the United States entering the war, some Americans chose to participate as volunteers, one such group was the Lafayette Escadrille. These young men traveled to France where they received their flight training and mission assignments. The movie tells the story (no doubt with some poetic license) in an engaging manner taking us through the challenges that these young men faced in learning to operate their flying machines while fighting against a determined enemy.

The movie has plenty of actual flying, but as you might guess there is also a significant amount of computer generated flying action. It would be tough to safely recreate the dog fights that we have all read about in the history of World War One. If you have not seen the movie, consider renting the DVD, everyone agreed that it was interesting, exciting, and represented the story of the Lafayette Escadrille well.

Next month's movie has not been selected – any suggestions? Also, we used our LCD projector to show the movie on the large screen, but it would be better to have a DVD projector (like a home theater projector). If you have one that you could bring for movie night, let Dale know. Starting when the weather is warmer we will add a picnic pot-luck to movie night.

Also, there is a first hand account of the Lafayette Escadrille at:

[http://www.worldwar1.com/heritage/le\\_verdun.htm](http://www.worldwar1.com/heritage/le_verdun.htm)

### FOR SALE

1946 Taylorcraft BC12D  
65 hp: 174 tack: 2402 TT: 908 SMOH  
Slick Mags, Metal Prop, Poly Fiber in 2003  
Log books with history since 1947  
Battery with maintainer, runs GPS, radio, intercom.  
Hangared at New Richmond, south end.  
**\$29,000** Bob Muller 715-821-6970



# Young Eagles Report

*by Dave Becker*

Our EAA Chapter 54 will be sponsoring two youths to attend the EAA Air Academy at Oshkosh this summer. Tony Yorga is registered for the Basic camp June 27 - July 2, and Christian Kidd is registered for the Advanced camp on July 22 – 30. This sponsorship is paid from Young Eagle credits earned last year and the remainder comes from our checking account. The parents pay for the deposit during registration. We wish them both well in their Air Academy camps.

Saturday, May 10 marks the start of our 2008 regularly scheduled Young Eagle events. An additional Young Eagles event has been scheduled for Saturday, May 3 to accommodate a Girl Scout troop working on their Aviation Merit Badges. If you are not already involved in our Young Eagles program, you are invited to get involved. Your support is always welcome and you will benefit from the personal rewards gained by the goodwill we are providing the youth in our communities. The volunteers who actively support our Young Eagles program, both pilots and ground support, can attest to the fact that it feels so good to see the look on the Young Eagles faces, hear their comments after their flight, and to know they have made a positive difference in that child's life.

Below is a list and brief description of various volunteer duties for your information.

**Pilot:** Pick up a flight packet from the clubhouse and get any last minute briefing information pertinent to the day's flights. Sign the registration form of the child and provide a safe and enjoyable flight for them. After the flight, present the pre printed Young Eagle Flight Certificate to the new Young Eagle.

**Greeter:** Welcome parents, kids, and guests as they arrive and direct them to the registration table in the clubhouse.

**Registration:** Give parents the registration form to complete and log their time in on a separate form to be used by the manifestor. Give the registration form to the Manifestor who holds it until the child's turn to fly comes up.

**Manifestor:** Monitor airplane flow and when planes are ready for a flight. Also calls out the names of kids as their turn comes up. Gives one of the Escorts the completed registration form of the next child in line for a flight and let them know which airplane they will use.

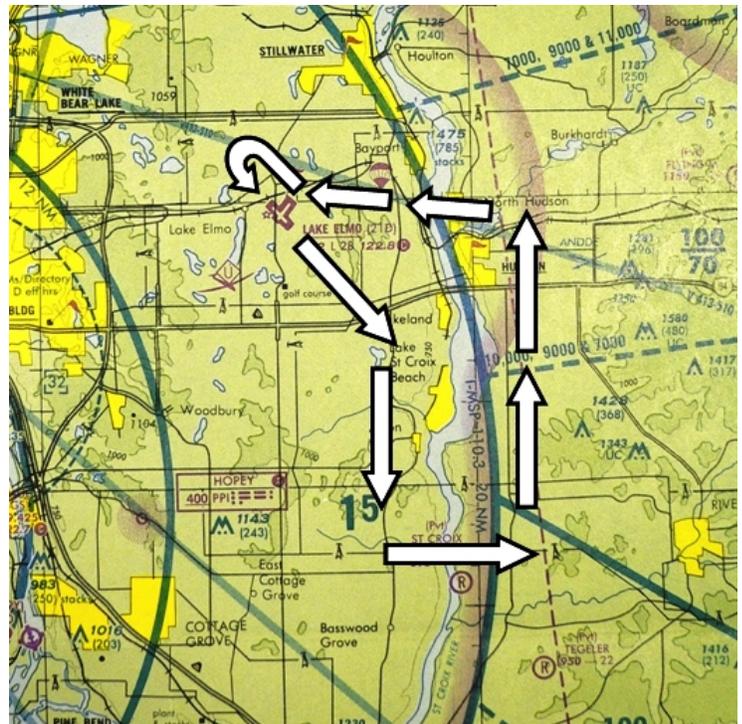
**Escorts:** Bring the child and the completed form into the club house to the Certificater, who will print up the Young Eagle Certificate. Then escort the parents and child out to the waiting plane and introduce them to their pilot. Have the Pilot sign the registration form and give the pilot the printed Young Eagle Certificate. Then escort parents and children who just finishing their flight back to the clubhouse. (No non-chapter person should be north of the road in the flight line area unescorted.)

**Certificater:** Print out a professional looking Young Eagles Certificate, suitable for framing.

**Ground Safety:** Monitor flight line for adherence to "No non-chapter person should be north of the road in the flight line area unescorted" and monitoring general safety in the area.

If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the 2<sup>nd</sup> 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.

On the right is an example of the flight plan using runway 14 for a Young Eagles flight. Each runway has its own flight plan for pilots to follow.





## TAXI TALK

*{Interesting happenings compiled by the editor}*

### Lots to Report and lots to Inform you about!

First of all thank you to all the members sending in their reports and stories early this month. It really helps when I get your stories and reports on time because with out them YOUR newsletter does not get out the information the members need.

This month's newsletter is a full one with all the stuff happening around the airport and your chapter. I finally added a story that I have saved too long but I thought it would be a good one to warm everyone's spring up and get you to start thinking about summer. My apologies again go out to Marlon Gunderson on the tardiness of his neat story.

Did you notice or see the story in the March 20 edition of the St. Croix Valley Press? Great story about the chapter and pictures of President Dale Seitzer's aircraft. Comments from Dale and from Leif Erickson too. Great job guys! Look for a copy in the club house.

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### Upcoming Important Dates !

There are many important chapter happenings coming up and all members are encouraged to help out when and where possible. With your help our chapter really grows and everyone benefits from it. As I always like to keep reminding everyone with my statement: **Get to know your fellow chapter members!**

Here are some important dates that you should take note of:

- Saturday April 19 we are planning a chapter fly-out. See the flyer for details.
- Friday thru Sunday on the first weekend of May is our Chapter Work party trip to Oshkosh. I really enjoy this event and I wish we could get more members to join with us on this great adventure. We leave early Friday and come back Sunday late afternoon. We stay together on the grounds usually at the bunkhouse although lately it has been at the Binder house. I prefer the bunkhouse as there is more room and it is easier to relax at. Stay tuned for the exact dates or call one us for the information.

- Monday, May 12 will be our Chapter Banquet, check out the flyer elsewhere in this newsletter. This meeting will take the place of our regular scheduled meeting at the clubhouse.

- May starts our Young Eagles program. Every second Saturday of the month Dave Becker organizes a great program to fly Young Eagles. Plan to help out flying or with ground duties, it is a gas to see if you have not yet!

- Many jobs planned to improve the club house this summer so if you can volunteer as necessary, we always need the help.

- Sunday, August 10 is our biggest fund raiser of the year! It is our big Chapter Breakfast/Fly-in. Many volunteers needed, do not miss this one if at all possible.

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### Trivia??

What word is always on the first page of the first article in the title in every months newsletter?

### Contact Information for Newsletter Stories

Thomas J. Gibbons  
2685 Manning Avenue North  
Lake Elmo, Minnesota 55042-9690  
Phone # 651-777-5887

E-Mail: [newsletter@eaa54.org](mailto:newsletter@eaa54.org)



EAA CHAPTER 54  
3275 MANNING AVE. N. SUITE #7  
LAKE ELMO, MN 55042

## QUOTE OF THE MONTH

### FAITH:

**When you come to the end of all that you know, and you take that first step into the unknown, you have to believe that one of two things will happen. Either there will be something to step ON or you will be taught to FLY!!**

*— Author unknown but submitted by chapter member Al Kupferschmidt*