



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

NOVEMBER 2008

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THIS MONTH'S PROGRAM WILL BE ON
MONDAY NOVEMBER 10, 2008.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- The Veteran's Day program will be provided by World War II veteran Clair Ryan. Clair served in the Army Air Corps as a C-47 and C-46 pilot in the South Pacific from New Guinea to Japan. Clair will share anecdotes and stories about his military flying career.

Chapter Member's Reflections

Compiled by the Editor



Example of a F 51 Mustang (1947-1954). This one is from the West Virginia Air National Guard

Editors Note: This story was sent in by Chapter member Warren Isaacs. A very interesting but also humorous story!

CALL THIS ONE – JOEY'S 237

Once a year for two weeks the fighter squadron got together for war games. This year, I think about 1953, we were at Voke Field, Sparta, WI with a squadron from Casper, WY and the WI squadron. At this time I was in the 109th Fighter Squadron, based at Holman Field in St. Paul, Minnesota. So that was some show: 75 F 51 Mustangs, 25 aircraft each, competing for points using tow targets behind the B 25's ground targets and air to air with gun cameras. When they would scramble, they took off about three at a time and as fast as they could. They called it formation take off. I was in the Maintenance Squadron. The first day of training it was my job to load the 60' flat bed trailer behind the C 2 wrecker with parts and support equipment and head for the maintenance hangar at Voke Field and set up.

One morning when they were taking off, one of the 51's blew a left tire and went skidding across the runway behind the lead 51 just as it was taking off. The prop cut off most of the right elevator, stabilizer and rudder of that lead aircraft before he went off the runway into the drainage ditch upside down. That damaged lead F 51 took off and the pilot called in and reported the airplane was unstable, so the tower said bring it back and be careful. I realized that left us with 23 airplanes. Meanwhile, a Casper, WY airplane's gun jammed and the bullets bounced off the land target and shot him down, so that aircraft was on its nose out in the gunnery range so that left them with 24 airplanes. My maintenance crew brought our two damaged air-

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY DALE SEITZER

I was flying late in the day last Sunday. It was a great fall day for flying. The colors of the leaves on the trees and fields were wonderful—soon the landscape will be shades of brown and grey instead of the bright red, orange and gold leaves. I enjoyed watching about a dozen planes land in the 5 minutes around sunset. I miss the long days of summer but I like the stable weather and the colors of fall.

Congratulations to the 3 new Directors for the Chapter Board, Jeff Hove, Tim Reberg, and Dick Wicklund. John Renwick nominated himself but he is already a Director – elected last year. I am proud to serve our board of directors.

One of the board's recent tasks was the review and updating of the Chapter Bylaws. Now members can vote to accept and approve the new bylaws. Special thanks are due to Paul Linnerooth – he spent many hours researching, editing and reviewing documents to make sure the bylaws are consistent with the EAA Headquarters and meet the needs of the club.

At the November meeting we will have a vote to approve the bylaws. If you are unable to attend the meeting to vote on the bylaws you may vote by proxy. Please go to our website www.eaa54.org, view the bylaws and send an email with your proxy to our Secretary Bettie Seitzer. Those without internet access and unable to attend the meeting may send in their vote. Copies of the bylaws are included with the newsletter for those who do not have internet access.

I renewed my insurance through EAA and saw what looked like a new requirement – 25 hours of flight time per year. Some pilots do not fly much—they put their planes away for winter. Be aware if your insurance policy has any additional requirements for minimum hours for coverage.

I encourage every member visit the club house on a Saturday morning from 9 Am to Noon for some hangar flying, airplane opinions and stories from flyers and builders. The challenge to our current members is to welcome people who stop in, invite them into your conversations, ask questions and be willing to share your knowledge and experiences. Even if you do not come to many meetings, you are still welcomed to share your interest in flight.



EAA CHAPTER 54 TREASURER'S REPORT
BY PAUL RANKIN



October 2008 Financial Summary

Checking Account	\$8271.00
Cash on hand	\$40.00
Investments	\$7,166.47
Total	\$15477.47

Income

Donations	\$35.00
New Members	\$100.00
Membership Renewals	\$175.00
Total	\$310.00

Expenses

Administrative Supplies	\$42.00
Construction	\$798.84
Newsletter & Mailing	\$35.18
Utilities - Electricity & Gas	\$41.50
Total	\$917.52

Net Cash Flow (\$607.52)

Chapter 54 Directory

President
 Dale Seitzer
president@eaa54.org

Vice President
 Leif Erickson
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Treasurer
 Paul Rankin
treasurer@eaa54.org

Secretary
 Bettie Seitzer
secretary@eaa54.org

Education Director
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education@eaa54.org

Events Director
 Tim Reberg
events@eaa54.org

Housing Director
 Dave Fiebiger
housing@eaa54.org

Membership Director
 John Renwick
membership@eaa54.org

Young Eagles Director
 Dave Becker
youngeagles@eaa54.org

Newsletter Editor
 Tom Gibbons
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
 21D AWOS: 120.075
 TPA: 1932'
 Runways: 4-22 (2497' x 75')
 14-32 (2850' x 75')

Your Chapter President drawing numbers at our Pancake breakfast/Fly-In!



Continued from Page 1

planes to the maintenance hangar to check on the repairs but we didn't have any parts. They also checked to see what caused the tire to blow.

There was a big hole in the tire and a piece of leaf spring stuck in the bottom of the wing so we thought it was left on the runway. But Joe, who was in the tire shop, said it was his special tire iron he made from a part of a truck spring to change tires and he must have left it in the tire. So he was in big trouble! It caused major damages to two airplanes. He felt bad but my maintenance section thought they could solve the problem. The F 51 was a take-a-part airplane and the fuselage came apart between the cockpit and ahead of the stabilizer with a parting set of bulkheads. So they took it off, about 6 bolts, cables and electrical wire and relief tube that extended at the bottom on the rudder. They had a plan to change it with the Casper, WY 51 out on the gunnery range which had a good tail section.

That night after midnight, they towed it on the tail wheel behind a Jeep, quiet with the lights off out to the range. The advance crew went out to get started removing the tail from the Casper plane, but had a problem, they had a guard dog out there with a guard in a jeep. So they went to the mess hall and mixed some drugs and hamburger together to take care of the dog. When they got that to work, they switched the good tail from the Casper plane with our damaged one and brought it back to the hangar and installed it on ours and it checked out ok so they returned it to its place on the line. I started removing damaged parts from ship number 237, the one that flipped on its back in the soft swamp area on the side of the runway. I was proud of that crew. They wanted to get those two airplanes back on the line to save Joe's butt. The next morning on the line, the pilots and staff were all sitting there in the director chairs starting the day's programs. The two pilots were also there and the squadron commander told the pilot who lost his tail that his plane was ready. The crew worked all night getting it ready for him so get going. We didn't have time or material to change the Casper tail markings so he got a kick out of that. As he taxied down the ramp past the Casper group, bedlam broke loose when they saw their tail on our airplane. So their group came down the ramp and started to protest about it to our commanding officer but he told them to get lost and said, "All's fair in love and war." Then the C.O. started on me and wanted to know what was going on and I should have filled him in. I told him it was easier to ask forgiveness than to ask permission so we all got a big laugh out of it.

Every night the crew went on scavenger hunts around the airport for parts to fix the other one and when the training exercise was over the other one was ready to go. The C.O. had written it off as too much damage to return to service which I didn't know. It was a special camera ship and they didn't want to loose it. When the squadron went back to St. Paul after the war games we had to leave it in the maintenance hangar at Voke Field, WI. Our C.O. wrote to the Air Force and told them the airplane was ready to be returned to service so some weeks later they flew in with a test pilot and Air Force inspection team to check it out. I went back with them and they checked it over with our senior inspectors and gave it a clean bill of health.

An Air Force test pilot checked it out and they approved it and said they needed it in Korea so we would not get it back but it would be replaced within a month. They wanted that special camera ship over there. A month or so later I go a letter from a crew chief in Korea with a picture of him next to the landing gear fairing. It showed the ship's number, #237 and he wanted to know about all the log book entries and signatures in it so I answered the letter explaining how it came about. At the next training assembly which was on Monday nights, I put the letter from Korea on the bulletin board with a sign up sheet so I could make copies for all that wanted one. However, some low level guy stole it so I guess no one got one but him.

The reason I am writing this is because I hope I can somehow get it back to have it published so the men who helped with the project can read it. I enjoyed working on airplanes with all those young men but I think I enjoyed the time I put in with the Air National Guard the best, ATC (Aviation Training Center) a second.

Signed by Master Sergeant Robert Anderson

This picture was taken from the Air National Guard website.



VOTING ON BY-LAWS

EAA Chapter 54; "Speed Holman", is a member of the national Experimental Aircraft Association. The association requires that all member clubs have by-laws approved by the members and which contain certain language pertaining to membership and other matters of club governance. In addition, Chapter 54 is registered as a 501 c3 organization ; that registration carries with it certain requirements as to governance of the organization.

Two years ago the executive committee undertook a review of the by-laws and determined that slight changes were needed in order to be in compliance with all requirements. All club documents were gathered and assembled into a permanent record that will be maintained by the club secretary. In addition, the proposed by-laws were reviewed by the national organization's representative and an attorney (acting pro bono) and found to be acceptable. The board met to review the entire document; they approved the document and have sent it forward with a recommendation that the membership approve. The final step in the by-laws amendment process is this vote.

Please review the by-laws that have been included with this newsletter. Votes will be collected and tallied, the final vote will be reported in the December newsletter and at the December meeting.

To vote:

You must be a member in good standing of EAA National and EAA chapter 54

You may vote in person at the November meeting.

You may vote by emailing to the club secretary, Bettie Seitzer. Her email is BJSEITZER@landolakes.com.

You may mail your vote to Bettie Seitzer, 1451 Englewood Ave, St. Paul, MN, 55104

If you have trouble emailing or have questions, you may call Bettie at 651-285-3052 HOWEVER, no votes can be taken by phone, all must be in person, by email or by letter mail.



Chapter 54 Meeting Minutes

October 13, 2008

By Bettie Seitzer

Meeting called to order at 7:32 by Dale Seitzer using the wonderful gavel forcefully.

Recognized volunteers:

Those who helped build the airplane viewing area

Those who helped with the painting of the clubhouse

Those who helped with the pancake breakfast.

Board members

Young Eagles helpers and pilots.

Those who helped with the landscaping.

Two Guests: Mitch Zoller – several Swift projects, has been a member in the past, returning. Brad Dupree, interested in flying, wanted to check out the club.

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

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

New Business:

Movie night this Friday – "Hells' Angels" the Howard Hughes movie that was mentioned in "The Aviator"

Picnic tables and benches need to be stored for the winter.

A new book on the Dirigibles that Norm Weston worked on 25 years ago at Lake Constance is being written. The project was scrapped due to business issues.

Our flight simulator needs some attention. We do not know what the problem is. We need a member to assess the problem; software appears to work, but the yoke or connection has a problem. Paul Liedl donated the equipment.

John Renwick will begin serving as our RAC representative, AOPA ASN volunteer

FAA FASTTEAM representative

Old Business:

New Chapter By-Laws will be voted on in November

Both old and new versions will be posted on the website

Hard copies will be mailed to who do not have web access

All members in good standing can vote at the meeting or by email

Bettie prior to the meeting

bjseitzer@landolakes.com

Elections:

Three openings for board member nominations: Tim Reberg, Jeff Hove, Dick Wicklund and John Renwick have all been nominated for board positions.

Votes were collected by written ballot, each person was asked to vote for three of the four candidates.

Votes were counted by Bettie

Meeting adjourned.

Program Speaker: John Renwick and his Alaskan Trip

Respectfully submitted:

Bettie Seitzer

Secretary

EAA Chapter 54

Hanger Talk

Happenings and Classifieds from around the field compiled by the editor

FOR SALE:

COLLINS VHF 251 COM , COLLINS VIR 351 NAV , TWO KING ADF'S , KR 86 AND KR 85 AND INDICATOR, NARCO 840 LORAN , ALL FOR \$300 O.B.O.
CALL MARK AT 651-982-6275

I have a home-based sewing business, please see www.alloccasionaprons.com My business has been featured on three local TV stations and newspapers, the aprons I sew are a cotton print, sewn onto canvas, which makes them very durable and protective, with three pockets along the bottom. Each adult size apron is \$19.95 They are available in "Aviation Theme Prints" which are great for aviation gifts, RC Events, or any event involving food.

Thanks. (my husband is in the Iowa City Aerohawks RC club and a small plane pilot, which is where I came up with the idea) Irene Shurson 319-338-2259

HANGER FOR SALE OR RENT

Hanger for sale or rent. Dry and comfortable, insulated, sheetrocked, and heated. 55 x 50 with a 45 foot door and 14 foot sidewalls. This hangar is of the 110 mph wind resistance construction with large posts and all knee braces. It has an attic. Nice high East and West windows allow enough light in the daytime that you don't even need the dozen eight-foot HighOutput fluorescents. It has 200 amp service and plenty of outlets and is wired for telephone or DSL.

Please call Bob or Ileen Waldron 952-652-3000 (local call)

ZENITH ZODIAC 601XL KIT • \$17,000 • **FOR SALE** • Or BEST OFFER Complete kit. Airframe is about 75% complete. Wings, control surfaces, tail group complete. Fuselage is about 50% complete. Kit Details: SN 6-5294. Strokes installed. Landing and taxi lights installed. Wheel pants. Elevator and aileron trim. Upholstery from Flightcrafters (Beige). Center stick. 12 Gallon wing tanks with senders mounted on top. Mitchel fuel gauges included. All steel parts have been professionally powder coated. See more pics on my site at scottwaters.com. • Contact [Scott Waters](mailto:Scott.Waters@scottwaters.com), Owner - located Blaine, MN USA • Telephone: 612-889-3963 .



St. Croix Cadet Change of Command Ceremony

On Thursday night, 23 October 2008, the St. Croix Composite Squadron had a Cadet Change of Command Ceremony. For the past year, C/1Lt. Caleb Norman has been in command. Each Cadet Commander serves a 1 year term and then command is transferred to another outstanding Cadet.

C/1Lt. Caleb Norman has relinquished command of the Cadet Corps to incoming Cadet Commander C/MSgt. Robert Spear. In a brief ceremony conducted at the St. Croix Composite Squadron's hangar, the change of Command was completed with Squadron Commander, Capt. David Yost.

In attendance were the MN Wing Commander Col. Thomas Theis, Group 3 Commander Lt. Col. Mike Moen, Entire St. Croix Squadron seniors & cadets, Family & friends.

Congratulations are in order to C/1Lt. Caleb Norman for the outstanding job he has done in the past year as Cadet Squadron Commander.

On behalf of the Squadron Commander, Congratulations C/MSgt. Robert Spear! We know you are going to have a great year.

Editors Note: Rob is the son of members Sharon and Richard Marr



Young Eagles Report by Dave Becker

We flew a total of 15 kids at our Young Eagles event on October 11 which was our last regularly scheduled event for this year. We flew 150 kids this summer with the help of our EAA 54 pilots and ground crew volunteers. Our program will remain basically the same for next year. Our on-line scheduling system will be refined some to improve scheduling operations. I want to thank all of our EAA 54 pilots and ground support volunteers for another great year of introducing our local youth to aviation in a positive and fun way.

Our Young Eagle events are scheduled every second Saturday of each month from May through October starting at 9 a.m. Parents should pre-register their kids for an event ahead of time by going to www.eaa54.org and clicking on the Young Eagles page to sign up for a flight. To view the many Young Eagle photos, go to: <http://www.eaa54.org/YEPhotoGallery/YEGallery.html>

If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the second Saturday of the month and see what Young Eagles is all about. You can also indicate on your yearly chapter renewal form that you want to be involved with our Young Eagles program.



'08 Young Eagles Flight and Ground Crew





TAXI TALK

{Interesting happenings compiled by the editor}

Happy Thanksgiving to All!

Newsletter Editions and Changes

I want to make sure YOUR newsletter is correct in all ways so if you ever notice something is wrong, please do not hesitate to contact me on it. I can change anything as necessary all the way up to before the next one is due out. So please let me know of my mistakes as I at times it gets late and I get tired and do not catch some things that need fixing. Thanks!

Old Classmate visits me

I had a visitor to my house the other day and his name was Norman Schwietz. Some of you veterans of the chapter may remember him. Norm and I went to High School together and he is the real reason I am into airplanes and EAA as much as I am. Is that good or bad I wonder? Anyway, Norman was 15, that's right, 15 years old when he came to Chapter 54, then meeting at the International Airport. The guys back then loved the young guy in the chapter and he got his picture in a few issues of Sport Aviation. Norm told me that he told the members then that he wanted to build a Volksplane back then and all the members there said forget it. They then talked him into building a KR-2 which he did from plans and these were not full size plans at the time. He had to take these plans from normal sheets of paper and enlarge them full-size! He started the KR-2 in Wood class during our years

at Mariner High School, 1974-1977. I thought he was crazy and I would always give him a hard time and even mess with him in the shop. He went on to complete his KR-2 in about 5 to 7 years, finishing up the wood work during high school and then doing all the other work at his parents home in their garage.

Norman did something to me I will never forget during those years. He got me into the possibility of building a homebuilt aircraft. I got interested in building a replica of a F-4U Corsair back then with plans from War Aircraft Replicas. I ordered the plans but never built it but I still have them and just recently have been looking over them again. It would just be fun to be able have all the time in the world and build it but hey, first I have to finish my 18 year Pulsar kit which just needs paint at this point.

Oh well, Norm's picture of him next to his KR-2 on the Lake Elmo airport still hangs in my shop to remind me that I can do it someday, just for motivation if nothing. Thanks Norman!



Example of a KR2 from a website

Contact Information for Newsletter Stories

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Phone # 651-777-5887

E-Mail: newsletter@eaa54.org



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

QUOTE OF THE MONTH

**When everything seems to be going against you,
remember that the airplane takes off against the wind not with it..**

—Submitted by Al Kupferschmidt.