



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

JANUARY 2013

## February 2013

THIS MARCH PROGRAM WILL BE ON

MONDAY March 11, 2013

- **SOCIAL HOUR STARTING AT 7:00PM.**
- **MEETING AT 7:30 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**
- **AT THE NEXT CHAPTER MEETING:  
To Be Determined**

Speaker BIO

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## Woody Minar Speaks — We Listen

Analysis & Causal Factors of Four Local GA Accidents by friends of Woody Minar.

The accidents include a Piper Super Cub seaplane, Zenith 750 experimental, Cherokee Six-300, and a Beech 18. You will be amazed and wonder how the accidents could occur after seeing how the holes of the "swiss cheese" lined up prior to each accident.

Woody is an experience CFI and a member of the FAA Safety Team. He owns Woody's Flying Service

[Woody's Flying Services, LLC.](http://www.woodyflying.com)



at the Osceola WI Airport. He repeated several times that Osceola is the Friendliest airport in Wisconsin. . . Accident Analysis Four crashes of friends of his but now he wants to get the word out. How does the accident happen. He had air time in 3 of the four airplanes that crashed. [www.FAAsafety.gov](http://www.FAAsafety.gov) is a resource.

Number one reason for crashes is loss of control in flight

FAA 2013 Priority -- Reduce Pilot induced flight into terrain

Crash #1 Beech 18 crash at Flying Cloud in 2009, pilot had limited hours is multi engine tailwheel aircraft. Engines out of annual, in the process of being restored, plenty fuel, runups and high speed taxi, and previously aborted a takeoff due to fuel leaking. Wanted to ferry to Osceola to do the work.

**Continued on Page 3**

## Soft Start Module for Rotax 912 by Dale Seitzer

The 912S is a high compression four cylinder horizontally opposed engine with a 3 to 1 gearbox. It requires the use of 92 octane premium fuel and has dual ignition and two carbs. The started is not an automotive type with a solenoid—the started connects of a starter ring and a Sprague clutch—like a coaster clutch on a bicycle.

The high compression engine with the rotating propeller makes starting a rough experience. The soft start module retards the ignition timing for starting only. For 3-5 seconds after starting the retarded ignition timing make starting slower and smoother. The engine starts at a lower rpm, then switches over to the regular timing and the rpm increases. When the other magneto is engaged the rpm increases to normal idle speed.

The unit costs about \$220 and was easy to install. The instructions were simple it took about an hour and it works. It works so well all new Rotax 912 have the same timing function built into the ignition.

Did you know we have a Facebook page?

<http://www.facebook.com/pages/EAA-Chapter-54/153518454696862>

To the right is a photo from the Facebook page — Jesse Black at the controls.

Go check it out, post photos, make a comment or just “Like“ it.

The site is our attempt to reach out to the general public, inform them about aviation and connect them to other resources. We want to show them flying is fun.



### Woody Minar Speaks Continued from page 1

not signed off and approved by the mechanic. Left fuel selector valve in off position and right was on. N number was 3038C, and there is additional info and a video on you tube. The pilot did not have any training or experience in a tail wheel, complex aircraft, was not suppose to be carrying a passenger—both died in the crash. The pilot planned on flying to Osceola, giving rides to family and then return to Flying Cloud.

Crash #2 Super Cub amphibious on floats landed with gear down on a lake in mid July crashed and flipped and the pilot was not seriously injured. The experienced pilot took off from Osceola and crashed at Long Lake doing a practice landing on a simulated short and congested landing area. He did the preflight and packed the night before, and was distracted at take off with phone call. Very experienced seaplane pilot – flew 50 hours of straight floats the previous summer. The warning announcement did not



alarm because he was fast, did not follow take off or landing check list. Good news was he was able to exit the plane safely even though the plane flipped on landing

Crash #3 Zenith 750 Crash, LSA Pilot age 72, 404 landing and 70 hours. Landed on a 700 foot runway with a 9 knot tailwind, did 3 go arounds, too high, too fast. This was an example of several poor decisions including get there it is, social pressure, unfamiliar runway, short runway and poor landing technique. Minor injuries and the plane was seriously damaged. There was an airport a few miles away he could have landed at—he was even encouraged to go there instead of a fourth try.



Crash #4 Cherokee Six, crash, VFR pilot started flying in 1980 300 total hours 82 hours in that plane. He was checked out in the plane but few hours in the last 2 years.

VFR flight not recommended. Grass runway, pouring rain, lightning and thunder, saw skid marks and saw the plane off the end of the runway, crash and injuries to pilot and passengers. 1,000 overcast, lost visibility, did 180 turn, saw airport and attempted to land flew into a line of thunderstorms. Short runway 1700 foot and landed half way down the runway, skidded off the runway and down a steep hill. Tried a go around, full power and maybe feet on the brakes. Luckily the airport manager and daughter were home and heard the airplane and called first responders. Plane spun and stuck in trees instead of plowing through.



Bad aeronautical decision making, distractions, human and physical state. Only one of the four was a problem with the plane—the others were pilot error. Get into aviation state of mind, keep focused, avoid get there it is, know the weather. Proficiency trumps currency.



Here is an example of a pedal plane. We have the kit that was started and now we need a person who can finish it. We can use it at our annual Aviation Day — kids love these things.

Jim Pearsal's plane is here—by next month it will be available for rent at Valters. Pipistrel Trainer.



Glider ground school. What is needed for a Light Sport Pilot to earn glider rating?



## FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY BETTIE SEITZER

### Another month Closer to Spring!

We just need to keep reminding ourselves that is true. For those who put their planes away for the winter, it will soon be time to start getting them ready for the first flight of the year. Checking the airframe and power plant are obvious steps to getting ready for take off – but don't forget the importance of brushing up your skills and knowledge. How long has it been since you reviewed charts, weather, airspace or navigation? Do your personal minimums reflect your current level of currency and experience? Our February speaker reminded us that bad accidents can happen to good pilots – your best defense is a good offense! A good plane is only part of the story – a good pilot practicing good decision-making is critical, and completely within your control. Be safe up there!

We still need a chairperson for aviation day in August. We have good process and notes – you won't have to start from scratch! We also have lots of volunteers who know their jobs and are willing to step up and help out. Please consider taking on this great project – I promise you will enjoy it and have lots of help!

When you see Paul Liedl please thank him for his years of service as our Website manager! We will officially recognize him at the May picnic, but until then, I think he would like to know that we have appreciated his efforts! Michael McKinnon and Jim Pearsall will be sharing webmaster responsibilities, thank both of them for taking on this important part of Chapter work!

Keep it safe, keep it fun! Hope to see you in

March at the meeting!





Winter flying is great. Most of the time the air is smooth, by February the days are getting longer. The landscape looks new and fresh and different covered on snow. You can appreciate the subtle shades of grey and brown.

## Pilots Lounge

### For Sale:

60' x 48' Hanger, 54' door, small office, bathroom, well, holding tank, natural gas heat, 18' high ceiling, and 5HP compressor. Call Jim Michalski at 612-618-1011 or see all of this at 13C Alfa Lane at the Lake Elmo Airport (21D)

**Deluxe Hanger For Sale:** 40 X 50 with 44 X 11 Door Fully carpeted, insulated, gas unit heater with S.S. flue, electric baseboards, F.G. ceiling, textured walls, some attic platform storage, attic trusses are rein-

forced and double "X" braced. Wall ventilator with humidistat, two season wall vents, tool room with shelves & separate thermostat. Screened storage above. LAV room with single tub, cistern & storage above. Holding tank. Coffee room 4' above floor with finished storage below. Completely finished with A.C. and large hanger view window. Anderson perma-shield casement window. Door 2 3/4 S.C. Oak with steel frame. Includes furniture, microwave, refrigerator, coffee bar cabinets with Formica. Main floor windows have jail bars. Perimeter has rock border & ramp is flared. There is an electric aircraft winch and a custom oak work bench as well as a desk and



## Tailwinds Flying Club Welcomes New Members

Tailwinds Flying Partnership is based at Lake Elmo airport, 21D, in Lake Elmo, MN. We are a non-profit corporation of 38 pilots who equally own three aircraft. Our goal and philosophy are to fly great airplanes inexpensively. We strive for consistency in equipment among our three airplanes. We currently have a Cirrus SR20, Archer II and a Cherokee Six.

To inquire about membership, please send an [e-mail to Mark](#) or call 651-982-275.

a glazed book cabinet. Price is \$64,900 Firm Plus any MAC fees.

NORM DUPRE 651-439-7688

**For Sale:** Hangar on 21D for sale -- \$45,000. Recently painted siding and roof. 35 x 75 feet with two 45 foot doors, electric openers, electricity and natural gas, two insulated workshop / office rooms, above floor storage, Contact Chip Andrews 651 248 9708

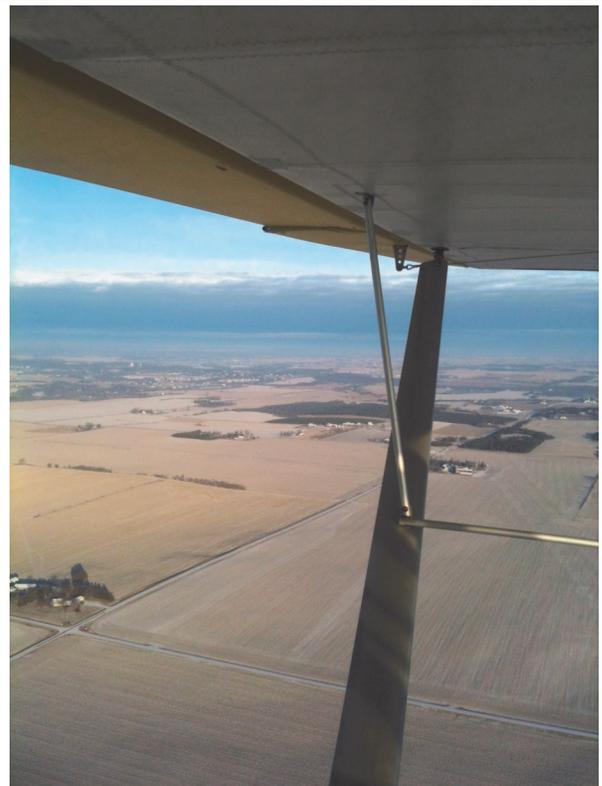
**For Sale:** Challenger I \$7,000, Rotax 503 DIDC, electric start, wood prop, EIS, 5x5 Azuza wheels and brakes less than 10 hours, built by Gil Leiter. Contact Dale Seitzer 651 329 2229 or Barb Leiter

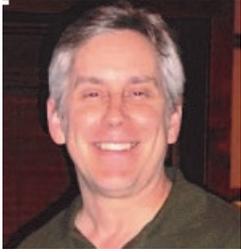
- For Sale:**
- |   |      |  |                                     |
|---|------|--|-------------------------------------|
| VDO Volt 2 inch   | \$20 | VDO Oil Pressure 2 Inc                 | \$20                                |
| VDO Oil Temp 2 Inch   | \$20 | VDO Coolant Temp (2)                   | \$20 each                           |
| Westech Tachometer 3 Inch                                       | \$40 | Falcon Vertical Speed Indicator 3 Inch | \$50                                |
| Ram Mount, 1 Base, 1 Entender Connector, 1 Handheld Radio Mount |      |  | \$20                                |
| Garmin 295 Dash top Mount                                       | \$15 | No senders included                    | Dale Seitzer dalemseitzer@yahoo.com |

**For Rent:** Share 40 x 40 foot insulated hangar with manual door, electricity, concrete floor, Dalemseitzer@yahoo.com \$150 per month.

**For Rent:** Hangar space available at Lake Elmo airport ( 21D ) 12 x 44 ft Electric bi-fold door. Cement floor, lights, aircraft winch. AIRCRAFT storage only. \$ 195 per month. Call Dan @ 651-439-0944 for additional information.

## 21D Airport Brief Notices





## Chapter 54 Meeting Minutes

### February 11, 2013

#### EAA Chapter 54 Feb 2013 Meeting Minutes

2/11/2013

President, Bettie Seitzer called the meeting to order, Vice President, Jim Pearsall, Paul Rankin, Treasurer and Dale Seitzer, Secretary were officers in attendance – a total of 25 people attended. Guests included Stefan a CAP member on the field, Paul from Red Wing Soaring Club and Darren Culp, a student at the downtown St Paul airport. Guests introduced themselves and were welcomed by the members present.

#### Business Meeting

Secretaries Report: Motion to accept the minutes as published in the newsletter was made and seconded. There was no discussion, then voted and approved by the members.

Treasurers Report: The complete Treasurers report is available in the Members Only Section. A motion to accept was made, seconded and approved unanimously.

#### New Business

Seminar Starting Glider pilot ground school 7 sessions at Lake Elmo in the chapter house Monday evenings at 6:00 PM. \$89 and includes an introductory flight.

May 13, 2013 is the date for the Annual all member and family picnic and recognition at the chapter house

August 18, 2013 Aviation Day put the date on your calendar now. An event coordinator is needed

September 14, 2013 Fall Picnic for members and their families

New policy, members names and addresses will no longer be available online—ask an officer and we can supply that list when requested. The list will also no longer be printed and posted at the club house, please contact any officer to get a copy.

Next meeting is March 11, 2013.

#### Old Business

Pedal Plane kit needs an owner to finish it. Please contact any officer to help out.

Newsletter Editor—Dale Seitzer: Please send articles and pictures and anything aviation and member related. Send to [newsletter@eaa54.org](mailto:newsletter@eaa54.org). The new plan for the newsletter is to release the newsletter right after the meeting to make it more meaningful. Officers, Board members and other members should submit sooner than later.

Need a champion for the sign at the airport.

**Speaker:** Woody Minar, Participants may earn FAA Wings credits just include name and email address. Accident Analysis of four crashes of friends of his but now he wants to get the word out. How does the accident happen. He had air time in 3 of the four airplanes that crashed. [www.FAAsafety.gov](http://www.FAAsafety.gov) is a resource.



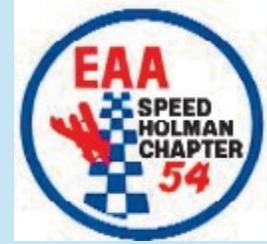


Another new airplane on display at Airventure

## EAA CHAPTER 54 TREASURER'S REPORT *By PAUL RANKIN*

*EDITORS NOTE: AS DISCUSSED AT A RECENT BOARD OF DIRECTIONS MEETING, THE TREASURER'S REPORT WILL NOW BE ON OUR WEBSITE AT [WWW.EAA54.ORG/MEMBERSONLY](http://WWW.EAA54.ORG/MEMBERSONLY)*

A Skyranger that flew to Oshkosh from France



## Chapter 54 Directory

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