

October 2017

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY November 13, 2017

- Social Hour 6:30 to 7:30 PM
- Meeting: 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Our Chapter Web site address: www.eaa54.org

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Fargo Air Museum by Dave & Diane Syverson

July of this year we decided to find out more about the aviation activities and exhibits at the Fargo Air Museum. <http://www.fargoairmuseum.org/> Don't believe everything in the movie "Fargo", There is much to learn and see about aviation in the Red River Valley of the North.



Aviation Day Volunteers

Fargo is a mere 75 miles from Grand Forks, home of NDSU's aviation training program and a major Airforce base. Hatton North Dakota is located 60 miles NNW of Fargo and is the home of Carl Ben Eilson, an aviation pio-



Strategic Air Command Air and Space Museum by Dave Voelker

Gregg Adler and I travelled to Grand Island, NE to observe Eclipse 2017. On the way we stopped at the Strategic Air Command Air and Space Museum.





FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

Hello friends of Chapter 54. As I mentioned last month, I have decided to spread my available time to other activities and am winding down my tenure as President of the chapter. My goal is to pass the torch as a part of annual elections at the November membership meeting. With that plan, I want to do my best to ensure that the timing of my leaving will not impact ongoing operations. What will have a bearing on timing is a replacement.

Succession Planning Before I hand over leadership, I realized we needed first to bolster the list of officers by finding a secretary. The secretary role has been open for sometime with the essential aspect being filled by Tom Gibbons. A secretary in place is I believe essential for a successful transition. In addition to my leaving, Linda Amble has decided to move on as Young Eagles coordinator. While at first I was surprised, I realized I should not have been as she has fulfilled this role for six years. I know myself from being President for four, Vice President and the unofficial "Event Coordinator" before that, there are limits. Linda has done a great job, not only evidenced by the success on These situations, as was brought to my attention the other day brings to light that we need a succession plan for every role in the chapter. We have a built in plan of sorts for the unexpected when it comes to President with the Vice President. This is required by EAA's rules and understandably so. Not as formally, but we need this across the organization. To get started with this, I am asking everyone with a designated role in the chapter to think about, if they moved on, who would they see as a possible replacement. Who is your "sidekick" showed interest or aptitude maybe in working with you. I will be reaching out and asking this and collecting it for leadership consideration.

New Role A role I believe we need, and have thought this for a while, is a communications director. At least that is the name I put on it awhile back, Now, the term should be Social Media Coordinator. This became evident to



me, and from feedback of others based on the activity Josh Taco had generated with his work on Facebook. While this is a need, our first priority are the existing roles. To summarize, I am looking to move on, but insist on having a full team to do so. If you have any ideas, want to explore the roles currently needed, Secretary, Young Eagles or Social Media Coordinator let me know. Oh and what other activities will I be doing next? See my last letter.

neer and explorer of the 1910's, 1920's and 30's who, with George H. Wilkins, an Australian Arctic explorer, were the first people to fly over the arctic icecap to Europe. W. Scott Olsen, an English professor and author from Concordia College across the river at Moorhead, MN has written several fun to read aviation books in recent years including Never Land .



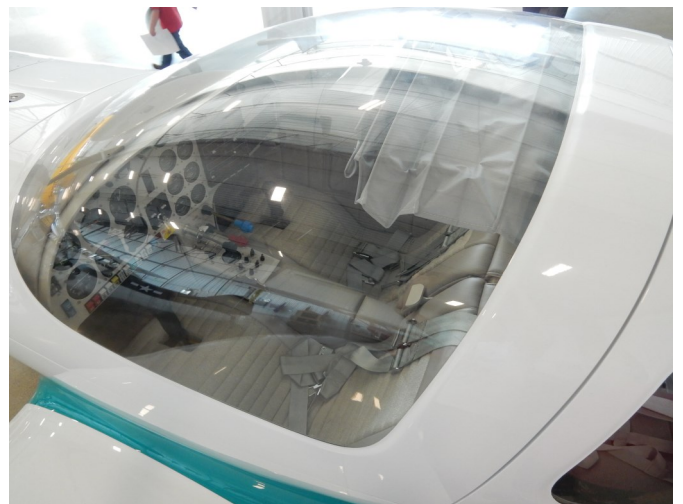
The Fargo Air Museum is located in the south east corner of Fargo Hector Field; and, has tie downs within the secure area immediately adjacent to the museum buildings so it is an easy fly-to. Half a block east of the Museum there are hotels and many eating places should a person be interested in those services. Fargo is unique as it has one of the very few remaining TRSAs (Terminal Radar Service Area) which has not been converted to a Class C Airspace. Technically, a TRSA is not provided for in the regulations and a person could choose to ignore it and fly into the field like any other Class D towered airport; however, using the TRSA radar services is a good idea, not difficult and can be treated the same way a person would entering a Class C airspace, just contact Approach Control when nearing the outer ring and they will transition you to the tower...easy-peasy.

The Museum has its collection of mostly airworthy aircraft including warbirds, antiques, experimentals, a rather large drone, military memorabilia, models and helicopters housed in two large adjacent hangars.

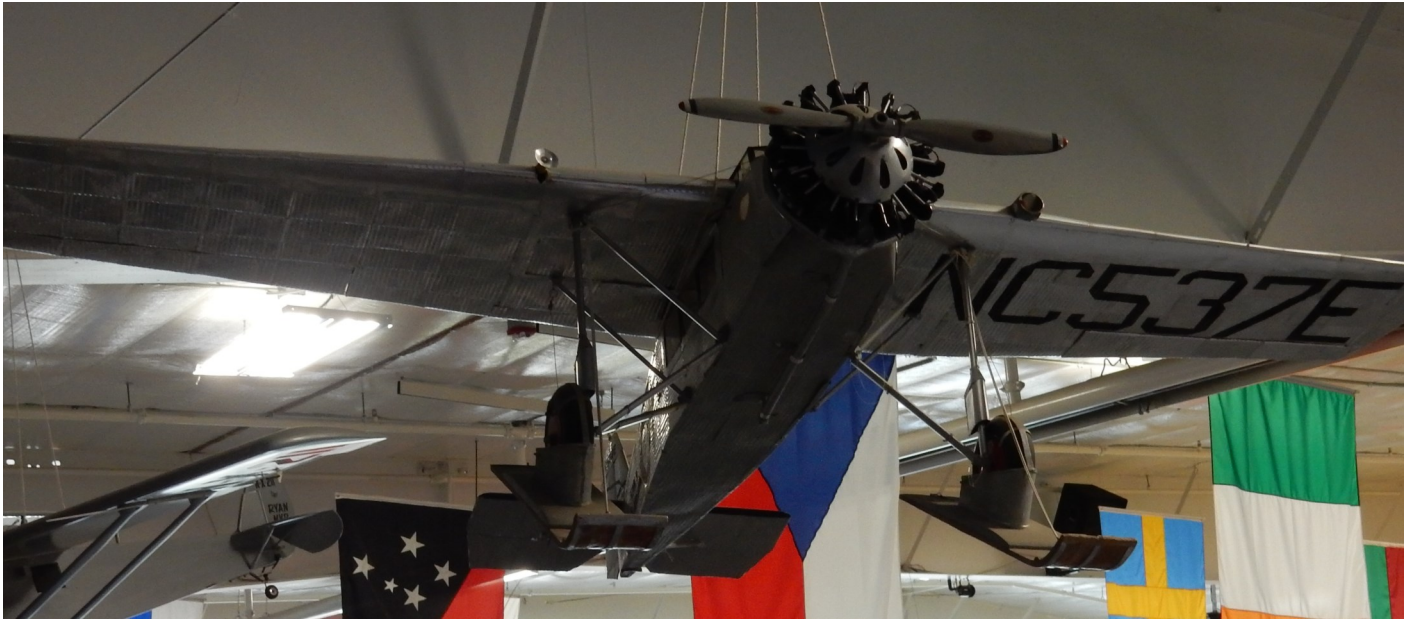
One of the airworthy display aircraft is a PT-19, manufactured by Fairchild; and, is powered by the very unique Ranger engine, an inline engine with the crankshaft on top and cylinders pointing down. The experimentals housed in the museum have been donated by the owners. They have one aircraft currently in the process of reconstruction which can be viewed in process, a BT-13 Valiant. One model item which caught my attention was the model of a Hamilton Metalplane on skis – sort of looking like a Ford Trimotor missing two motors. The Hamilton was built back in the 1920's and several of these craft were flown by the old Northwest airlines at the time. The plane was originally certified for wheels, floats or skis. There is some local history concerning the Hamilton. In December 1972, Jack Lysdale, in whose hangar at Fleming Field in South St. Paul, MN the last remaining Hamilton had been stored, obtained ownership. Lysdale made the decision to restore the Hamilton to 100% airworthiness. After taxi tests were made, the first flight of the restored aircraft was made on August 12, 1975. That same month it was displayed at the Blakesburg, IA Antique Fly-in where it took five first place honors including Grand Champion. In more recent history, the Hamilton was sold in 2010, original floats were found in Alaska and made airworthy. The Hamilton has made trips to Oshkosh; and, I believe has changed hands once again.



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The Fargo Air Museum is unique in that it has relationships with NDSU's aviation program and the local EAA chapter hosting fly-ins and young eagles. The museum also sponsors many educational outreach programs with



local schools including hands on demonstrations of aviation equipment set up and maintained by the museum. The second floor of the main hangar houses a large aviation reference library which anybody can use. The museum has a rather unique funding source where the hangar is rented out for weddings and other large celebrations. How good is that having the ceremony in the middle of a bunch of airplanes!

Airventure Photos



Girls STEM Aviation — Young Eagle Event at Anoka Airport

Scott Hanson and Josh Tocko represented the 54 great today out at Girls in Aviation!. Did a full 23 YE for the club! Scott Flew the Cirrus (132CP) and Josh the Archer (4100Q). Both from Tailwinds.

- Just finished the paper-work on our YE's from today (all will be dropped into the mail on Sunday to get our pilots credit for their wonderful work ASAP). I totaled 140 kids flown EXCLUDING one pilot who must have taken the completed forms home with him (if you're reading this, don't forget to mail them, or get them to me). I

totaled 140 kids flown EXCLUDING one pilot who must have taken the completed forms home with him (if you're reading this, don't forget to mail them, or get them to me).

- 23 for Chapter 54
- 117 for 237 (by 237 and other pilots who generously flew as 237 today)
- And an unknown number from that one pilot guy for some chapter.
- Everyone, not just pilots, did a GREAT job today. Tip of the hat to ATC – I'll take piloting over tower work any and every day

I'm in for next year (if anyone's asking). I think Dawne said it was Saturday, 13-OCT-2018.

Photos I shot will be on <https://www.facebook.com/groups/347052372295159/> within the week. Feel free to post yours there as well. Standard YE policies are in place (no YE names, just PIX). EAA237's FB page may also have some. Please let me know where others are posting.

Best Regards, everyone!



October Young Eagle Event

42 Young Eagles were given rides on October 14, 2017 at Lake Elmo airport through EAA Chapter 54 volunteers. This year was an excellent year we only missed one month, June, to bad weather.

Check out our home page www.eaa54.org under Young Eagle photos if you want to see photos.

The photo to the right shows parents and families of the Young Eagles.

The chapter earns credits which we use to offset some of the costs for our sponsorship for youth to go to EAA Air Academy.

Major thanks to the volunteers— Josh Tocko and Dave Voelker in the photo to the right.



FOR SALE

Tailwinds Membership, \$4,000 see ad below. Josh Tocko (Owner)
FLIGHT LEVEL 510 DESIGN 651.587.0999 [de-
sign@fl510design.com](mailto:design@fl510design.com)

FOR SALE

I am in a partnership on a 1958 Champ at Lake Elmo and one of the partners recently decided to sell his share and we would like to find a replacement. [Chip Berniard <ebarniard@gmail.com>](mailto:ebarniard@gmail.com)



FOR SALE

I have a share of the Hobo's Flying club for sale. Each share is worth 20% of the club (There are 5 Members). The plane is a

1971 Bellanca Champ Monthly dues: \$60 Wet hourly flying rate: \$50
Club Initiation fee: \$200 Asking price: \$6000 / obo
<wschanks@gmail.com>

FOR SALE

Sporty's complete learn to fly DVD's covers private, sport, and recreational certificate options, used 2 times, passed my cheek ride, no longer needed, paid \$250 would like \$125, would like to see it used and passed on.

Garmin 196, works well with bag, mount, recharge batteries, manual, paid \$350 would like \$200 offer, could make a good backup. Questions please call or e-mail Jim 651-779-8611

WANTED — TO RENT

Hangar space to rent at Lake Elmo Airport for final assemble of Zenith 750. High wing about the size of a Cessna 152. Ed Trudeau 651-303-4936. N750ET@gmail.com



Chapter 54 Directory

Housing Director	
Dave Fiebiger	
housing@eaa54.org	
President	
Jim Pearsal	
president@eaa54.org	Membership Director
Vice President	John Renwick
Jack Miller	member- ship@eaa54.org
vicepresi- dent@eaa54.org	Young Eagles Director
Treasurer	Linda Amble
Tom Gibbons	<a href="mailto:youngea-
gles@eaa54.org">youngea- gles@eaa54.org
treasurer@eaa54.org	Newsletter Edi- tor/Director At- Large
Secretary/Class IV Director	Dale Seitzer
Vacant	<a href="mailto:newslet-
ter@eaa54.org">Newslet- ter@eaa54.org.
Education Director	Chapter Historian: Jeff Hove
Lief Erickson	21D RCO 118.625, Uni- com: 122.8
education@eaa54.org	21D AWOS:120.075, TPA: 1932'
	Runways::
	4-22 (2497' x 75')
	14-32 (2850' x 75')



Tailwinds Flying Club Welcomes New Members

Tailwinds Flying Club is based at Lake Elmo airport. We are a non-profit corporation of 39 pilots who equally own three aircraft and one hangar (25E). Our goal and philosophy are to fly great airplanes safely and inexpensively. We currently have a Cirrus SR20, Archer II and Cherokee Six. Some of our members belong to EAA 54 and we love to fly Young Eagles. Please stop by and visit us anytime! North side, Fairchild Lane, Hangar 25E. To inquire about membership, please call 612-584-1740 or visit www.tailwinds21d.org.