



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

FEBRUARY 2018

## February 2018

NEXT MONTH'S PROGRAM WILL BE ON

**MONDAY March 12, 2018**

- Social Hour 6:30 PM
- Meeting begins at 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Our Chapter Web site address: [www.eaa54.org](http://www.eaa54.org)

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**Aviation Day / Pancake Breakfast Date Set. Mark your Calendar — August 12, 2018**

**EAA Chapter 54 Board Meeting Saturday March 10 at 9:30 AM**  
Board members are required to attend and members are also invited.

## Paul Rankin Leads a Discussion on Maps and Sectionals at the Last Chapter Meeting



Paul is the lead instructor for the Chapter ground school classes.

He is also a Certified Flight Instructor so his presentation include many practical tips and some trick questions the FAA and Designated Pilot Examiners might ask.

The Minneapolis and St Paul Area is mostly under Class B airspace — we are lucky we get to practice with a little more complicated air-space.



## Ron Fagen inducted into the Aviation Hall of Fame



Ron Fagen grew up in the small SW Minnesota town of Maynard. Fagen's father, Ray was an avid pilot and an enthusiast of all things related to aviation. He played a prominent role in the shaping of the pilot that Ron would become. Ron had a wide interest in aviation ranging from the L-2 Taylorcraft he soloed in to the Pitts Special aerobatic bi-planes in which he flew Competition Aerobatics for a span of ten years.

Fagen joined the Army in 1968 and did a tour of duty in Vietnam in the Army's 4th Infantry Division. Upon his return home, he entered the construction field with various commercial and industrial construction companies. Fagen, Inc. was formed in 1988 and specialized in industrial construction. Fagen, Inc., licensed in all 50 states, is credited with the lion's share of the Ethanol industry's plant construction. Power plants, wind farms and other industrial projects are typical projects in the company's resume. In 2005, Fagen was inducted into the Minnesota Business Hall of Fame.

Aviation plays an important role in Fagen, Inc.'s success making all areas of the United States readily accessible from Granite Falls, Minnesota. Fagen and his wife, Diane, are retired from Fagen, Inc. but their sons, Aaron and Evan continue to run the business. Fagen, Inc. participates in Special Olympic Airlifts and Veterans Airlift Command with their two Cessna Citation aircraft.

In the summer of 2012, Ron and Diane Fagen along with their sons Aaron and Evan opened Fagen Fighters WWII Museum located near Granite Falls, Minnesota, at the Lenzen-Roe-Fagen Memorial Airport. The 4th Infantry WWII experiences of Ray Fagen included a Utah Beach landing on D-Day, the Liberation of Paris and the Battle of the Bulge.

These and other events are the inspiration for the museum which is a living memorial to this critical time showcasing exhibits, fine art, sculpture, fully operational iconic aircraft and ground equipment used in that epic conflict. The museum hosts Ray Fagen Memorial Airshows which exclusively feature WWII aircraft including all the Fagen Fighters Warbirds. Ron continues to "wow" the crowd with the ease in which he flies an aerobatic routine in the P-51 Mustang, Sweet Revenge.

Fagen continues to enjoy all types of aircraft and when asked, "What is your favorite airplane?" Ron replies, "Whatever airplane I'm flying at the moment."

## Soaring Ground School at the Clubhouse on 21D

Red Wing Soaring Association will be conducting a glider ground school covering cross-country soaring, comprising four evening sessions in March. I'd like to have EAA54 host it, and open it to EAA54 members. They don't want to open it up to other outsiders, it turns out, so we don't have to publicize it outside our own chapter. I can set it up for Wings credit without sending out a SPANS notification, so it won't be open to the public.

The dates will be three Tuesday evenings and one Wednesday, 3/6, 3/13, 3/18, and 3/21, four two-hour sessions. The instructor will be Paul Campobasso, chief instructor of RWSA. Here's the course description:

This course is based on the SSA's 'Master Instructor Cross-Country Program'. Whether you're a seasoned cross country pilot, ready to start a new challenge, or just curious how it all works, this course may be a great refresher or something completely new for you!

### Course Outline:

- Accuracy Landings
- Off-Field Landings
- Thermal Acquisition and Centering
- Speed to Fly
- Map Reading and Navigation
- Cross Country Techniques
- Other Preparations for Cross Country Flight
- Use of Parachutes
- OLC and GPS Loggers

Contact: [paulc@inclinotech.com](mailto:paulc@inclinotech.com) for more information.



## Stan Dardis Back Country Flying



The picture of me in my survival vest (if you don't wear it you don't have it), is my return to 46U after three days in the Frank Church River of No Return Wilderness. Obviously I returned.

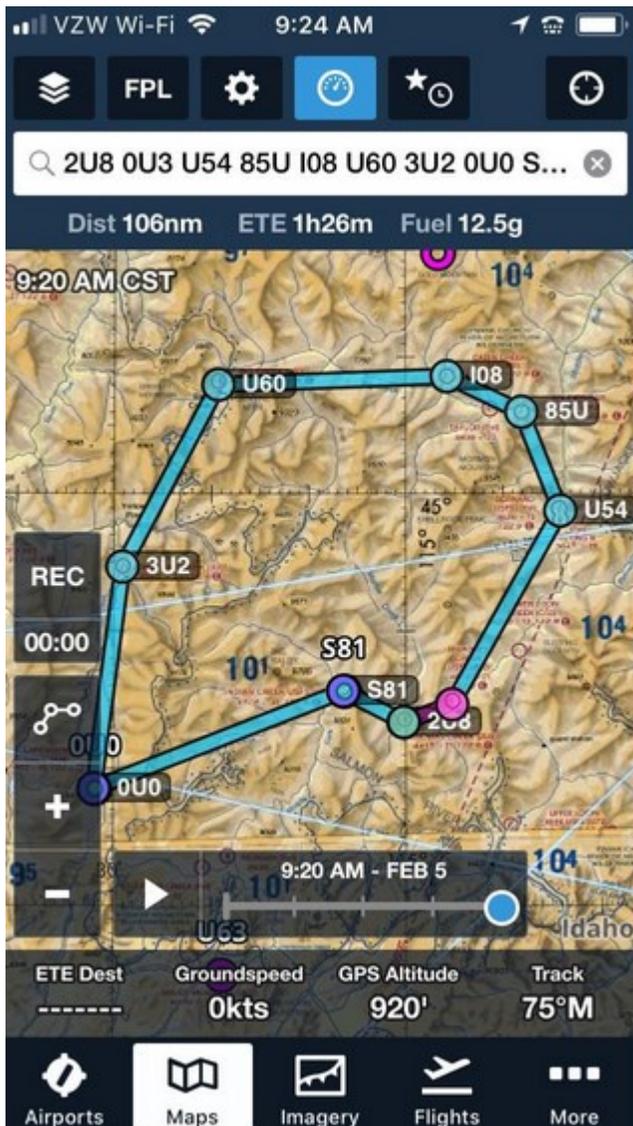
There are Forest Service Air Strips every 5-6 miles along the South Fork of the Salmon River and Big Creek.

I head quartered out of Thomas Creek(2U8). We landed, fly fished, and explored Mahoney Creek(0U3), Soldier Bar(85U), Cabin Creek(I08), Big Creek(U60), Johnson Creek(3U2), and Indian Creek(S81).

The second photo of the Husky formation is an evening flight with a friend of mine on the west side of the Tetons to observe Moose and Elk with our wives on the back seat.

We found 13 Moose and two Elk herds and wowed our wives. These outings help when we have to tap the joint account for those aviation expenses!

Glad to share these experiences.



## A Real Treat by Roger Barcus

Kay Anderson started crying. Her husband Jim wondered what was wrong. His brother Paul, son Pat and he flew their Beech Bonanza to see an east coast banner company's 1941 Navy N3N yellow bi-wing. He had good news – he bought it and was glad to have the last biplane the military flew! So why was she crying?

It was Robert Redford's fault! He starred in the movie, "The Great Waldo Pepper" (1975) in which he plays a frustrated barnstormer who keeps getting hurt and coming home to his girlfriend to recover. Then his flying partner, Ezra, dies in a fiery crash. Kay had just watched this movie when in June 1977, Jim called and all she could see was her Jim being injured or dying while flying that yellow beast! It is even nicknamed, "Yellow Peril". Well, she was almost right! He flew the Bonanza slow, with Pat as copilot, as his brother Paul flew the bi-wing...until the engine forced a landing on a football field in Ohio.



The engine was switched out for another 7 cylinder radial and later sent to Florida to be rebuilt. After repairs they left for 21d again both planes took off from the football field (try that today!) but were stalled in Indy by weather so bad that they couldn't even fly IFR in the Bonanza for three days. NYN finally made it to Lake Elmo Airport and was taken apart for restoration. The fuselage went to their home garage while wings were redone in the hanger. After 30 yrs flying and 1735 hours, while son Paul was giving a friend a ride, that engine dropped a valve on June 2, 2007. The third engine has less than 100 hrs since with 6843 TT.

The NYN plane type was the last attempt by the Navy to see if they could build rainer planes for less cost than the private sector. We already know how well THAT went! Before putting it in for its annual 1.5 years ago and hangered for the winter, Paul Rankin was to fly it and asked a group of pilots who wanted to go. He hardly got the words out before I volunteered.

I got my private pilot's license in 1969 but had quit flying for 17 years before being a missionary pilot in the Windward Islands, living on Grenada. In Sept. 1991 my Musketeer A23-24 engine quit on takeoff at 350' S of 21D and we landed in a field which cost the insurance company \$290 for damaged corn. My wife Maurine then asked me to get something that stays on the ground and seeing I love her and only like flying, I agreed ... temporarily. Sev-

eral street rods and 23 years later, I passed my physical and began on my flying bucket list at age 67.

As you can see in the pictures, it was a colder day - about 40 (sounds warm now writing at 3 degrees!) and the top of my head was really cold after we landed even though we only flew at 95 MPH. I think they put the short windshield in the wrong place! (by way of unprintable humor - you can see that Paul has flown open cockpits many times and I have not - I still have hair - booooo).

I was warned to sit far back in the seat so there would be no obstructions for the stick. I gladly and quickly obeyed. The engine tachometer picture shows 850 but has a "2" in the middle letting us know the RPMs were 1850 with a limit of 2000. I learned radials don't rev as high as the horizontally opposed engines most of us are familiar with in Cessnas, Beeches and Pipers etc. We flew over the new bridge being built to WI and circled the field before entering the pattern and landing on the grass next to runway 4.

Tears from the movie didn't last long and soon Kay was planning trips in the open cockpit with Jim. Paul and Pat Anderson's father and mother flew 222 many times including a memorable trip to a bi-wing fly-in in OK which took three days because of weather and sleeping under the wings. She loved it! I nominate her to be the poster girl for fearful pilot's wives!

The Naval Aircraft Factory N3N was an American tandem-seat, open cockpit, primary training biplane aircraft built by the Naval Aircraft Factory in Philadelphia, Pennsylvania, during the 1930s.

Top speed: 126 mph  
Top speed: 126 mph  
Range: 470 mi  
Weight: 2,090 lbs  
Wingspan: 34' 0"  
Cruise speed: 90 mph  
Engine type: Radial engine  
Number built: 997

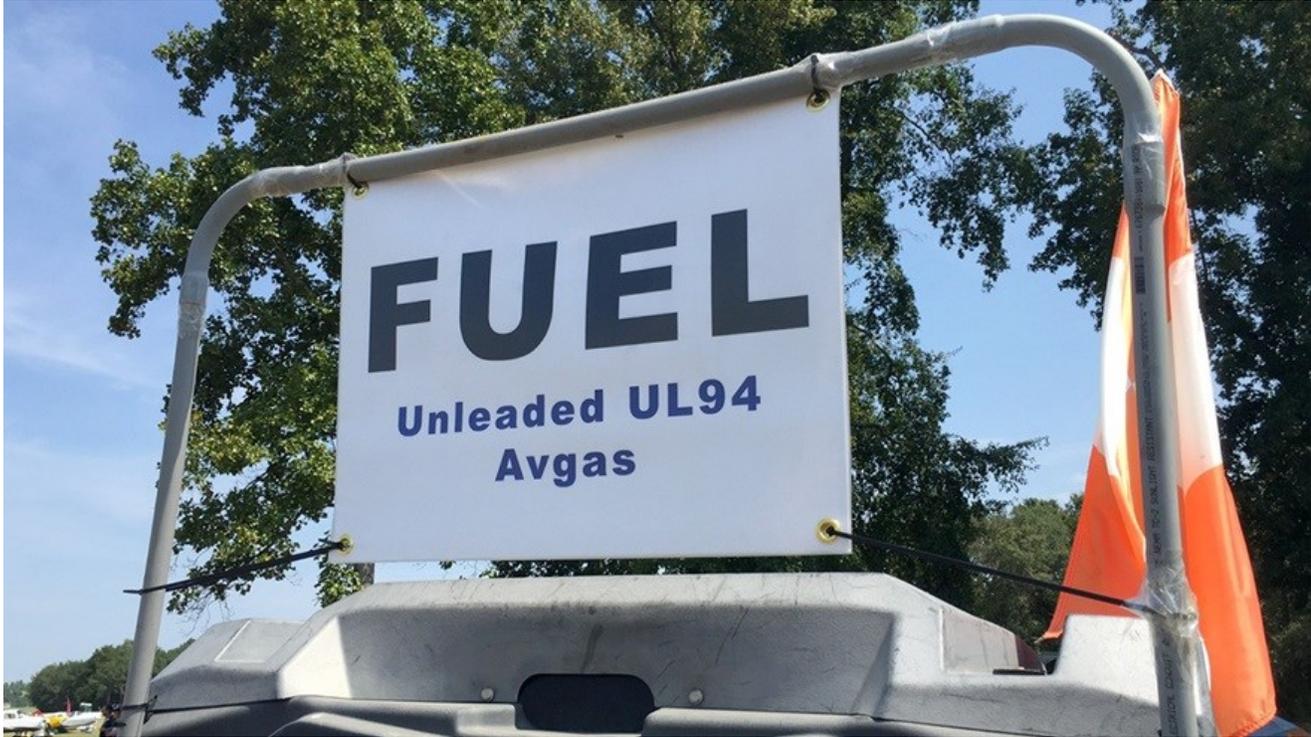
In 1934 the Naval Aircraft Factory in Philadelphia was tasked to manufacture a new primary trainer for the U.S. Navy. Following successful tests, this little biplane trainer was built in both land and seaplane versions. The Navy initially ordered 179 N3N-1 models, and the factory began producing more than 800 N3N-3 models in 1938. U.S. Navy primary flight training schools used N3Ns extensively throughout World War II. A few of the seaplane version were retained for primary training at the U.S. Naval Academy. In 1961 they became the last biplanes retired from U.S. military service.



# Swift Fuels expands unleaded avgas distribution network

July 27, 2017 By Dave Hirschman AOPA

Swift Fuels is the only company selling unleaded avgas in the United States and has expanded its distribution network across the country.



Swift Fuels offers UL94, which is chemically identical to 100LL without tetraethyl lead. Swift sells [UL94](#)—which is basically the current avgas formulation without tetraethyl lead—and about two-thirds of the U.S. piston-engine fleet is capable of safely using that fuel today. Swift is available at [airports from California to Maryland and Michigan to Florida](#).

The company also makes a higher-octane fuel that the FAA selected as one of two finalists in the agency's ongoing Piston Aviation Fuels Initiative process. The PAFI process will conclude with the FAA naming an unleaded replacement for leaded avgas. Swift is "highly confident" the FAA will select it as the unleaded replacement for avgas at the conclusion of the ongoing PAFI process.

"We're extremely confident that our high-octane fuel will obtain fleet-wide approval (from the FAA)," said Swift CEO Chris D'Acosta. "But we knew that process would take time, so we're using UL94 to show pilots the benefits of unleaded fuel in the meantime."

Swift claims that unleaded fuel reduces spark plug fouling and valve wear and allows engine oil to run cleaner, requiring less frequent replacement.

"The transition to an unleaded future has already begun," he said.

## FOR SALE

Stratoflex clamps PN 10781-4-22CR - SS clamps used for securing firesleeve over hose assemblies. I have 6 of these - \$2 each or offer (new price is \$4.35 ea at Aircraft Spruce) [ddsylverson@comcast.net](mailto:ddsylverson@comcast.net)

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

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 <eberniard@gmail.com>](mailto:ChipBerniard@gmail.com)

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](mailto:wschanks@gmail.com)

Piper PA-12 project; Additional miscellaneous parts and older instruments also available. This aircraft has been in my wife's family since 1971. No damage history and all logs. Asking \$35,000 for the project and \$23,000 for the 160hp 0-320. If interested, please email me at [joelbrodd@gmail.com](mailto:joelbrodd@gmail.com)

## WANTED

"Working Partner" to develop Durand Mark V as a Kit plane, working knowledge of Solidworks or CAD. An A & P background is desired...Investment is negotiable Contact Jim Swatosh 956-607-6088 [jswatosh@hotmail.com](mailto:jswatosh@hotmail.com) [www.durandmarkv.com](http://www.durandmarkv.com)

## WANTED

Tanis heater for 200 HP Lycoming 360 needed in Mooney— Good used is okay if you know of someone that has one. Yes, this means I finally bought a plane. Thank you for any response. Roger Barcus 651-246-8028

## 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](mailto:N750ET@gmail.com)



## Chapter 54 Directory

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Newsletter Editor/Director At-Large	
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Chapter Historian:	
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Education Director	
Lief Erickson	
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21D RCO 118.625, Uni-com: 122.8	
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](http://www.tailwinds21d.org).