



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

SEPTEMBER 2014

September 2014

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY October 13, 2014

- SOCIAL HOUR STARTING AT 7:00PM.
- Meeting AT 7:30 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.
- AT THE NEXT CHAPTER MEETING: This is a purely social meeting for every member or potential member. Bring friends and family!

Other Events:

- October 11, Young Eagles—9 to 11 AM
- October 13, 2014, October Chapter Meeting

Fall Picnic Report

Metrics:

Percent of guests full of great food 100%

Percent of guests who had a great time 100%



Crashes, burns or other maladies 0.0

Total Number of Great Stories Told 759

Total Number of Jokes Told 135

INSIDE THIS ISSUE:

FALL PICNIC REPORT	1
CONGRATULATION JOHN RENWICK	2
VOLUTEERING AT OHKOSH	3
SECRETARY REPORT	4
PRESIDENTS MESSAGE	6
MORE PHOTOS	7



Number of Calories Consumed 23,420.80

Number of Calories Burned by the Organizers and Volunteers 2,987.34

Congratulations John Renwick

I don't like to toot my own horn much, but maybe this is worth mentioning.

Last year the Red Wing Soaring Association (RWSA.ORG) taught a glider ground school in the Chapter 54 clubhouse, partly because we couldn't muster a Private Pilot ground school of our own last year. It was taught mostly by Woody Minar, with help from other CFI-Gs in the club. One of their students (me) flew his first solo on Saturday at Osceola -- photo attached (I'm on the left, my instructor, Paul Campobasso, is on the right). The glider is a Blanik L23 (made in Poland, I think).



Paul, acting as tow pilot, took me up to 5000' MSL, where I loitered for a while, looking for lift around and over the airport. I didn't find any. Approach and landing were uneventful; the whole flight lasted about 30 minutes.

The most interesting part of this was the dual flight just preceding the solo flight. It ended at 300' AGL when Paul released the tow rope, forcing me to make an emergency return to a downwind landing. They say you can do this from any height over 200' AGL. I definitely believe that; I was too high on final, and had to slip and use a lot of dive brake to get the glider down on the runway. The Blanik's 28:1 glide ratio is pretty amazing, and that isn't even considered high performance for a glider. In powered airplanes we sweat a lot whether we can make it to a runway if the power fails. In a glider, provided you haven't gotten too far away from home, it's the opposite problem: once you're on downwind at 1000' AGL, how do you get the darned thing to descend? A glider may have flaps, dive brakes, both, or neither -- in which case the forward slip is your best friend.

I'm finding it's a gas to fly these things. They're almost silent, and you're floating up there at 40-50 knots, descending gently at 100-200 feet per minute. A tow to 3000' AGL gives you a good 20 minutes in the air (including towing time) if you don't find a thermal to help you extend the flight and get away from the airport's immediate vicinity.

Go try it!

John

Volunteering at AirVenture

By Tom Gibbons

Every year I volunteer at AirVenture over at the Flight Line Operations building. It is located on the north side of the grounds just beyond the Warbird parking area, right next to where they park the T-6's. There are two operations involved with the Flight Line Operations, parking and traffic. The parking crew are the ones who actually park the general aviation aircraft throughout the northern part of the field on both sides of the 9 – 27 runway. The traffic people direct most of all the aircraft landing and taking off from all parts of the airfield, from the threshold area of 18 to all of the 9 – 27 taxiways. It can get really busy or it can be really slow but when it is busy it is the most fun. I volunteer every year for this part and really enjoy it and I usually volunteer for at least a 4 hour shift every day I am there. Some people say why so much and I just tell them I enjoy doing it and being close to the aircraft as they taxi by trying to identify each one. Love it! I camp in the grounds all week and use my bicycle to go to my task each day.

You can volunteer for most anything during the show and there is always a list of the various tasks that need filling every day. All you have to do is pick one and decide when you can help out, even if it is just for a day or two or more. Just pick one that you think you would enjoy and do it, it is rewarding, and that is what makes AirVenture so successful. My particular task starts out every year with a refresher video and then off I go to sign up when I can. Most venues will always keep you feed and provide plenty of liquids from Operation Thirst. All volunteer positions have their own benefits and it depends on how much you volunteer (people call it work but not me, it is VOLUNTEERING) on what benefits you can receive. Each year you have to recheck in and go thru the whole process before starting so no advanced sign up happens.

My opinion is that if it is work to you or you don't like doing it or don't like the people then just don't do it. It is volunteering and you need to enjoy it or it's not worth it.

So Volunteer and Have Fun!

I sure do!





Chapter 54 Meeting Minutes

By Bettie Seitzer, Chapter Secretary

Hello fellow fliers and friends!

Fall is here again and once again we had our September picnic and social night. Linda and I really enjoy creating these events for our members to gather and talk in our very spectacular chapter house. I heard the lively chatter of friends sharing stories, catching up on the news and looking ahead to upcoming flying events. Thank you to all of the volunteers that helped cook and serve and clean-up; many hands really do make light work!

Saturday the 14th was the monthly Young Eagle day; another good turnout. Thank you so much to Linda and all of the volunteers that make our Young Eagle events the very best in the state! On the 14th we also had a chapter clean up day. Thank you for the great turnout of members ready to pitch in both inside and outside the clubhouse. Be sure to notice how clean and organized everything looks! If you weren't able to help out this time, make a note to join us next time. Work is fun when you are doing it with friends!

On the 14th we also cooked up picnic leftovers and provided lunch to the workers – a nice bonus and it was a beautiful day on the patio. Thank you to all who helped cook and serve and clean up afterwards – especially Linda who is my favorite cooking buddy!

If you have feedback about these events, please feel free to share it with me, I would like to know how you feel about these social events and any ideas you might have for future events. We are already planning the December meeting, which we would like to have a dinner like we did last year, different menu, but same fun and festivities.

Summer went by so fast, but we Minnesotans know that we can count on some beautiful fall days; I hope everyone gets in all the flying they want to do. As your season is winding down, would you please take a moment to think about things that we should recognize as a chapter. Did you finish a plane, get your license, start a plane, fly young eagles or accomplish a personal goal of flying to a new airport. Please let me know. And if you are too shy to share your accomplishment – tell me about something your friend did! We will share these stories in December, at the meeting and in the newsletter.

Finally, this is a good time to take a moment to think about our charter members and thank them for getting this chapter started and also to thank those members who always step up when volunteers are needed. I know that some of our members are in the middle of young families and don't have time to do some of the volunteer things – you will in the future and we will be happy to wait!

Gratefully; Bettie Seitzer, Chapter Secretary



From Aviation Day and Pancake Breakfast



Flight line Volunteers above and part of the cooking crew.

Below left more cooks and servers and below the Farnsworth School Volunteers.



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](mailto:mark@tailwindsflying.com) or call 651-982-275.



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

Two great meals, a Young Eagles and a Yard Day...

August was the busiest of the year for Chapter 54 but this September takes second. A cook-out for a meeting, Young Eagles, another cook-out and a Yard Day already. All that and the Pancake breakfast, Oshkosh, a lot of opportunity for building our community.

The next couple of months the Chapter will be working on organization. We will be electing new officers, reviewing and documenting what we learned in the past year, particularly regarding Aviation Day and building a roadmap for 2015.

Chapter 54 is governed by a board composed of officers and directors. Last year we changed over the Officers this year we will be electing directors. In the next few weeks the board will be reaching out to existing Directors to confirm their interest in continuing and looking for at least one new director to fill a current vacancy. If you think you are interested, please contact one of the Board Officers Paul Randall, Betty Seitzer, Tom Gibbons or myself.

In our next, October meeting I will be communicating the details of the roles know as Class II directors, current holders and opening up the roles for nominations. If you have ever considered getting more involved in Chapter 54, particularly if you have not done so in the past please let me know or speak up at the October meeting to be part of the balloting scheduled for November.

For Programs in the coming months, we have October and November where the plan to have a standard meeting including some of the mentioned election activities. December we will repeat last year and have a dinner, awards and presentation of new office members. Stay tuned for program details.

In summary this September I want to pass along an observation. While marshalling aircraft for Young Eagles yesterday I noticed more than the usual activity even adding our six aircraft. 21D was busy! Maybe making up for the lousy spring, or perhaps a trend. If the long range forecast is to be believed, we expect some more glorious fall weather and perhaps things will stay this way at least as long as usual. Go flying and bring someone along. As for being busy, while flying do your part and go somewhere!



EAA CHAPTER 54 TREASURER'S REPORT

BY TOM GIBBONS

EDITORS NOTE: AS DISCUSSED AT A RECENT BOARD OF DIRECTORS MEETING, THE TREASURER'S REPORT WILL NOW BE ON OUR WEBSITE AT WWW.EAA54.ORG/MEMBERSONLY



Another photo from Aviation Day. See many more on our chapter website — <http://eaa54.org/Photo%20Gallery.htm>



Chapter 54 Directory

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Chapter Historian: Jeff Hove



More Photographs of the Annual Fall Picnic

Members and their guests enjoyed fine conversations. Some people brought desserts and side dishes to share. We asked for \$5 donation for each person that joined us to cover the picnic.

