



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

AUGUST 2014

August 2014

THIS MONTH'S PROGRAM WILL BE ON

MONDAY September 8, 2014

- **SOCIAL HOUR STARTING AT 6:00PM.**
- **PICNIC AT 6:30 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:

- **September 13, Young Eagles—9 to 11 AM**
- **Clubhouse Landscaping Clean Up September 13, 2014 (After the Young Eagles Flights)**
- **October 13, 2014, October Chapter Meeting**

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Flight Report by Dave Syverson

Dale Seitzer always has great ideas for neat trips to grass fields on a warm summer evening. So, When Dale called me up to ask about taking an evening flight on June 23rd with two aircraft, his Sky Ranger and my Kitfox, the answer had to be an emphatic YES!



Of course, I had little or no information as to exactly where we were going or what the field looked like except that it was near Boyceville and belongs to Chip. By the way, although Chip got the property a couple years or so ago with the grass strip, it doesn't have a hangar yet so Chip's plane is still located at 21D.



So Dale is the leader and I keep my distance about 1/2 mile behind, to his left and at a slightly lower altitude for the trip out to Chip's place so we can keep an eye on each other's planes. Dale has prepared me a little by explaining the field is approximately 31-13 and we will be landing 31 in honor of the slight northerly wind. Dale also let me know that 31 has trees not too far south of the threshold; but, it doesn't matter anyway since the first 200 or 300 feet

A Return visit to Madeline Island, Wis. July 2014 by Dan Bergstrom

Karen and I made a return visit to Madeline Island on Thursday, July 3, 2014. We have been going up to the island off and on since the 1970's. Back then we flew a 1946 65-hp Aeronca Chief that had a cruising speed of 83 mph on a good day with no wind. Poor Karen endured over two hours of bumps and turbulence on the way up to the island and then even more bumps on the way home. Our little Chief did not have the power to climb up to the smooth air that waited for us just above the afternoon clouds.



What a difference 40 years has made! On the July 3 flight, we flew up to Madeline Island in our 150 hp Wittman Tailwind which cruises easily at 160 mph and has more than enough power to climb up to the smooth air. That long ride of years ago now lasts just a few minutes over one hour.

After landing, we walked into town and rented a tandem bicycle which cost us \$65 for the day. Once we had our bike, we rode 6 miles out to Big Bay State

Park and went hiking on the sand beach next to Lake Superior. Then it was time to bike back into town for lunch which was followed by more biking. By the end of the day we had ridden over 30 miles on the bike. (The owner of the bike shop will give you a ride into town and back to the airport... if you rent bikes from him.)

If biking is not for you, other activities on the island include golf, sailing, swimming, kayak and canoe rentals and fishing from charter boats. There is also a passenger / car ferry that sails to Bayfield, Wisconsin every half hour for even more activities and shopping.

Going home late that afternoon we climbed up to 12,500 feet and got well above the cumulus clouds and the summer time bumpy air. Karen slept most of the way home in cool comfort. Flight is good with a Tailwind.

Madeline Island is located 160 statute





miles from Lake Elmo on a True Course of 038 degrees. The Madeline Island airport (4R5) is located on the southwest end of the island. The runway was repaved about 5 years ago and a much larger parking ramp was added at the same time. The airport is just over a mile from La Pointe, Wi which is the only town on the island.

The flight to Madeline Island is a nice day trip from Lake Elmo with almost any light plane ...including a Chief. I would suggest that you plan your flight for a day when a High Pressure weather system is located over the island. This will give you

light winds and blue skies. Fly over early in the morning, spend the day and then plan a late afternoon flight home back to Lake Elmo. Fly high and avoid as much of the afternoon turbulence as possible. Your passengers will thank you....and will fly with you again.

The Apostle Islands and Lake Superior.

Dan

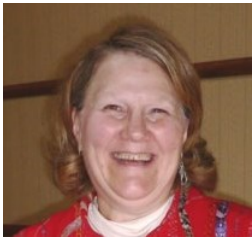


Young Eagle Pilots and Ground Crew Needed Next Event is 9/13/14 — Contact Linda Amble, youngeagles@eaa54.org to volunteer

Pilot Requirements — The Young Eagles pilot requirements are basic, but must be followed. To fly passengers in the EAA Young Eagles program, you must:

- Be an EAA member
- Hold an appropriate Airman's Certificate (sport pilot or greater)
- Possess a current Medical Certificate (if applicable)
- Be current to carry passengers in the aircraft you plan to use
- Have a current biennial flight review
- Complete the appropriate Young Eagles registration form before the flight, signed by you and each of your passengers. A parent or legal guardian signature is required for all Young Eagles flights.
- Conduct flights in an aircraft that is in airworthy condition
- Have Aircraft Passenger Liability Insurance for the aircraft used (owned, rented, or borrowed)
- Adhere to all applicable Federal Aviation Regulations





Chapter 54 Meeting Minutes

By Bettie Seitzer, Chapter Secretary

Members shared their observations and experiences at Oshkosh AirVenture 2014



is up sloping from the approach end and we won't be touching down near the threshold anyway. The strategy is to approach so the glide matches the high spot and following down slope, so just following the contour of the ground till you run out of airspeed. Then there is another low spot after the high



spot which has a bit of a wet spot at the bottom to the west so it is important to track to the right of the center of the strip to stay on the firmer ground. Of course, it's up hill again after that on the way to the turn off by the house. This is what is called undulating topography, as I understand it, maybe 50 to 75 feet difference in field elevation depending on which high or low spot the measurements are taken. The field is a approximately 1,800



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.



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

At my last writing, I was imagining all the preparations underway for AirVenture 2014. The trip to Oshkosh a few weeks back and the big local event of the year Lake Elmo Aviation Day just earlier today are behind us. Those of us who were lucky enough to go to Oshkosh and everyone who attended and helped with Aviation Day have much to look back on. What I am reflecting on is all the teamwork it takes to prepare and execute an event like Air Venture or in a smaller but more significant to our group Aviation Day. The time and energy, none of which comes from some infinite bank, that is offered freely is amazing in both cases.

Close to home today's event was a huge volunteer effort. From the set-up to the cooking, all the logistic support in managing aircraft movement and vehicles to the overwhelming response from Chapter and Airport aircraft owners to bring their prized possessions out for review. The weather was terrible, but I venture the average guest was not impacted by a lack of airplanes to look at. The variety of equipment based at the airport is truly impressive. I cannot imagine, outside of a major event like Oshkosh, an exhibition like it with more variety.

The final report will be out next month. For now I have a few initial thoughts to share. In observing the planning for this year's Aviation Day, I see a theme. That theme is technology. From the experimentation with publicizing the event via Facebook, to the request to take a credit card for a breakfast to the idea to do a video for our guests at this year's event, our chapter resources could use some upgrades. A desire for a new projector, perhaps one that could fit the latest computers and throw a beam without killing all the lights has already been expressed at our last meeting.

These improvements along with other important topics will be the subjects of a fall board meeting we will have in October. Between now and then I am asking for your thoughts on anything else you think the chapter needs to consider or review.

In closing for August, I want to thank those from our chapter that volunteered at Oshkosh, and everyone who helped in any way to make our Aviation Day a success. To show appreciation our September 8th meeting will be our Fall Cook Out Volunteer Appreciation. Those volunteers within our chapter and others like the Farnsworth parents who helped out today are the guests this time. I hope to see everyone there. If you were away, not able to contribute today for whatever reason or have more in the tank to share here is another chance. Please think about pitching in. I will be letting you know how you can help in the next couple of weeks.

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



feet long; or, about twice as long as the last grass strip Dale & I visited so there is plenty to work with. Dale lands first while I circle the field for an approach to 31 keeping an eye on the deer in the field next door - they stay put so the landing is completed on the downslope out of running range of the deer - rolling down past the wet spot, up the slope and turn off to park next to Dale's Sky Ranger. Chip is already out there setting up to greet us so he watches both planes land and taxi up. If you remember June, 23 and thereabouts, that is when it was extremely wet in Minneapolis-St Paul; but, we observed that as we progressed east there was a whole lot less water standing around and by the time we got to the grass strip, the terrain was pretty well drained...back to that undulating topography deal which while it has its own challenges for landing, also helps with drainage.



We had a great visit courtesy of Chip's hospitality; and, by the time we departed the wind had died making 31 - 13 both options for takeoff. Utilizing 13 from the top of the hill, there is sufficient room to easily get a Kitfox and Sky Ranger airborne before meeting the low spot and the next upslope. The trip back was great with the sun low on the western horizon. Dale had his camera with and got the photos during the trip.

Hard to beat a fun day flying! And, burning a bit less than 4 gallons per hour too! Dave Syverson

Farnsworth School Hangar Visit

EAA 54 and Lake Elmo Airport rolled out the red carpet for the students and staff from Farnsworth School. Thank you notes from the students were on all the tables at Aviation Day Pancake Breakfast tables. Thanks to the members and MAC staff for pitching in to provide a meaningful day for the students and staff.



Aviation Day 2014 Declared — Great Success

Thanks to members and volunteers that worked to make the event a success again this year. The Pancake breakfast achieved the goals of raising funds to support our advocacy and educational programs AND outreach to the local community.



The weather did not allow many planes to fly in but many types were available for the public to view.



Good food and the only fly in I know of that caters to kids!



A nice variety of aircraft types on display. Farnsworth students and staff helped clean tables and set up the dining area.



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