



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

DECEMBER 2015

## December 2015

NEXT MONTH'S PROGRAM WILL BE ON

**MONDAY January 11, 2015**

- Social hour from 6:30 to 7:30 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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## Upcoming Events

1. Next Meeting — January 11, 2015
2. Ground school begins in February 4, 2016

## PILOT'S BILL OF RIGHTS

The U.S. Senate has passed the Pilot's Bill of Rights 2 (PBOR2), which will now go to the House for consideration. The bill, which includes third-class medical reform, was passed by unanimous consent on Dec. 15, less than a week after it was reported out by the Senate Committee on Commerce, Science and Transportation. The House must also pass the bill before it can go to the President for his signature.

"Working a bill through Congress is incredibly difficult and painstaking work, so we'll take a moment to congratulate all involved in this major step forward for aeromedical reform, although we know the Senate's approval guarantees us only more hard work ahead," said EAA Chairman/CEO Jack J. Pelton. "First, we thank Senators Jim Inhofe and Joe Manchin, their staffs, and the other co-sponsors of the bill to get to where we are now.

The continuing communication between EAA members and their senators also played a major role and we'll need that again in the House. The goal is for tens of thousands of pilots to avoid the complexity and expense that is inherent in the current third-class medical certification process."

More information is available in the full story at EAA's website. [www.eaa.org](http://www.eaa.org)

## Owners and Operators of Drones or Unmanned Aerial Vehicles Must Register

Q1. What is the definition of a UAS? Is it different from a drone?

A. A UAS is an unmanned aircraft system. A drone and a UAS are the same for registration purposes.

Q2. Does the FAA have the authority to require registration of UAS used by modelers and hobbyists?

A. Yes. By statute all aircraft are required to register. Congress has defined "aircraft" to include UAS, regardless of whether they are operated by modelers and hobbyists.

Q3. What is the penalty for failing to register?

A. Failure to register an aircraft may result in regulatory

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and criminal sanctions. The FAA may assess civil penalties up to \$27,500. Criminal penalties include fines of up to \$250,000 and/or imprisonment for up to three years.

Q4. Will an operator be required to have proof of registration while operating the UAS?

A. Yes. You will be required to have your FAA registration certificate in your possession when operating your unmanned aircraft.

Q5. Why do I need to register?

A. Federal law requires aircraft registration. Registration helps us ensure safety – for you, others on the ground, and manned aircraft. UAS pose new security and privacy challenges and must be traceable in the event of an incident. It will also help enable the return of your UAS should it be lost.

Q6. Where can I find information about operating my UAS safely?

A. You can find safety and operating guidance on the internet at [www.faa.gov/uas/model\\_aircraft](http://www.faa.gov/uas/model_aircraft). The unmanned aircraft systems website contains important safety guidance as well as other facts and information. [Back to top](#)

## **What's covered by the new registration system?**

Q7. Who is required to register on the new online UAS registration website?

A. Only individual recreational or hobby users who meet U.S. citizenship requirements are able to register their unmanned aircraft using this new streamlined web-based process. This new, faster and easier system will be available for other UAS owners soon.

Q8. Which unmanned aircraft may register under the new registration requirements?

A. Unmanned aircraft weighing less than 55 pounds and more than 0.55 pounds (250 grams) on takeoff, including everything that is on board or otherwise attached to the aircraft and operated outdoors in the national airspace system must register. These aircraft may register under the new web-based registration system.

Q9. Is there a weight limit on what requires registration?

A. All owners of small UAS weighing more than 250 grams (0.55 lbs.) and less than 55 lbs. must register using this new system

Q10. Do children's toys need to be registered?

A. Not if they weigh below 250 gm/0.55 lb. or less. Most "toys" the FAA has identified at a purchase price of \$100 or less have been determined to weigh less than 250g. You can find more information in this [Recreational UAS Weights document](#) (PDF).

Q11. Do I have to register a paper airplane, or a toy balloon or Frisbee?

A. No. Even if these things could be considered "drones" or "unmanned aircraft" and met the minimum weight threshold of 250 gm/0.55 lb., the registration rules also require that they be a part of an "unmanned aircraft system." An "unmanned aircraft system" includes the communication links and components that control the small unmanned aircraft along with all of the other elements needed to safely operate the drone. Paper airplanes, toy balloons, Frisbees, and similar items are not connected to such control system.

# A Great Day Flying

Dave & Diane Syverson, Kitfox 7 Tri gear

Saturday November 28, 2015 dawned as one of the best flying days we have had recently; clear skies, mild wind out of the west, visibility unlimited and not a pothole in the sky. The day started at 7 degrees F. at Lake Elmo so preheating the engine was mandatory before "lighting the fires". Our intended destination was the Fillmore County airport just west of Preston Minnesota to visit friends. The route brought us past the east side of Rochester .

The flight passed over part of South Eastern Minnesota's unique karst topography providing a great opportunity to see some sinkholes along the way. The sinkholes in the photo outline the subterranean cave system in Olmsted County between Marion and Chatfield along highway 52. The old sinkholes have large trees filling the cavity while the more recent ones have no trees and little vegetation. Some sinkholes have ponded water where they have sealed as they collapsed while some of the holes are open to the cave system below and drain any water entering. While Olmsted county has some of these features, Fillmore county pretty much wins



the "sinkhole lottery" with as many as Minnesota has lakes.....10,000 according to DNR! Seeing these features from the air causes a person to ponder how people have dealt with this in the past...how do you decide where to build? Do people ever lose livestock in these things? How'd you like to farm around these?

We arrive at Fillmore County airport and find friends Pat and Lyn in their hangar with their nicely

maintained Ercoupe. After some visiting Pat and Lyn are ready to takeoff and we are soon on our way back to 21D to enjoy the sights along the way back home. Arriving at 21D the CTAF is very busy including transmissions from Dan Bergstrom returning with his Tailwind from Boyceville. You just can't beat a good day flying!





## Coffee and Rolls at the Osceola Airport by Dan Bergstrom

December 2015.

It was time for my "bi-annual" flight review so I went up to the Osceola airport for some flight training today.

Dick Johnson of Osceola AeroSport LLC offers advanced flight training in his 180 hp. Champion Decathlon, that will leave you smiling and also a better pilot.



### 8KCAB Decathlon

Our flight started out with some steep turns pulling +2 G's and then progressed to steep lazy 8's. From there we went to very nose high attitudes and I learned to recover to level flight without stalling or losing control of the airplane.

After the nose high maneuvers, we moved on to recovering from inverted upsets without doing a split-S into the ground. We finished our time with some loops and rolls which were lots of fun....(yep, you are going to wear a parachute.)

A side benefit of the flight was getting to fly the Decathlon. It is a nice flying airplane with an inverted fuel and oil system and a constant speed propeller. The controls are well balanced without being overly sensitive.



The Decathlon is just as happy upside down as it is right side up and best of all it has a great heater for winter flying! You don't need to fear this little airplane

We did the post flight de-briefing over coffee, cookies and rolls (from the bakery) served hot and fresh in the Aero-

Sport office.

If your bi-annual flight review is due or if you just want to spend a fun day at the airport, I would highly recommend that you consider coffee and "rolls" at the Osceola airport.



# FROM THE FLIGHT DECK (PRESIDENTS REPORT)

*JIM PEARSALL*

Greetings fans of Sport Aviation and purveyors of aviation knowledge. It is December but as I write this, the ATIS does not give the date away. I can tell the year is coming to a close by activities around the chapter. Last month we had our annual elections and I want to thank the returning officers and members for their continuing dedication.

Last Monday we had our holiday dinner at the clubhouse as well as recognition for our outgoing officers Bettie Seitzer and Paul Randall. I do want to remind that we still have two officer positions open we are working to fill.

Planning for our 2016 edition of ground school is underway. The schedule and curriculum will be much like this



past class with a planned addition of some Sport Pilot related material for those pursuing that rating. Classes are to start early February, running through May. Again this year we have online registration for the class. See the flyer available on our website and this newsletter. While on the subject of the flyer,

if you know of a community bulletin board, consider printing a copy and posting it. The ground school is a great way to increase our numbers, in pilots, chapter and EAA members.

As I close this edition and 2015, I want to thank those dedicating their time, treasure and spirit to Chapter 54. Jim Pearsall, President, EAA Chapter 54





# Vadnais Heights senior learned to fly before he could drive

By Barry Lytton blytton@pioneerpress.com



Michael Wrona, 18, flew just over an hour around Downtown St. Paul on Nov. 15, 2015. He became a licensed private pilot on August 26, 2015, by age 17. After this flight he added one hour to his 80 hours logged in the skies of Minnesota. (Pioneer Press: Barry Lytton)

Downtown St. Paul's tallest buildings obscured the sunshine, and the GPS on the four-seat Cessna wasn't working. "St. Paul tower, Cessna 87Niner, request to land," the pilot said into his headphones. "The GPS is being a little bit wonky right now, so I'm just not gonna use it," he said aloud.

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## **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).



# Chapter 54 Meeting Minutes

## By Bettie Seitzer, Chapter Secretary

First let me offer heaps of thanks to everyone who helped make our annual holiday dinner such a wonderful event! Linda gets huge credit for planning a menu that was a big hit with everyone! Dale helped me set everything up on Sunday so that our Chapter house was turned into a cozy place to enjoy good company and good food. (His help was extra appreciated this year because I managed to break my arm 4 days before the big event!) Tom came early to help carry things in, get the cookers set up and putting the lovely finishing touches on the tables. By the time everyone started arriving, our chapter house was ready to welcome our guests.



Thank you to everyone who brought desserts – the selection was fabulous and so delicious! There was truly something for every taste. And everyone who helped with set up and serving and cleaning up really made the event so special. Thank you and thank you again!



In this busy season it was so pleasant to relax with friends, listen to happy conversations and enjoy an evening with our flying family. Also wonderful to see and welcome so many guests. Events like this are the things I treasure most about the Christmas season, and make our flying community stronger every year.

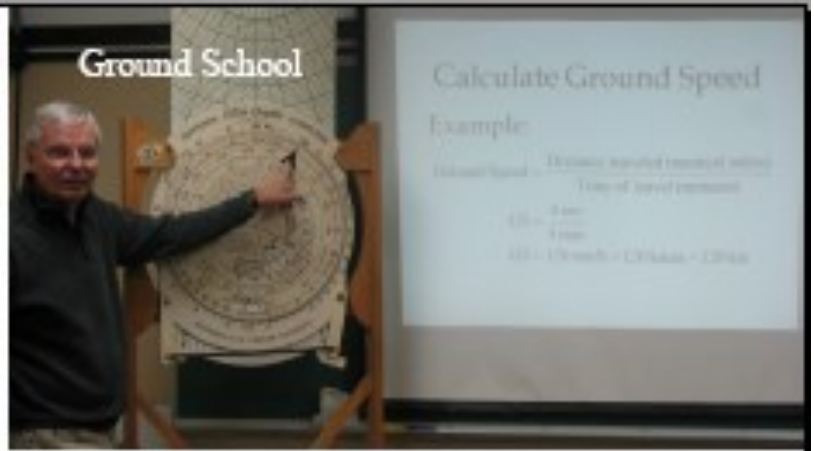
2016 is almost upon us, and it will be a good year! Chapter 54 is stronger than ever and our members offer so much to our community. We will again offer a ground school, and thanks to Paul, I think we have the best program! Our partnership with Farnsworth connects us to the next generation of aviators and aviation industry workers. The spring Hangar tour is a big hit with the kids – if you haven't participated in that event yet, consider doing it this year.

Speaking of the next generation of aviators, our Young Eagle program is going strong – Linda has taken what Dave Becker started and built it into a well-oiled machine! She counts on volunteers to make it work and the volunteers have a lot of fun doing it. She needs pilots and non-pilots to make it safe and fun. (Remember also that we earn dollars toward Air Academy by flying Young Eagles.) The smiles on the kids' faces are priceless! If you haven't volunteered yet, consider doing it this year.

On May 9<sup>th</sup> we will have our annual "banquet"; at the Christmas party several of us talked about the tradition. For years the spring banquet was a







# Private/Sport Pilot Ground School

Starts February 4, 2016  
6:00 — 9:00 p.m.

EAA Chapter 54 Clubhouse  
Lake Elmo Airport

**Enroll on-line at [Eventbrite.com](http://Eventbrite.com)**

(search Lake Elmo Ground School)

**Information at [www.eaa54.org](http://www.eaa54.org)**





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The wind rattled the small plane, and the pilot, just-turned-18-year-old White Bear Lake High School senior Michael Wrona, veered left.

Over the past five years, there have been an average of 3,348 licensed pilots ages 16 to 19 a year in the U.S., according to the Federal Aviation Administration. As of Aug. 26 -- about nine months after he turned 17 -- Wrona was one of them. And it wasn't easy.

Wrona spent the past six years readying himself to fly. He took private flying lessons at Fleming Field at South St. Paul Municipal Airport. He took aviation tests while his peers took the ACT, and he flew planes while others enjoyed lazy weekends. He paid for it all by mowing lawns.

"I'm a bit of a nerd, I guess," Wrona said.

From above on clear day, the seven-county metro area turns into large spots of green and blue with two gray outcrops -- downtown Minneapolis and downtown St. Paul. Wrona pointed out the passenger window of the single-propeller plane to a football field surrounded by a track.

"That's my school," he said. "I've tried to find my house, but it's hard."

Wrona landed the plane at St. Paul Downtown Airport.

Sonya Wrona said her son spends Sunday mornings watching YouTube videos of airplanes while sipping coffee.

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formal event, held at a fine restaurant. People got dressed up and it was a chance for "the guys" to take their wives out for a fancy evening. Times have changed, and for several years we saw declining attendance and less interest in that kind of event. The cost for the event had gone up and it was harder and harder to find a venue that suited us. A few years ago we decided to try something different -- a picnic at the chapter house. It has been a big hit and we see more people every time. Now we host an evening picnic in May and a Saturday picnic in September.

2016 will also see another significant upgrade to the Chapter house; installation of maintenance free siding. This is a good time to reflect on the beginnings of our chapter and what our founders and earlier members have given to us. It is a good example of stewardship! Too often people are driven to think about the current moment and immediate wants. We have members who have taken the long-term view and thought about the sustainability of the organization. We are on solid ground and will still be going strong when those young aviators from Farnsworth are looking for an EAA chapter.

In closing, I wish you all a peaceful and joyous holiday season. May you have plenty of time with friends and family, your favorite holiday treats and the ability to relax and enjoy the surprises of the season. Who knows -- there may even be snow!

Respectfully submitted

Bettie Seitzer

Secretary, EAA Chapter 54



## Chapter 54 Directory

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