



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

JULY 2014

## August 2014

THIS MONTH'S PROGRAM WILL BE ON

**MONDAY August 11, 2013**

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.
- AT THE NEXT CHAPTER MEETING: to be Determined
- THERE WILL BE A SHORT BUSINESS MEETING FOLLOWING THE PRESENTATION

### Other Events:

- August 9, Young Eagles—9 to 11 AM
- August 17, Aviation Day—Pancake Breakfast—8 AM to 1 PM

## Air Academy Report



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First speaker: Gabrielle Damiano, our Air Academy student came to tell us about her experience. She began with video of a helicopter flight that she was treated to. She expressed a hearty thank you and said that she had a blast and really enjoyed the experience.

She would like to be a commercial pilot; and has been told to start following her dreams when she was young. She said that the camp was amazing. They spent a lot of time at the museum. She had many photos of the things that she saw at the museum. She got to fly in one of the Cessna's. They built wing ribs from wood, metal and foam.

She is 13, going into 8<sup>th</sup> grade and has access to a S.T.E.M. program; she will have more opportunities for aviation classes in high school. She would consider joining a branch of the military in order to build her flight time and experience. She is interested in going to the advanced levels of Air Academy as she gets older. She is hoping to be able to go to OshKosh this year, but not sure yet.

## RV Kit Aircraft Presentation

Doug Weiler, Peter Frueling, and Tom Berge came to speak about the RV aircraft.



Doug started building an RV 4 in 1991, the kits at that time did not have as much prefabrication so it took him 12 years. His second RV took much less time. RV is the largest manufacturer of air-frames In the world.

Dick VanGrunsmen started his first plane as a modification of the Stitts Playboy. With modifications that became the RV 3, a single place plane. Customers asked for a 2-place plane so Dick went to work on the RV 4, which came out in about 1979. 1,366 were completed. IN 1985 the RV 6 came out – very popular design actually created by one of Dick's engineers.

On the RV website there is a counter displaying the number of completed planes reported to the company. It is by far the most popular homebuilt plane. There are over 8,600 completed planes known. It handles well, most are aerobatic, and are good cross country planes. Doug especially appreciated the excellent factory support he received.

The modern kits come in two forms: standard and quick build. The quick build significantly reduces the build time but still qualifies as experimental home built. The basic kit has 4 parts. Empennage, wings, Fuselage, Finishing. Everyone starts with the empennage; which is a great opportunity to determine whether a person really likes building and wants to continue. If they decide not to continue, they can easily sell the empennage and tools – plenty of buyers.

You can still get an RV 3, RV-4 (2 place but for smaller people).

The newer RV 7 is a 2-place, there are over 1300 flying now. RV 8 is a larger version of the RV 4. It is a little heavier than the 4 but more comfortable. The RV 9 was originally designed to be a training RV, non-aerobatic. Has a high lift wing and handles very well. There are about 900 of these flying. RV 10 is a 4-place, similar to a Bonanza, but roomier. It is as fast as a regular retractable gear Bonanza. RV 12 is the light sport version and is available as a fully finished plane for about \$123,000. The RV 14 is a larger version of the RV 7 for big guys. This is an advanced kit, and only one has been completed so far.



An RV can take between 1500 – 3000 hours to build, however the time from start to finish will depend on how much time you have to dedicate to it. Just one task at a time.

Cost – depends on how much you want to spend. A rule of thumb is to take the cost of the kit and multiply by 3.5. Of course you can save money by careful selection of panel components, engines, etc.

The Twin Cities RV Builders group has about 200+ members with 2 – 3 planes completed per

year. They meet once a quarter and have a newsletter. Their meetings are open to the public. The club provides builder support and technical counselors. Van also provides excellent builder support and there are websites and groups also providing support and advice to builders. There are used planes available for purchase; the club has technical counselors can be hired to provide pre-purchase inspections.

Peter built an RV 7. He met Doug and realized that he could probably build a plane. Once he rode in a plane he was convinced that he wanted an RV. When he started, his biggest fear was finishing the plane. To alleviate that he did some research and decided what he really wanted. He started with designing the paint scheme so that he would have a clear vision of what the finished plane would look like. He used that as a motivator to keep him focused on the finish line. His recommendation is to keep the finish line in sight to carry you through the hard times. Peter recognized that there were fun parts and tedious parts; but with the completion of each part he was inspired to continue. As Peter was building he received help from many other builders who were willing to pitch in with help and advice.

He created a mockup of the panel so that he could be sure that he could reach and see every instrument. He printed out the mock up and put it into the fuselage to be sure that everything was within reach.

He was surprised by how much he learned about the systems and the structure of the plane; and that added to his confidence with the plane. His friends have said that they could never fly something that they had built. Peter said that now that he has built a plane, he would never fly something he didn't build.

When he got into systems he realized that he needed more help and formed a more formal relationship with Tom so that he would have the expertise that he needed to get that right.

Once the plane is signed off you have to wait for perfect weather and select a test pilot. Do the test flight on a quiet day without press notices or an audience.

He was invited to display his plane in the Garmin booth at Osh Kosh.

He closed with "building is a lot more than building – it is a new group of friends."

Tom Berge has built 5 planes and is a transition trainer for Van's aircraft. He has flown many long distance trips in RVs. He showed a map that included trips to Alaska, The West Coast, the East Coast, Texas, California, and Key





EAA Chapter 54

## Chapter 54 Meeting Minutes

### By Bettie Seitzer, Chapter Secretary

7/14/14 Business Meeting

Aviation Day 2014 is August 17<sup>th</sup>. Volunteers are needed; Jeff Hove is coordinating volunteers and will be contacting members to fill open positions. Members can help for the entire event or only part of the time, but all help is appreciated.

On Aviation day we will be featuring a CAF appearances, rides will be available in a BT-13, PT-22, and L-5. We are also hoping for a B-25 fly-by. Exhibitors and vendors are being finalized; but we do know that there will be a Pietenpol on display. We will be adding forums this year to give our guests an opportunity to learn more about aviation; look for the schedule at the event.

There are large format posters available, pilots traveling to fly-ins are encouraged to take one and display it on their plane while it is parked at the fly-in. A digital version of the poster is also available for individuals to print and post.

Jack reminded us that we have a goal of making people better informed and educated. Remember that we need lots of volunteers, and there is something for everyone that they can enjoy and feel good about contributing. Jack will also be interviewing some chapter members and adding their photos to photos of the young eagles for a continuous display that will run on a computer monitor during the event.

Jack is requesting donations that could be used as door prizes; if you have something to contribute, please get in touch with Jack or bring it to the chapter house. We will have a table with past copies of aviation magazines that guests can pick up one and take it with them. Members are encouraged to donate any magazines to this table.

Al K announced that Jerry Serraco started a tradition of helping to maintain the side of the highway near the airport. There was a small bank account of money that the group donated to cover the cost of donuts or other small expenses. The account is being closed out so the remaining funds are being donated to the chapter for education funds.

Jim Pearsall will provide a light sport briefing next Saturday at Valters.

There are some folks coming in from the UK for AirVenture and would like to have a hangar tour the weekend of the 26<sup>th</sup>. Anyone willing to open their hangar to these visitors should get in touch with Jim Pearsall.

Young Eagles event in May 2014. We are always looking for ground crew volunteers or pilots—next event is August 9, 2014 starting at 9:00 AM



West.

He enjoys doing the transition training and now helps people find finished RVs to buy including inspecting and test flying them. He currently flies an RV 7A. It took him 23 months to build working every evening after work. He said that your second plane is much easier to build!



Tom provided some data about his plane: Cruise at 5000' or above, 160 KTSa; 8.2 GPH, runs lean of peak, he does have a O2 system and uses it above 7500 feet. Has an upgraded panel. The capacity is 2 people and 100 lbs of baggage. He found that the O2 makes the flight much easier on him, including having more energy after landing. He upgraded his system to an Aspen and is really happy with it. Traveling with his wife he has found that he rarely needs to carry more than about 35 pounds of baggage.

He recommends keeping the panel as tightly and closely spaced as possible without wasting space.

He has organized group fly-outs; last year they went to West Yellowstone and then to Steamboat Springs. Steamboat Springs airport has "Ted" the legendary airport Cat who is not afraid of planes and will climb into a plane given the chance. The group for that fly-out was 16 people and plenty of tents. There is free camping at the airport for pilots. The West Yellowstone airport campground is tucked into the pine trees, the photos showed a lovely campsite.

The three gentleman gave an excellent and well organized talk; they are open for questions from anyone who might want to know more about the planes or the building process.



## **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-

## FROM THE FLIGHT DECK (PRESIDENTS REPORT)

*JIM PEARSALL*



Greetings,

I imagine many like myself are in various states of making plans, packing, reviewing checklists and NOTAMS associated with the big show in two weeks from this writing.

I am excited to spend the entire week at Air Venture this year but right now am looking beyond the next couple weeks to chapter 54 biggest event Lake Elmo Aviation Day August 17<sup>th</sup>. The big pieces are in place, shopping is underway and we have no shortages of stuff for the event.

What we are in need of is people. To have a pancake breakfast takes people. To have a really good pancake breakfast takes more people. To have an event with pancakes, parking, aircraft operations, kids activities at a facility that needs to be set-up executed and torn down in 8 hours takes a BUNCH of people.

If you are reading this and already volunteering thank you very much. If not, I encourage you when our volunteer coordinator Jeff Hove calls and your schedule allows to sign up for an event. In either case, if you know of someone who is involved with the chapter, aviation or is interested in supporting education and aviation you get them in touch with Jeff.

If you cannot do any of the above, will be at the cabin or otherwise engaged, at least spread the word.

Jim

### **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/MEMBERONLY](http://WWW.EAA54.ORG/MEMBERONLY)*

# Flying for Maintenance and Parts

By Dave Syverson

Our Kitfox was due for a Transponder check in July 2014 and July 16<sup>th</sup> seemed to be the day the stars and planets aligned to get it done. Of course, better yet to do two things at once so a trip to KLVN to get the transponder taken care of followed by a stop at K7Y7 was in order to get some epoxy primer for the recently fabricated wheel covers for the Kitfox plus a bunch of other small parts that have been made since the build.

First thing in the morning on the 16<sup>th</sup> there was some local IFR but that cleared up in time to make the appointment at Lakeville with Mike Gleason of Stein Air for the transponder work. Mike is an Experimental builder who is currently flying his Zenith STOL. Several of the folks at Stein are also builders.

Mike Hilger, who also works at Stein is the EAA tech counselor who did inspections on our kitfox as it was being built (pre and post covering).



Mike Gleason got the transponder checked out in short order and without any issues. On such a beautiful day, we just set the plane up in front of Stein's hangar at KLVN. Stein was also the supplier of many of the electrical components, tools and wiring for the Kitfox during it's build, as well as the really neat red LED strip that makes the panel so nice to see at night.

With the Transponder work done it was time to head for Belle Plain to see Jim Drometer about the paint. Jim is a Poly Fiber Rep who does a lot of Aircraft Restoration in his hangar at the north end of the grass strip. He supplied all of the materials and paint for the Kitfox when it was built. Jim knows a whole lot of tips and tricks for painting and covering....one of the best was his trick of using a hairdresser's permanent solution dispenser as a glue bottle for applying the poly tac, which is used to glue the fabric to the

aircraft. That did cause me to think of another issue....if the stuff a hairdresser uses on their customers is so nasty that they have to use a bottle that stands up to MEK (Methyl Ethyl Ketone)...what the heck is that all about! Yes....you can leave the permanent solution bottle full of MKE sitting on the shelf for a month and it will still be there!

It ended up being a great day to stop by Jim's place. Not only was the four feet of water gone on the north end of the strip from the June rains, and the grass in great condition, but there was a lot going on at the field and in the hangar. The original owner of the 1946 Aeronca posed with his beautiful plane just before taking to the skies.



A retired Northwest pilot is currently building a Cub with Jim's help. This is more of a build than a restoration as both the fuselage and wings are entirely new.



The fuselage of an Aviat float plane showed up on a flat-bed to have it's lower longeron repaired where the float mount had sort of taken the weld and part of the tube with it when it separated.

So, you see, every trip, even a little trip to get a transponder calibrated and some paint collected can be a really fun day flying!

So get out there and fly!

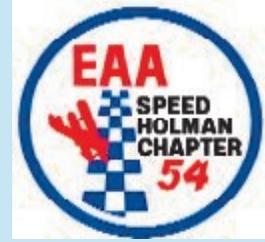


Tell your friends  
and neighbors  
about Aviation  
Day August 17,  
2014



## Aviation Day

EAA Chapter 54



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