

March 2017

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY April 10, 2017

- Social hour from 7:00 to 7:30 PM
- Meeting at 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Speaker:
- Our Chapter Web site address: www.eaa54.org

INSIDE THIS ISSUE:

I'LL NEVER DO THAT AGAIN	1
PRESIDENTS MESSAGE	3
GROUND SCHOOL UPDATE	4
ANTIQUUE FLY IN	7
YOUNG EAGLES	8
SCHOLARSHIPS	5



I'll Never Do That Again

The Crosswind Gust

By Kevin Szalapski

THE SET UP - It was a clear summer evening around Osceola, as I took off for a flight around the neighborhood. The St Croix River Valley and the rolling farmland and woods make the area a fun place to fly. I had wind coming from the west as I took off on Runway 28, into the wind. Flying over the Saint Croix river you see fisherman, people in canoes and people swimming, all enjoying a beautiful summer evening. After a one hour flight and some practice landings at a nearby airport, I headed back to Osceola to land. The wind was still blowing from the west, but now it was a little stronger with some gusts. I managed to make an acceptable landing on runway 28 and all the parts



stayed attached. I could tell the wind speed had increased because with the head wind, I was traveling very slow before touchdown on runway. As I was taxiing down the runway, I noticed two pilots I know sitting in their open hanger. My hanger is located north of the runway which would be a right turn at mid-field turn off. I opted for a left turn to visit my pilot friends at the open hanger south of the runway. Pilots never seem to run out of words and will discuss just about anything that comes up. I pulled my trike up to hanger turned off engine, set the parking brake, and strapped the control bar tightly to compression strut in front, so that wing would not be bouncing around with the increasing wind speed. I also faced the front of trike into the wind, so it would not catch the upwind wing and flip the aircraft. When you remove the weight of the pilot, the trike is more vulnerable to strong gusts. The best anchor, would be to have a fat guy sit in the trike during strong

gusty winds. As us 3 pilots discussed aerodynamic wing design, and the great taste of Spotted Cow beer by the New Glarius Brewing company in Wisconsin, I noticed the wind gusts coming in at a greater force. It was time to cut the conversation and get my trike into the hanger before something bad happened.

THE BIG GUST I put on my headset and helmet, started the trike, removed parking brake and turned on the radio. I knew I would have a strong crosswind crossing the runway as my



hanger lies about one block North. I was on the ground and had no issue about my ability to taxi under control to the hanger. I taxied to the hold short line, looked for traffic landing or taking off and did not see any aircraft. The radio was also quiet, not many pilots would be out flying in this wind. I made the announcement that I would be crossing the runway 28, mid field, to taxi to North Hangers. I started out slowly, creeping across the runway, to try I stay in control. The Airborne XT-912 trike has one shoe brake on the front wheel. This does not provide a lot of stopping power. As I entered the runway a strong gust propelled the trike forward and to the right, like a giant hand had come from behind and gave me shove forward. My foot pushed hard on the brake hard, which had no effect. I wanted to go North, the wind pushing me was from the West, so I was heading at a 45 degree angle to the North East. I traveled across the runway, thru the grass, across the taxiway, then down into the small ditch and up into the plowed field. The trike came to a stop with mud up to the axels. This all happened in 15 seconds. With my heart racing, I shut off the engine and climbed out of cockpit to survey the damage. The prop had not come in contact with anything during the wild ride and everything looked OK other then the trike getting a mud bath. My friends came over from across the runway and by lifting up the front end and rotating the trike back towards the taxiway, we were able to walk it out of the field of mud. At that point we just walked it to the hanger, with one guy at each wing tip to get the aircraft out of the wind and into the safe enclosure.

THE DEBRIEF Had I tried to steer North with my feet, which control the front wheel, I felt there was a good possibility that the gust hitting the wing from the rear, could have lifted my rear left wheel, then I would have tipped forward until the leading edge tube of the right wing would hit the ground. It would act like a wheel barrow that is very heavy on the front right side, as you lift up , it falls forward to the right and dumps all of it's contents. It was good I resisted the urge to turn left at the higher speed during the gust. High speed on 3 wheels is never ideal. With a stall speed of 35 mph, I always try to slow the trike down as much as possible while over the runway. The best action after thinking about what happened, would have been to turn right and let the tailwind gust push me down the runway until it blew itself out. There were no planes taking off or landing, so that would have worked out. Being caught by surprise, I turned into a passenger, just along for the wild ride. All the newer Airborne trikes come with hydraulic disk brakes on rear wheels. Those would have stopped my travel, as long as the wind did not tip trike over. Once the leading edge tube and fabric has been damaged, it is no longer safe to fly in that condition. It would have been very hard to steer away from an Aircraft on the taxiway that could have been in my path. It is very scary to think of running into a moving prop at 20 mph

CONTINUED ON PAGE 5



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

Greetings fellow Experimenters!

There's been quite a bit of travel between the Twin Cities and Oshkosh lately. The area was well represented at the Chapter leader event held in Oshkosh in February. A Facebook post of a group shot taken yesterday in the Weeks hangar at OSH reminded me of another recent post, the invite from EAA Chapter 237 to join them on their Work Party. Based on a survey I took of those attending our last Chapter meeting I don't expect to see a Chapter 54 member in the assembly,. Call this an opportunity!



Work Party March 17&18 2017

On March 18th I went to one of the regular FAST team events at Modern Avionics, FCM. A representative from the MAC was there updating noise impact and abatement procedures. We were also treated to some history of FCM. Of interest to me was that the first jets appeared in the 70's. Currently turbine use at the airport is up, with Jet A sales up 17% year over year. Another interesting note is FCM is the fourth busiest in the 5- state region, behind MSP, Grand Forks (UND Training Ops) and MKE.



The MAC representative reported that plans for FCM to handle Super Bowl traffic are well underway and include the possibility of shutting down two runways for aircraft parking. As I understand it, TRACON is coordinating with FBO's in the area asking how many AC can you handle so clearances don't overwhelm infrastructure in services in the area. I expect limousine services to alternative locations like New Richmond may be busy.

The presentation I provided at our March Chapter meeting on Electric Motor Gliders, seemed to be well received, based on feedback I received afterward. The topic was inspired through Paul Randall's work as well as my conference experiences at AirVenture 2010 and Seattle in 2015. The presentation's takeaway was that there are human sized quadcopters under development and more conventional aircraft are being electrified. These are two different missions, Urban or Short Range Transports vs Long Range Aircraft. While the first may have all the energy (sorry) right now for their broad application, I am interested in taking the technology and applying it to the second.

Continued from Presidents Message

The group had lively discussions on the topic, and some interesting concepts were put forward. Jeff Hove suggested something I have mused on too: vagabonding Martian style (See recent movie with Matt Damon) in an electric aircraft. Now where do I get a light roll-up solar panel?

The business portion of our meeting included reminder that we are looking for members' thoughts about needs and opportunities the board should consider in our annual budget planning. We will be considering at what level we want to sponsor kids for the Air Academy. If you have other input, let me or another Board Member know. We also discussed the notion of assembling a work party to assist with AirVenture's set-up. The consensus was not to, but instead we should focus on the Chapter House. Any individual can still go and participate if they like, including connecting with 237.

Remember our meeting in May will be a BBQ with static displays, weather permitting. Programs in the works include briefings on ADS-B, and an analysis of the two Space Shuttle accidents. We are also planning a visit with a 3D print equipment supplier to see the latest in Carbon Fiber Reinforced Printing technology. This would take place somewhere other than the clubhouse. Stay tuned for an invite.

Photo courtesy of Dave Becker



2017 Ground School Class

Jim Pearsall lectures to future private pilots on aviation physiology and aeronautical decision making. This lecture was on Thursday, March 16. In attendance are 14 students and one audit. This is class session 10 of 22. The course concludes on May 1 when the students take their final exam. A passing score will earn them a sign-off to take the FAA Written Knowledge Exam.

Leif Erickson

Applications now being accepted for AOPA scholarships

FREDERICK, Maryland – The [Aircraft Owners and Pilots Association](#) (AOPA) is now accepting applications for two scholarship programs that have helped fund flight training for dozens of recipients from teenagers in high school to adults. The AOPA High School Flight Training Scholarships and the AOPA Flight Training Scholarships are funded by donations to the AOPA Foundation.

In 2016 the AOPA Foundation funded a total of \$196,000 in scholarships that were awarded to 42 individuals from teenagers attending high school to adults. This year's [High School Flight Training Scholarship Program](#) will award 20 flight training scholarships of \$5,000 each to eligible high school students.

Scholarship applications will be accepted until May 19, with the winners announced on June 23. Eligible students must be 15 to 18 years old, U.S. citizens or permanent residents, carry at least a 2.75 cumulative grade point average (GPA), have parental approval if under 18, and not yet have taken a checkride for a pilot certificate.

Scholarship funds can be used to pay for direct flight training expenses including aircraft rental, and ground and flight instruction. This year's [AOPA Foundation Flight Training Scholarship program](#) will award scholarships ranging from \$2,500 to \$5,000.

The deadline for submitting applications is May 31, with the winners announced in late June or early July. A scholarship applicant must be a U.S. citizen or a U.S. permanent resident; be at least 16 years of age by May 31, 2017; hold an FAA student pilot certificate at the time of application; and be a current AOPA member at both the time of application and when the scholarship is awarded.

DAHER Scholarship *Deadline for this application: April 1* DAHER has an internship fund for two college junior or senior students (one male, one female), age 18 - 24, intending to pursue a career in aviation.

<https://www.eaa.org/en/ea/aviation-education-and-resources/ea/youth-education/ea-aviation-scholarships/ea-college-scholarships>

Michael Blume Memorial Scholarship

This scholarship is presented to a student from Minnesota, North Dakota, South Dakota, or Wisconsin pursuing Aerospace engineering. The applicant must submit proof of a GPA 3.2 or above, and two letters of recommendation from faculty, staff, employers, or others with knowledge of your abilities. If applicable, please include a copy of your student or private pilot certificate.

Harry E. Arcamuzi Aviation Scholarship

This \$500 scholarship will be awarded to an inner-city student with a high school GPA of at least 2.0 on a 4.0 scale to pursue a career in the field of aviation following high school. The scholarship may be renewed, based on academic standing, for up to three additional years. The endowed scholarship was made possible by the generosity of the Harry E. Arcamuzi Family.

Hansen Scholarship

This \$1,000 scholarship is awarded to a student in good academic standing enrolled in an accredited college, university, or technical college pursuing a degree in Aerospace Engineering, or Aeronautical Engineering. Financial need is a consideration.

Continued from Page 2

LESSON LEARNED I wanted to write about this incident, so other pilots might learn from my experience, when in the same situation You are not done flying until engine is off and aircraft is safely in hanger.

The next time to the hanger, the mud had dried, and I was able to use a hose and wash off all the mud and leave the ground for an air dry. The trike survived the runaway gust quite well.

Legacy Homebuilts at "BTB Days"



John Roberts' Skyote from Clover, SC.



David McCurry's Taylor Monoplane from Marshalltown, IA.



Tony Simcic's Starduster Too from Grain Valley, MO.



Danny Bergstrom's Wittman W-8 Tailwind from Stillwater, MN.



Kurt Gubert's Bower's Bi-Fly Baby from Ashley, MI.



Mike Hargrave's Sisler Cygnet from Marshalltown, IA.



Robert Rower's Boredom Fighter from Ponca City, OK.



Milton Gunderson's Piel Emerald from Mora, MN.

Celebrate Young Eagles All Year!

EAA launched the Young Eagles program at our annual fly-in and convention at Oshkosh in 1992. The goal was to fly 1 million young people by December 17, 2003 – the 100th anniversary of powered flight. Thanks to great volunteer support, the original goal was reached and the 2 millionth milestone flight was reached at AirVenture 2016. This year we're celebrating the [25th anniversary](#) of the Young Eagles program. We kicked off the celebration by opening a new [Young Eagles display](#) in the EAA Aviation Museum in Oshkosh highlighting the history of and stories from the program.

We have also created a special 25th anniversary Young Eagles logo for use throughout the year. Pilots who fly 25 Young Eagles in 2017 will receive a special 25 for 25 Young Eagles pilot collector pin to recognize the accomplishment and pilots who fly at least one Young Eagle will receive 25th anniversary decals and prop cards. The June issue of *EAA Sport Aviation* magazine will feature additional Young Eagles stories and each week *eHotline* will carry a Young Eagles success story. Watch our publications and e-mails for additional 25th anniversary celebration programs and giveaways planned for AirVenture this year.

We hope you will join us in celebrating this milestone throughout the year and thank



you for flying Young Eagles.

International Young Eagles Day is June 10

Every year since 1993, we set aside a day to encourage all EAA members to participate in a Young Eagles flight whether as a chapter or individually to promote and support the program across the country. [Start planning early](#) to gain attention and build excitement!

Young Eagles Parents Asking about Flying

At the request of several Young Eagles pilots and chapter coordinators, we have created a marketing handout designed for Young Eagles parents who have always wanted to fly and are interested in having an Eagle Flight. This double-sided handout has information about the Eagle Flight program for adults and space to schedule a flight date and time. to gain attention and build excitement!

Click [here](#) to order Young Eagles materials. Make sure to check the box "Eagle Flight Participant Rack Card" to order this brochure.

Thank You for Volunteering

Thanks to the more than 10,500 volunteers who have completed the Youth Protection Program. Because of you, tens of thousands of young people have experienced the magic of flight this year!



Chapter Meeting Greeter Needed

If you are willing to be at the clubhouse by 7 and greet, identify guests, let me know.

For the long term, I am interested in knowing if you are willing to be part of a regular rotation for this role.

For first, second or both, let me know by replying, privately please, to president@eaa54.org.

Jim



Chapter 54 Directory

	Housing Director
	Dave Fiebiger
President	housing@eaa54.org
Jim Pearsal	
president@eaa54.org	Membership Director
Vice President	John Renwick
Jack Miller	
member-ship@eaa54.org	
vicepresident@eaa54.org	Young Eagles Director
Treasurer	Linda Amble
Tom Gibbons	
young eagles@eaa54.org	
treasurer@eaa54.org	Newsletter Editor/Director At- Large
Secretary/Class IV Director	Dale Seitzer
Vacant	
secretary@eaa54.org	Newslet-ter@eaa54.org
Education Director	Chapter Historian:
Lief Erickson	Jeff Hove
education@eaa54.org	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')

FOR SALE

Two Peltor Nordica Sport 6T aircraft headsets. \$75 for the pair, or \$40 each. Contact ddsylverson@comcast.net

Aircraft manuals for sale. All are used items, some are OEM printings and some are reprints. Priced each or make me an offer for the collection. Contact: ddsylverson@comcast.net

Piper Super Cub (PA-18) Owner's handbook.....\$5.00
 1972 Cessna 182 and Skylane Owner's manual (OEM printing).....\$7.50
 1960 Cessna 182 and Skylane Owner's manual (re-print).....\$2.50
 1980 Cessna 152 Information Manual(OEM printing).....\$7.50
 1985 Cessna Skyhawk Information Manual(OEM printing).....\$7.50
 Piper Arrow (PA-28R 200 B) SN 28R-7135001 and up Owners Handbook (Reprint) \$5.00
 Piper Cherokee Archer PA-28-180 information manual - Handbook part number 761-556 (OEM printing) 8.00
 Piper Cherokee Warrior PA-28-161 Revision July 14, 1975 (Reprint) \$7.50



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.