



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

MAY 2016

May 2016

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY June 13, 2016

- Social hour from 6:30 to 7:30 PM
- Meeting begins at 7:30 PM
- Speaker: Nick Correll from Swift Fuels-
nick.correll@swiftfuels.com
- CHAPTER HOUSE, ENTRANCE B,
LAKE ELMO AIRPORT 21D.
- Our Chapter Web site address:
www.eaa54.org

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Upcoming Events

1. Farnsworth Airport Tour — May 26, 2016
2. Next EAA Chapter 54 Meeting — June 13, 2016
3. Pancake Breakfast / Aviation Day — August 14
4. EAA Chapter 54 Board Meeting — June 4

Another Successful Spring Picnic

In the past the Chapter organized an annual chapter dinner. It was expensive, but an opportunity to get dressed up and eat at a nice sit down restaurant. We moved it



from venue to venue and negotiated better meals or lower prices.

Attendance continued to gradually decrease and we decided to go another direction. About 5 years ago we decided to try a family style picnic using our own resources. At the same time we focused more on providing social events for members. We also started the Fall Picnic and an additional picnic for Young Eagle volunteers was added.

Members and guests attend, families and friends also stop by. For some, the picnic is their first Chapter visit.

The last Chapter Meeting night was another successful event—we had excellent food, a nice variety of desserts and we paid all expenses with the \$5 each donation. We probably should give thanks to Restaurant Depot — the low prices have allowed us to put on a great meal. Thanks also to Bettie Seitzer and Linda Amble as well as the cook, setup and clean up volunteers.

The weather threatened rain but did not prevent people from coming to share stories and a fine meal off the grill.

Expect more social events like the Annual Spring Picnic this year.

Another photo, below, of the full house at the Annual Chapter 54 Spring Picnic.



Cool Internet Aviation Links

www.aviationweather.gov

www.faasafety.gov

<http://airfactsjournal.com/>

<http://www.nasa.gov/multimedia/nasatv/index.html>

<http://www.ibtimes.co.uk/battle-britain-see-how-spitfire-wwii-fighter-planes-are-restored-new-zealand-1456094>

[http://www.eaa.org/en/ea/aviation-communities-and-interests/homebuilt-aircraft-and-homebuilt-aircraft-kits/resources-for-while-youre-building/building-articles/instruments-and-avionics/live-weather-and-traffic-for-less-than-\\$120](http://www.eaa.org/en/ea/aviation-communities-and-interests/homebuilt-aircraft-and-homebuilt-aircraft-kits/resources-for-while-youre-building/building-articles/instruments-and-avionics/live-weather-and-traffic-for-less-than-$120)

http://www.bydanjohnson.com/Sidebar.cfm?Article_ID=2073

<http://www.askthepilot.com/>

<http://www.rwsa.org/>

<http://www.crosscountrysoaring.com/welcome.html>

<http://www.aopa.org/Flight-Planning/Tfrs>

<http://www.aopa.org/wx/#chart=ussurf>

<http://www.aviationweather.gov/taf>

<http://spaceweather.com/flybys/flybys.php>

www.usairnet.com

<http://www.mnflyer.com/>

<http://www.flyingmag.com/>

<http://www.aero-news.net/>

<http://generalaviationnews.com/>

[HTTP://WWW.EAA54.ORG](http://www.eaa54.org)

Hangar 54 Reopens at Eau Claire Airport



There was an attempt to organize a group fly over during on the first Sunday the restaurant was open. So I got to the airport early and flew over on a beautiful Sunday morning in May.

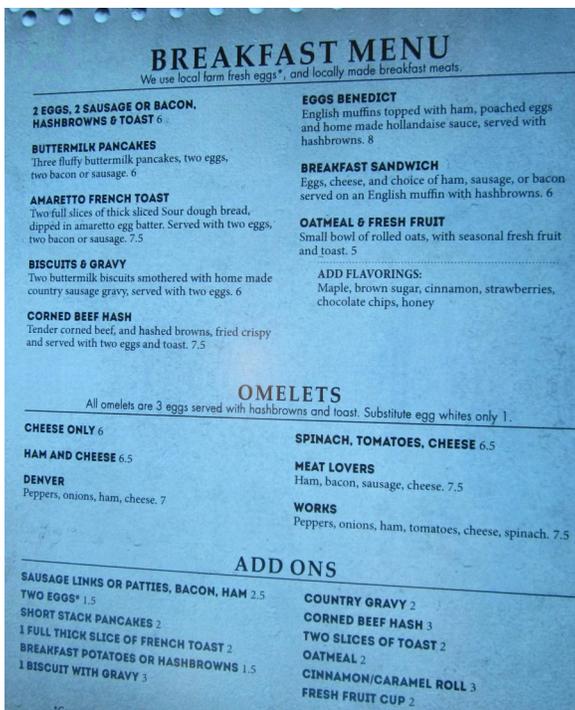
The winds were strong from the West, I had a great tailwind so I knew the flight back would be slow. I listened to 122.80 to hear if anyone else I recognized might also be traveling to Eau Claire but I was flying solo.

It felt like I was being swallowed up by the wide runway as I was landing—I probably could have taken the cross wind runway.

The restaurant was about half full at 8:00 and I ordered from their breakfast menu. I talked to employees who indicated they have been very busy. They have been running out of food everyday so they are happy with the response from the community. The bartender said the old operator was asked to provide a 6 month lease at a higher rate and they declined—that's ow they got the opportunity to take over.



The food was very good and reasonable priced—see the menu below. It was a little slow and it took longer to get my check. I was worried about the winds and wanted to get back before it got too bumpy. I was blocked from the ramp and my plane by a locked door. I could have climbed the fence but figured I better not, so I called the airport manager who informed me the code to get out was listed on the outside of the entrance door. If you fly over—note the code to get out. As I left, every table was filled and there was a line of about ten people waiting—I hope they have enough food.



The flight home was another adventure. I took off on 22 and was over 1,000 feet above ground before I got to the control tower. I was going to wait until the end of the runway to make a right turn but I was already high enough so I turned towards home.

The winds had increased, I was now seeing 55 mph ground speed and it was bumpy at 1,000 feet so I went to 2,000 feet agl. It was just as bumpy and even stronger wind so I went to 3,000 feet—still rough and no faster ground speed.

My measure for bumpiness in the number of times my feet are lifted off the floor by turbulence. On this flight my feet were off the floor twice in an hour and 20 minutes. I was trying to imagine what the tumbling, twisting river of air would look like if we could see the fluid dynamics of the atmosphere.

I would go again because the place had a nice aviation vibe and the food was good and a good value.

Selfies contribute to fatal 150 crash

May 9, 2016 by [General Aviation News Staff](#)

The Cessna 150 departed on the local night flight in instrument flight rules conditions with 7 miles visibility and overcast clouds at 300 feet above ground level (agl). Radar data showed it departed the runway, made one flight around the traffic pattern, and landed six minutes later.

It departed again to the west, did not remain in the traffic pattern, and reached an altitude of 740 feet agl. It made a left turn, which tightened as it descended about 1,900 feet per minute. The plane hit a field near Watkins, Colo., and bounced one time before it came to rest upright. An onboard recording device (GoPro) was found near the wreckage and the files were recovered.

Based on the available information, it is likely that the GoPro files were recorded on May 30 and May 31, 2014, with the final GoPro file recorded during the six-minute flight in the traffic pattern. The accident flight was not recorded. The GoPro recordings revealed that the pilot and various passengers were taking selfies with their cell phones and, during the night flight, using the camera's flash function during the takeoff roll, initial climb, and flight in the traffic pattern.

Based on the wreckage distribution, which was consistent with a high-speed impact, and the degraded visual reference conditions, it is likely that the pilot experienced spatial disorientation and lost control of the airplane. The evidence is consistent with an aerodynamic stall and subsequent spin into terrain. Based on the evidence of cell phone use during low-altitude maneuvering, including the flight immediately before the accident, it is likely that cell phone use distracted the pilot and contributed to the development of spatial disorientation and subsequent loss of control. Continued on Page 5

Another Successful Ground School

Thanks to Instructors and Coordinators. Photo by Dave Becker



Selfies Continued: A review of the pilot's logbooks did not show that he met the currency requirements for flight in instrument meteorological conditions or night flight with passengers. The NTSB determined the probable cause as the pilot's loss of control and subsequent aerodynamic stall due to spatial disorientation in night instrument meteorological conditions. Contributing to the accident was the pilot's distraction due to his cell phone use while maneuvering at low-altitude.

New Housing Development Near Lake Elmo Airport



Development Continues west of Manning Avenue. I have been told the prices for the new homes is \$400,000+. There are open house tours every Sunday. Wouldn't it be cool if aviation fans bought all the houses and then they demanded the airport expand. Thanks to Dave Becker for this excellent Photo

For Sale, Rent or Wanted

Wanted: Four place airplane, fixed gear, Mid time engine, STC for auto fuel or approved engine and airframe. Also looking for hangar to rent at Lake Elmo. Please call 651-246-8028

For Sale: Rans S7 Courier, Rotax 912, Warp Drive Prop, 250 Hours, excellent condition. Contact Jeff G 612 701 9991

Please email newsletters@eaa54.org if you have an aviation related item to sell or looking to buy.



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.



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

Ok Minnesota, we get it. We cannot expect spring till Memorial Day. At least we have daylight so we can, umm, go out at 6:00 and work in the garden? Oh well, time to do some writing then.

A couple of weeks ago on a slightly warmer Saturday I attended the Minnesota Pilots Association Great Minnesota Air Gathering at the Anoka Air Museum. The museum is great and I always appreciate it as I attend this now annual event. More about the museum and the event exhibitors can be found in other articles maybe future content for the newsletter, for now I have a topic spurred by the programming at the event.

I made sure this year I was at the GMAG to hear Mark Baker, local guy you may be familiar with as President of the AOPA. Under the wing of a Ford Trimotor, Mark communicated news on the Pilot's Bill of Rights-Medical reform, ADS B, other legislative activity and the hot area of Unmanned Aerial Systems (UAS) in the airspace. There were two things that peaked my interest

Mark mentioned that being considered is a requirement to have drones receive ADS B and actively avoid traffic the system identifies in proximity. This would be almost trivial to implement, evidence all the folks putting together receivers from off the shelf components. Talk about a motivator for getting ADS B in the airplane. That news alone was worth the effort in attending the briefing, first I had heard of such a scheme but something a little less tangible regarding UAS that made an impact with me.

I will wager everyone reading this was influenced to explore aviation through some form of building flying model aircraft and if not in practice as an observer fascinated with Radio Control. Mark identified for many of us you could call RC Modelling as a gateway drug to aviation. He went on to parallel this with UAS as today's gateway drug. What a fascinating notion that these things intuition would see as a threat may be what gives aviation a new spark? UAS give people a new view of the world but are inherently limited in time and space. Example has the TV or cell phone for that matter killed the movie theater?

I think we should embrace this new thing, get involved with it and use it to get people, especially young into aviation. At Sebring in February, I saw UAS operators and demos being done in a hangar as a part of a light sport aircraft show. Can we we have an Aviation Day without including Unmanned Aerial Systems?

Would anyone mind seeing a picture of a UAS on our Pancake Breakfast flyer? I would love to hear the chapters



Farnsworth School Lake Elmo Hangar Tour

The Farnsworth Hangar Tour is coming up on Thursday, May 26. The times are 10:15 – 11:45 and 12:30 – 2:00.

I could use five volunteers to act as tour guides. The guides will travel with the groups, as the move from hangar to hangar, directing them to the next hangar. You will also direct the groups to the live flight demo at the Chapter 54 aircraft viewing area. This will be the last stop on the tour before the kids board the bus to return to Farnsworth.

As a special enticement, we will have a pizza lunch at the clubhouse from 11:45 – 12:30.

Please let me know ASAP if you are able to help.

Leif Erickson

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market.

The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort.

In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details



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