



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

AUGUST 2017

August 2017

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY September 11, 2017

- Picnic from 6:00 to 7:30 PM
- Meeting: 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Our Chapter Web site address: www.eaa54.org

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Chapter 54 Pancake Breakfast Results — Great Success! 550 Mea

376 Adults, 23 Pilot In Command (Free), 99 Child, 52 Child (Free) — Former Young Eagles and Farnsworth Student volunteers, 32 Airplanes



My New Old Airplane

by Paul Rankin

Cessna Aircraft Company had been building the tailwheel model 180s for several years. In 1956, they had the bright idea to take some 180s off the 180 assembly line and move the little wheel to the front under the nose. Rather than the more rugged utility mission, the intended market was business travel.

This new model was called the 182 Businessliner. It had the utility and performance of the 180, but with the more gentlemanly traits of a tricycle gear configuration.



My father acquired a 1956 Cessna 182 in 1973. It was in good shape, but was starting to show it's age. He did not do a restoration, but over time the plane was painted and upgraded bit by bit. I have flown his 182 many times over the years. It flies well without any worries about high altitude performance.

I recently inherited my Dad's Cessna 182. In June 2017, my daughter Katie, joined me for an exciting cross country flight to bring the 182



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

The 2017 edition of Lake Elmo Aviation Day is in the books. As usual, a cast of characters made it all work. This years goal was to showcase home field and homebuilt aircraft, I think we succeeded. Thanks to the entire cast but need to call out specifically Dave Volker for leading the kitchen charge with Leif Erickson and Linda Amble handling essential paperwork and supply. I also want to thank Chapter 237 for lending the pedal planes that kept some little ones occupied so effectively. We have some feedback about the event I am putting together in an after action report for next year. Thanks to those already providing such, personally, in writing, or in the August Meeting Recap.

Before I go any further this month, I need to confirm here what I communicated in the August Meeting. I am not seeking another term as President of the chapter. I have been fascinated by the programs that have developed around the country where students, high school or college build airplanes, put them in a club and provide themselves an inexpensive platform to get a pilots licence. I see our area, and some resources, possibly existing programs that could facilitate such a program and want to put my spare time into putting the pieces together.

I do not want to completely disengage from the chapter, but given day job, family commitments etc have no way to see to this effort and maintain my role. I would love to, for instance, help with events as I did before I was President.

Another announcement to make is the results from the EAA Chapter Survey are in. Thanks to everyone who participated. I have the raw results, will be sharing them in an article next month. Two things stood out. One people come for the programs and would like to see more food.

For September, we plan to have our usual grill, followed by a program, and a full one at that. This is similar to what two other local chapters have successfully done for a long time and EAA Chapter folks strongly suggest; meetings include food a program and as little business as possible. We score fairly high on the last point, on the second and OK but not concurrent with other features on the first. This plan is tentative, particularly since I will not be at the September meeting and need to depend on others. [Please let me know if you can help.](#)

I will be working with the rest of the board to locate a replacement for me, and with luck filling our open Secretary position at elections later this year.

Jim



from Los Angeles to Lake Elmo. The plan was not to fly straight home, but rather to do some sightseeing along the way.

The loading and preparations took longer than expected to fit our suitcases & lots of books & papers from my parent's house. We had both the baggage bin and the back seat full.

The trip started from KWHP, Whiteman Airport, 3 miles north of Burbank. The destination airport was L06, Furnace Creek, Death Valley. To get there, we first headed to KMHV, Mojave, CA.

Unfortunately at Mojave, we did not see any activity on the Scaled Composite ramp.



Threading our way through the restricted areas around China Lake & Edwards AFB we found Death Valley.

At first glance, Death Valley seems lifeless, but in reality, Death Valley actually has many plants & animals.

When we visited Death Valley by car in 2005, the Park Rangers said that no one has actually died in Death Valley.



Irrigation helps immensely, as can be seen at Furnace Creek.



The Furnace Creek airport has a nice runway and a large ramp, but no fuel is available. It is the lowest altitude airport in the USA, elevation minus 210' msl.

We stopped just long enough to take pictures, and at 122° we did not need a sweater.



The next leg took us past Lone Pine, CA to Mount Whitney, the highest point in the Continental USA, elevation 14,491' msl.



Hiking to the summit does not require special equipment other than a good pair of shoes.

Having previously been there, I know a jacket would be a good idea, even in the hottest part of Summer.



The Summit of Mt. Whitney.

We then zigged a bit to check out the Barcroft Field Station, located northeast of Bishop CA, at 12,470' msl in the White Mountains. It is a weather, astronomy, and high altitude flora & fauna research facility.



We passed by Mammoth Lakes, CA on our way to Yosemite National Park. The melting snow-packs have the vegetation very green and the waterfalls are full flow. This picture does not do justice to the rainbow.



Half Dome is a very interesting geological formation.



Not many pictures are taken of the back side of Half Dome.



From the side, Half Dome does not look so big.



We stopped for gas at O57, Bryant Field, Bridgeport, CA. It is a nice airport, field elevation 6472' msl, right on the shore of Bridgeport Reservoir. It was a ghost town. We were the only people there. Fortunately, gas was self serve.

On our way to Calpine, CA, we flew over the fictional Ponderosa Ranch and Lake Tahoe.



Calpine is a small town in the Sierra Valley, CA, northwest of Reno, NV. Except for some missing hangers and airplanes, the airport today looks the same as it did in 1946 when my dad learned to fly.



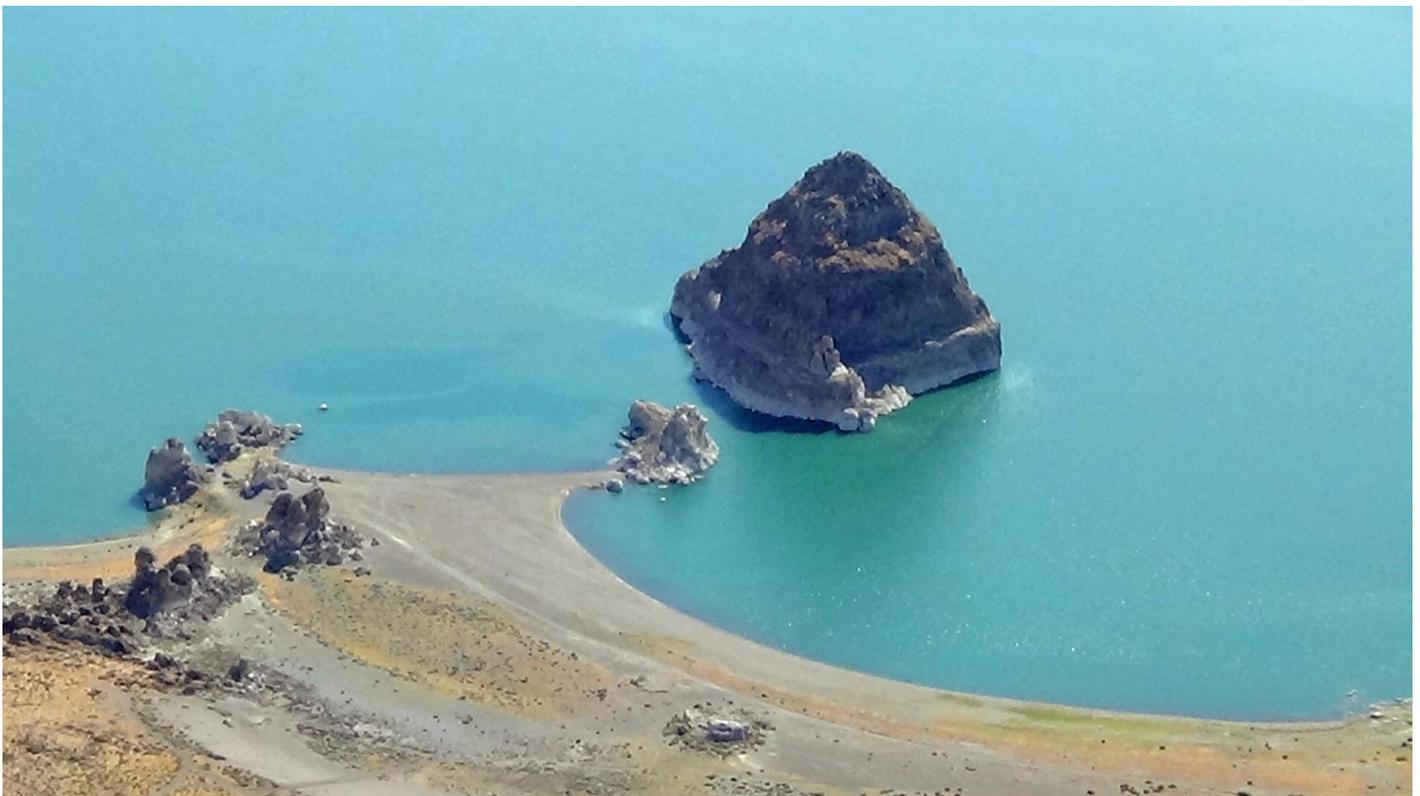
We passed a quiet Stead AFB, the site of the Reno Air Races.



Pyramid Lake, northeast of Reno, is a salt water lake fed by the Truckee River.



Pyramid Lake is named for the pyramid shaped rock, not the larger island in the middle of the lake.



This is the end of Part 1, Part 2 will be in next months newsletter

Chapter Sponsored Air Academy Participants Needed

Every year Chapter 54 sponsors 2-3 youth for the Air Academy at the Lodge in Oshkosh. The family of the sponsored youth must pay the first \$100 and the chapter pays the balance

The Chapter also earns credits when we give Young Eagle rides. The Board has authorize up to 3 sponsorships each year and we are actively recruiting deserving children to go next summer. Please contact any officer if you have someone who could benefit.

Young Eagles Camp 12—13 year olds

Basic Camp 14—15 years old

Advanced Camp 16 — 18 years old

2017 AIR ACADEMY DATES

June 19 - 24 - Basic Camp 1: \$1,160.00

June 26 - July 1 - Basic Camp 2: \$1,160.00

July 5 - 9 - Young Eagles Camp 1: \$870.00

July 11 - 15 - Young Eagles Camp 2: \$870.00

July 18 - 26 - Advance Camp 1: \$1,455.00

July 28 - August 5 - Advance Camp 2: \$1,455.00



Young Eagles Report

We have had excellent weather this year so far. At the August event we gave rides to a full schedule of youth interested in aviation. The photo above includes the photographer, Roger Westerberg. He rarely is in any photos but is an important member of the event team.

EAA Chapter 54 Pancake Breakfast and Aviation Day

Farnsworth students helped clean tables and trays, They really helped keep the area clean.



Next year all volunteers will be required to wear costume hats.



Very attractive Yak on the ramp at Valters — later it made a demonstration flight but the engine started to smoke and the pilot landed quickly.



Jim Tome was an active chapter member in the late seventies before he took a job with 3M in Austin (Georgetown), Texas. His wife Sue related to me that he considered Chapter 54 his EAA home.

James "Jim" Tome, OFS "slipped the surly bonds of Earth" on June 28, 2017. Pax et Bonum. He was born May 21, 1947 in Chicago, IL to Stanley and Louise (Kapel) Tome. Fascinated by stories of his uncles who flew, Jim obtained his Private Pilot's license in 1972, built two airplanes and joined a flying club in Minnesota as well as EAA. He later joined the Civil Air Patrol with his son, Jeremy.

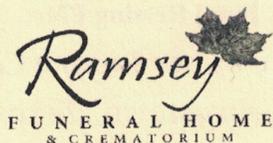
A graduate of DePaul University, BS in Chemistry and Iowa State University, MS in Chemistry, Jim enjoyed a 35-year career as a chemist/engineer for 3M in St. Paul, MN and Austin, TX. While at 3M, he met his future bride Sue.

Jim is survived by his wife of 37 years, Susan (Rau) Tome; son, Jeremy Tome (Mari); and two grandchildren; sister, Carol Tome; sister, Marie Panozzo (Dennis); three nephews: Dan Panozzo (Tracy), Alan Panozzo, and Ed Panozzo (Sarah); several cousins and their children. He is preceded by his parents, numerous aunts, uncles and cousins.

Jim's interests include woodworking, golf, cruising, long-range shooting, and travel. He is a member of St. Helen Church, the Knights of Columbus, and the Secular Franciscan Order (OFS), Toastmasters, Civil Air Patrol (Captain and Commander) and also served in the Minnesota Army National Guard reaching rank of Captain and Commander of the 447 Chemical Unit. Two of his greatest joys were being a Grampa and volunteering in the ER at Seton Williamson Hospital in Round Rock, Texas for the past 8 years.

Donations may be made in memory of Jim to St. Helen Catholic Church, or the Seton Foundation.

You may share a message or memory in the online memorial guestbook at www.RamseyFuneral.com.



In Loving Memory

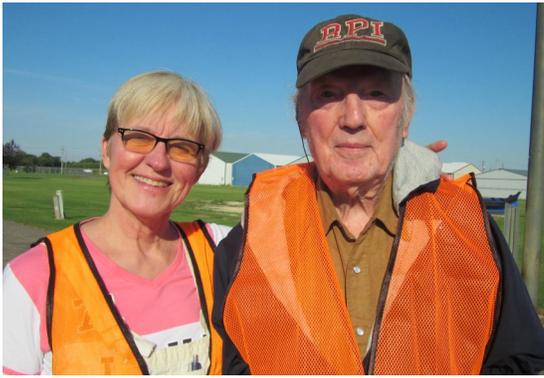


James "Jim" Tome

May 21, 1947 ~ June 28, 2017

In Remembrance





Norm Weston and Linda Amble at the August Young Eagle event.

Norm has moved back to Minnesota after his stay with relatives in Oregon



Chapter 54 Directory

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| 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 | |
| treasurer@eaa54.org | young eagles@eaa54.org |
| Secretary/Class IV Director | Newsletter Editor/Director At-Large |
| Vacant | Dale Seitzer |
| secretary@eaa54.org | Newsletter@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

I am in a partnership on a 1958 Champ at Lake Elmo and one of the partners recently decided to sell his share and we would like to find a replacement. [Chip Barniard <ebarniard@gmail.com>](mailto:ebarniard@gmail.com)

FOR SALE

Sporty's complete learn to fly DVD's covers private, sport, and recreational certificate options, used 2 times, passed my cheek ride, no longer needed, paid \$250 would like \$125, would like to see it used and passed on.

Garmin 196, works well with bag, mount, recharge batteries, manual, paid \$350 would like \$200 offer, could make a good backup. Questions please call or e-mail Jim 651-779-8611

WANTED — TO RENT

Hangar space to rent at Lake Elmo Airport for final assemble of Zenith 750. High wing about the size of a Cessna 152. Ed Trudeau 651-303-4936. N750ET@gmail.com

CFI WANTED

CFI needed to train 2 students in their own plane at Valters Aviation. The airplane is a Quicksilver GT 500. Contact Gaitus Valters Directly



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.