



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

DECEMBER 2012

December 2012

THIS MONTH'S PROGRAM WILL BE ON
MONDAY January 10, 2012

- **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**



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Vincent A Parker Was our featured guest speaker at our December meeting.

He is a Minnesota native and was 16 when Pearl Harbor was attacked. He had to quit high school to fill in and help his father's business because many workers went into the military. When he was old enough, he volunteered and was trained as an Air Force gunner. He originally went to basic training and then gunnery school. He described shooting at targets towed by WASP pilots. Vincent was the best tail gunner as he described the strategy of the enemy and his strategy to protect the bomber he was assigned to.

He was trained on and flew all his missions in a B-17. The training was done in teams – 10 men on a crew that stayed together. Engineer, navigator, pilot, copilot, 2 waist gunners, radio man, tail gunner, belly gunner and bombardier. Little known procedures—on takeoff and landings, the crew would pack themselves together in the center of the plane in

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY BETTIE SEITZER

Greetings and welcome to winter!

Our December meeting was a pleasant gathering of flying friends, fewer than usual but that was not surprising given the terrible state of the roads and very cold temperatures. Our speaker, Vince, was delightful, he has assembled pictures and stories of his service in World War II as a tail gunner. He talked about the missions and the friends he served with. The first person stories are the very best way to learn about what happened and the brave people who served. He reminded us that they were only kids then and I could see the young, fun-loving guy that he was (and still is).

Al Kupferschmidt went to the Chapter house earlier in the day on Monday to make sure that the walk was shoveled so that we could get in easily. Thank you Al, we don't take your contribution for granted.

BOARD MEETING will be scheduled for January, date will be announced as soon as Paul knows his schedule; setting our annual budget is a critical piece of that annual meeting. I am developing the agenda and have the following topics in addition to the budget and financial review: chapter by-laws, t-shirt order for chapter members, t-shirts for Young Eagles, Ground School, Eagle Flight Program, policy for mailing hard copies of the newsletter, gift or honorarium for speakers, video capture or streaming of speakers, succession planning for next year's elections, support for Farnsworth programs. **Please send agenda topics or budget planning information directly to me. The board meeting is open to all members.**

Due to a lack of instructors, we will most likely not be able to conduct a **ground school** this year. Paul has done an excellent job of teaching and coordinating the program, in fact we have him to thank for developing our ground school and getting it established. It has been a great addition to the work we do as a 501c3 organization. In order to conduct a ground school we need qualified instructors; they don't necessarily have to be CFIs, but must satisfy Paul that they have the depth of understanding needed not only to deliver the material but to answer students' questions accurately and thoroughly. We may consider offering ground school every other year in order to reduce the demand we place on our members.

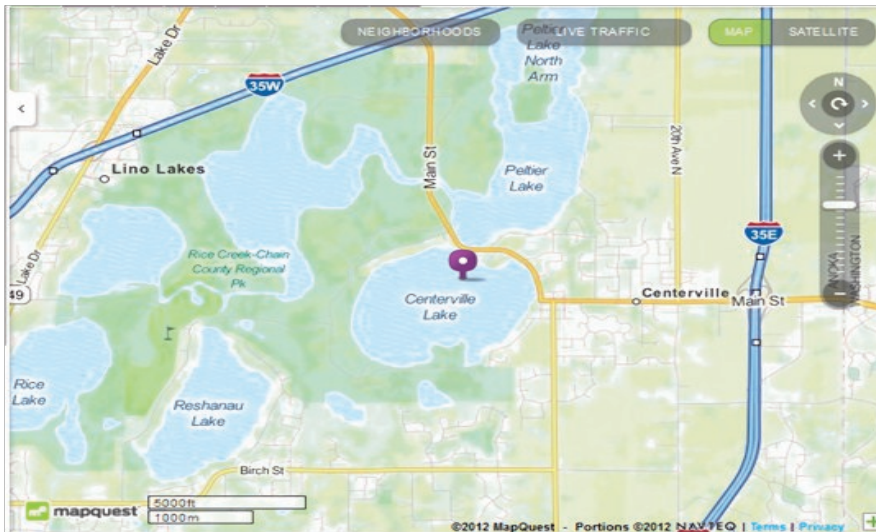
EAA Calendars: The chapter will not be purchasing calendars to sell this year. It used to be a money-maker for the chapter, but sales have declined. IN 2012 we sold only 15 calendars. You purchase your own directly from EAA for 12.99, here is a link to order <http://www.shopeaa.com/eaasworldofflight2013calendar.aspx>

I would like to close with a thank you to everyone who has volunteered this year and for all the things that you all do to promote general aviation and keep it safe. I hope that your holiday season is peaceful and restful and lovely; that you



Fly-in help requested

Benson's EAA Chapter 745 has an annual winter event which includes Young Eagle rides. The date is February 16th 9:00 – 1:00. They are requesting planes on skis to fly kids off Centerville lake; they do not plow a runway so skis are mandatory. If you are available and interested, please email Dan at Lbombeck@gmail.com for more information.



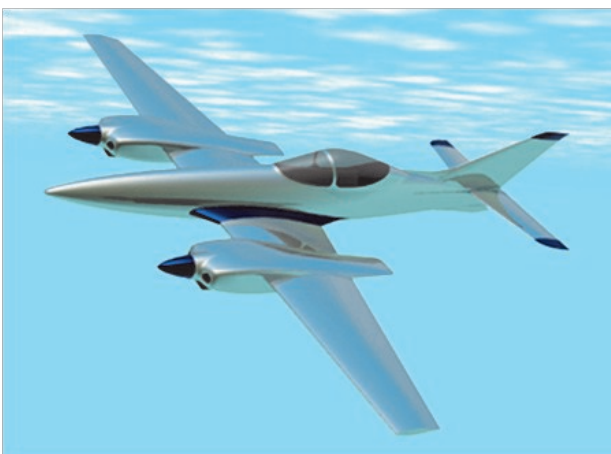
EAA CHAPTER 54 TREASURER'S REPORT

By PAUL RANKIN

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/MEMBERSONLY

Help Wanted – Aeronautical Engineer!

I would like to introduce myself, my name is Robert Hensley and I am a 767/757 Captain for Delta based in MSP. I am also an EAA member and in the early 90's built a Lancair 320. I've developed the concept for a very long range twin engine kitplane and I'm looking to your chapter to see if I can locate an experienced aeronautical engineer or perhaps someone in your group that may know of someone with these qualifications to provide technical help.



We have a commuter pilot in Chicago building us a 1/4 scale (8 1/2 foot wingspan) radio controlled model and we have a crew in Nashville ready to build a 1/2 scale, 50hp (17 foot wingspan) "Proof" of Concept that will be fully autonomous once we can complete a technical review. We are also working with students from the U of MN and will be running the airfoil in the wind tunnel

this spring. If anyone can provide any assistance it would be greatly appreciated and I can be reached at hensleyaircraft@gmail.com or call 727-871-9653.



Chapter 54 Directory

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Chapter members meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon. The newsletter is printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.
21D RCO 118.625, Unicom: 122.8
21D AWOS: 120.075, TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')

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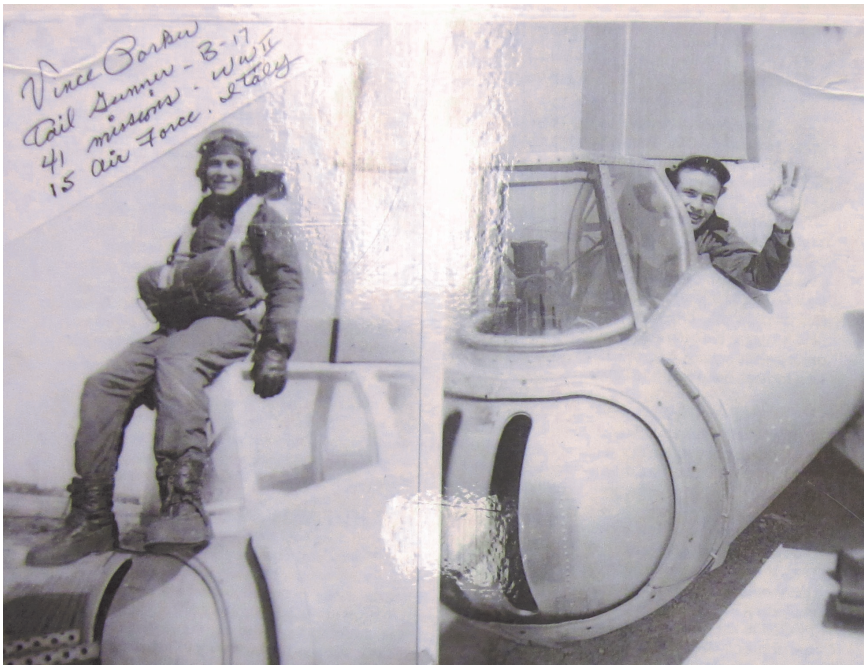
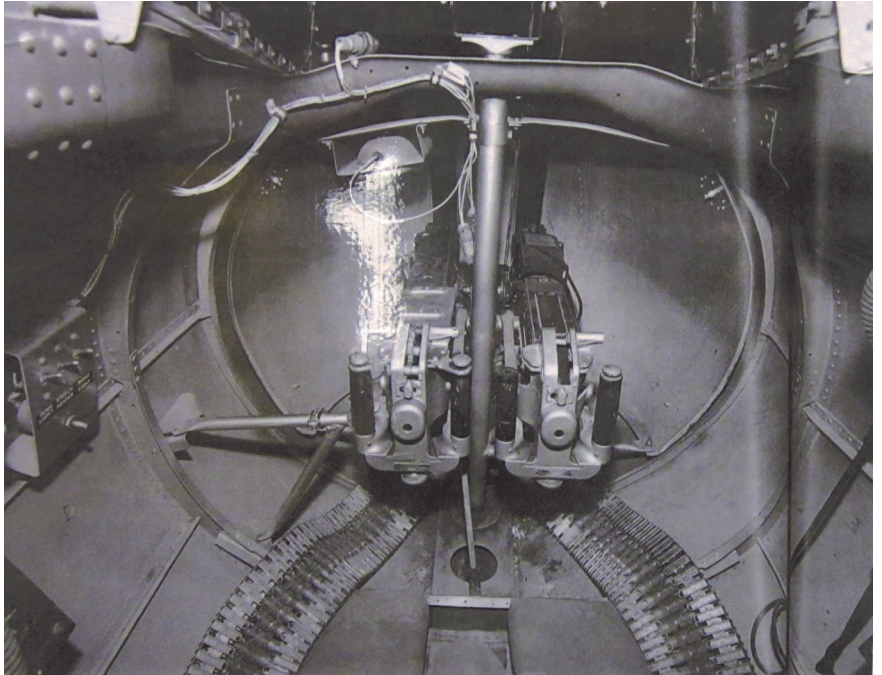
together in the center of the plane in “crash positions”. After takeoff, they would gather into the groups—it took about an hour to get into formation and then depart for the mission which could be 7 to 10 hours in length. After training in the United States they received orders to ship out to Italy. He turned 19 years old while on his first mission.

It took 13 days to reach Naples by ship in a convoy and admitted that most of the trip he passed the time by playing cards. Naples was mostly destroyed as the German troops left the area. He saw much destruction as he rode a train to the airport where they would fly from.

The German pilots would dive at about 350 mph and the bomber was traveling at 150 mph. The strategy would be to attack in pairs or up to four planes at once from the rear quarter. The tail gunner had twin 50 caliber machine guns two boxes 400 rounds in each. All the crew members wore body armor and steel helmets including long underwear and electrically heated suits. They also used oxygen—flew at 28,000 feet and it was 50 degrees below zero.

He flew 7 missions with the Red Tail pilots as escorts.

Every 10 minutes they would do an oxygen check to make sure they had oxygen. HE learned a lesson when his guns froze at high altitude—the solution, which was not even in the books, was to load a round at low altitude and fire off when it is frozen.



He was stationed in the US for a short while until he was discharged and he went back to help his Dad in the family business.

Vincent said he was very happy to be able to talk to the club and he asked if we could pose for a photograph.

He completed 41 mission and 25 sorties over Europe— a sortie is a trip and back. 35 sorties or 50 missions is the goal. The oldest guy on the mission was 23 years old. He had a story about an engine failure where a prop fell off and hit the fuselage and knocked off half of the horizontal stabilizer. They made an emergency landing in Yugoslavia. No injuries and they were rescued by a C 47.

He said they were hit but shrapnel in every mission. One time the ball turret was hit and the hydraulic brake lines were hit—no brakes. He set up a parachute to use as a possible chute to slow them down. Turned out it was not needed. On long missions they would have lunch which was usually stored in the radio room—frozen spam sandwiches and cold coffee.

After the war the B17 was stripped and his crew and 5 extra fighter pilots were ferried back to the US by way of the north Atlantic.



Vincent Parker (in the Air Force cap) with Chapter members at the December chapter meeting

Pilots Lounge

For Sale: Best Offer: David Clark H10-30 Headphones. Brand new -- never used. Several years old in original box and plastic bag.

The total proceeds will go to the EAA Chapter 54 coffers for use, maybe, in our Young Eagles Program.

The STORY: The owner was going to learn to fly but was paralyzed in a snowmobile accident in 2008. As a result, the headset sat on a shelf until I visited him last Monday.

Many thanks, BOB Pittelkow rpittelkow@comcast.net

For Sale: 60' x 48' Hanger, 54' door, small office, bathroom, well, holding tank, natural gas heat, 18' high ceiling, and 5HP compressor.

Call Jim Michalski at 612-618-1011 or see all of this at 13C Alfa Lane at the Lake Elmo Airport (21D)

E-mail is Jmkreps@comcast.net.



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](mailto:mark@tailwinds21d.org) or call 651-982-275. Visit us at www.tailwinds21d.org to learn more.

Deluxe Hanger For Sale: 40 X 50 with 44 X 11 Door

Fully carpeted, insulated, gas unit heater with S.S. flue, electric baseboards, F.G. ceiling, textured walls, some attic platform storage, attic trusses are reinforced and double "X" braced. Wall ventilator with humidistat, two season wall vents, tool room with shelves & separate thermostat. Screened storage above. LAV room with single tub, cistern & storage above. Holding tank. Coffee room 4' above floor with finished storage below. Completely finished with A.C. and large hanger view window. Anderson perma-shield casement window. Door 2 3/4 S.C. Oak with steel frame. Includes furniture, microwave, refrigerator, coffee bar cabinets with Formica. Main floor windows have jail bars. Perimeter has rock border & ramp is flared. There is an electric aircraft winch and a custom oak work bench as well as a desk and a glazed book cabinet.

Price is \$64,900 Firm Plus any MAC fees. NORM DUPRE 651-439-7688

For Sale: Hangar on 21D for sale -- \$45,000. Recently painted siding and roof. 35 x 75 feet with two 45 foot doors, electric openers, electricity and natural gas, two insulated workshop / office rooms, above floor storage, Contact Chip Andrews 651 248 9708

For Sale: Challenger I \$7,000, Rotax 503 DIDC, electric start, wood prop, EIS, 5x5 Azuza wheels and brakes less than 10 hours, built by Gil Leiter. Contact Dale Seitzer 651 329 2229 or Barb Leiter

21D Airport Brief Notices

Happenings and Events Around the Lake Elmo Airport



Roadable Aircraft—motorcycle running gear slides to the tail. Notice the turn signals on the prop covers.





Chapter 54 Meeting Minutes June 11, 2012 *By Dale Seitzer*

EAA Chapter 54 November 2012 Meeting Minutes

12/10/2012

President, Bettie Seitzer called the meeting to order, Vice President, Jim Pearsall, Paul Rankin, Treasurer and Dale Seitzer, Secretary were officers in attendance – a total of 16 people attended.

Announcement: Dan Hammons from Chapter 745 at Benson Airport announced the 3rd annual Young Eagle rally on the lake, Feb 16 2013 from 9 AM to 1 PM. Volunteer pilots are needed because they anticipate more Young Eagles than they can handle because the Centerville Ice Fishing Contest occurs the same day on the lake so there will be many people. They are looking for pilots to fly Young Eagles and will provide ground crew and a warming house. Contact Lorie for information and reservations lbombeck@gmail.com

Speaker: Vincent A Parker

Business Meeting

Secretaries Report: Motion, seconded, No discussion, voted and approved.

Treasurers Report: The complete Treasurers report is available in the Members Only Section—the newsletter has just the high level reports. A motion was made, seconded and approved unanimously.

Ground School Coordinator is still needed; the ground school may need to be cancelled if a coordinator is not found soon. This is more of an organizational task than an instructing role.

New Business

We need a Secretary because Dale Seitzer is accepting the Newsletter role. Randy Delfel will continue to write articles and submit photographs.

Bettie Seitzer and Gregg Adler both volunteered. This year we had a dinner on the deck and it was well received so the decision was made to do the same thing this year for our annual banquet– they will also considering additional entertainment options. Contact Bettie or Gregg if you have suggestions or recommendations.

Also still need an event coordinator for Aviation day.

Dave Syverson is leading the mission to put in an announcement and help share the information. In the meantime there is information on www.eaa.org to request the forms and process for providing Eagle flights.

Bettie has reviewed the list provided by John of members who have asked for hard copy newsletters. She will verify their need and explore ways to fulfill the request.

T Shirts for Young Eagle flights would be \$6.00 each and available from a contact person at Harding High School -- \$8.00 for printed polo shirts for the chapter. How about hats?

Newsletter Editor—Dale Seitzer: Please send articles and pictures and anything aviation and member related. Send to newsletter@eaa54.org. The new plan for the newsletter is to release the newsletter right after the meeting to make it more meaningful. Officers, Board members and other members should submit sooner than later.

Permanent name tags -- about \$3 per tag -- leaders are exploring the purchase and use of permanent name tags.

Agreed to continue working on getting a sign for the viewing area, or near the area, to announce the club and welcome visitors to the airport and invite them to our meetings.



One by one, the gulls would just flap their wings, propelling them up gracefully into the wind. At about three feet over my head, they would just hover, not flapping their wings, but letting the wind provide all the lift they needed to stay basically in one place. After that gull was done with his/her kite imitation, another would launch up into the gusts coming off the beach and play the hover game.

I had my newest camera with me, a Canon 40D, with a 200mm prime Canon "L" lens out front. With the drive set to max of about six frames per second, and the autofocus set to continuous (a sports mode), I was able to run all over the lot, chasing hovering seagulls. About 458 images later, I came back to my hotel and discovered some amazing things about birds. These mega-closeups of gulls in hover mode showed me the anatomy of a bird like I had never seen. If you refer to the photo at the top of this post, you will see the following five things:

1. The trailing edge of the gull's wing stretches out substantially to form a very large "flap" which provides additional lift for slow flight. This was confirmed on other shots of the gulls in fast flight, when these "flap" feathers were retracted.

2. Complementing the "flaps" are what appear to be leading edge slats on the wings. When you study the complete design of this gull's wing, it resembles a jetliner's wing in its "dirty" landing configuration. I find the gull's wings to be stunning works of art.

3. In slow flight, the gulls would flare their tail feathers wide, to create a sort of "horizontal stabilizer" to give the southbound end of the northbound bird extra lift. In close with my telephoto lens, I was amazed watching them steer by flexing these aft feathers ever so slightly, just enough to keep their beak aimed directly into the wind.

4. In hovering mode, the gulls would drop their retractable "gear" to help steer and stabilize their fuselage. As the gusts increased, the "gear" would come down to dirty up their airframe...and when the speed of the gusts dropped, the gull would retract their feet to clean up and eliminate any excess drag. Amazing.

5. The gulls kept their aerodynamic beak aimed **PRECISELY** into the wind. They would hint at their next movement ever so slightly when they would aim that beak left or right just before peeling off in either direction to pull out of the hover.

After a few seconds of hovering, each gull would crank into a hard left or right one-eighty, suck in their flaps and spoilers, yank up those retractable feet, and blast off downwind, picking up speed like they were shot from a cannon. All the time, I imagine they were smiling.

When you really look at birds up close in stop-action, they do have many similarities to the flying machines we fly. They have wings, we have wings. They have a tail, we have a tail. They have natural navigation instincts, we have GPS. They are free as the wind, we must adhere to strict FAA policy and follow ATC's instructions.

Two machines to accomplish the same feat...flight. One is designed by teams of aerospace engineers and costs thousands, even millions of dollars. The other, comes out of an egg.