

October 2016

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY November 14, 2016

- Social hour from 6:30 to 7:30 PM
- Meeting begins at 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Speaker: See notice to the right
- Our Chapter Web site address: www.eaa54.org

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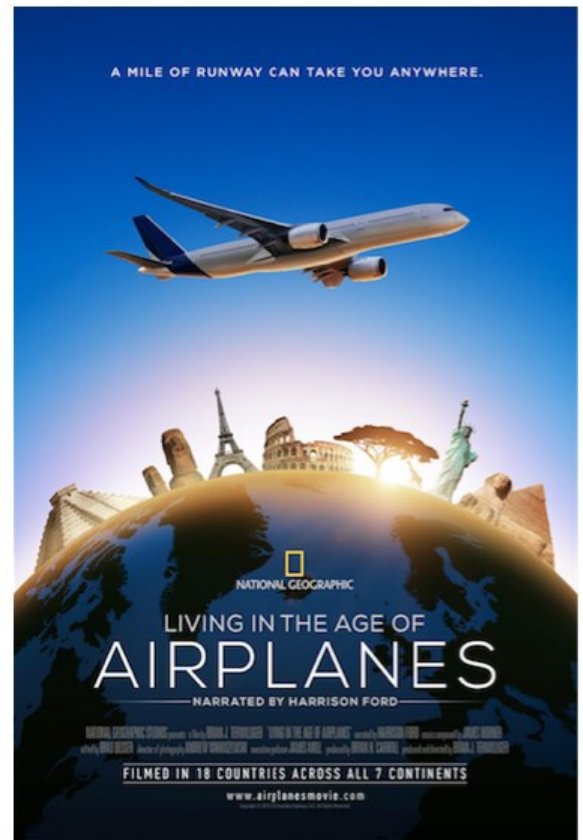
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[HTTP://WWW.EAA54.ORG](http://www.eaa54.org)

Showing at our November Chapter Meeting:

LIVING IN THE AGE OF AIRPLANES offers a fresh perspective on a modern-day miracle that many of us take for granted: flying. Narrated by Harrison Ford and featuring an original score from Academy Award® winning composer James Horner, the film takes viewers to 18 countries across all seven continents to illuminate how airplanes have empowered a century of global connectedness our ancestors could never have imagined.



Following its premiere at the Smithsonian National Air & Space Museum in Washington, DC, the film continued its successful run on giant screen, digital, IMAX® and museum cinemas worldwide in 2015/2016.

LIVING IN THE AGE OF AIRPLANES is directed by Brian J. Terwilliger (One Six Right) and produced by Terwilliger and Bryan H. Carroll. Music is by James Horner (Avatar, Titanic).

Website: www.airplanesmovie.com

Trailers: www.airplanesmovie.com/trailers

2016 Antique Airplane Fly-in

Late this summer, I attended the Antique Airplane fly in which was held at the Blakesburg, Iowa airfield (IA27) from August 31 to September 4 this year. Aircraft attendance for the event totaled 413 mostly old airplanes but also included a number of homebuilt and newer factory built aircraft.



Biplanes from the 1920's, 30's and 40's were most numerous but it seemed that all types were welcome. The Ryan below flew in from Seattle, WA



Old engines of all types were present including this Model A Ford (37HP) pulling a vintage home built Pietenpol Aircamper.

It was interesting to see the changes and improvements that were made to aircraft as they evolved during the early years of aviation. Talk about a walk through history!



Need carb heat for your engine? How about running two red hot exhaust stacks right through the bottom of the carburetor? What could possibly go wrong with this idea? Really good heat though...

The only flying Hamilton Metal Plane was in attendance this year. Can you see where the idea for the Ford Trimotor came from?



If you are looking for a new aviation experience, I would suggest that you consider attending the Blakesburg fly-in.

You do have to be a member of the Antique Airplane Association but a check for \$40 dollars will take care of that.

Everyone I met was friendly and welcoming and all had nice things to say about my "old Tailwind."

Blakesburg is only 277 air miles south of Lake Elmo but it is a destination that

will take you back 75 years in time Oh yeah, forget your radio, nobody uses them at Blakesburg!

<http://antiqueairfield.com/>

2016 Young Eagles Report

2016 was an excellent year for The Chapter 54 Young Eagle program. From May through October only one event was cancelled due to poor weather!

2016 was also another safe year — no problems or risks were noted. The process of recruiting, registering, and documenting Young Eagles works very well to keep the Young Eagles and their family members engaged.

The Ground crew manages the logistics of getting the Young Eagle ready including the custom certificate and then debriefing, photos and the goodie bag with their log book and other coupons for free ground school from Sportys.

This year Al Kupferschmidt was recognized for a great accomplishment — 500 Young Eagles flown.

We will use the credits to fund 2-3 more youth for the annual Air Academy next year.

Thanks to our Young Eagle Director, Linda Amble.

She provides the year round support, an hour before each event and an hour after the event.

Additional thanks to pilots and ground crew — everybody has a full schedule but they give their time to



support the Chapter's mission and strategy to share the joy of aviation to youth and their families. There is always room for new volunteers—consider contributing next year. Join us in sharing the joy and fun next year.

Giving rides is a lot of fun—especially when the Young Eagle says “Whoa” as we lift off and climb out. Some scream or laugh — some giggle or say “Weeee!”

Forest Lake Airport Upgrade Continues

The runway will be paved and lengthened. They are adding a nice taxiway too.



Beautiful Fall Day, Photo by Elaine Heisterkamp

Retired and Loving It

I am in ABQ for a few days. I have volunteered to help with the Albuquerque International Balloon Fiesta. I drive golf carts full of people around the grounds of the Fiesta much like I have done at AirVenture for the past several years. The hours are much different and the WX conditions are too. My first 3 shifts have been from 0400 to 1100 each day. WX has been 45 degrees, calm and clear to start and warms to 70 degrees at 1100. On Wednesday the "Albuquerque Box" was working. Low altitude winds blew south and higher altitude winds blew north. This allowed the pilots to ascend, fly south, ascend further to the northerly flow and then fly north until they were north of the field. They then descended and many were able to land very near to where they took off! About a 2 to 3 hour flight. Amazing.



The fiesta is very well organized and they treat the volunteers very well with free food, several luncheons, and special clothing. RV camping is within 1/2 mile of the field and transport is provided. I will get a significant discount on THIS YEAR'S camping costs because of my volunteer hours I put in.



In other words, they treat us much better in many ways than EAA treats its volunteers and AIBF is serious about training its volunteers prior to allowing them any contact with the folks who attend the Fiesta. It is very interesting and instructive to compare the two experiences. At least one Board of Directors member is on both the Board of the EAA and AIBF.

I thought that you all might like to see a few of the photos I have taken during my stay here so far.

Dave V.
Retired and Lovin' It

EAA SURPASSES 200,000 MEMBERS

Recreational aviation organization continues to grow and engage flying enthusiasts

EAA AVIATION CENTER, OSHKOSH, Wisconsin — (Sept. 22, 2016) — The Experimental Aircraft Association (EAA), the recreational aviation organization that began in 1953 as a group of individuals dedicated to grassroots aviation, has surpassed 200,000 members for the first time.

“We reached this milestone by building on the legacy established by our founder, Paul Poberezny, who more than 60 years ago stated that all who wish to participate are welcome,” said Jack J. Pelton, EAA CEO/Chairman. “Paul understood the basic desire for the freedom of flight, and the dedication from EAA’s members, chapters, and staff have made it possible to grow the organization to new levels. I thank every EAA member who has contributed through the years, as EAA began as a small group of builders and restorers but quickly grew into an organization that engages everyone who enjoys the world of flight.”

Pelton added that EAA’s broad value proposition and consistent growth are especially notable as a counter to a decreasing number of active pilots in the U.S. Fewer than 600,000 active pilot certificates are now held by U.S. residents, a number that EAA and its members have sought to reverse with programs to meet the organization’s mission, which focuses on “growing participation in aviation by sharing The Spirit of Aviation.”

Among EAA’s popular outreach initiatives is the Young Eagles program. It introduces youth ages 8-17 to aviation by offering free demonstration flights hosted by members and chapters. In July, EAA member and actor Harrison Ford flew the 2 millionth Young Eagle during EAA AirVenture Oshkosh, the association’s annual fly-in convention in Oshkosh, Wisconsin.

EAA continues to expand its knowledge and information resources for aircraft builders, restorers, and pilots. It also recently created partnerships with other aviation-minded organizations, such as the Soaring Society of America, IMC Clubs, and the Academy of Model Aeronautics. These cooperative ventures are discovering ways to work together to inspire interest in all forms of flight, including the emerging unmanned aerial technology or “drones,” as well as creating pathways for people to engage and enjoy aviation in various ways in their own hometowns, whether it is directly through flight or other educational activities.

“EAA’s success is based on a basic principle of sharing the knowledge, information and passion for aviation,” Pelton said. “Our organization is also dedicated to getting it done – breaking down barriers that keep people from pursuing their own dreams, and encouraging innovation to take us over the next horizon of flight.”

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: 1965 Mooney M20C 4600 total time 1090 since major overhaul 165 mph cruise Please call 651-429-5569 for more information 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

Greetings fellow Experimenters! If you were not at our last Chapter meeting, allow me to recap. Our own Jay Schrankler introduced the work he is doing to support innovators of new aviation related products and solutions. To get started let's review the key word in that last sentence.

in·no·va·tor /'inə,vādər/ noun plural noun: **innovators**

a person who introduces new methods, ideas, or products.: "he was one of the great innovators in jazz".

An EAA'er might say, "Oh yeah, like we do in EAA! Experiment. While experimenting is part of it, but innovation requires introduction. That is what is at the heart of what Jay talked about last Monday night. In the model Jay explained, there is the establishment of an accelerator where a group of folks who have some background in the underlying engineering and science get together to focus on a particular idea or maybe just a problem seeking an idea.

"Ah, like EAA, our Chapter, Air Venture Forums!" Our EAA'er asks. Yes, imagine it is like that. The take away from Jay's presentation, was an request of us: EAA members who are familiar with experimentation and innovation should consider getting involved in mentoring and assisting with this process.

We in EAA have built stuff, fixed things of all manor and have valuable practical experience in tools, methods and generally knowing what might work and what may work, needing to use extreme discretion on the next point, what might not be a good idea. Contributing our experience to an accelerator like Jay described, look for some presentation materials in your inbox and, as we have discussed recently, maybe at a High School, should be on our list as EAA'ers.

Our chapter has expressed our mission is about education, and we do a lot with the under 17 age groups with our sponsorship of Farnsworth and Young Eagles. Let's think about bringing that up a bracket to the High Schools, Colleges and beyond. What to do you think about putting more effort into mentoring at our chapter? Let me know. Or perhaps you would consider being a mentor to an incubator? Talk to Jay.

Jay Schrankler on the far right with a crew working on an aviation incubator project.



Take a Flight Back in Time With History's First Flying Toy



[Brian Barrett](#) Gear Date of Publication: 10.08.16. 10.08.16

Yoshida Model Airplane Kit: Avion de Pénaud Andrew B. Myers

Decades before the Wright brothers achieved takeoff at Kitty Hawk, Parisian designer Alphonse Pénaud launched an innovative model airplane on an 11-second flight through the Jardin des Tuileries. His 20-inch-long Planophore—the first heavier-than-air machine to fly stably—was rigged with a propeller powered by a tightly twisted rubber band. Nearly 150 years later, it still makes one delightful toy. This sleek update, designed by Japanese model-maker Hitoshi Yoshida, trades 19th-century materials for balsa wood and Styrofoam, but it maintains the rubber band mechanism and swooping, nun's-hat wing. As an assembly project, it's closer to a paper airplane than to a full-scale Lego X-Wing, so you'll have plenty of time to enjoy the flights of fancy of a true aeronautical pioneer. [\\$26](#)



Chapter 54 Directory

President
Jim Pearsal
president@eaa54.org

Vice President
Jack Miller
vicepresident@eaa54.org

Treasurer
Tom Gibbons
treasurer@eaa54.org

Secretary/Class IV Director
Vacant
secretary@eaa54.org

Education Director
Lief Erickson
education@eaa54.org

Housing Director
Dave Fiebiger
housing@eaa54.org

Membership Director
John Renwick
membership@eaa54.org

Young Eagles Director
Linda Amble
youngeagles@eaa54.org

Newsletter Editor/Director At-Large
Dale Seitzer
Newsletter@eaa54.org

Chapter Historian: Jeff Hove
21D RCO 118.625, Unicom: 122.8