



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JULY 2013

July 2013

THE NEXT PROGRAM WILL BE ON MONDAY

August 12, 2013

- **Regular Monthly Meeting**
- **7:00 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**

2013 EAA Chapter 54 Aviation Day is August 11, 2013

Tell your friends and invite them to our pancake breakfast.

This is our primary fundraiser to support our educational and aviation support programs

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Remember: Next Young Eagles is August 10, 2013, 9:00 AM. Always looking for Ground Crew and Pilots to help make it a fun and safe event for the children and their parents.

Air Academy Attendee Says, "Thanks!"

Seth Bestel, Air Academy participant, spoke at the last club meeting and explained what he liked about the 5 days spent at Oshkosh. In the photo below, Seth proudly displays wing ribs he built during the Air Academy.

He enjoyed the missions on the flight simulator. His favorite mission was to take off from St Louis airport, fly through the Arch and land. He attended ground school and toured the Museum.



All the kids participated in two challenges: protecting an egg in a drop and home—made bottle rockets. There were 5 days of aviation activities — they built gliders and had a contest to see who flew the farthest.

Seth also narrated his photos of the week’s events. In that session there were 55 youth and all boys except for 3 girls.

Everyone received flight instruction in the Cessna Skycatcher and a helicopter ride. He expressed a heartfelt “Thank You” for giving him a scholarship to the Air Academy.



We had a full house for the July regular Chapter meeting — here the clubhouse is bathed in the sunset sunshine

Aerobatic Electric Airplane

LE BOURGET, France — The Airbus A380 is among the biggest stars here at the Paris Air Show, but no less impressive is the sleek electric aerobatic trainer that is its distant cousin.

The E-Fan is the brainchild of Didier Esteyne, an engineer and pilot with a knack for electric aircraft. Two years ago he [unveiled an electric version of the diminutive Cri-Cri](#), which made its debut here last year. Esteyne worked with EADS — corporate parent to Airbus — on the Cri-Cri, and the two decided to team up again on what became the E-Fan.



Its most unusual aspect is the ducted fan propulsion. Rather than use a [traditional propeller driven by an electric motor](#) like other [electric airplanes](#) we’ve seen ([and flown](#)), Esteyne uses a pair of motors with ducted fans — essentially small propellers within a cowling.

“The idea was to have a little motor, with the good thrust,” Esteyne said, standing next to his airplane. The arrangement allows him to get sufficient thrust for flight using much less power than typically found in a two-seater of this size. The upside to that is, of course, the ability to use a smaller battery pack, thereby saving weight — and money.

“The E-Fan has a wingspan of just over 31 feet and a maximum weight of 1,212 pounds. Juice is stored in a pair of 250 volt, 40 amp-hour multi-cell lithium ion battery packs in each wing root. Esteyne says the current setup provides an hour’s flying at about 110 mph. To maximize flight time, one main landing gear wheel has a small electric motor that can propel the airplane up to 35 mph, which is more efficient than using thrust to taxi.



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY BETTIE SEITZER

July 2013

Summer in Minnesota brings such a great variety of weather and events; I hope that your summer is going well and that you are finding the opportunities to do the things that you enjoy most.

Airventure is just a couple of weeks away and many members are planning their trips. Whether you go for a day or the whole week, there is plenty to see and do. I always encourage folks to look at the FAA schedule; there are great safety seminars and refreshers for pilots of every skill level. The complete daily schedule is available on line, including all of the instructional courses, entertainment and museum events. There are topics and events for everyone.

Keep your eyes peeled for fellow chapter 54 members while you are there – it is always fun to run into a friend.

We are also getting very close to our annual aviation day – August 11th. Leif has done a great deal of pre-planning, but there is still more to be done. You will receive an email reminding you of the planning meetings, come on in to participate in the planning. As always we need lots of volunteers to make this a fun and profitable event; a great fundraiser that allows us to sponsor scholarships to Air academy and financial support to Farnsworth aviation magnet.

The fly-in theater always has a great line-up of aviation related films – this year they are offering a preview of “Planes” the new Disney Pixar film – looks to be very

We will once again be offering a ground school this winter, chapter members may attend any of the sessions at no charge, but we do need 15 students to make the session successful. The course will begin in January and we will be asking you to help promote the course and recruit students.

We are also planning a fall picnic, last year’s picnic was a lot of fun and we all agreed that we should do that again!

See you at the August meeting when we will be sharing Osh-Kosh stories and pictures, bring yours along!

Bettie Seitzer.

Jim Pearsal, right, demonstrates his new Pipistrel Alpha to Dale Seitzer, left, on a





Norm Weston built the little library for aviation related magazine that visitors can read and take for free.



Pilots Lounge

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)

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

For Sale: Instruments VDO Volt 2 inch \$20, VDO Oil Pressure 2 Inch, \$20, VDO Oil Temp 2 Inch \$20, VDO Coolant Temp (2) \$20 each, Westech Tachometer 3 Inch \$40, Falcon Vertical Speed Indicator 3 Inch \$50, Ram Mount, 1 Base, 1 Extender Connector, 1 Handheld Radio Mount \$20 Garmin 295 Dash top Mount \$15, No senders included Dale Seitzer dalemseitzer@yahoo.com

For Rent: Share 40 x 40 foot insulated hangar with manual door, electricity, concrete floor, Dalemseitzer@yahoo.com \$150 per month.



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.



Chapter 54 Meeting Minutes

July 8, 2013

EAA Chapter 54 July 2013 Meeting Minutes

July 8, 2013

President, Bettie Seitzer called the meeting to order. Paul Rankin, Treasurer, Jim Pearsal, Vice President and Dale Seitzer, Secretary were officers in attendance – a total of 28 people attended. Visitors at the meeting included Jason Flint, member for over a year, completed ground school, started sport pilot at Valters and finished at Downtown St Paul. Seth Bestel and his father also attended.

Business Meeting

Housing: Deck boards have been replaced—now the deck, front and back, needs to be stained. We need a volunteer, or two to stain the deck. Bettie will acquire the stain. There are paving blocks available to place around the pergola as a buffer around the posts so the mowers will not damage them. The chapter refrigerator needs to be recharged or replaced. First choice is to recharge but the coolant may not be available. The second option is to purchase a higher efficiency new refrigerator and have Xcel will give \$50 rebate to haul away the old machine.

Membership: No report

Young Eagles: Linda Amble: This Saturday is the Young Eagles event. Plan ahead to volunteer, always the second Saturday of the month during the summer. She also shared letters from Cub Scouts who received earlier this year.

Education: Rob Barros—not in attendance.

Newsletter: Need more articles and photos. Aviation related gossip is OK. It is also acceptable to send links to good articles that members may appreciate.

Historian: Jeff Hove--Need more photos for the Facebook page, need more posts and interesting information send to mig25pilot@yahoo.com. We need to be more active to attract more people to the challenge and joys of flying. The Sommerset tower has been reduced in height, Washington County purchased the tower in 2008 for a site in their 800 MHz radio system. It gives coverage along the St Croix River into the northwest part of the county. It was cheaper and easier using an existing tower than trying to get a new tower built. The tower was original built for an FM station that was only on the air a short time and had not been used except for a paging company for a number of years

Treasurers Report: The complete Treasurers report is available in the Members Only Section. A motion to approve was made, seconded and approved unanimously.

Aviation Day August 11. Signs and advertising will be updated (two vinyl and two large wooden signs). Sturdiwheat pancake mix and Brines Breakfast Sausage and exploring other local suppliers. \$7.00 adult, children \$3.00. Keep prices the same. Head Chef needed. July 20, 2013, 9:00 am is the first planning meeting.

Fall Picnic September 14, 2013 for Young Eagle participants, volunteers and members

Ground school will be offered, recruiting instructors now. Need 15 students. Start in January, third Thursday and be a Monday and Thursday. Advertising and promotion is crucial. Paul Rankin will coordinate. Members can attend refresher sessions during the entire class. Also need a class administrator for attendance and other duties but instructors are needed the most. Need at least two key instructors who have classroom experience. Talk to Paul Rankin.

Jim Pearsall is gathering a list of people driving and flying to Airventure. The August meeting will be a debrief of Airventure—sign up with Jim if you want to share what you saw.

New Business

End of July we will have work party to work on the landscaping.

Norm Weston built a Little Library for the airplane viewing area for aviation magazines and books, “Take one, free.” Installed during the meeting.

Old Business

Pedal Plane kit needs an owner to finish it.

Operation Migration aircraft adjusts to FAA regulations

To continue its mission guiding whooping cranes from Wisconsin to Florida, Operation Migration is working to replace its three ultralight aircraft by next spring in order to comply with Federal Aviation Administration regulations.

Following an investigation in 2011, the FAA discovered that the Canada-based conservation nonprofit, which every fall uses the small planes to lead the endangered birds from marshes in Wisconsin to wintering grounds in Florida, had been compensating their pilots for their migration trips, in violation of federal regulations for ultralights.

The small, open-used only for poses, said Dick spokesman for Aircraft Associa-



“Essentially, it’s speed, low-Knapinski said of ultralights. “But when pilots are compensated, the bar is raised and that’s something that the FAA looks at with more scrutiny.”

www.operationmigration.org

air planes can be recreational pur-Knapinski, the Experimental tion in Oshkosh.

a low-cost, low-altitude aircraft,”

In addition to buying three new \$20,000 aircraft with the support from donors, Operation Migration pilots were required to obtain private pilot licenses, according to Joe Duff, a pilot and co-founder of the organization.

Operation Migration is working with North Wing Aviation, a Chelan, Wash., company that specializes in light sport aircraft, which are usually heavier and faster than the planes Operation Migration is looking for.

To successfully guide their birds, its aircraft need to have a small 50-horsepower engine, Duff said. The plane needs to travel 30 to 50 mph so the birds can keep up. The new fleet also must have bird-friendly propeller guards and eventually will have speakers that play a louder version of the comforting, brooding sound a mother whooping crane makes to her chicks.

The FAA allowed Operation Migration an exemption from the ultralight rules until April 30, 2014, and the group hopes to have its new, FAA-approved planes by January or February. It is planning to use their current ultralights for the migration trek this fall.

“Even though we’re the regulators, we believe what they do is a good thing and we want to help them achieve their mission,” said Elizabeth Cory, spokeswoman for the FAA.

Said Duff: “It was definitely a stressful time for us. We’re fortunate that the FAA wants to work with us and wants us to continue what we were doing. There was just no space for us in the rules.”

Operation Migration pilots have successfully taught new generations of Wisconsin-raised whooping cranes, who now number 600 nationwide after being nearly wiped out in the 1940s, to migrate south for the long Midwestern winter months.



Chapter 54 Directory

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Chapter Historian: Jeff Hove

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 published about a week after the meeting.

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/MEMBERONLY