

## September 2015

NEXT MONTH'S PROGRAM WILL BE ON

**MONDAY October 12, 2015**

- Come at 7:00 pm and socialize.
- **CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**
- **Our Chapter Web site address: [www.eaa54.org](http://www.eaa54.org)**

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### Upcoming Events

1. **Next Meeting** — Speaker Al Ekce, builder of a replica "Little Dipper" an all metal, single seat, post WWI airplane produced by Lockheed.
2. **Next Young Eagles Event** — October 10, 2015. We have had several nice days and one cancelled Young Eagles event this year so far and this is our last formal event.

## Minnesota History/Geology Sky Tour

Dave & Diane Syverson, Kitfox 7

One of the neat things about flying is the ability to see stuff from the air in a whole new perspective compared to our terrestrial travels. The idea of reincarnating travels we have taken in the past via automobile to aerial tours we have found to be inspiring...oh heck!...just a whole lot of fun!

Most recently we decided to take a trip by air starting at Lake Elmo, tracing the Minnesota river back to it's source where a divide splits the flow of a water to either the Gulf of Mexico or Hudson's Bay, depending on which side of the divide a drop of water happens to fall on. Of course, that will leave us out by Sisseton South Dakota in sight of Buffalo Ridge and we should also be able to find some welcoming grass strips and camp out on the prairie before finding our way along a more northerly route back to 21D. All told a bit over 6 hours of interesting flying and looking out the window over a route we previously investigated by car.

So much of the 19<sup>th</sup> century history of our state, including the conflicts between the native American culture and the settlers can be touched and observed along the



course of the Minnesota River particularly between New Ulm and Montevideo. The 50 mile stretch between Historic Fort Ridgley just west of New Ulm and the town of Granite Falls to the northwest was the epicenter of the conflict between the settlers and native Americans which boiled over into the major conflict in the 1860's. Many cemeteries in this section of the river valley spell out the history of what occurred.



The river, in its very sinuous structure of oxbows, runs some where between 300 and 400 miles in length. In flying over the region it is clear the valley is upwards of 200 plus feet deep and 2 plus miles wide in places, not because of the Minnesota River but because of what happened at the end of the last ice age. Many places along the Minnesota river west of New Ulm are

punctuated with exposures of granite known to be some of the oldest rock outcroppings in Minnesota; and, a person flying over this can't help but ask how this got to be. The granite exposures would not be visible were it not for the creation of the Glacial river Warren which in part, drained the great glacial lake Agassiz between 9,000 and 11,000 years ago and created the big valley which the much smaller Minnesota river now meanders through.



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The foundation ruins in the photo would not be there were it not for the exposed granite which was used to build this first masonry house in this part of Minnesota. The house was built in the 1860's by Joseph Brown, a large figure in Minnesota history for who Brown County and the town of Brown's Valley are named. Joseph Brown was the Federal Indian agent for the area and responsible for the establishment of



the reservations and subsequent constriction of the reservations. Brown's family lived in the house for three months before it was burned. From the air it is easy to find many deserted granite quarries, like the one in the next photo, of various sizes which have been used over the years for building materials.

The farm operation in the next photo is about one mile west of the Brown House ruins and is a three generation family seed corn production operation owned by the Enestvedt family. Currently known as "Enestvedt's Hybrids", the operation was function many years before anyone even knew what "hybrid corn" was...back in the days when the University of Minnesota corn breeding program produced successive non-hybrid corn stock known as the Minnesota Series.....Minnesota 1 through Minnesota 13 varieties to be exact. Enestvedt's is one of the few producers who multiplied these varieties of seed stocks for use by farmers in Minnesota. The final non-hybrid Minnesota 13 was the coveted variety used by Bootleggers, particularly in Stearns county to the northeast, during and likely some years following prohibition to make Minnesota's version of white lightning.



A little further up the river towards the town of Granite Falls is the Upper Sioux Agency State Park which includes the building in the photo plus remnants of the foundations of the many of buildings of the original agency which was the administration center for the reservations established in the 1800's. The State Park System has preserved the sites for historical reasons and study.

As we get out to the extreme west of our trip, the town of brown's Valley appears. Take a look at the two bodies of water. The water to the right side of the photo is destined to flow down the Minnesota river into the Mississippi river on its way to the Gulf of Mexico. The water to the left of the photo is heading up the Boise de Sioux and Red River of the north through Fargo and Grand forks on its way to Winnipeg Canada and on to Hudson's bay.



### Sky Tour Continued:

As we get out to the extreme west of our trip, the town of Brown's Valley appears. Take a look at the two bodies of water. The water to the right side of the photo is destined to flow down the Minnesota river into the Mississippi river on its way to the Gulf of Mexico. The water to the left of the photo is heading up the Boise de Sioux and Red River of the north through Fargo and Grand forks on its way to Winnipeg Canada and on to Hudson's bay. The Town of Brown's Valley sits on top of this flowage divide.



Our stop for overnight camping for the night was at Starbuck Minnesota which is one of the friendliest grass strips in the state and is located on the west edge of Lake Minnewaska. The lake is roughly eight miles long and two miles wide. The people at Starbuck make a real point of saying their airport is open and welcome for camping and visiting including the fact that they have a really nice terminal building which has everything but a stove. The extremely smooth and well maintained grass strip is situated within a couple blocks of the city beach and recreation area for some great relaxing on a hot summer day. If you didn't happen to pack your food, there is a restaurant a block south on the lake.

Following our wake up and departure from Starbuck in the morning, we made a short hop over the lake to Glenwood on the east end of Lake Minnewaska to visit the manufacturing facility of Tanis Aircraft Products which is located right by the aircraft parking area. After a really great tour of the Tanis facility we departed and made our way back 21D thinking we need to be traveling more....by Kitfox.

## EAA CHAPTER 54 TREASURER'S REPORT

**BY TOM GIBBONS**

*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](http://WWW.EAA54.ORG/MEMBERSONLY)*





## FROM THE FLIGHT DECK (PRESIDENTS REPORT)

*JIM PEARSALL*

### September Presidents News letter EAA Chapter 54

Oshkosh, Pancake Breakfast, AOPA: all behind us. Crisp clear gorgeous fall weather is ahead, so I am deciding if a Miami Sectional might be a good investment. What else should I do this winter? Maybe I should start with looking back at our 2015 Aviation

Day.

Our 2015 event went off smoothly thanks to all the volunteers. Weather was agreeable to people flying in and the CAF Minnesota Wing was finally able to attend to provide a few people with a fantastic experience of going for a ride in vintage military hardware. That said, the attendance did not honor all the effort all put into the event.

Following the event, there was a ton of great feedback. Jack Miller, the event chair, arranged an after action meeting to review this year's event and consider what to do next year. Jack, Leif Erickson, Paul Randall and myself were able to attend this review. The comments and other items Jack noted will be integrated into the event plan which Jack plans on enhancing with an overall timeline for next year.

Beyond the particulars of the event, we discussed what could be done to popularize the event especially with the new flying public. We also identified an opportunity to involve local and aviation business interests to partner in our efforts supporting aviation education. We need to do some different stuff and a couple of concepts emerged in the conversation we will be discussing as a group.

First, we do draw folks from the neighborhood, albeit perhaps less this year for all the negative press the airport has had lately. We should consider expanding our marketing efforts to a wider area, ex, Woodbury, Maplewood, White Bear Lake, and Hudson. Perhaps with more signage close to the event but also use social media, geographic specific online marketing?

Regarding getting support from businesses, what if we had the basic expenses covered by donations? At the meeting we did some back of the envelope calculations and determined it would be feasible to reduce the risk to our finances to zero and send all the event proceeds directly to our cause? This is a common model for such charity events. Anyone in the chapter interested in supporting this effort and any business relationships or contacts turn our volunteer time into donations by reaching out.

I am looking forward to discussing these ideas and plan on having this event and it's timeline on the agenda every month. To get things started, add your ideas, provide your input at a 2016 event kickoff with Jack, myself and others at the clubhouse after Young Eagles on October 10th!

# Norm's Big Adventure or How I Learned to Love the Cirrus SR22

Norm Weston described the demonstration flight as a dream flight—the plane does so much for the pilot. The pre-flight checklist on one of the two screens. One of the large screens are the engine instruments and on the other one are the checklists, navigation and weather.

The plane uses side arm control and he had never touched one before. Slight movements on the side stick or rudders resulted in smooth control surface changes and Norm described the controls as smooth and easy.



Norm received the free intro

flight because a friend had won it and gave it to Norm. Gary Black is the company pilot and led the entire demonstration flight in the shiny advanced aircraft.

The primary theme of the aircraft is automation. There is no carb heat, no mixture controls—a single throttle is all you need.

Actually, the engine increases speed on steep turns, and climbs — automatical-



ly. Power decreases automatically in landing and decent mode. If you stall, the engine will increase power and the stick will move forward automatically

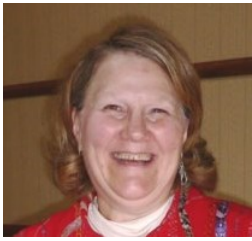
If there is a problem—the plan will warn you. The systems told him there was an obstruction—it was the smokestack by Stillwater, but 2 miles away and 500 feet below. The panels also shows traffic and there were audio warning. Norm said the warnings are helpful because of poor visibility. The panel also showed the weather — 3.5 miles visibility.

Landing is simple — keep the plane centered on the red



## 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](http://www.tailwinds21d.org).



# Chapter 54 Meeting Minutes

## By Bettie Seitzer, Chapter Secretary

### September Meeting Notes

Our traditional end of summer barbeque was another great success! We are so lucky to have a great chapter house, complete with a spacious deck and very fine grill.

We should remember to thank the members who have made all of the possible over the years, investing in a chapter house, contributing time, energy and money to maintain and upgrade the building and equipment. We have a great chapter!

Linda Amble is not only an excellent manager of the Young Eagles program; she is a great party planning partner! We always have an adventure shopping and planning the menu.



Thank you to Dale for taking photos of the gathering. And thanks to all of the generous folks who contributed the DELICIOUS desserts! With those contributions we are able to keep the costs down and the scrumptiousness factor UP!

My favorite part of these events is always the lively conversations that develop; I see old friends connecting and new friendships being formed. Linda and I both enjoy the opportunity to facilitate these delightful events; we're already looking forward to our next social event in December!

### Young Eagles Photos From Our September Event Below

It was a perfect day and everyone had a great time. The pilots took care of the kids and the Ground Crew took care of the parents and families. Next event is 10/10/2015 at 8:30 AM.



line on the screen and the autopilot does most of the landing including automatic engine power reduction, flaps extending, and prop pitch changes.

For safety the plane is famous for the option of the ballistic parachute. To measure oxygen affecting the pilot, it will ask you to do something and if the pilot does not comply it



will assume the pilot is incapable and the plane will descend, again automatically.

The Cirrus is



full of comfort — it has air conditioning, leather seats, fixed gear, and automatic leading edge de-icing.

It is a full size airplane, 3600 lb. gross weight, 310 horse power engine and 3 blade prop. Norm said the plane is remarkably quiet. He also said he has flown many airplanes in his life but nothing even close to the Cirrus in terms of performance, ease of flying and technology.



### Photos from Aviation Day Pancake Breakfast Below

The oversized check to Farnsworth was a great idea and a lot of fun. The cooking layout change was a good idea and the free aviation magazines on the tables was another good idea.



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