



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

APRIL 2013

April 2013

THE NEXT PROGRAM WILL BE ON MONDAY
May 13, 2013

- **Annual Banquet Picnic**
- **5:30 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**
- **AT THE NEXT CHAPTER MEETING:**
Fun, casual, social—picnic for members and guests social time will begin at 5:30, food will begin at 6:00

Rich Stowell — The Spin Doctor

Rich Stowell took his first flying lesson in 1982 and earned his Private license in early 1984. He began his career as a full-time instructor in 1987. In February 2001, Stowell was designated the country's first Master CFI-Aerobatics and has served on the Master Instructors LLC Board of Review for Master CFI-Aerobatic applicants ever since. He is also the 2006 National Flight Instructor of the Year and Charter Member of SAFE. During his career, Stowell has accomplished the following:



Jim Pearsall arranged for Rich Stowell to call in by telephone from Idaho. We watched the presentation here while Rich was at his home. I think this is the first time Chapter 54 had a guest speaker who never set foot in the Clubhouse.

Most accidents occur in maneuvering flight, second is take off and climb and third approach and landing. The accident distribution has not changes much in the last 50 years.

Stalls are common during flight training and reviews. Cause—exceeded critical angle of attack, so primary focus in

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the elevator and the assumption it is a “Coordinated Maneuver”. Recovery is release back pressure or forward pressure on the stick or yoke. “Nose and Yoke or stick must move in the same direction.” Maintain heading with rudder inputs not stick or yoke and the angle of attack with the elevator. Spins are caused by yaw and roll combined in the stall—it is an uncoordinated stall because the rudder is full left or right.

Recovery Actions -- PARE

Power Off

Ailerons Neutral

Rudder full opposite of spin

Elevator through neutral

(More than 90% of stall spin accidents occur below 1,000 feet usually not enough altitude to recover)

Emergency Recovery for Inverted –over bank. Caused by either pilot error or environmental influences such as turbulence.

Recovery Actions “Power – Push – Roll”

Power Off or On depending on the situation

Push release the back elevator

Roll Full aileron and add rudder

“Better to be accurate with the procedure than quick”

Control Failures – 42 in last 5 years. 31 accidents caused by control problems, 11 due to gust locks. Not that many compared to the total number. Certificated aircraft must be built to be able to land without elevator. Recovery from flap and aileron problems are done with slips or slipping turns

Engine Failures – Establish best glide. Reasons for engines stoppage caused mostly by the pilot. Know your attitude and maintain that instead of chasing airspeed. Then head for landing area—45 to 60 degree in front. Then set up plane for landing and perhaps try to restart.

“Speed – Spot – Set up”

Risk Management – upwind departure engine failure 8 times greater chance of injury vs. straight ahead, another study on survivability 62 % better outcomes landing straight ahead vs. turning back. Actual results of people practicing turn back maneuvers resulted in 5 accidents, 8 deaths and 2 injuries in one year.

The purpose of continued training is to minimize the compounding errors in aviation accidents. We do not rise to the occasion—we tend to sink to the level of our training so train well.

www.richstowell.com

www.safepilots.org

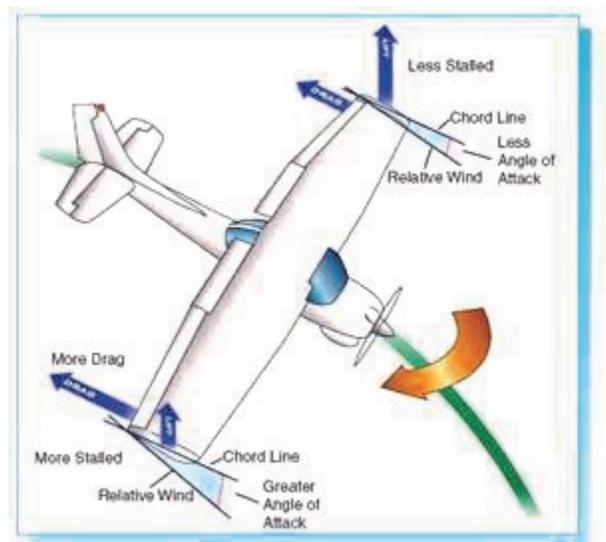
www.faa.gov

Questions: What is the altitude for practicing spin -- 3500 to 4500 feet agl. What is a lesson like? 45 minutes familiarization with the plane then 45 minute lessons and they get in 5-6 spins after a thorough ground briefing.

Can one spin and recover to a specific heading — yes most can within 20 degrees

Better to do 10 one turn spins than one ten turn spins. Students do practice 2 turn spins by counting half turns and planning and implementation.

Giving a presentation at Airventure.



A Gem Right Here in Our Back Yard — Fagen Museum

Yesterday, Dave Dobson and I flew to Granite Falls in one of Dave's Cloud 7 Club's Centurions to visit this museum. We flew a C210 from KFCM to KGDB yesterday, with my friend and fellow pilot Barry Dayton, to see the Fagen Museum. The temps were 5 deg F on takeoff on a cold winter day. We arrived at 10:00 am and we were the only visitors at the time.

This is a truly impressive museum, with 2 new hangars, a Quonset hut and WWII control tower. All of the military aircraft, trucks, motorcycles are operational and exercised frequently. There was no expense spared, or detail not perfect.

Ron Fagen pulled up as we were about to leave and showed us a separate facility where a staff of 5 rebuilds aircraft. Every tool and machine imaginable, computerized inventory control, and immaculate house-keeping.

Must be a lot of money in building ethanol plants! His two sons run the company now, and Ron can work on the museum full time.

Links:

<http://www.fagenfighterswwiimuseum.org/>
<http://www.youtube.com/watch?v=ivXgrLq-HNM>

<http://minnesota.cbslocal.com/photo-galleries/2012/09/22/finding-mn-wwii-museum-at-granite-falls-airport/>





FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY BETTIE SEITZER

Greetings from the flight line!

Welcome to spring (?), seems like the good flying weather days are few and far between, but sooner or later Winter is going to have to give up and move on!

Our May meeting has always been a social gathering, last year we switched from a formal dinner to a picnic on the deck; we decided to make that our new tradition because it was so much fun! Bring your family and Friends – social time will begin at 5:30, food will begin at 6:00, but don't worry, we will likely be serving for about an hour, come when you can. There will be burgers, brats, chicken, beans, chips, watermelon, and root beer floats for dessert! You can bring a dish to pass if you want, but it is not required. Last year we had a nice group of our members' planes on the lawn for static display, it was so interesting to look at the planes up close and talk to the owners about their plane's performance and special characteristics. You are welcome to bring your plane out for display or, weather permitting, a fly-by. This is a casual, budget friendly event so I hope you can join us. Adults are \$8, kids are \$6 and the littlest ones are free.

Billie Rankin got us off to a good start with name tags! This will really help everyone to get to know each other better, especially our newer members and guests. You can even have a customized tag!

In May there will be several grounds keeping activities. The bunnies have destroyed the shrubs in front of the Chapter house! They were looking so good, too. We will need to dig them out and replace them and then replace the mulch. We must wait for good weather, but watch the email and next month's newsletter for dates.

In May we will also be putting up the Pergola at the viewing deck. Dave Fiebiger has prepared the wood so we will have an easy assembly. We will be watching the weather and setting a date for putting in the footings and another date for putting up the structure. This will be a beautiful and useful addition to that area, such a great way to make people feel welcome on the field! As a kid I remember plenty of hours sitting next to a runway watching the planes come and go. Eventually my father was able to get his pilot's license, but not until after I left home! So if you see someone you don't recognize watching the planes, stop and say hello! You can ask about their interest in aviation and invite them to a chapter meeting! Outreach like this can add to our members and increase public acceptance and support of general aviation.

Happy Flying!

Bettie



<http://flightaware.com/live/flight/N6039N/history/20130126/1515Z/KFCM/KGDB>

<https://plus.google.com/photos/109722254632123078387/albums/5837973135481609921?authkey=CMChsvHm79mwLw>

I found the EAA video of the firing of Ron's P-51 Twilight Tear's guns. We were told yesterday that mechanics were finding fragments of bullets on the ramp hundreds of yards from the embankment weeks after the test firing. The guns are now in a bank vault in Granite Falls.

<http://bcove.me/e3oea56d>

Ron's museum is an absolutely wonderful fly-out destination! He is also in need of more aviation sheet metal help if anyone is interested. He's hiring!



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: 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.

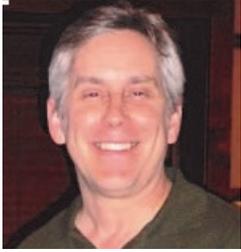


Tailwinds Flying Club Welcomes New Members

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.

More Photos From the Fagen Museum





Chapter 54 Meeting Minutes

March 11, 2013

EAA Chapter 54 April 2013 Meeting Minutes

4/8 /2013

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 26 people attended.

Business Meeting

Secretaries Report: Motion and second to accept the minutes as published in the newsletter was made. There was no discussion, then voted and approved by the members.

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

New Business

- Proposal and offer — Little Library by the Airplane viewing area will be built by Norm Weston— needs some suggestions regarding color, location, and other suggestions. Need a drawing to MAC, bolt to post of the Pergola. Aviation related extra magazines will be placed in the little library.
- Farnsworth School Visits - Lief Erickson will be leading the event, watch for more news later if you are interested in helping out with the hangar tour for the students.
- Oshkosh Work Party – tentatively we will plan on June 8 and 9. We can tell them the week before and they will make it happen.
- Furnace News – Fan motor failed, Dave replaced it—everything is OK
- Billie Rankin and Gordon put together name tags. She can make custom name tags with color photos of you plane or dogs
- Seminar Starting Glider pilot ground school —4 club members attended
- Young Eagle Report--\$430 credits earned last year — used the credits to fund the Air Academy May 11, 2013 is first event, volunteers needed.
- Web Editor Michael McKinnon: He is learning the website and updating by going to other EAA websites and will make it up to date at a reasonable pace.
- Historian Jeff Hove: Sun Country Museum Tour to Pensacola May 18, 2013, \$343 for the day 6:30 departure, includes bus transportation. A long and interesting day.
- May 13, 2013 is the date for the Annual all member and family picnic and recognition at the chapter house—need ideas for entertainment—airplane show, movie,
- August 18, 2013 Aviation Day put the date on your calendar now. An event coordinator is needed—suggestion made to offer having local radio station to broadcast from the event. Greg Adler will explore to see if they can do that.
- September 14, 2013 Fall Picnic for members and their families
- Next meeting is June 10, 2013.
- Need to replace destroyed shrubs and mulch

- Build pergola – power washed the boards, drilled the holes for assemble. Need a power post hole digger. Half day for footings, half day to assemble

Old Business

- Pedal Plane kit needs an owner to finish it.
- 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.
- Need a champion for the sign at the airport.
- Remind people to encourage other members to sign up for Google Groups and then EAA Chapter 54. Continued from page 7

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

Another Photo From the Fagen Museum



Chapter 54 Directory

President: Bettie Seitzer
president@eaa54.org

Vice President: Jim Pearsall
vicepresident@eaa54.org

Treasurer: Paul Rankin
treasurer@eaa54.org

Secretary/Class IV Director
Dale Seitzer

secretary@eaa54.org or Newsletter@eaa54.org.

Education Director

Rob Barros
education@eaa54.org

Events Director

Jim Pearsall
events@eaa54.org

Housing Director

Dave Fiebigger
housing@eaa54.org

Membership Director

John Renwick
membership@eaa54.org

Young Eagles Director

Linda Amble
youngeagles@eaa54.org

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 printed on the first Monday of every month.