



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JULY 2016

July 2016

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY August 8, 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: Kevin Szalapski will speak about flex wing weight shift trikes
- Our Chapter Web site address: www.eaa54.org

INSIDE THIS ISSUE:

ADVENTURE TO AIRVENTURE	1
	3
YOUNG EAGLES REPORT	3
GRILL UPDATE	4
PRESIDENTS MESSAGE	7
AIRVENTURE REPORT	8

Upcoming Events

1. Pancake Breakfast / Aviation Day — August 14
2. Chapter 54 Meeting—September 9
3. Chapter Young Eagles Event — August 13
4. Girls In Aviation Day — September 24

Adventure to Airventure by Marlon Gunderson
I flew over to Airventure in my SkyRaider eLSA on Monday July 25th. With a 65mph cruise and ~2 hour range, rather than head out early to arrive before the 2pm field closure, I elected to have a leisurely breakfast and read the paper with the missus before taking my leave for the week. When I took off from 21D it was severe clear and light northwest winds that gave me a 10mph tailwind on the way over. My first leg took me over Afton, just east of RGK, down the beautiful east



bluff line of Lake Pepin, over Wabasha and Weaver Dunes looking for a camping spot on the river for a boat outing later in August, and into the Winona airport. I stretched my legs at Winona and transferred 5gals of fuel from a fuel can in my back seat to the fuel tanks and departed. As a few small white clouds started forming at 4000' to contrast with the blue water and sky, and



beautiful green rolling hills, I headed east overflying the airpark at Holmen, WI, then south of the Sparta class D and into Tomah, WI. I landed and taxied to the west end of the airfield at Tomah, just across the street from a BP gas station, where I used my 5 gal fuel can to fuel up (100LL fouls my Rotax 2-stroke). The proprietor of the BP station was intrigued by the miniature airplane and came over to take photos with his daughter sitting in it. After a sub sandwich for lunch and chatting with the airport manager, John Glenn, I took off heading northeast to avoid Volk Class D, over Necedah and Castle Rock lake, throttling back and nosing down to keep the thermals from sucking me and my 400 lb. toy airplane into the mid-day cumulus. I flew just south of Wautoma and into a private grass airstrip on the north side of Berlin, WI, which is ~5mi north of Ripon. I've



stopped here twice before on my way to OSH, but this is the first time I've run into the owner, James Shy. James invited me to hang out with himself and another pilot visiting to purchase his Rans S7; I had a couple of hours to kill until OSH reopened after the airshow. James was waiting for a CFI to arrive in another S-7 to give the new owner 5 hours of dual before he could fly away with his purchase. In addition to his S-7, James has also put up his 18 acre private airpark for sale for \$100K which includes a nearly new heated hangar and workshop. I called the UL field at OSH for permission to fly in and then launched at 6:40pm heading over Fisk at 300 AGL to the intersection of Co.Rd.Z and highway 26, which is the entry point running up highway 26 into the UL pattern. Fisk control put everyone into hold over Rush Lake about the time I flew over them



due to temporary military AC activity at OSH, so I radioed to see if it was still OK to proceed into the UL strip; they weren't sure but eventually cleared me on the 300' AGL pattern. I was the only aircraft arrival flying when I landed -- easiest arrival I've ever had flying into Oshkosh.

Red Wing Fly In Pancake Breakfast.

It was a beautiful day and friendly people from Chapter 54 attended.



Young Eagles Report

At the August Young Eagles Event, 30 young people were given introductory rides by Chapter Pilots. Thanks to the ground crew for getting the



Young Eagles prepared and working with siblings and parents to share the joy of flight and educate the public about aviation.



The next Young Eagle Event is September 9. There is always a need for pilots and ground crew.





EAA Chapter 54 Grill Upgrade

By Dave Voelker

The attached photos illustrate the progress made toward a controllable, productive griddle. I cleaned the cooking surfaces with chemical grill/griddle compound. Removed cooking surfaces and cleaned years of burnt eggs and pancakes from supports.

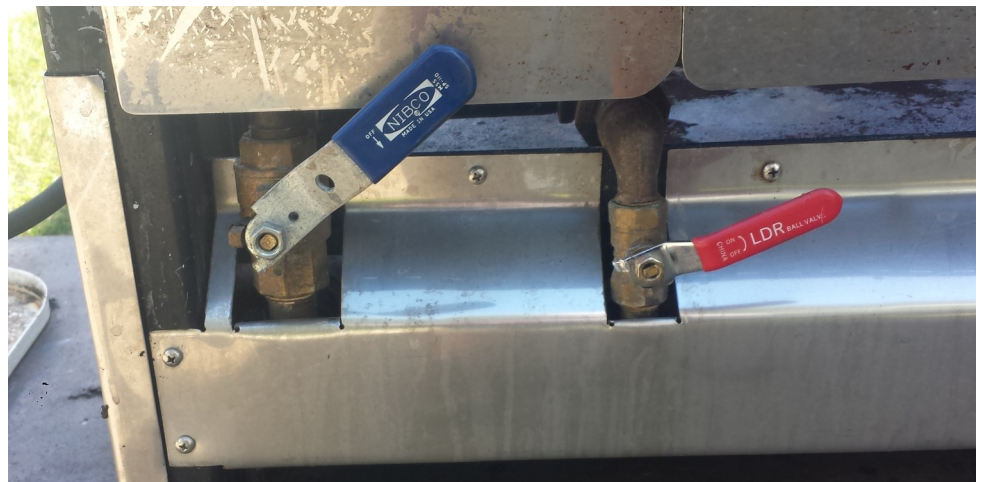
I then cleaned and polished cooking surfaces with grill stones and tested all safety burners and main burners with griddles propped up. As I did that, I noted lowest possible control valve settings.



The burners are well built but needed a thorough cleaning so I cleaned exterior of all main burners. The grill was always too hot so as an experiment, I applied high temp Permatex silicone to 50% of burner openings on "Eggs" end of griddle.

The plan is to season eggs end and observe burner pattern. I will run test with eggs and maybe pancakes too as proof of concept plugging half of burner holes. If needed, I can modify the other main burners too dial in the best temperature.

Continued on page 5



Award Winning Vintage Airplane

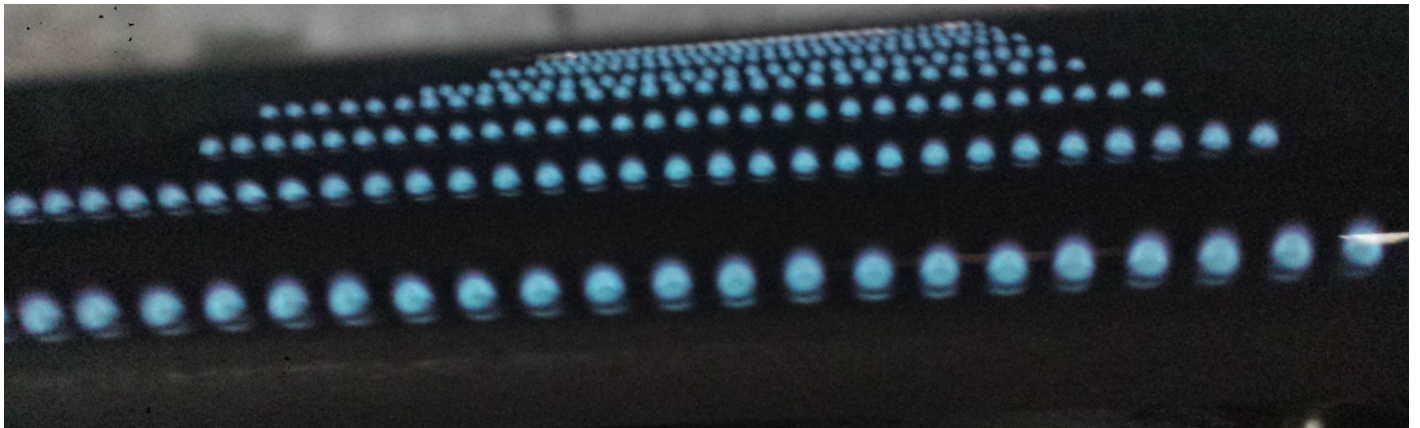
Congratulations to John Renwick for Best Maintenance. John attributed much of the recognition to the previous owner — a humble award winner.

There was fierce competition for all the awards — too many beautiful aircraft.



Grill Update Continued:

I decided to season the Eggs side of the griddle this evening now that half of the flame holes are plugged. I covered the surface with a light coating of canola oil. I lit the burners and turned down the flames to 1/4 high and the sur-



face of the griddle heated to 385° to 412° in about 20 minutes. Just right for pancakes, a bit too hot for eggs. Just right temperature for sausage. I think we are on the right track.

Dave Fibiger built the grill years ago and he did a great job — he wanted to make sure it was hot enough. It is sturdy, mobile, large enough and can be modified as needed.

Pretty blue flames. Very creative and simple solution to the problem.

Airventure Report A Douglas A-26 Invader had a nose gear malfunction at Airventure. The crew flew around the area trying to get the nose gear to lock. Unfortunately the nose gear failed during landing on runway 36.



For Sale, Rent or Wanted

For Sale: Drywall lift. Good for 150# & 11 feet lifting for 8 foot or 12 foot sheets. I bought this for a single small project - firewalling my garage. Good as new. Will sell for half price \$75 Dave Syverson ddsylverson@comcast.net or 612-418-1072 (leave a message - I'll call back soon when able)

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 Rent: The back half of a 40x40 hangar for in-process project or plane not current at a reduced rate. dalemseitzer@yahoo.com

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



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

Today was an amazing day at Lake Elmo Airport for the EAA Chapter 54 Aviation Day and Pancake Breakfast.



As quoted by one long time participant, the event was "Smooth". The observations of pilots who flew in, guests and volunteers is a testament to the teamwork of volunteers.

The volunteers included the students and parents and staff from Farnsworth, the Metropolitan Airport Commission, Valters Aviation (for the facility) our volunteers from Chapter 54, the staff from the Commemorative Air Force Minnesota Wing, other vendors and all the pilots who brought their aircraft out to share.



Recognition goes out for the friends and family of our members and the community for taking time from this fabulous, 10 out of 10 day, to help us share our passion



Aiventure Report — Final Statistics

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total show planes: 2,855 (up 7 percent over 2015): 1,124 homebuilt aircraft (up 11 percent), 1,032 vintage airplanes (up 7 percent), 371 warbirds (up 6 percent), 135 ultralights and light-sport aircraft, 101 seaplanes, 31 rotorcraft, 41 aerobatic aircraft, and 20 non-categorized aircraft.



Commercial exhibitors: Final total of 891, a 10 percent increase over EAA AirVenture 2015.

Forums and Workshops: A total of 1,050 sessions attended by more than 75,000 people.

Social Media, Internet and Mobile: More than 35 million people were reached by EAA's social media channels during AirVenture; EAA AirVenture app had 1.6 million screen views; EAA video clips during the event were viewed 957,000 times; and EAA's 1,100 photo uploads were viewed more than 7.4 million times.



Airventure Images

Lee Fisher's Demosoille BIS24



New Kolb Tricycle Gear Kit airplane



1929 Hamilton Metal Plane



Spectacular polish jobs on many planes including this Ryan ST-A



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



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