

**January 2015**

NEXT MONTH'S PROGRAM WILL BE ON  
**MONDAY February 8, 2015**

- **SOCIAL HOUR STARTING AT 6:30PM.**
- **Meeting at 7:30 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**

### Ground School Announcement

Chapter 54 will sponsor another Private/Sport Pilot Ground School Course in 2015. The dates will be from Thursday, February 5, 2015 to Monday, May 4, 2015.

Details of the course are available in the Ground School link on the Chapter website [www.eaa54.org](http://www.eaa54.org). The Ground School link also includes a registration button that directs students to [Eventbrite.com](http://Eventbrite.com) where they will register and pay their course fee.

Please feel free to print and distribute link to a ground school advertising flyer. We need to get this word out to everyone we know that is interested in flight training. This will be a great opportunity for them to complete the first stage of their training.

INSIDE THIS ISSUE:	
FLIGHT REPORT	1
PHOTO CONTEST WINNERS	2 -3
SECRETARY REPORT	4
BANQUET PHOTOS	5
PRESIDENTS MESSAGE	6

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

**We recognize Chapter Volunteers.** Officers receive certificates and pins for their contributions. Linda Amble, Young Eagles Coordinator photo below.

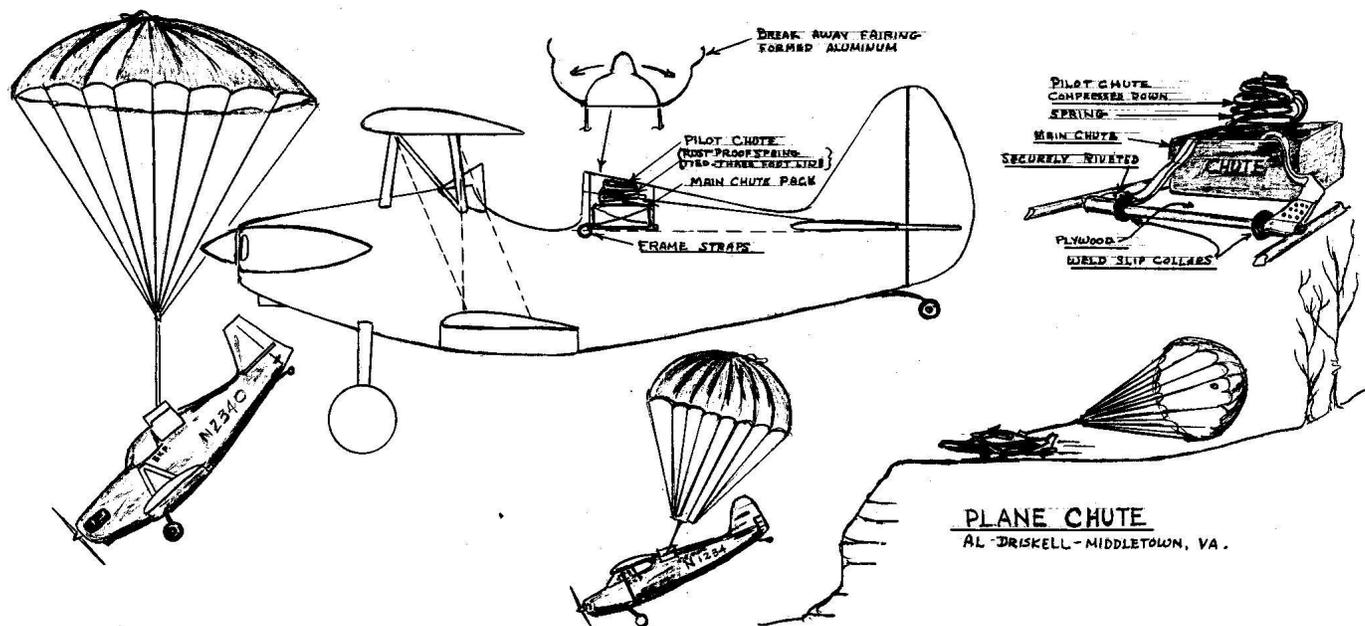


Below, Mike Mc Kinnon Webmaster recognized for volunteer efforts supporting the Chapter



## Ballistic Parachutes by Dale Seitzer

I recently had the BRS parachute repacked and a new rocket installed in my plane. Parachutes need to be repacked every 10 years and the rocket must be replaced every 10 years. While at the chapter house looking through the boxes of old magazines I saw this article in the Sport Aviation September 1967 issue. The author had the right idea. BRS designed the novel idea of the slider—it prevents the parachute from opening too full, too fast at very high speeds but it still allows it to fully open very quickly at slower speeds. BRS also designed the rocket system to quickly pull the parachute out and deployed. I would use the parachute without hesitation if there was a control failure, inflight collision or pilot incapacitation.



# Airplane Chute

By G. Allison Driskell  
Box 11, Middletown, Va.

PERHAPS AN ANCIENT and shopworn idea, the subject of plane chutes is nonetheless still an interesting one, and this article is intended merely for the purpose of stimulating new thought about it.

Granted, it would be of little avail at very low altitudes, and granted, it could wrap around the fuselage in a tight roll. Also granted is that it could let the airplane down in a nose first angle or attitude if mounted aft of the center of gravity; also that the added weight is undesirable and that it might take up space better utilized for additional fuel or baggage. Yet, some may find the idea interesting, especially if they ever had an engine fail over mountains or wooded areas.

With the lighter fabrics and lower costs of surplus chutes, it would be fairly easy to install one during construction.

The release arrangement could be a simple metal wire that could be extracted like a hinge pin, or any number of simple releases could be devised to allow the chute to fly off or open.

The spring would throw out the pilot chute into the

wash, and thus the entire chute out of its compartment. Fasteners could be at the places indicated in the sketches, or cables could be inserted to pull out and possibly hold the large chute far enough away from the ship to escape fire or damage from any contact with any part of the aircraft in the event it is turning or spinning. Of course, anyone intending to install anything of this nature should consider any change that may take place in establishing the center of gravity and airfoil placement, including wing placement.

Reading accounts of recent crack-ups set me to wondering again if we are not possibly missing a chance to save some aircraft, not to mention some necks of those who have such luck as engine failure from any causes, or structural failure. Damage to the airplane would be far less if it came down even nose first at 25-30 mph than if it had no braking at all while falling. It would come in handy as a brake also if one had to land in a very short field or mountainous area; or a plowed or soft, muddy field, providing they actually had the airplane on the ground before trying to deploy the chute. ☺

## Wipaire offers floatplane rating scholarship from AOPA Online



Ben Wiplinger with his Cessna 185

[Wipaire Inc.](#) in St. Paul, Minnesota, is celebrating 55 years of continuous float production in 2015 by sponsoring a seaplane rating scholarship, to be awarded during EAA AirVenture in Oshkosh, Wisconsin.

The Ben Wiplinger Memorial Seaplane Rating Scholarship, valued at \$1,500, is open to any pilot with a sport pilot certificate or higher who lives in the United States or Canada, excluding Quebec. Applications are due by June 30. More information is available at the [website](#).

The scholarship is named for the founder of Wipline Inc., who began his aviation career by building a Pietenpol Air Camper. He was a machinist, auto technician, and aircraft mechanic who served in the Army Air Forces as a mechanic. While in the service, he developed a preoiling system to help the performance of bomber aircraft. After the war, he started a business in which he converted ex-military aircraft into executive and corporate aircraft.

Wiplinger wanted to become a dealer for EDO floats, but after his application was rejected, he sold his aircraft conversion company and began building his own floats. He established Wipline Inc. in 1960.

Wiplinger died in 1992. His son, Bob Wiplinger, is chief executive officer of the company, now known as Wipaire. Grandson Chuck Wiplinger is president and chief operating officer. Wipaire floats and skis are manufactured and engineered for aircraft ranging from the Piper Cub to the de Havilland Viking Twin Otter. The company also offers a range of supplemental type certificated performance modifications for the Aviat Husky; Cessna 182, 185, 206, and 208; de Havilland Beaver and Twin Otter; Piper PA-18; and Quest Kodiak.



## FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

Happy New Year Chapter 54!

I am writing this month's chapter update from sunny southern Florida after attending the Sebring LSA Expo. I will write more about the Expo and the plan for and actual trip down later. In the meantime I recommend if you plan on a trip flying GA to FL in January, get a backup seat on commercial.

I had positive feedback from the presentation by Scott Schafer from Johnson High School and the possible opportunities for the chapter to collaborate with Scott in his efforts to develop an Aviation and Aerospace program at Johnson. A couple of ideas that have already surfaced are Chapter members helping out with simulators and including advanced students in our ground school. More to come on this.

At last tally we were three quarters of our way to ensuring critical mass for our Ground School starting February 5th and confidence is high we will pick up the few more we need before or on the first night. If you or someone you know is ready to take this step sign up online. If you are not certain come out to the clubhouse on the 5th.

Anyone who would like to participate in 2015 planning please send me your thoughts and suggestions of how to best serve our mission. We are here to promote aviation and educate folks on the benefits of building and flying light aircraft. To be effective we need everyone's help. Even if you can't make meetings or other chapter events you feedback and ideas are welcome.

In closing as I sit here in Florida I am wondering just what is special about Minnesota? There is plenty of air, tarmac and avgas here. Hmm.

Jim Pearsall



### Chapter 54 Directory

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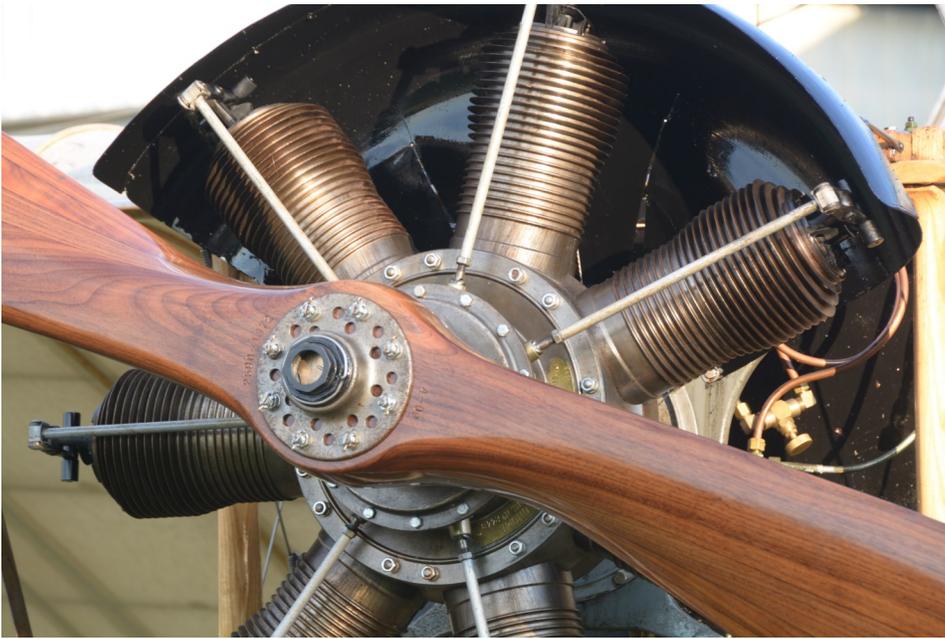


Photo Left by Roger Westerberg

Photo Right Dale Seitzer Newsletter Editor



Recognition of Tom Gibbons, Chapter Treasurer. President Jim Pearsal presents a certificate of recognition and members applaud Toms contributions.



## 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/MEMBERONLY](http://WWW.EAA54.ORG/MEMBERONLY)*



## Minn. to replace vintage water bombers with Fire Boss aircraft



The Minnesota Department of Natural Resources has used two 1970s-era Bombardier CL-215 water bombers for the past 14 years to fight forest fires across the state. The DNR has decided the planes are too old to maintain. The CL-215s will be auctioned off, and the state will replace them with six smaller, less expensive Fire Boss aircraft.

Photo by Roger  
Westerberg,  
right.

