



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

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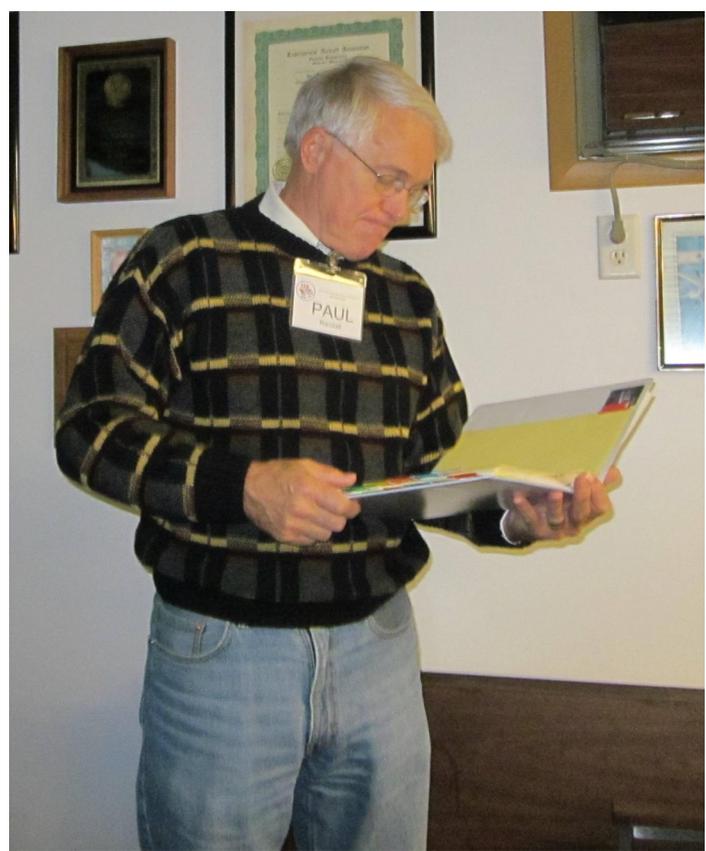
NEXT MONTH'S PROGRAM WILL BE ON

MONDAY November 10, 2014

- SOCIAL HOUR STARTING AT 7:00PM.
- Meeting AT 7:30 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.
- AT THE NEXT CHAPTER MEETING:
- Annual Meeting Chapter 54 Meeting —Elections
- December 8, EAA Chapter 54 Annual Holiday Dinner and Recognition

EAA Leader Training

Reported by Paul Randall



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Paul reported back to the Chapter members following his weekend at EAA headquarters for their leaders training. Several times per year, Chapter leaders are invited to participate in a leadership training weekend.

AS Paul's photo show, the even is part social and part strategic. The social part included beer and hangar talk. The business portion included topics such as insurance, fundraising, membership drives and membership retention.

Paul described a tour of the EAA warbird hangar and the planes and a behind the scenes tour of the museum. He also reported a tour of the Sonex factory.

Every Board member or officer is encouraged to attend this inspirational and informative event. Please volunteer when the opportunity comes up again.



Twin Cities airplane ownership clubs allow more to soar

[By Bob Shaw](#)
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Independent flight, as everyone knows, is only for birds, bees and billionaires. Mark Weyer is trying to expand that list. His group, the Tailwinds Flying Club, is one of a growing number of nonprofits that are democratizing airplane ownership. Weyer's mission is to make flying affordable for more people.

"Look at us -- we are ordinary people," said Weyer in the club's Lake Elmo hangar, working alongside other club members. The potential to fly -- for the cost of owning a car -- is driving a surge in airplane-buying clubs. Nationally, the number of clubs has jumped nearly 30 percent since January to 616, thanks to a club-founding drive by the national Aircraft Owners and Pilots Association.

In the Twin Cities metro area, there are 18 clubs, from Blaine to St. Paul to Lakeville. The Tailwinds Club owns three airplanes, which its 39 members use for vacations, business travel or just for fun. One of them, a 2006 Cirrus SR20, cost \$450,000 -- well out of reach for middle-class pilots. But members pay a fraction of that cost. The joining fee is \$5,900, monthly dues are \$130 and hourly rental is \$46 to \$77.

"This is a unique opportunity to split up expenses," Weyer said. The clubs are emerging from a patch of turbulence.

Tailwinds was formed in 1968 with a single airplane. The club grew steadily until Sept. 11, 2001 -- the day that changed airplane flight in America. After the attacks on the World Trade Center and the Pentagon, the nation's airways were shut down. Immediately, Weyer said, insurance doubled to \$10,000 a year for a single Tailwinds airplane. After that, private flying was limited -- and remains limited. "You still can't fly within 50 miles of the president's jet," Weyer said.

Restrictions also apply when other government officials are flying. Small aircraft must avoid many stadiums when they are full of people. "September 11 was the first time that our list to get into the club dissolved," Weyer said. "The list to get in turned into a list to get out. It was kind of scary." Then came the recession, in about 2008. Members suddenly found themselves without jobs. The impact was felt at many clubs, including the Gateway Flying Club in Blaine. "We had an issue when the economy was dropping," said club president Chris Baye.

But in the past year, that club and others have been rebounding. Membership of the three-airplane club in Blaine has grown to about 34 -- a number that has been holding steady or increasing. In Lake Elmo, Weyer said Tailwinds now is attracting younger pilots. "In the past, aviation has been kind of an older man's sport," he said. Brenda Tibbs, flying club specialist with the national association, said many amateur pilots are taking advantage of the freedom to fly in America. The restrictions on small aircraft in other countries are still much tougher than those in America, she said. Flying in this country is much cheaper -- and so is learning to fly. "It's so much better here than in any other country in the world," said Tailwinds secretary Barry Dayton. Late last month, Dayton and Weyer worked on chores in the club's hangar.

Yellow lines veer around the concrete floor to show pilots how to exit the hangar, and tennis balls hanging from the ceiling show them where to park. On one wall is a photo display of all the current members, which illustrates another lure of the club: the potential for making friends. Weyer said that five times a year the club has a "plane washing," at which members maintain the airplanes and socialize. The hangar has room for the Cirrus, a 1977 Piper Archer II and a 1979 Piper Cherokee Six. The Cirrus is the most advanced, with a built-in parachute for the entire plane and air bags everywhere, even tucked into the safety harness. The Cherokee is considered the antique. "People always point this out," laughed Dayton, as he climbed inside. "It still has ashtrays."

Bob Shaw can be reached at 651-228-5433. Follow him at twitter.com/BshawPP.

Tailwinds Club members Mark Weyer of Forest Lake, back, and Barry Dayton of Stillwater push the the club's 2006 Cirrus SR20 into the hangar at Lake Elmo Airport on Wednesday, October 8, 2014. (Pioneer Press: Ben Garvin)





Chapter 54 Meeting Minutes

By Bettie Seitzer, Chapter Secretary

A Blast From the Past

In July of 1999, Paul Liedl wrote a brief history of chapter 54 which I will transcribe here:

Experimental Aircraft Association Speed Homan Chapter 54 was actually started in March of 1957 by a group of aviation enthusiasts from 3M and Engineering Research Associates.



A minimum of 12 people was necessary for chapter recognition so these people worked very hard at getting new members and finally on May 13, 1958, the group was recognized as Speed Holman Chapter 54 by EAA Headquarters in Oshkosh, Wisconsin.

Airplanes being flown by members were Bellancas, Pober Pixys, a Sky Shooter, and a Lake 4. These airplanes can still be seen flying today at the International Convention held each year at Oshkosh, Wisconsin.

Our local Speed Holman Chapter 54 is governed by by-laws, we hold regularly scheduled meetings on the second Monday of each month. Our first chapter president, Norm Weston is still an active member. (And, still in 2014!)

EAA Speed Holman Chapter 54 meetings include visits to local FAA Control Towers, MPs/St. Paul Terminal Buildings, movies and video tapes from headquarters, slides and presentations by members, guest speakers, plus demonstrations of basic aerodynamics, welding rib stitching, engine overhauling. This list can go on and on. Educating young aviation enthusiasts is a very [important] function in our chapter. We are a group of aircraft owners and builders. Members helping members. At the present time we have under construction RV builders, a kit fox, Bamboo Bomber, Aeronca, too many to mention!



Members are flying Midget Mustang, Navion N#N, Swift, Citabria, RV6, again, too many to mention.

AOPA, FAA, MAC representatives are regular speakers and keep us current and updated. Members may bring in aircraft plans for all to look over or a static display of an aircraft part for discussion, or members will sell and swap unneeded "goodies".

We have Saturday morning visits to a builder's project plus workshops offering hands-on instructions and the teaching of new skills.

Chapter officers are elected every two years. I enclose a list of past officers and as you peruse it, you will not see the staying power of our chapter. People do come and go but our active membership stays at 90 – 100.

Dues started at \$5.00 per year, have grown to \$20.00 per year. Not bad for a 40 year operation! *Continued on Page 8*

Home made wheel covers anyone???

Dave Syverson, Kitfox 7 Trigear

Not all experimental aircraft are built from the same assemblage of "standard" parts where "standard" parts can normally be used. Certain aircraft work off of "standard" parts but not with the same match-up as a person might think.

The Kitfox, at least the more recent models, have a main wheel and axle pairing that prevents the direct use of an off the shelf wheel cover. Some Kitfox owners have solved this by cutting a hole in the center of a standard wheel cover then fabricating a disk which bolts to the axle stub to create a finished look.

What it gets down to is if a person wants a completely enclosed one piece wheel cover on a kitfox, a builder has to fabricate one or find someone who can do it for them.

This story has another Chapter 54 connection because Jeff Hove happened to selling off an old wood lathe he no longer needed. At the time Jeff made the lathe available, I wasn't thinking of wheel covers because I wanted a decent mid sized wood lathe anyway. For the record, no, we're not talking about making wooden wheel covers for the Kitfox!

I have always wanted to try a technique called metal spinning to make something and decided the wood lathe could play a part in this adventure. The ingredients were pretty simple.

A large slab of 4" thick pine laying around in the garage could be turned in the lathe to make a reverse form (plug) for the correct deep dish shape for a one piece wheel cover. Some 0.017" thick aluminum from "Menard's aircraft supply" of a relatively malleable alloy happened to be sitting around the basement too. A simple matter to cut a round



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.

To inquire about membership, please call Mark 651-983-6206

Home Made Wheel Covers — Continued

A simple matter to cut a round piece of the aluminum and screw it to the plug; then, take a piece of 3/4" dowel to use as a spoon (starting at the outside edge of the dish, not the center!), turn on the lathe, and the dish took shape in a short 5 minutes.

While the piece was still attached to the plug, it is easy enough to measure and mark the edge of the piece while it is spinning to match the diameter of the aircraft wheel precisely.

After un-screwing the piece from the plug, it was trimmed, deburred and essentially became a wheel cover missing the three holes to fasten it to the wheel and missing some paint. After some consideration, the decision was made to use the same Aerothane (insignia White) which was used on the gear legs when the plane was completed a few years ago.

Finding the location to drill the holes was a little bit fussy, but not all that difficult. All told, the time on task for the whole business was a bit under 2 1/2 hours with the wheel covers tipping the scale at 1.45 ounces each.

You can check out the photo of the final installed wheel covers; or, if you want, certainly critique them in person at my hangar sometime.





FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

Greetings fans of Chapter 54!

We are transitioning from the flying season to the building social season in the Northland, dictated by our wonderful climate and astronomy. To begin the slowdown in activity in the pattern, this month we are in the process of updating our board of directors. At the October meeting an Election Slate was proposed. Voting was postponed via a motion from this month to November as it has for the last several years.

The Proposed Slate:

Class II Directors - Directors serve two years and assist in guiding the direction of the chapter

Jeff Hove

Dave Syverson

Bruce Olson

Jack Miller

Newsletter Editor – Produces monthly newsletter reporting on Chapter 54 meetings, activities

Dale Seitzer

On another organizational note, Michael McKinnon has let me know he would like to transition Webmaster activities. Michael has provided his expert service on a volunteer basis for several years now for which we all are grateful. The job is primarily to maintain the existing site, posting data and doing regular website content updates. If you have interest in this position let me know. Michael has graciously offered to assist in a transition. Some website experience would be good, but main requirement is a desire to dig in to something new.

Getting back to voting and Chapter 54's annual calendar. The last few years we have had our elections in November rather than October which just felt right. Moving our annual banquet to December makes the following seem to roll nicely. October, announce election. November, Elections (Hmm ring to it!). December, recognition and handoff. Please let me know what you think of this schedule.

As we wrap up 2014 I look forward to seeing you all at the next meeting and our annual banquet. The social season is here. Be safe and for goodness sake- Preheat!

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



Continued from page 4

EAA Speed Holman Chapter 54 has a complete library containing a collection of aviation magazines, books, technical publications and video tapes. WE also have specialized aircraft tools available on a loan basis to current members.

Throughout the year, our chapter hosts a banquet, picnics, Young Eagles, mentor programs, pig roasts, a fly-in breakfast and whatever else we may come up with.

The richness of recreational flying can be realized by everyone, whether they be aviator, aircraft owner, or whether they just like to build or are just an aviation enthusiast. Paul Leidl, 1999.

Bettie writes:

Isn't it amazing that we have had such a rich history?! One thing I know for sure, the chapter would not be as strong as it is or as long lasting without our members who have stepped up to volunteer in so many ways. Our first president was Norm Weston, who is still an active member and still an avid aviation enthusiast!

Paul's list of chapter activities was also very interesting! I am glad that we are once again sponsoring chapter picnics; we haven't quite gotten to a hog roast, but Linda and I are seriously considering ham for the December chapter dinner and recognition meeting.

Our membership dues are still very reasonable, pretty good for a 57 year organization. Our membership has grown in numbers, our pancake breakfast has gotten bigger and we definitely have more planes flying.

I think it is time to do a survey of members and get a list of the planes we are flying and building. It has been a while since we had a builder presentation, perhaps we need a volunteer.

Young Eagle Report



Formal Young Eagle events have concluded for 2014. @014 was a good but not great summer—we had a couple of bad weather days which reduced the number of rides we gave.

Thanks to all the volunteers. The ground crew that took care of the parents and brothers and

sisters and the pilots who got the opportunity to share flight with kids who had fun. .



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