

April 2014
THE NEXT PROGRAM WILL BE ON MONDAY
May 12, 2014

- **Annual Chapter Picnic!**
- **7:00 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**

Upcoming Events

- **May Young Eagles May 10, 2014**
- **Aviation Day Pancake Breakfast Aug 17, 2014**
- **PICNIC MAY 12th 6:00 – 9:00**

Our May meeting will be our annual chapter picnic – Rain or Shine! We will cook burgers and dogs on the grill. Chips, salads, condiments and beverages will be provided. If you would like to bring a side dish, cookies or bars, that would be great! Friends and family are welcome, donation of \$5.00 per person requested to cover the cost of food. This is a great chance to get to know everyone a little bit better. Weather permitting, we would like you to bring your planes to the lawn area across from the chapter house, people really enjoy the opportunity to learn about all the different planes in our chapter and compare the options available.

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Dan Hilliard – Minimax owner.

EAA April Meeting – Speaker notes:

Dan always wanted to fly, when he was 6 he tried flying with cardboard wings. He had a great photo recreation of that early attempt at aviation. In the late 1960s he and his cousin tried to build an airplane. They knew a guy who had lots of old aluminum TV antennas and cousin Steve had an old lawnmower engine. They bolted the lawnmower engine to the top of the doghouse and made their own prop. When they started the engine it tore the roof right off the doghouse! They did not make it off the ground that time!



Later, a family friend took him for a ride in a 152 Cessna; and he knew that getting his private pilot license would be his big goal. In 1977 he and his brother decided that they would buy a Wills Wing hang glider. They were living in Wadena and had heard that there was a company in St. Paul called Northern Sun hang gliders so they took hand glider lessons. They practiced on small hills for the first level, and then graduated to bigger hills. Boris Popov pushed him off the biggest hill in the area.

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Successful flight! So began his friendship with Boris Popov.

The hang glider had the capability of being pulled behind a boat to tow it. His brother bought the hang glider for \$650 and Boris agreed to teach them how to tow it behind the boat. Boris agreed to go first. They took off and put out about 600 feet of line; while in the air, Boris released the wrong mechanism and the hang glider exploded in the air, crumpled like a leaf and Boris hit the water really hard. The boat turned back as fast as possible and Boris was alive, but missing a few teeth and having broken 4 ribs.

Coincidentally – we heard about this story from the folks at BRS. Boris describes the event as his motivation to begin the design of the ballistic chute!

Even after watching that incident, Dan decided that he was going to try the same thing. His flight was like a kite without enough tail – it spiraled and crashed into the water.

In 2008 Dan was looking for a plane, thinking that a Kit Fox might be the answer. By pure accident he stumbled across a Mini Max that was for sale, it seemed well built and he liked the plane. He exchanged emails and ended up negotiating a great price with the owner. Had to drive to Buffalo, Wyoming to see the plane. He got the dimensions of the wings and built a box to hold the plane on a trailer that he could pull behind his suburban. Drove to Wyoming, had a friend of the owner fly it and closed the deal. Took it apart and packed it into his box and drove it home.



When he got it home he took it apart, thoroughly inspected it and replaced things that needed replacing like the fuel lines. It took about a year to completely go through the plane and get it ready to fly.

The plane requires a tail dragger certification; Dan had a SEL ticket and had to get his tail dragger rating. Getting that certificate was a challenge; Dan found the first instructor was not a good fit for him. Dan found an instructor he really liked and was taking the training in a husky; the bank repossessed the plane after only 3 hours of training! Third time is a charm and Dan finally had a chance to finish the rating in a different plane with the instructor that he liked.

His instructor arranged time to come and look at Dan's plane. The instructor agreed to fly Dan's plane. First flight was a crow hop with a hard landing. Second attempt the instructor called out the numbers, and came for a third time around.

The plane weighs about 360 lbs. Dan is about 200 lbs, the total puts him right in the envelope for weight balance of the plane. The engine is a Rotax 447. The wings are completely rib stitched, one of the build details that sold him on the plane.

The builder did not fly the plane before he sold it. The first purchaser bought it and flew it to Buffalo; on the trip there was a problem and the plane had to be landed on a gravel road. That owner never figured out what the problem was, but Dan thinks that there was ice in the air intake. Dan removed that air intake and has not had a repeat of that problem.

There is a new MiniMax model called Eros which is heavier and will support a larger engine. It also has additional special features.

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An improvement to the design was a kit that builds up the ends of the trailing edge on the wings to make them sturdier.

Within the cabin, there are cables going to the rudders and the wheels; on pre-flight check is to be sure that the seatbelt has not captured the cables.

The EGT gauge had to be mounted at least a foot from the compass to prevent pulling the compass off.

He added a deflector to move air through the engine compartment and cool the engine.



The engine has a pull start and Dan has made the choice not to add a starter. The plane requires only about 200 feet to land so if there is an issue he can put it down and sort it out.

Performance cruise is about 70 mph, stalls at 27 mph. Landing about 50 mph, lands best with just a little bit of power.

Getting into the plane can be a challenge; there is a very small foot hole on the left side of the plane. Boots would not fit into that, so winter flying is a little tricky. The plane must be started first and then you climb in. That could be a dangerous thing.

A member asked: "How much wind can the plane handle?" Dan responded: "Almost nothing, the plane is very light so best suited to early morning or late evening flying." There was one day when Dan was doing take offs and landings while the wind was building, he knew he should have quite but kept flying. The wind got stronger and he ended up doing one aborted landing. The last landing a gust moved the plane to its side and scraped the edge of the wing.

Dan had great photos of his plane depicting the construction and the panel. We have invited him to come to future meetings and events in the hope that we will get a chance to see his plane.



FROM THE FLIGHT DECK (PRESIDENTS REPORT)
BY JIM PEARSALL, CHAPTER PRESIDENT

Spring is in the air and that in the aviation world, that means all the related organizations are busy communicating their plans for the year. For Chapter 54, that means getting the word out about our biggest annual event Aviation Day and the Pancake Breakfast August 17. Tell your friend and family to reserve the date, have some pancakes and see the largest collection of homebuilt and classic aircraft in the county!

In the near term, our next chapter activity is a trip to Oshkosh to assist with preparations for AirVenture. As of now, five of us will be travelling Friday May 2nd and returning the 4th. If anyone is interested, there is still time. I hear they do not turn folks away. Lodging could be an issue but bringing a tent is always an option. On Monday May 12, just a bit more than a week following the Work Party trip, we will have our spring Bar-B-Q Members Picnic in place of our regular May meeting. If we have good weather, we will see member aircraft and possibly a few visiting planes parked out by the beacon.

Other events around the area in the last month included the Minnesota Pilots Association (MPA) Great Minnesota Aviation Gathering event recently at the Golden Wing museum at Anoka County. I found information about the MPA and several other organizations and I appreciated the chance to learn more about them all. These included the Recreational Aviation Foundation (RAF), The 99's (a Women's Pilots Group). Both of these groups have local activities.

The MPA, the 99's and the RAF like the EAA are made possible through grass roots organization. Like the EAA they are all focused on strengthening and supporting aviation. An example from the RAF newsletter, there was a brief note on how the legislation to limit liability for private airport owners allowed the Cherry Grove Airport stay open. See the August '13 Chapter newsletter for the article on Dave Syverson and Dale Seitzer's visit to this southern Minnesota gem. I encourage everyone to support one of these groups if they interest you.

So long until next month. I hope to see you all at the Bar-B-Q in a few weeks. If you have a notion, no skills required just willingness, let me know if you are interested and available for the work party May 3-4. If you want to go, we will figure it out.



Meet the Officers
 Left, Vice President Paul Randall, Right, Treasurer Tom Gibbons





John Renwick at Airventure 2013.

Pilots Lounge

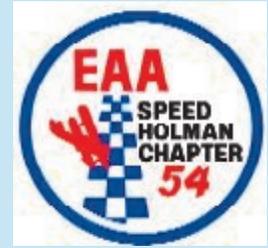
HEATED HANGAR LAKE ELMO (21D) • \$55,000 • ACCEPTING OFFERS • 40' x 40' heated hanger on North side of airport (27F). 36' electric bi-fold main door, 10' rear garage door with opener. Major remodeling done in 2012-2013 including: new blown in insulation - 24" in ceiling area, updated electrical, lots of new drywall and 6" fiberglass insulation in walls. Natural gas infrared heater (the type used in hockey rinks) Small office and storage area. Finish out the way that you want. Great hangar for a homebuilding project or two as you can work year around. Health issues require that we sell. All reasonable offers will be entertained. • Contact [John R. Weigel](mailto:john@theweigels.us) (john@theweigels.us) • Telephone: 715-222-4777

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 send an [e-mail to Mark](mailto:mark@tailwinds21d.org) or call 651-982-275.

Visit us at www.tailwinds21d.org to learn more.



Chapter 54 Directory

President: Jim Pearsall
president@eaa54.org

Vice President: Paul Randall
vicepresident@eaa54.org

Treasurer: Tom Gibbons
treasurer@eaa54.org

Secretary/Class IV Director
Bettie Seitzer
secretary@eaa54.org

Dale Seitzer
Newsletter@eaa54.org.

Education Director

Leif Erickson
education@eaa54.org

Events Director
events@eaa54.org

Housing Director

Dave Fiebiger
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 published about a week after the meeting..

The Learning Jet Update

By Lief Erickson

Here is a quick update on the status of The Learning Jet from the Learning Jet Advisory Committee meeting on March 27, 2012.

The conversion process from a FEDEX cargo aircraft to a multimodal transportation classroom is proceeding. To date, according to Project Director Steve Hurvitz, approximately 65% of the required conversions are completed:

The interior wall of the aircraft have been removed to the bare aluminum framework and insulation,

The rollers in the floor of the jet have been replaced by fire-retardant plywood,

Part of the front bulkhead has been cutout to facilitate easy access to the main cabin door and cockpit,

The original cabin lighting has been replaced with energy efficient LED fixtures,

Speakers have been installed in the cabin,

All the electrical work has been completed and a small gas generator installed to temporarily provide electricity,

A heating and air conditioning unit has been purchased and is not yet installed.

The next project will be to cover the interior wall with plastic wall board. The material is semi-flexible so it will conform to the curvature of the aircraft cabin. Volunteers are needed to help with this project. If any Chapter 54 members are interested in helping with wall covering and installing the HVAC unit, please contact Steve Hurivtz at 612-869-1032. This is a great opportunity to serve the education community and see close-up the interior of a commercial jet aircraft.

Other activities the Advisory Committee is involved with, besides the above mentioned physical conversion, include; curriculum development, social media presence, marketing, fund raising, events planning, and volunteer recruiting.

For more information about The Learning Jet, its new mission, and/or volunteer opportunities, visit www.mnawa.org or contact Leif at 651-335-6755.





Chapter 54 Meeting Minutes

January 13, 2014

Bettie Seitzer, Chapter Secretary

April 14, 2014 EAA Chapter 54 Business Meeting

Treasurer's report: published on the website.

Newsletter Editor Dale Seitzer requested that anyone who attended the recent Minnesota Pilot's Association event at Anoka send photos and information for publication in the newsletter. This will be an annual event and those who attended said that it is worthwhile.

Young Eagles: Linda would like volunteers for the young eagle events; she needs pilots and ground support people. The first scheduled Young Eagle event is May 10th. Linda will contact the volunteers.

Air Academy scholarships – we have two students we will sponsor; Linda will work with Tom to arrange the payments. The scholarships will not consume all of the air academy so we could donate the remainder to Farnsworth for their annual 3rd grade bus trip to Oshkosh.

Dale Seitzer made a motion for a recommendation to the board that we donate \$1,000 to Farnsworth earmarked to pay for transporting 3rd grade students to Oshkosh for the annual field trip. Voice approval of the motion. Jim will conduct a board vote via email.

The Minnesota wing of the commemorative Airforce will be at our Aviation Day in August bringing 3 vintage planes - - BT-13, PT-22, and L-5; a B-25 will perform a fly by and rides (for hire)!

Work party will be May 3 and 4th, there will be a group going. If you are interested in going, contact Jim Pearsall. The special event for that weekend is a tour of the Sonex Aircraft facility.

Jack Miller is the chair for our Aviation day. Mark your calendar for August 17th. We still need a publicity chair. Leif has done this in the past, many of the forms and templates have been created, they just need to be updated and disseminated. Press releases need to be sent out and the flyers need to be distributed. We need to add information about the commemorative Airforce being in attendance. The serving time will change this year and will be from 8:00 – 1:00. The agenda and menu are the same as last year.

Ground school will conclude within the next 2 weeks.

May 12 is our annual picnic on the deck Linda and Bettie are in charge of the food; we will be serving burgers and dogs and typical picnic food. Food will be ready at 6:00 p.m. We need a few volunteers at 5:30 to help with set up and food prep. Friends and family are welcome, suggested donation of \$5.00 per person.

There was an article in the EAA experimental magazine about an Aeronca TG-5 being restored; several of our members have been involved. They are looking for parts and volunteers.

Valters Aviation is willing to offer discounts for Aircraft rental and CFI instruction time for student pilots participating in an organized fly-out. Jim would like to plan some fly-outs, these would be events where groups would travel to a pre-selected location. Valters also has a couple of new flight instructors. A suggestion was made that we organize a group to go to another field's pancake breakfast. For details about the discount, talk to any instructor at Valters.

May 17th is International Learn to Fly Day. That might be a good day to promote aviation to your friends and family.

Women Soar/You Soar is a program helping young women to pursue their interest in aviation. It will be in our newsletter, and we might consider offering scholarships to young women to help cover the cost.

The Recreational Aviation Foundation has a goal to keep back country and public use airports available for flying. They are working to get law changes protecting small private airports. This would limit liability for small private airport owners – it would put the liability on the pilot, not the owner. You may want to look into this, there is a website. Cherry Grove stayed open because of the Minnesota recreational use statutes.

Tom Gibbons has created a box into which members can put their renewals or any paperwork. It will be at the front of the chapter house near the president's desk.

Meeting adjourned at 8:55

Education Committee Report

I have three items to report on; our Ground School, the upcoming Farnsworth Hangar Tour, and my involvement with The Learning Jet.

The ground school class is progressing nicely. Paul Rankin is doing a spectacular job as Lead Teacher. He has organized the schedule and done the bulk of the instructing. He is putting in an incredible amount of time, spending each of this Monday and Thursday evenings at the Clubhouse. His dedication is paying off as evidenced by the performance of our students. They are all doing reasonably well and are still engaged in the class after two exams.

This was the largest class in the history of our ground school program. We enrolled eighteen students and picked up two chapter members that are auditing the course. We have a very full house! My thanks to the chapter for approving the purchase of additional tables so we have room to accommodate all the students.

Other chapter members have helped with the instructing duties. They include Bettie Seitzer, Paul Randall, and myself. Jim Pearsall will do some instructing later in the course.

The Farnsworth Hangar Tour is scheduled for Thursday, May 22. As it looks now, we will have a program similar to last year, with six hangar hosts and an appearance by the famous barnstorming pilot Waldo Pepper, aka Paul Rankin. Our hangar hosts will present the Farnsworth 2nd graders with programs about: 1) materials used in building an airplane and flying the airport traffic pattern by Dave Syverson, 2) radio controlled model airplanes by Marv Sanderson and the Sod-Busters RC Flying Club, 3) a simulated flight to three neighboring airports using only a compass for navigation by Dan Bergstrom, 4) a display of equipment used by the MAC to maintain our runways and airport grounds by Joe Harris, 5) a refreshment/rest stop by Bettie Seitzer, and 6) one other hangar host yet to be determined. After visiting these six hangars, the students will conclude their visit to the airport with a live flight demonstration by Paul Rankin in a J-3 Cub.



Tom Gibbons helping Ray Hassman & Gene Ecker



Fred & Robyn Stoller, Leif Erickson
Ray Hassman
Angela & Tim Christman



Paul Rankin helping Jim Roznik, Paul Hove helping Jon Nelson

A summary of activities involving The Learning Jet are presented in a separate article in this newsletter.

Leif Erickson,
Education Director

Greater Minnesota Aviation Gathering – March 21-22, 2014 by Paul Randall

The ‘First Annual Greater Minnesota Aviation Gathering’ was held at the Golden Wings Museum at the Anoka County Airport – KANE- and it was wonderful. The Minnesota Pilots Association organized the event. Here’s a link to their webpage, which includes more information on the association and the event, including the complete program schedule for both days: <http://www.mnpilots.org/gmag/>

Every program that I attended was good, and they were well-attended. I’ll comment on the programs I saw. I wish that I had been able to attend more.

Mike Vivion spoke on “Thirty Years in the Frozen North-Bush Planes & Pilots I’ve Known” at 10:00 on Friday. He is very entertaining; and he had a lot of good pictures & material to work with.

Mark Taylor, EPS Director, described progress on the development of diesel aircraft engines at Engineered Propulsion Systems, of New Richmond, WI. They see a significant worldwide market for engines in the 300 hp range, and their first-generation prototype has proven their design ideas. They are installing a second generation prototype engine in a Cirrus SR-20. Dick Rutan will conduct test flights at Mojave, CA. He is expected to fly the EPS powered Cirrus to AirVenture 2014. Here’s a link to the EPS website: http://www.eps.aero/EPS_website_2013/Home.html

Kurt Schendel of Modern Avionics presented “ADS-B”. His knowledge & presentation skills are first-rate.



Doug Weiler, Pete Howell, and Peter Fruehling presented “Building a Van’s RV”. They also described trips they have taken in their RV’s. Great guys – great planes – great adventure – great presentation!

Erik Hokuf of AirCorps Aviation, Bemidji, MN, described restoration of P-51D “Sierra Sue”. It has been totally disassembled, and is being restored to precisely ‘as manufactured’ condition. This is a ‘must see’ presentation. Their website just hints at the effort and results: <http://www.aircorpsaviation.com/>

Greg Herrick, owner of the Golden Wings Museum, talked about “Airplanes of the Golden Age”. Many of his planes are ‘one-of-a-kind’, and he has some great stories to tell. Learn more here: <http://www.goldenwingsmuseum.com/>

Jan & Greg Strathy presented “Flying with Your Family”. Curiosity brought me to the presentation, and I was thoroughly entertained.

Finally, touring the museum and looking at the rare aircraft was a great experience. I highly recommend the event.



EAA Chapter 54 Future Programs

Paul Randall



Thank you for the opportunity to bring programs to Chapter 54; I'm enjoying the challenge. Here's what's cooking for the rest of the year. The schedule is subject to change, of course; May - Spring Picnic; June – Sodbusters RC Flyers; July – RV Building & Flying; August – AirVenture report; September – Fall Picnic; October – Wittman Tailwind; November – (open); December – Christmas Party.

In addition, I've had discussions with the following; FAA ARTCC (Tour), Bolduc Aviation, CAF, Cirrus, Farnsworth-Johnson, Manny Block, Marv Dahlgren, Maxwell Prop, Pietenpol Builders, and VJ-22 Sportsman Amphibian Builders.

Finally, I'll be traveling to the TMGA Fly-In at Cottonwood, AZ, in June for their Fly-In: <http://www.touringmotorgliders.org/> I plan to travel with Bill Sayre in his new Pipistrel Sinus FLEX LSA TMG. (See picture). We have a tour of the Cessna single-engine aircraft plant in Independence, KS, scheduled for Monday, 6/9. I'll make a presentation to our club on the tour & fly-in.

Welcome New Members who are Completing the Ground School



(standing l-r); Jim Roznik, Jim & Will Gasperini, Angela & Tim Christman, Kyle & Ray Bissonnette, Gene Ecker, Paul & Vienne Olson, Eugene Hawkinson, Jon Nelson, Eric Johnson, Dan Schmidt.
(seated l-r): Fred & Robyn Stoller, Eric Johnson, Ray Hassman.