



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JANUARY 2017

January 2017

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY February 13, 2017

- Social hour from 7:00 to 7:30 PM
- Meeting at 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Speaker:
- Our Chapter Web site address: www.eaa54.org

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Chapter Leader Recognition



Above: Jim Pearsall accepting the Chapter Service Award from EAA for his contribution as President of Chapter 54. All Chapter Leaders receive the certificate, a nice pin and heartfelt applause and thanks. Below is a photo of Jim

Pancake Breakfast Fly-in, Benson's Airport (6MN9), White Bear Lake, MN

EAA Chapter #745 Fly-in/Drive-in Pancake Breakfast, 9 am - noon, Saturday, January 28th, 2017 at Benson's Airport (6MN9), Runway is NOT plowed. There is normally 100LL on the airport, but call ahead. Kim: [763-503-0161](tel:763-503-0161) Airport: [651-429-0315](tel:651-429-0315).

6MN9 Benson Airport Unicom: 122.700; Runway 12/30 (2000' x 75'), Grass. Benson Airport 5860 Highway 61 N White Bear Lake MN 55110([651-429-0315](tel:651-429-0315))



presenting the certificate and pin to Mike McKinnon, our web editor. Thanks to Mike for updating and maintaining our website.

Right: President Jim Pearsall presenting the certificate to Dale Seitzer, Newsletter Editor. Dale assembles the monthly newsletter — he is the one you should talk to if you find a misspelled word in the newsletter.

Below: Jim recognizes Jack Miller, Chapter Vice President. Jack stepped into the void to fill the Vice President role when we could not find someone.



In a group like Chapter 54, everyone must take turns in Leadership positions. Contributing as a Chapter Leader is a great way to give back to the club and support our mission and goals.

The existing leadership team and chapter members always assist any new leader with their roles and duties. Please step up in the Fall when we elect new Chapter Leaders.

2nd Annual Jackson Seaplane Base Ski Plane Fly In. McGregor, Minnesota.

January 21, 2017. 2nd Annual Jackson Seaplane Base (MN61) Ski Plane Fly In. McGregor, MN.

Join your MN RAF State Liaisons, [Kirk Hiner](#) and [Kurt Pennuto](#), at the 2nd annual fly in at Jackson SPB ([MN61](#)). It is co-hosted by Trick Air skis this year.

Details:

- ◆ Event will run from morning until everyone needs to leave and beat sunset home.
- ◆ Pine bough marked runway prepared with plenty of parking space on the lake.
- ◆ Food and beverages will be available in the semi-heated hangar.
- ◆ If you do not have skis or bush wheels land at Isedor Iverson Airport ([KHZX](#)) and they will pick you up! [KHZX](#) also has 100LL and courtesy car.
- ◆ Overnight parking available and bunk space with prior arrangements.◆ Monitoring 122.90 day of event.

Monitor www.TrickAir.com/flyin for updates on snow and ice conditions.

RSVP RAF member Paul Jackson at paul@flightline.tv or [612-963-1655](tel:612-963-1655). 8:00 AM through 5:00 PM

Young Eagles Report

Thank you to everyone that supported Young Eagles in 2016. Including ground support, web site assistance, and pilots. Total Young Eagle rides for 2016 was 108. Total EAA 54 Young Eagle rides are at 4099.

Individual lifetime totals for 2016 pilots:

- Dan Bergstrom 230
- Scott Hanson 18
- Dave Becker 227
- Josh Tocko 45
- Al Kupferschmidt 514
- Bruce Olson 66
- John Regenold 9
- Dale Seitzer 103
- Barry Dayton 23
-

EAA 54 Young Eagles dates for 2017 take place on the second Saturday of each month May through October. Start time is 08:30 am.

- ◇ May 13
- ◇ June 10
- ◇ July 8
- ◇ August 12
- ◇ September 9
- ◇ October 14

Linda Amble
EAA54 Young Eagles Coordinator



Above: Tom Gibbons and Linda Amble demonstrating teamwork and the fun that comes from sharing aviation with kids during a recent Young Eagles Event.

EAA STATEMENT ON FAA RELEASE OF THIRD-CLASS MEDICAL REFORM RULE

FAA's BasicMed will take effect on May 1, 2017

[Years of effort by EAA and AOPA culminated on Tuesday morning as the FAA announced regulations that will implement the aeromedical reform law passed last July. The regulations will be published Wednesday as a final rule, to take effect May 1, 2017. According to the FAA, no changes have been made to the language in the law.](#)

Because it is final, the rule – named “BasicMed” by the FAA – will not go out for a typical public comment period. The FAA also said it would publish an advisory circular describing the implementation of the rule later this week.

Tuesday’s announcement finalized the highly anticipated measure that was signed into law last July as part of an FAA funding bill. That was the ultimate success of a long effort by EAA and AOPA to bring significant aeromedical reform to pilots flying recreationally and eliminate the time and expense burdens on those holding third-class medical certificates.

The law guaranteed that pilots holding a valid third-class medical certificate issued in the 10 years before the reform was enacted will be eligible to fly under the new rules. New pilots and pilots whose most recent medical expired more than 10 years prior to July 2016 will be required to get a one-time third-class exam from an FAA-designated AME.

Related Resource: <https://www.youtube.com/shared?ci=3ls65gvsjZY> and <https://www.aopa.org/News-and-Media/All-News/2017/January/10/FAA-releases-final-rule-for-third-class-medical-reform>

2017 Private/Sport Pilot Ground School (A Few Openings in the Class Remain)

Chapter 54's private/sport pilot ground school will be offered again in 2107.

The first class will be help on **Thursday, February 2**, from 6:00 p.m. to 9 p.m. at the clubhouse. Classes will be on Mondays and Thursdays, through May, 1. Monday classes will not meet when they conflict with monthly Chapter 54 meetings. The Monday dates are February 13, March 13, and April 10.

Our website is updated with current information about the course. We will again use Eventbrite to register students. Check out our listing by going to Eventbrite.com and search "Private/Sport Pilot" at location "Lake Elmo". The course fee will be \$100, which is paid by credit card at the time of registration. Students will also purchase the Jeppesen Private Pilot Part 61 Kit.

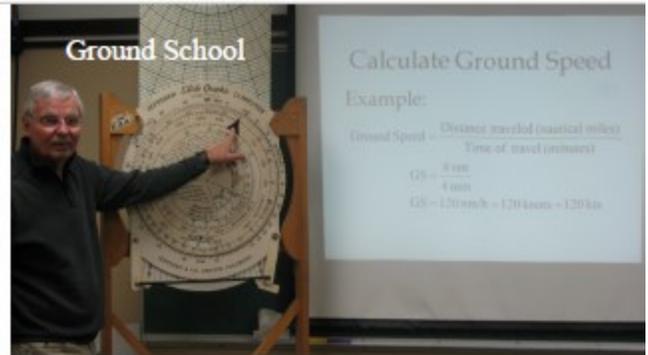
Four prospective students have already contacted me about registering. As you today, Saturday, December 10, two have registered. We have room for 18 more. As in the past, Chapter 54 members may audit the course for free, on a space available basis.

The class sessions will meet at the Chapter 54 clubhouse. It will be re-configured as a classroom with folding tables and chairs ... our apology for any inconvenience to the Saturday morning crew that gathers at the clubhouse.

If you know anyone that may be interested in the course, please have them contact me at education@eaa54.org, or check out the information on our website.

Leif Erickson

Education Director



Private/Sport Pilot Ground School

Starts February 2, 2017
6:00 – 9:00 p.m.

EAA Chapter 54 Clubhouse
Lake Elmo Airport

Information at www.eaa54.org

Register online at Eventbrite.com
(search "Private/Sport Pilot" at location "Lake Elmo")



EAA Chapter 54 Private/Sport Pilot Ground School Class Schedule

Date 2016	Chapter	Subject
Thursday, February 2		Sign Up
Monday, February 6	1	Discovering Aviation Regulations Airman's Information Manual
Thursday, February 9	2	Airplane Systems Airplane Structures Powerplants
Monday, February 13		No Class, Chapter Meeting
Thursday, February 16	2 & 3	Aerodynamic Principles Forces of Flight & Stability
Monday, February 20	3 & 4	Aerodynamics of Flight Flight Environment Safety of Flight
Thursday, February 23	4	Airports & Charts
Monday, February 27	4	Airspace Review
Thursday, March 2	1 - 4	STAGE EXAM 1
Monday, March 6	5	Communications & Flight Info Radar & ATC Services
Thursday, March 9	5	Radio Procedures Sources of Flight Information
Monday, March 13		No Class, Chapter Meeting
Thursday, March 16	1 & 10	Human Factors Aviation Physiology Aeronautical Decision Making
Monday, March 20	6	Meteorology for Pilots Weather Theory Weather Patterns Weather Hazards
Thursday, March 23	7	Interpreting Weather Data Forecasting Process Reports & Forecasts Graphics Sources of Weather Information
Monday, March 27	1 - 7	STAGE EXAM 2
Thursday, March 30	8	Airplane Performance Predicting Performance Weight & Balance
Monday, April 3	8	Flight Computers - E6B
Thursday, April 6	9	Navigation Pilotage & Dead Reckoning VOR Navigation Advanced Navigation / GPS
Monday, April 10		No Class, Chapter Meeting
Thursday, April 13	11	Flight Planning
Monday, April 17	11	Flight Planning
Thursday, April 20	All	STAGE EXAM 3
Monday, April 24	All	Review
Thursday, April 27	All	Review
Monday, May 1	ALL	FINAL EXAM



(Airventure) Someone put a Rotec Radial Engine in a motorcycle. It had no mufflers and when they started it—whew, it was LOUD.



A row of Howards at Airventure



Airventure 2016 — Three Pietaenpols landed on the LSA Ultralight runway and they forced them out—Sometimes the Ultralight people are not friendly.



Creative new flaps and aileron system seen at Airventure

One last flight



Bob Collins December 15, 2016.

There is no news value in what you're about to read. I wouldn't want anyone to think that I was elevating a personal story to the rarefied air of a NewsCut topic. But it provides some background for why posting will be light here today and also closes the book on a chapter of NewsCut that occasionally surfaced here: the time I built my own airplane in my garage. I wanted to be an airline pilot when I grew up, but the medical requirements back then were far stricter than today. I needed a fall-back career. Radio was my fallback career. Radio is fun. Flying is way better.



Once I learned to fly, however, it was obvious I'd never be able to afford an airplane and renting one was prohibitively expensive. It turned out, however,



that the Twin Cities area is one of the nation's hotbeds for the homebuilding of aircraft. I delivered the St. Paul Pioneer Press every day from 2 a.m. to 6 a.m., for 10 years while working at MPR to raise some of the funds to get me going on the project, which eventually took 11 years to complete in fits and starts. When people — mostly kids (mine and others') — pitched in to help, they signed their name and left messages. The plane is a flying scrapbook of autographs, hidden away in the plane's innards. My father-in-law was pretty well

disabled by Parkinson's when he mustered up enough energy in 2007 to sign. He died almost two years later to the day. The signature is still there. I flunked shop in high school and a guy tends to carry that sort of thing around well into middle age, I found. So it was special when I watched a test pilot fly off with her on her first flight, preferring instead to stand with my wife and watch it go.

Living life while we can is a matter of expanding our comfort zones. I learned that from Daniel Alvarez, who paddled from the Northwest Angle to Key West and back (and is now hiking from the top of Europe to the bottom). He told me if you're not nervous about something, you're not going far enough. He was referring to a dream I had to fly the plane solo across the country, to my hometown in Massachusetts, where the plane would meet half of the couple for whom it was registered: N614EF, the wedding date and initials of my parents in 1942.



In Fairmont this year, a young man wanted a ride. He got a ride. Kids, and a lot of adults, don't really understand how close, connected, and dependent on each other we all are until the world is viewed from a different perspective. Nothing explains that like seeing your grandmother's house from the air. Each kid who got a ride left with a story to tell at school. They didn't just fly *in* a plane; they flew a plane. Women have been told for decades that they couldn't fly. It's for men. So girls always go to the head of the passenger line.

I didn't get to do everything I wanted. My plan to follow a Lindbergh/Wright Brothers trail, from Little Falls, Minn., to Kitty Hawk, N.C., never got off the ground and probably won't. But I sure can't complain. Some medical issues returned a few months ago, making it unlikely the Federal Aviation Administration will extend my medical waiver, which allowed me back in the air after being grounded a few years ago. So I sold the airplane early last month to a nice gentleman from Grand Rapids, Mich. I think he'll take good care of it. After trying for more than a month, there seems to be a weather opening to get it to its new home in Grand Rapids today. The weather is OK here, and the low clouds and lake-effect snow around South Bend, Ind., and Kalamazoo, Mich., are expected to lift enough to allow me to sneak in around some squalls, I think. We'll know when we get there. And I think I can stand the cold for a few hours. We'll see. I admit to being a little nervous about it, but maybe I'm just not going far enough. In the meantime, talk among yourselves. Discuss the dreams you fulfilled, and the ones you might still get to.

Over Muscoda, Wisc. Temperature: -17.



Bob Collins has been with Minnesota Public Radio since 1992, emigrating to Minnesota from Massachusetts. He was senior editor of news in the '90s, ran MPR's political unit, created the MPR News regional website, invented the popular Select A Candidate, started the two most popular blogs in the history of MPR and every day laments that his Minnesota Fantasy Legislature project never caught on.

NewsCut is a blog featuring observations about the news. It provides a forum for an online discussion and debate about events that might not typically make the front page. NewsCut posts are not news stories but reflections, observations, and debate.

Aviation Scholarship Announcement

The Minnesota Aviation Hall of Fame (MAHoF) is pleased to announce the availability of scholarships to be awarded at the Annual MAHoF Induction Banquet. These scholarships will be awarded to individuals who are pursuing a career in the aviation industry.

Minnesota Aviation Hall of Fame Scholarship

This scholarship is funded by numerous anonymous Hall of Fame donors

The Hinz Family Red Tail Scholarship

The Hinz Family has sponsored this scholarship in commemoration of Donald E. Hinz who lost his life as a re-enactor of the Tuskegee Airmen mission in WWII. Hinz was demonstrating a P-51C painted in the Tuskegee squadron colors with the heralded red tail, at the Red Wing Airshow in 2004 when the plane lost its engine, resulting in a crash landing which he did not survive. Hinz was a Naval aviator, an airline pilot, and businessman. The family has granted this scholarship in his honor to encourage young persons entering the aviation field to learn not only about airplanes, but about aviation history as well.

The Kenneth Dahlberg Family Scholarship

The Dahlberg Family Scholarship is awarded to an aviation student in honor of Kenneth Dahlberg, 1997 Hall of Fame Inductee. From humble beginnings on a Wisconsin farm to a WWII Ace, flying P-51s and P-47s, Ken truly was a member of the "Greatest generation." Dahlberg started a small post-war business producing hearing aid devices and eventually ended up running an international corporation. Besides his love of aviation, he had a love for learning and we hope the young aviation-minded adults who are awarded the Dahlberg Scholarship each year continue that intellectual curiosity for the rest of their life.

Brig Gen Leo C. Goodrich Scholarship

Goodrich was born in St. Paul, MN and attended St. Thomas College. He was commissioned and served in Europe with the 12th Air Force as a B-25 pilot. He joined the MN Air Guard in 1947. He flew airlift missions to Korea and Vietnam and led the procurement of C-130 aircraft for the Air Guard. He was inducted into the Minnesota Aviation Hall of Fame in April, 2015.

Scholarships will be awarded to individuals who meet at least one of the following criteria:

- Want to advance their flight training, however they must possess at least a private pilot license.
- Wish to advance their aviation career.
- Wishes to make a career change into aviation.
- Are currently enrolled in a post-secondary aviation-related program, ie: college aviation program, flight training, aviation technical school, flight dispatcher school etc. NOTE: It would be helpful if an individual has flight time, but it is not necessary for this type of scholarship.

Application Process:

Please provide the following information on a separate sheet of paper (8.5 x 11):

Your full name, Your current address, Your e-mail address, Your telephone number, The school or college that you are currently attending and the grade level, Indicate the aviation related classes or flight training taken to date. On a second sheet of paper, please prepare and write an essay of 500 plus words in response to the following question: Tell us why you should have this scholarship and what you would do with it.

Please submit and mail your completed application to: **Patrick Halligan**, 4379 Kaufmanis Way, Eagan, MN 55123 flyinghooligan@gmail.com

PLEASE NOTE: ALL APPLICATIONS MUST BE RECEIVED AT THE ABOVE ADDRESS ON OR BEFORE FEB. 01, 2017 IN ORDER TO BE CONSIDERED. ALL APPLICATIONS SHOULD BE PRESENTED ON 8.5 X 11 PAPER AND PREFERABLY TYPED. APPLICATIONS WILL NOT BE RETURNED AND ARE THE PROPERTY OF THE MAHOF. WINNERS WILL BE NOTIFIED BY MARCH 1ST, 2017. SCHOLARSHIPS WILL BE PRESENTED AT THE MAHOF BANQUET AND WINNERS MUST BE PRESENT TO RECEIVE THEIR SCHOLARSHIP.



Total Young Eagles Flown: 2,017,251! As of December 19, 2016

2 Million and Counting

2017 marks the 25 anniversary of the Young Eagles program and EAA is planning a yearlong celebration. We have created a special 25th anniversary Young Eagles logo to use throughout the year. A yearlong Young Eagles display is being created in the EAA AirVenture Museum in Oshkosh showing the history and stories from the program. Every pilot who flies 25 or more Young Eagles in 2017 will receive a special "25 for 25" collector's pin to recognize the accomplishment. In addition, special volunteer recognition items are planned for all who volunteer during the year. Watch for additional 25-year celebration details in upcoming issues of EAA eHotline and EAA Sport Aviation magazine.

As 2016 comes to a close the Young Eagles staff wishes to thank all of you who volunteer your time, talents, and resources to make this program such a success. We wish all of you a very Merry Christmas and happy holiday season!

Brian O'Lena - Manager, Young Eagles and Eagle Flights

EAA, Sporty's Open Doors to Aviation for 40,000 Young Eagles

More than 40,000 Young Eagles have enrolled in the Sporty's Learn to Fly online course free of charge thanks to the partnership of EAA and Sporty's Pilot Shop. The course is available as a follow-up to Young Eagles flights, which introduce approximately 70,000 youth to aviation each year through free flights with EAA members.

The Sporty's course, which was first offered to all Young Eagles in 2009, allows young people to take the FAA sport, recreational, and private pilot ground school courses as part of furthering their education and interest in aviation. The concept for the free online courses was developed with input from EAA pilots who had been flying Young Eagles. Those pilots reported that many of the young people wanted to discover more about aviation but lacked access to resources. The goal is to build the next generation of aviators and boost student pilot starts with a group already engaged through the Young Eagles program.



Chapter 54 Directory

President Jim Pearsal president@eaa54.org	Housing Director Dave Fiebiger housing@eaa54.org
Vice President Jack Miller vicepresident@eaa54.org	Membership Director John Renwick membership@eaa54.org
Treasurer Tom Gibbons treasurer@eaa54.org	Young Eagles Director Linda Amble young eagles@eaa54.org
Secretary/Class IV Director Vacant secretary@eaa54.org	Newsletter Editor/Director At-Large Dale Seitzer newsletter@eaa54.org
Education Director Lief Erickson education@eaa54.org	Chapter Historian: Jeff Hove 21D RCO 118.625, Uni- com: 122.8 21D AWOS:120.075, TPA: 1932' Runways: 4-22 (2497' x 75') 14-32 (2850' x 75')



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.