



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

FEBURARY 2016

February 2016

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY March 14, 2016

- Social hour from 6:30 to 7:30 PM
- Meeting begins at 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.
- Our Chapter Web site address: www.eaa54.org

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Upcoming Events

1. Next Meeting — March 14 , 2015

2016 Wausau Chili Fly-in...a good reason to take the airplane out!

Saturday morning (January 30, 2016) I made the 160-mile flight over to Wausau, Wisconsin to attend the Chili Fly-in held



by EAA Chapter 640 each year. The 9 AM weather at Lake Elmo was mild with a high over cast and a breeze out of the west.

I had plugged in the electric oil sump heater on the Tailwind the night before. The engine was nice and warm and ready to go when I arrived at



the airport. After a good warm up I took off and headed east.

The ride at 2000 ft was smooth and the air temperature was +40 degree. It was actually warm in the cabin, a rare event in the winter for my Tailwind ! Heading east I found a 25 mph wind right on the tail and had good ground speed all the way to Wausau.



Normally I plan on about 160 mph ground speed.

With the wind blowing from the west, the ground speed was 185 mph all the way to Wausau.

The trip back home to Lake Elmo was not quite so fast....

You can see Rib Mountain from at least 30 miles away on a clear day. It is a good land mark and is located about 5 miles to the west of the Wausau airport.

Mist rising over Rib Mountain

The chili and lots of good food, including all kinds of desserts, were being brought in as I arrived.

Serving started promptly at 11:00 AM. I would estimate that at least 250 people and 50 airplanes or more attended the event. No one left hungry J

The ramp was full of airplanes all morning. Planes were still arriving as I departed.

A pre-war Aeronca Chief on skis.



The Wausau fly-in is a fun, well organized event that makes for a good winter flight. Weather permitting, I plan to attend again next year.



Aviation Day at the Capitol

By John Schmidt

If you've had a beef with state government over aviation-related issues, you may wish to:

Sit there and squak, or, 1) write down your concerns, 2) click on the link, below, and get up out of the chair to share those concerns with your state legislator on March 16.

I have done this in the past (taken a day off of work, approached the Capitol with my list of issues (and solutions!), and left them, signed, with my legislators). I was shocked at the good, quality reception I was given there, and I thought I had made a difference. I had the chance to speak, for 20 minutes, with my senator and my representative, given their full attention in their office, one-on-one, to share thoughts and answer their questions. This is as grass-roots and straightforward as it gets.

I cannot point out any specific legislation that has passed because of my last appearance at the Capitol on Aviation Day (there is no 'Schmidt General Aviation Revitalization Bill' in existence), but I think it's important to keep GA on the front burner at the state Legislature.

Details, if you are so moved to join: <http://mbaa-mn.org/aviationDay.cfm>



I got pulled into this last year when there was a bill in the legislature that would have restructured property taxes in the state. It would have changed the tax classification of airport hangars, probably raising our taxes at Lake Elmo. I never realized you could just walk into a legislator's office and ask to see them. I found it very easy to talk to the sponsor of the tax legislation, and I at least came away understanding what it was he was trying to do. The bill was withdrawn quietly a day or two later, but I'm sure it wasn't due to my efforts. It turned out there were much bigger interests than ours who would have been hurt by it. :-)

Anyway, it was an education for me, and you're right -- State legislators can turn out to be very approachable. When I think about it from their point of view, it's probably very nice for them to hear directly from constituents (polite ones, anyway) about legislation they're interested in.

John Renwick



EAA Youth Protection Policy

Some of you may have heard about the new EAA Youth Protection Policy.

More information will be coming available in the January 21 edition of e-Hotline.

I just want to let you know a little about the policy and process.

If your volunteer activities with Young Eagles is more than 4 hours in any calendar year or 4 hours at any one time, or you are a pilot, they are asking you to complete the training and background check.

If you would like to view the policy and program on your computer, go to the volunteer log in at EAA.org and enter your user name and password and move to your account.

If you don't happen to have an account you can create one there as well.

If you would like to proceed it's only 20 minutes or so. EAA would like YE volunteers signed up by May 1, 2016. EAA is picking up the tab because unfortunately this is the way of the world today.

Next, scroll down to Youth Protection Training and answer the questions. It's a teaching tool, not a test. It's only 5-6 generic questions about safety with kids.

After completing the training, move to, the background information check section by following the prompts.

The final page is very generic looking and EAA is working on changing it already.

It's all straightforward until the finale.

Scroll down until you see the agree or do not agree area to complete the background check information and submit.

Thank you to everyone.

Stay warm.

Linda Amble

EAA54 Young Eagles Coordinator

Discover Aviation Days June 4th and 5th, 2016

SAVE THE DATE for DAD 2016!

Come out to the Anoka County Airport in Blaine on June 4th and 5th to enjoy many aspects of aviation. See numerous aviation exhibitors, aircraft & helicopter rides, food booths, product vendors and more! On display will be general and corporate aircraft, experimental and homebuilt, WWII fighters, trainers and bombers along with vintage and modern military. Those interested in a career in aviation, can stop by the education tent, see flying demonstrations, and kid's activities. Meet many veterans and see our military history display area. A Pancake Breakfast & Lunch to be served both days.

~ VOLUNTEERS NEEDED! ~The DAD planning team is looking for more event volunteers and team leaders. If you are interested in helping create or plan this exciting event, please [contact us](#) as soon as possible for tasks needed and meeting dates.

[EMAIL US](#) | (763) 568-6072 | [Visit Our Website Online](#)

Got a couple things fixed today by Dave Syverson

In January I found out via a mode C check with Anoka Tower that my transponder was indication lower than actual altitude. I checked the entire static system looking for leaks & obstructions, gunk in the line, etc. Clean as a whistle and not even any spider poop A leak shouldn't read low anyway but an obstruction might. Today my transponder/encoder guy came over to the hangar and found that the encoder setting was out of calibration.....a little adjustment and all checked out OK. As long as the equipment was hooked up, had him do a complete inspection as I am only 4 months away from that anyway. At least a new encoder was not necessary; however, I wonder if this thing will drift again in the future.

On another deal.... I replaced the standard hose clamps (10 total) for the 1" coolant hoses with constant pressure clamps. I got tired of the Kitfox behaving like an SR-71 i.e. cold drips. The heater Ts, radiator, supply tank and aluminum elbows with the 1" hose with beaded rather than barb fittings - are all prone to cold shrink. If it gets much below zero - the shrink is enough to open up pathways between the hose and fittings to allow drips. I suppose a guy could overtighten the clamps but that distorts the hose quite badly - I won't do that. I have an attached photo of the constant pressure clamp next to a standard clamp. They work with a stack of belville washers, so when the washer stack is compressed, if any shrink occurs, the washers compensate for it. In addition to the constant pressure feature, there is an entirely smooth surface on the inside unlike the standard clamps, and they are about 1/16" wider.



For Sale, Rent or Wanted

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

Please email newsletters@eaa54.org if you have an aviation related item to sell or looking to buy.



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.



Chapter 54 Meeting Minutes

By Bettie Seitzer, Chapter Secretary

Program: First half of movie “Flying Again – The Movie”

Synopsis: “Once a pilot always a pilot but what happens when you take a pilot who hasn’t flown in 30 years and put him back in the cockpit? Follow the journey of 8 rusty pilots as they seek to be both current and proficient aviators.” Directed by J. Edward Ellis. Jason Schappert was the driving force behind the movie, he is a flight instructor in Florida and does a lot of on-line seminars and marketing. He worked with a team to create the movie. Chapter 54 is screening it in advance of its release. Jason gave us permission.

Next month after we watch the final portion, we will have a conference call with Jason – so think of questions or topics that you would like to discuss with Jason.

The film is very interesting! We watched a little over half of it and will watch the remainder next week. Jim will schedule a Saturday showing for folks who were not able to attend the monthly meetings. Jim Pearsall has the DVD, contact him about viewing it.

Business

Guests: Dave Wetzel – rusty A&P, interested in aviation since he was 6 or 7. He was an A&P with Northwest, loves flying but has never been a pilot.

Alex and Deborah – students in the ground school.

Reports – still looking for a VP and secretary. The VP’s primary role is to schedule speakers and programs. The secretary’s most important role is minutes for the annual meeting.

A board meeting will be scheduled soon; annual planning and a budget will be the primary focus.

Treasurer’s report was unavailable.

Newsletter, Dan has submitted an article for next month’s newsletter. Remember that FOR SALE, or SEEKING ads can be put in the newsletter.

Young Eagles: The new EAA requirements for background checks must be completed prior to participation in a Young Eagle event. Dan has gone through it and it takes about 15 minutes and the results come back in a few days. It is a background screening. Second Saturdays May – October.

We are looking for teenagers 12 - 18 to sponsor for the Air Academy. Consider family and friends. The camp is very exciting. Refer potential candidates to Linda Amble or Jim Pearsall. Candidate’s family will pay the deposit for the camp and the chapter will pay the balance as a scholarship.

Revenue from the pancake breakfast funds this, along with credits we earn for Young Eagle flights.

Housing – we have done some clean-up and fix up. Bigger projects will take place in warmer weather.

There are 10 students in the ground school and 4 members auditing the course. The final exam will be Monday, May 4th.

Historian – reading a good book Wager With the Wind about Alaskan Bush Pilot Don Sheldon who was a pioneer in landing on glaciers in Alaska. He also writes about flying in Alaska.

Jim Pearsall has catalogued our library and will put a link on our website. He used an application that is a library sharing service. The application will make access to other libraries as well

Aviation Day, August 14th. Jim is building a Marketing website so that we can recruit sponsors. Budgets are being developed. CAF MN wing has confirmed for this year; they bring a Stinson L5 and a BT-13. They also have a B-25 which we could get when the longer runway is in. They might do a fly-by with the B-25. Regular planning meetings will be starting soon. Jim will try to set up virtual meetings so that folks who are out of town in the winter can participate.

New Siding will be discussed at the board meeting.

The organizer of Stillwater’s Lumberjack Days (July 15 - 17) has asked if we could provide a float for their parade; perhaps a OneEx, Pietenpol, maybe have the Farnsworth kids walk. Could be an opportunity to promote Aviation Education. Johnson High School has a Fisher plane they are working on, we will give them a call to see if they might be able to participate.

Homebuilt safety improved in 2015 (total number of incidents, fatalities and incidents per hour); EAA can take credit for some of this through improved processes, especially related to first flights.

Aviation Day at the Minnesota Capitol is March 16th this year. This is an opportunity for a day where aviation is the focus. John Schmidt and John Renwick are planning to participate, but this is open to anyone who is interested in speaking with Senators and Representatives.

There has been another revision to the runway plan; the length has been revised to 3500’ from 3600’. There will be another public hearing on February 11th.

We got new information on Eagle Flights; Dave Severson

Congratulations Private Pilot Brad Johnson! By Eric Johnson

On Dec 28, my son Brad Johnson passed his private pilot check ride. Both of us completed the EAA Chapter 54 ground school in the spring of 2014. I passed my check ride in September of 2014.

Woody Minar was the Designated Pilot Examiner for both of us. Brad is a senior at Stillwater High School and wants to be an airline pilot someday.

Everybody is smiling in the photo below — proof the ground school works for everyone!



Lake Elmo Airport Expansion

The opposition to the airport improvement is organized: <https://www.facebook.com/ProtectLakeElmo/?ref=ts> The planner's report to the full commission from the last public comment period summarized the number of public replies opposed to and in favor of the improvement plan and it was something like 100 opposed and 9 in favor.

So please all, at a minimum, write MAC during the open comment period in support of the plan via email to

Lake_Elmo_Airport_LTCP_Comments@mspmac.org
or mail written comments to Neil Ralston, MAC Airport Development, 6040-28th Avenue, Minneapolis MN 55450.

Lake Elmo is one of the most active airports in the state and has one of the shortest runways. 4000' is the most common runway length in the state. Small towns with few based aircraft might be financially justified to skimp on length, but an active metro reliever should strive to provide as close to the 4000' optimum length for supporting the full utility of the propeller driven GA fleet.

Thanks for your attention to this!

Marlon Gunderson



Secretaries Report Continued from Page 7

had started the process of hosting Eagle Flights. EAA would like to list an official Chapter 54 contact on their website. Jim will check with Dave, and if anyone else is interested, they should contact Jim.

March program will be finishing the movie and a conference call with the film's producer.

Meeting adjourned at 8:58



Above: Flashback to the Chapter Pancake Breakfast



Dale Seitzer, Newsletter Editor, recognized for contribution to the Chapter



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