



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

NOVEMBER 2018

November 2018

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY December 10, 2018

- Social Hour 5:30 PM
- Banquet Dinner 6:00 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Our Chapter Web site address: www.eaa54.org

Lake Elmo Aero Introduction

At our November meeting the owners and Directors from Lake Elmo Aero introduced their fixed base operator to the chapter members. Gaitus Valters retired in October and sold the business to Lake Elmo Aero.



They shared their goals for the company which included getting a Cirrus SR 20, a flight simulator, 24 hour fuel, Aeroshell 130 Octane fuel, Part 141 training, quarterly ground school classes, weekend A&P, Cirrus Certified Training, a Seneca available to rent by spring.

They are doing a lot of clean up in the hangar and shop area and remodeling the training and instructor rooms in addition to the lobby area.

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Chapter Calendar of Events

December 10, 2018 Winter Banquet in the Clubhouse. As always, 5\$ donation to cover costs and bring a dessert if you wish. Family and friends are always welcome — bring them and share this social club event.

January 14, 2019 Movie Night: popcorn is provided



Ultralight Technical Counselor by Dale Seitzer

I think it is difficult for people to find a Technical Counselor for help on ultralight aircraft. I received a call from a pilot with an ultralight at the Rochester International Airport, who was asking for assistance. He called several other technical counselors but none want to help inspect an ultralight vehicle.

I said wait a minute—an ultralight on the Rochester Minnesota International airport—that's Class D airspace, right? Friends of mine have been thrown off MAC airports because they fly licensed airplanes that “look” like ultralights so I was having a hard time understanding how a legal ultralight can fly there. The ultralight owner is a licensed pilot who has a lot of experience with low wing Pipers. He has a radio and helmet with headset so he seems like he has a good plan to keep flying.

EAA Technical Counselors are experienced airplane builders, restorers, and mechanics who volunteer their time to visit other EAA members who are in the process of building or restoring their own aircraft.

The goal of EAA's Technical Counselors program is to help members present a “zero defect” aircraft at final inspection by the FAA. It's aimed at providing experienced builders to help you make the right choices during construction. There are limited resources for pilots building and flying ultralight air vehicles.

He bought a used Aerolite with a Rotax 447 and a 3 blade Warp Drive prop. He replaced the engine for a lighter one and installed a Hirth F33. The Rotax weighs about 90 pounds more than the Hirth but he would be trading 40 horsepower for 28 from the Hirth. The plane meets all the ultralight specifications: max 5 gallons of gasoline, single seat, weight under 254 pounds and stall speed of 26 mph with the Hirth engine. He was having problems pitching the prop for the engine—he already ruined the new engine because of a poor prop engine mismatch. He was using a wooden fixed pitch prop recommended by the prop manufacturer but it did not deliver the RPMs needed.

A 2 stroke engine needs to spin to its max rpm when the engine throttle is wide open. If it spins too high there is not enough load on the engine and the engine will eventually fail. If the engine spins too slow at wide open throttle—the engine is not producing all the horsepower it could produce and the exhaust gas temperature will be too low and the excess fuel and oil will not burn properly resulting in engine failure. I recommended he sell the wooden prop, repurpose the ground adjustable Warp drive prop—trade in the hub and extra blade back to Warp Drive and get a two blade hub. With a ground adjustable prop he can fine tune the prop to match the speed and rpms needed.

I made some suggestions regarding safety wiring, hinge lubrication, fabric shrinking and the method to tighten rudder cables by twisting in the direction of the cable twist.

He made several customizations and upgrades. He moved the throttle to the right side and made it more standard. He also replaced the wheels, hubs and brakes with Black Max components—a very nice upgrade with no extra weight.

It looks like this pilot has a good plan—to keep flying and having fun and at a very low cost to fly. He has a plane that I could not find any defects beyond what I told him and I offered to provide a follow up telephone consultation if he has any additional questions.



Young Eagle® Credits Program

What are Young Eagles credits?

In 1995, we explored ways we could help offset some of the cost to our volunteers who support and give so generously for the Young Eagles program. Each pilot must provide 10 Young Eagles flights in a calendar year before the credits start to count. The following spring the Young Eagles Coordinator will receive a letter indicating how many Young Eagles credits their Chapter pilots earned in the previous year. Pilots who do not belong to a Chapter will receive individual letters.

Approved uses of Young Eagles credits

Program funding allows us to continue the approved uses of Young Eagles credits, to include the following:

EAA Air Academy Scholarships As in past years, we strongly encourage Chapters to pool their credits to help send young people for the “aviation experience of a lifetime” at the EAA Air Academy summer camp in Oshkosh. There are two changes that will assist these efforts:

Young Eagles credits can now cover up to 100% of Air Academy tuition.

Young Eagles credits can also be used to support the transportation cost of sending children to the Air Academy.

Support of local Young Eagles activities

EAA Chapters may also apply for cash reimbursement of costs **directly associated** with the promotion, enhancement and execution of their local Young Eagles activities.

Examples include:

- Provision of hands-on activities at a Young Eagles rally (supplies for wing rib building, flight simulators, etc);
- Promotion of a Young Eagles rally (banners, posters, promotional materials, hand-outs, etc).
- Operational and safety items (banner rope, cones, vests, printer for printing certificates and/or photos of Young Eagles).
- Postage expense for mailing in Young Eagles Registration forms.

*Credits **cannot** be used for the compensation of individuals, for the provision or subsidy of fuel and oil, for construction projects, for flight instruction, or for any other activities that are not directly associated with the promotion, enhancement or execution of a local Young Eagles activity. If you have a question about a potential expense, please consult the Young Eagles office for guidance.*

Return the credits to EAA If you wish, you may turn the credits back to EAA who will use them to enhance the general Air Academy scholarship fund - - facilitating the attendance of a young person at Air Academy.

How credits are issued and redeemed

- **Qualification** There is no change to the qualification for credits. Pilots who fly and register 10 or more Young Eagles in the prior calendar year are awarded one credit for each flight. For example, if a pilot flew and registered 10 Young Eagles during 2017, they would receive 10 credits to spend in 2018; if they flew 50 Young Eagles they would receive 50 credits, etc.
- **EAA Chapters** EAA will issue a single voucher containing the total credits earned by that Chapter’s pilots in 2017. This credit will be kept “on account” at EAA headquarters. To redeem these credits, the Credit Reimbursement form must be used.
- **Pilots not associated with a Chapter** Pilots not associated with an EAA Chapter will be issued a credit letter as in past years. Individual pilots can use the credits to help send a child to the Air Academy, or return the credits to EAA. **Please note that individual pilots cannot participate directly in the cash reimbursement program.** However, individual pilots may gift their credits to an EAA Chapter, to assist that Chapter’s activities.
- **Expiration of credits** **Please note all credits expire on 12/31/2018.** Expenses must be incurred before 12/31/2018 to be eligible for reimbursement. Reimbursement forms must be returned to the Young Eagles office no later than 1/15/2019.

Future years It has been a successful year for philanthropic fundraising for the EAA. We hope that we will be able to maintain this level of commitment in the future.

We sincerely thank the many individuals and companies who stepped forward to donate the funds that are helping to expand the Young Eagles credit program. In so doing, they have helped EAA Chapters and members foster and promote aviation among young people.



PRESIDENTS MESSAGE

JACK MILLER

Greetings EAA 54,

The end of our calendar year is fast approaching. I have been told that the days are long, but the years are short. I am finding that to be true! This year seems to have been a very short one.

Over the past year we have done a lot and have seen a lot. I could make a list and tell everyone how much we have done. Beware of organizations that make lists!

What is interesting, however, is what we have done differently.

It was different not to have a Pancake Fly In Breakfast.

It was different to host the EAA TriMotor event at Holman Field

It was different to camp together as EAA54 at Oshkosh

It will be different to have a bigger camp site next July there

It was different to see how many of our members passed away last year

It was different to have more Young Eagles than airplanes to fly them.

It is different to sit in a clubhouses without drafts

It will be different to use our 'hotspot'

It was a surprise to hear that we had no official by-laws

it will be different to have

Someone once said, as you have heard me say, "We are shaped by where we have been and defined by where we are going!". I am coming to understand that there is no final end to our chapter efforts or heading. Even though we strive for excellence, positive relationships with other pilots and want to see more young people enter the job never ends, yet the need doesn't stop.

As a chapter, and even personally, we can be very busy, but we can be busy about things that make no difference. That is our challenge. to stay on a meaningful path. So as we move forward your help is needed. To share ideas, to offer input and step up to leadership

Jack Miller

President EAA 54

BUSINESS MEETING MINUTES

Call to Order by President Jack Miller 7:03

Agenda was presented, requesting any additions noting any would not be considered later.

Also Attending

Tom Gibbons, Treasurer

Jim Pearsall, Secretary

Jeff Hove, Director

Dave Syverson, Director

Scott Hanson, Director-Young Eagles

Paul Hove, Director

Greg Adler, Director-Housing

Jack presented Election Slate, the members of which were present and affirmed their participation

Class III Directors

Paul Hove

Jeff Hove

Dave Syverson

Newsletter Editor

Open

A motion was suggested to propose the slate to the Membership at the Annual Meeting, moved by Tom, seconded by Dave, approved by unanimous vote. A question was raised regarding the Announcement of the openings, Jack affirmed this was spoken to in last two regular program meetings.

Jack took time to recognize the following efforts

Young Eagles

Scott noted the continuing challenge to secure pilots/AC and given this careful consideration will be made in the future to cap enrollments. Also noted was the fact we were able to send a kid to camp and working an issue to get credits for 2017 that went to Pilots as we were missing a YE coordinator for a time this spring.

Property

Appreciation for the work done on siding, deck, and landscaping, credit to Greg Adler and Program Kids, Dan Bergstrom, Scott Hutchinson on these efforts respectively.

Ground School Thanks to Paul Rankin, a cast of instructors and helpers

Soda/Pop Patrol

Newsletter

Old Business

EAA 54 Fly In Breakfast

Jack opened the floor to discuss any issues concerns. The need for folks in leadership roles was cited as the major contributor to canceling the event. Lost revenue was made up in Trimotor visit proceeds.

Alternatives to a Pancake Breakfast were discussed, including a corn feed. Jim P reported we will be seeking to sponsor a Tri-Motor event again next year noting that the EAA organizers liked the venue, our contribution.

Treasures Report

Current finance state was provided as well as a categorical list of expenses year over year. Variances between years were nominal. No major expenditures are planned. Year to date balance sheet shows a positive \$671 over entire prior year. State registration, due in December was renewed, Federal reporting for 2018 is due in March.

By Laws

A draft is being worked Dave S reported areas of focus. Committee includes Dave, Paul Hove, and Jim Pearsall.

Property

Refurbishing the grill was on the agenda but given uncertainty of a Pancake Breakfast, this is on hold.

New Business

Written Reports Provided

Ground School [Leif Erickson] Have casually spoken with lead instructor Paul Rankin. Paul gave a verbal OK to proceed with the ground school in 2019. Probably dates are from 1 st Thursday in February until last week in April. Will start planning for the event in November.

Will advertise/register in December and January. More details to follow.

Hangar Tour [Leif Erickson] Have had no contact with Farnsworth yet. But definitely will plan

for a 2019 hangar tour. The date will be the Thursday before the Memorial Day weekend. More details to follow.

Annual Meeting Date November 12th

The program will include in addition to elections, Neil Otley from ANE Tower and Leighton Thorton of Lake Elmo Aero

December meeting will be our Christmas Banquet

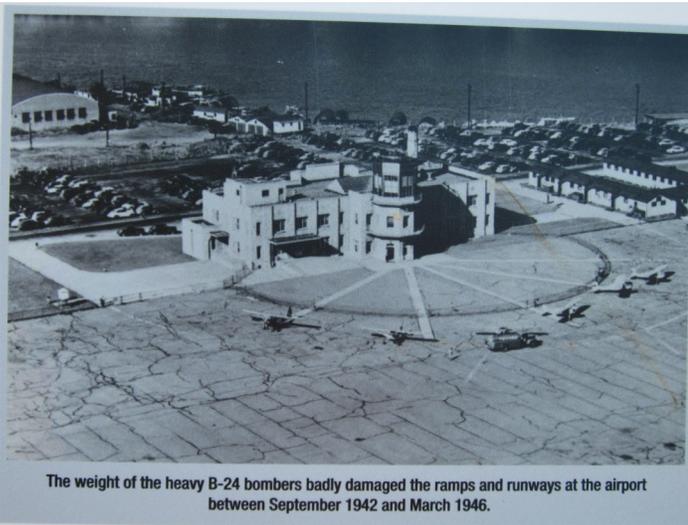
January will be a movie night, Jim P will look into screening The First Man

Next Business Meeting March 2019 exact date TBD

Adjournment

@ 8:30

Holman Field Historic Photos From Their Airplane Viewing Area



Welcome to the AIRCRAFT VIEWING AREA

Downtown St. Paul Airport - Holman Field Facts

- 1926: Established by the City of Saint Paul with a 3,000-foot turf runway
- 1926: First flight was for airmail service, piloted by Northwest Airways "Speed" Holman
- 1926: Two asphalt runways - 1,500 feet and 2,000 feet - constructed
- 1926: Northwest Airways constructs a maintenance hangar and passenger terminal for its main base of operations in the Twin Cities
- 1931: Current Minnesota Air National Guard Hangar constructed for the 109th Air Squadron. An National Guard maintains a presence to this day
- Airport renamed in honor of Charles "Speed" Holman who died in 1931 while performing an airmail mail, San Francisco, aerial delivery and first pilot and operations manager for Northwest Airways
- 1937: Alaska Progress Administration (APA) project expands the airport by reconstructing/lengthening the taxi runways, creating two additional runways and adding adjacent taxiways
- 1938: WPA project constructs the terminal building. Designed by Clarence "Doc" Wright, first local licensed architect in the State of Minnesota
- 1942: Northwest Airways contracts with the Army Air Force to construct and operate the Round Bay Hangar complex (present day 3M hangar). Hangars used for modifying more than 3,000 B-24 "Liberator" heavy bombers over the course of World War II
- 1946: The Metropolitan Airports Commission assumes operational control
- 1961: Airport is renamed St Paul Downtown Airport Holman Field
- 1967 to 1968: Airport operates one of the earliest Nighttime bases in the State of Minnesota adjacent to the airport terminal
- 1988: New Air Traffic Control Tower constructed
- Airport closed for 30+ days due to river flooding in 1965, 1969, 1993, 1997, and 2001
- 2009: Airport completes construction of a permanent and adaptable Roadside system
- 2010, 2011 & 2014: MAF deployed due to river flooding
- 2016: Holman's Statue will be opened in the administration building
- 2018: Airport Auxiliary, three runways, an air traffic control tower, 30 Gates, and Border Protection services. Based base operation, fuel services, flight training, aircraft maintenance, and restaurant on site.

Flood Protection Site Plan

In 2008, a duplicate Roadside was installed across the airport to prevent airport river flooding



Chapter Leadership Academy

Now is your chance to attend a very special EAA Chapter Leadership Academy, an interactive, two-day workshop held in Oshkosh, WI that focuses on topics important to you as chapter leaders.

Here, you'll have the opportunity to immerse yourself in a wide range of chapter-related subjects, such as business fundamentals, recruitment, fundraising, public relations, EAA resources, programs, and more! The academy provides an excellent opportunity to network with other chapter leaders as well as interact with EAA staff.

Participants stay at the EAA Air Academy Lodge in Oshkosh. Day one of the event includes an afternoon check in, followed by a social hour with EAA staff and a special welcome dinner. Day 2 starts a full day of class, which conclude at noon on day 3. Count on meeting and talking with a host of EAA staffers, and a going to a very special EAA Museum tour we have planned for you!

Things to Bring:

- Your enthusiasm to share your experiences and learn from other Chapter Leaders
- Warm casual clothes and comfortable walking shoes
- Sweater/sweatshirt & jacket
- Personal items: Clothes, towel/washcloth, soap, toothbrush & paste, shampoo, comb and brush
- Medications and prescriptions
- Camera, cell phone and chargers
- Notebooks, pens

Additional Details:

- Chapter leaders participating in this Academy will receive a special discount for the museum gift shop. You will need your registration badge to take advantage of the discount and special time will be allowed for you to visit the gift shop. So if you are arriving early you may want to wait to make your purchases.
- Meals and snacks are provided for the Academy beginning with the Meet-and-Greet on check-in day at 5 pm, then dinner that evening and concluding on the final day at noon with a boxed lunch. Rest assured, you will not go home hungry.
- Lodging is provided gratis for participants in the EAA Air Academy Lodge. Participants share a dorm style room with a fellow workshop attendee.

If you have any further questions please don't hesitate to contact us at chapters@eaa.org

Register online for the next session Jan 18, 19 and 20

<https://www.eaa.org/eaa/eaa-chapters/chapter-leadership-training/eaa-chapter-leaders-academy>



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



EAA CHAPTER 54 *THE BEACON*

FOR SALE

For sale: KT 76A transponder, tray, harness and Narco AR 850 encoder. Working when removed, last VFR check March 2018. \$ 225; Call Dan Bergstrom @ 763-464-7562.

Tailwinds Membership, \$4,000 see ad below. Josh Tocko (Owner) FLIGHT LEVEL 510 DESIGN 651.587.0999 design@fl510design.com

I am in a partnership on a 1958 Champ at Lake Elmo and one of the partners recently decided to sell his share and we would like to find a replacement. [Chip Barniard <ebarniard@gmail.com>](mailto:ebarniard@gmail.com)

I have a share of the Hobo's Flying club for sale. Each share is worth 20% of the club (There are 5 Members). The plane is a 1971 Bellanca Champ Monthly dues: \$60 Wet hourly flying rate: \$50 Club Initiation fee: \$200 Asking price: \$6000 / obo wshanks@gmail.com

Piper PA-12 project; Additional miscellaneous parts and older instruments also available. This aircraft has been in my wife's family since 1971. No damage history and all logs. Asking \$35,000 for the project and \$23,000 for the 160hp O-320. If interested, please email me at joelbrodd@gmail.com

1997 Glasair FT1. \$62,000. 550 TT on airframe. 1200 hours on engine major. Up to 200 mph cruise at 10-12 gph with an IO 360 Lycoming. 47 gal fuel. Less fuel burned and slower if pulled back. It has steam gauges but can be flown IFR, a great autopilot. Everything works. Whirlwind constant speed prop. 2000 fpm climb in this weather at 130 mph. Flies great. Comfy interior. No problems at present. More info upon request. Insurance 1/3rd that of retract. Good bird - I built it. Hangar on 21D might also be for sale. Cheap to heat. Clean and cozy. David Briggs dgbbrig550@gmail.com 612 799 1254

WANTED — TO RENT

Hangar space to rent at Lake Elmo Airport for final assemble of Zenith 750. High wing about the size of a Cessna 152. Ed Trudeau 651-303-4936.

WANTED

"Working Partner" to develop Durand Mark V as a Kit plane, working knowledge of Solidworks or CAD. An A & P background is desired...Investment is negotiable. I am also looking for someone that can make a mold for fiberglass nose cone for the Mark V
Contact Jim Swatosh 956-607-6088 jswatosh@hotmail.com
www.durandmarkv.com



Chapter 54 Directory

Housing Director	
Gregg Adler	
housing@eaa54.org	
Membership Director	
John Renwick	
membershipeaa54.org	
Scott Hanson	
Treasurer	
Tom Gibbons	
treasurer@eaa54.org	
Newsletter Editor/Director At-Large	
Dale Seitzer	
newsletter@eaa54.org	
Chapter Historian:	
Jeff Hove	
Education Director	
Lief Erickson	
education@eaa54.org	
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.