



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

SEPTEMBER 2017

September 2017

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY October 9, 2017

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

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Kyle Donohue, Air Academy Participant, Speaks



You may recognize Kyle as the Young Eagle that was on camera last month during the TV news article. He is photogenic and sincerely interested in aviation and thus, made an excellent youth to sponsor for Air Academy at Oshkosh.

Kyle and his family were our guests and speaker at the last meeting / fall picnic. He had an excellent slide show and made a great impression on the members and guests. He was most impressed with the helicopter ride — so much so, he said he wants to pursue a helicopter pilot rating.

We are always looking for deserving youth to sponsor for an Air Academy trip so please forward any names to any Officer or Board Member.



Photo From the Chapter 54 Aviation Day

It looks like a family of satisfied customers!

The Chapter Fall Picnic is a Big Success!

It was a beautiful evening, warm but not hot with clear skies and a light breeze. We had a great turnout with family and friends in attendance. As usual, we had a ton of desserts and this time plenty of food even for those who were a little late.

We received donations from 38 members and guests and several complimentary meals were given. The unofficial host was Jack Miller, who lead several activities which facilitated members and guests getting to know each other.



We will have regular meetings in October and November. In December we will host our Holiday Banquet and guests and members will be again invited to share hospitality and aviation stories. We want to use these social events to introduce new members so please plan on bringing family and friends who have not yet attended.

Special thanks again to all that helped set up, purchase the great food, cook and clean afterwards..





FROM THE FLIGHT DECK (PRESIDENTS REPORT)
JIM PEARSALL

Greetings Chapter 54,

I hope all of you enjoyed the cookout and program Monday. I was sorry to miss it, but had an opportunity to do some different kind of flying, over rapids in the Snake River south of Lewiston ID to the Salmon river in a 20' jet boat while pursuing Sturgeon and Bass. Results? Sturgeon 1, boat 0.

Down to business The topic this month is As I mentioned last month the results are in from EAA's chapter survey. Thank you to everyone who participated and identified 54 as your chapter. While most of the survey provides a view of sentiment, the results are not quantifiable. Below are a few excerpts from the survey that do provide a distinct measure.. My plan is to discuss this internally with the board and do a presentation in the November Annual Membership Meeting.

	Average All Chapters	54 Average
Likelihood you would recommend EAA 1-10	8.84	8.7

All Chapter Response Summary

Why members would recommend the chapter (9-10):	Why members would not recommend the chapter (0-6):
Lots of activity- 28%	Lack of activity or boring- 42%
Knowledgeable/Helpful members- 23%	No building activity- 23%
Friendly/welcoming members- 15%	Members aging out- 13%
Promotes aviation/YE program- 14%	Not a welcoming group/cliques- 12%
Building activity/assistance- 13%	Poor Leadership/Vision- 10%
Diverse set of activities- 6%	

	54 Average
Are you satisfied with your chapter's regular meetings? 1-5	4
Representative comments, repeating themes to improve:	
More building topics	
Food at every meeting	

On a scale of 1-5 how interested are you in aircraft building?	3.3
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Most of the rest of the questions were multiple choice preference of programs and asking what activities your chapter participates in. I will dig into this a bit more in our October business meeting following a program on building a Kitfox by our own David Syverson. See you then.

My New Old Airplane - Part II

by Paul Rankin

Day Two was another nice clear day. We started by following US Highway 50 across central Nevada, threading our way between the many bombing ranges I used when I flew for the US Navy.

We tried to find the Pony Express Trail, which I know zig-zags across US Highway 50. I have seen it many times, but on the ground. It has been a long time since I was last there so I was not sure of its exact location. We did not see it.

After a fuel stop at Ely, NV, we circled Great Basin National Park and Mt. Wheeler.

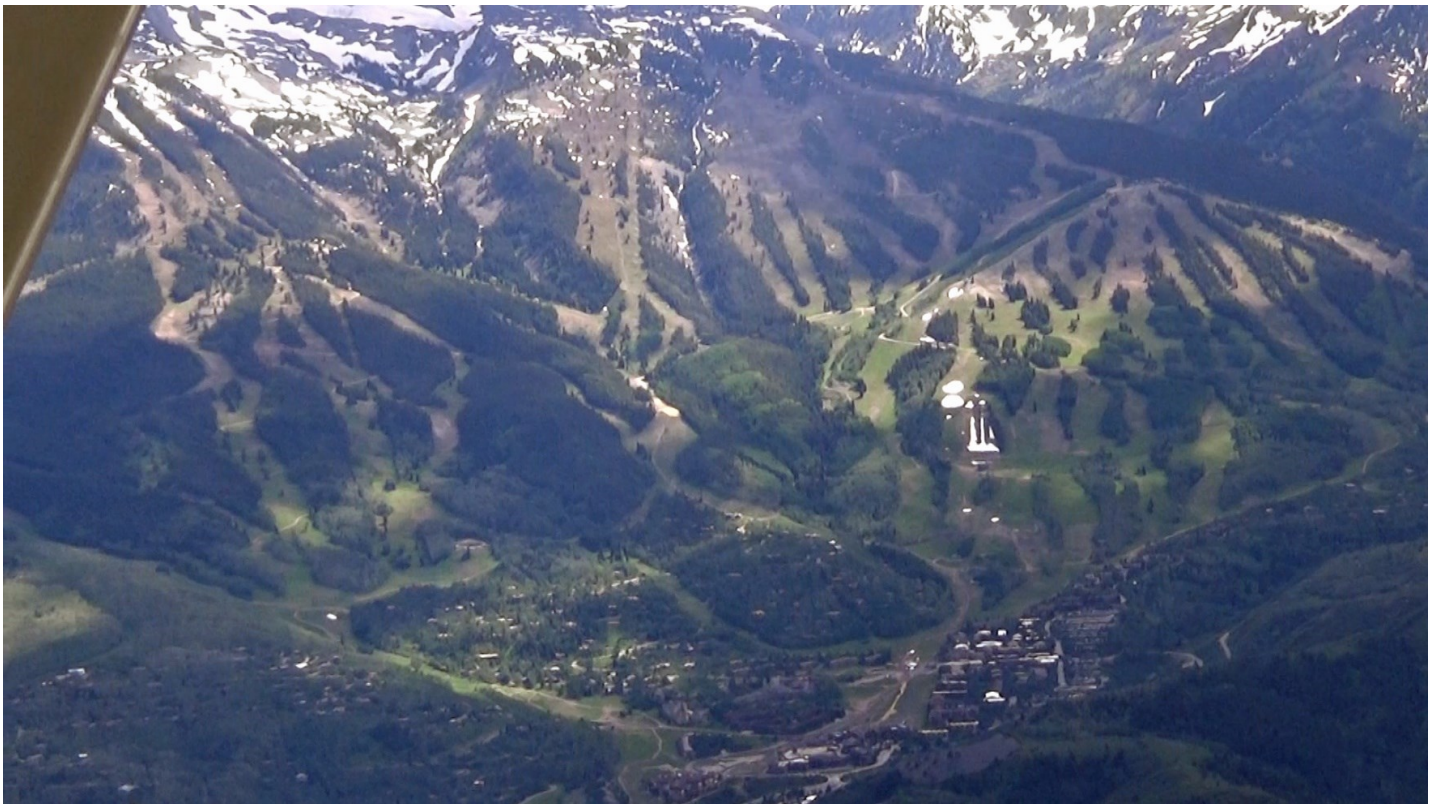


The deserts of Utah have some unique, interesting, and colorful geology.





The temperature was 100° when we stopped for fuel at Moab, UT, KCCYN, Canyonlands. We then got into some cooler air as we climbed over Grand Junction, CO and the ski resorts near Aspen.



From Aspen to, Leadville, CO, we had a great view of the Rocky Mountains.



Leadville, CO is the highest airport in the USA, field elevation 9934' msl.

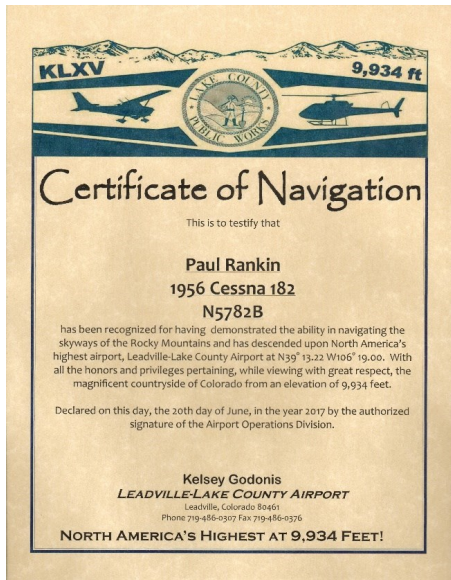
With a temperature of 74°, the density altitude was 12,500' msl.

It does not look like it is very high, or seem to have many hills, because it is at the top of the hills.





Visitors to Leadville receive a certificate to recognize their arrival.



Even though the 182 has good performance, departing Leadville we did not leap off the ground. I could hear the increased tire rotation speed due to the higher ground speed due to the higher true airspeed at 12,500' density altitude.

Once airborne, we climbed at a respectable 400' per minute.

When I flew closer to the hills and used the mountain air currents, we climbed 1200'/min to 1800'/min.

From Leadville, we popped over the hills to Loveland Pass where I-70 goes through the Eisenhower Tunnel, elevation 11,158' msl. The hills are higher than the old road summit of 11,991' msl.



We could also see the old US Highway, which has had several designations over the years, weaving through the hills.

We then circled Evergreen, CO to look at where we used to live.

Skirting around Denver Class 'B', we stopped for the night at 18V, Platte Valley Airpark, Hudson, CO.



The third morning, we toured the Vintage Aero Flying Museum, at Platte Valley Airpark. It has one of the most historically significant and internationally recognized collections of World War I memorabilia in the world.



This is the Fokker D-VII replica that visited our Pancake Breakfast in 2010.

Heading East we were now in the plains. We headed for home, until I realized Mount Rushmore was not too far away. We diverted stopping for fuel at Hot Springs, SD, southwest of Rapid City. As big as the heads are, they are hard to find, unless you know where to look.



From Mt. Rushmore, we headed for home, but got only as far as Huron, SD before the sun set.

We had perfect weather the entire trip. The fourth morning we did not.

A line of weather was over & east of Huron. By mid morning the thunderstorms passed Huron, and there was a hole into the Twin Cities. The problem was, for us to get in through the 'hole' before it closed in, we would have had to fly at about mach 3. We knew the weather would move out in a few hours, so it was now a waiting game.

Finally, the radar picture looked OK. We headed east. We almost got to Lakeville, MN. All the rain was gone, but not the low clouds. We turned around and went to Le Sueur, MN to wait.

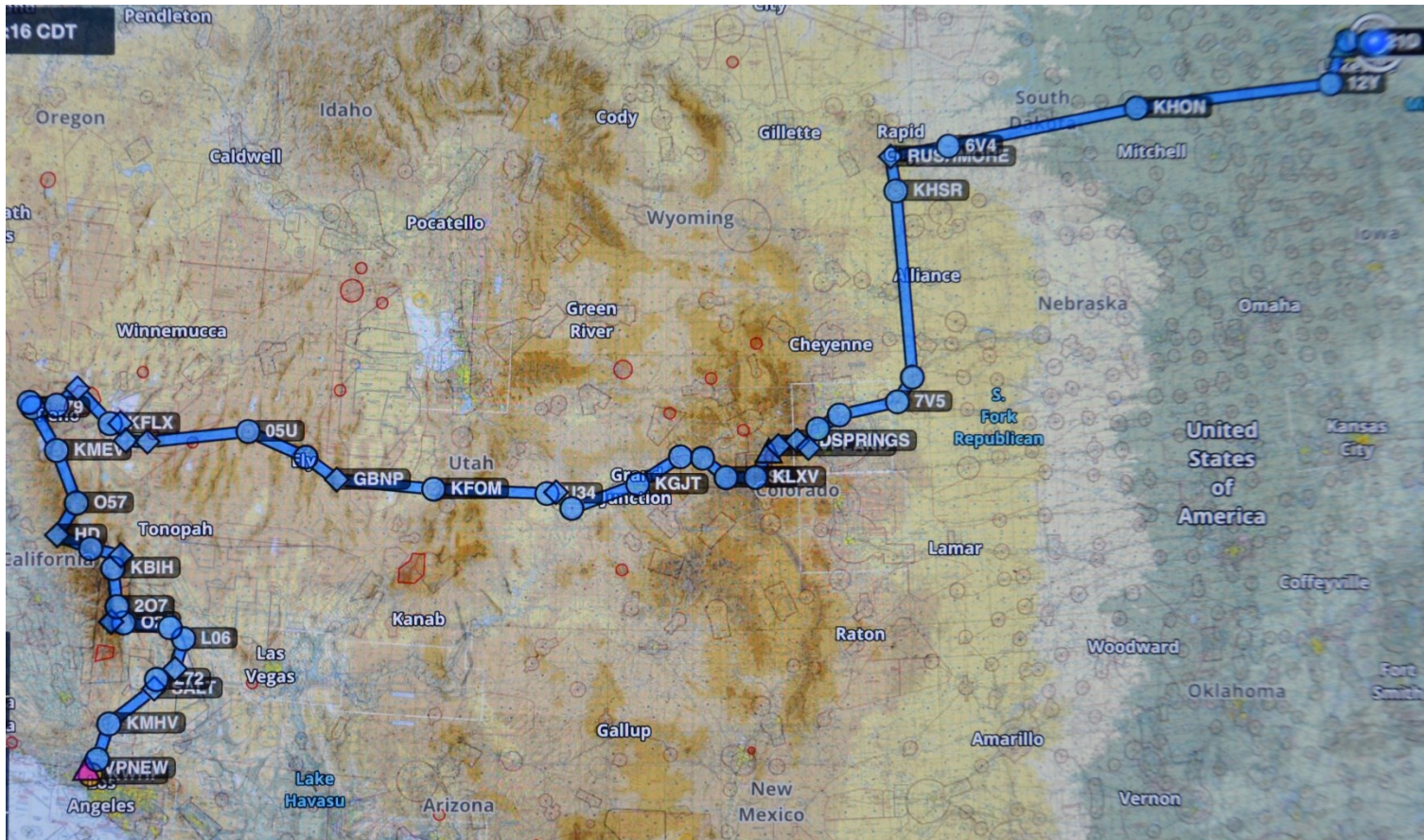
A nice quiet airport, but there is not much at Le Sueur. There is a company building Bell 47 helicopters. We watched them practice.



Le Sueur has a nice, but small Pilot Lounge which made the waiting comfortable.

It was evening, but the sun was still so high in the sky, it seemed like only late afternoon, when the clouds finally cleared. The weather was moving southeast. We had no problems going around the northside of the Twin Cities and getting into Lake Elmo.

Our Route



2386 Miles, 21.4 hours Block Time, 18.8 hours Air Time

Young Eagles Report

Thank You, Thank You, Thank You ! To everyone for Saturday's great Young Eagle morning!

You flew 31 kids and it was a fun day! It was a little windy but the kids came through great!

The new printer works great, the ground crew worked long and hard to make the experience great for parents and Young Eagles.

We had an excellent year so far — we missed one month due to poor weather and we have one more event this year. The next Young Eagle event is October 14, 2017—you are all invited to help out or just participate in an excellent event.



Linda Amble

Young Eagles Coordinator
EAA54



FOR SALE

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 Berniard <eberniard@gmail.com>](mailto:Chip.Berniard@gmail.com)

FOR SALE



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 <wschanks@gmail.com>

FOR SALE

Sporty's complete learn to fly DVD's covers private, sport, and recreational certificate options, used 2 times, passed my check ride, no longer needed, paid \$250 would like \$125, would like to see it used and passed on.

Garmin 196, works well with bag, mount, recharge batteries, manual, paid \$350 would like \$200 offer, could make a good backup. Questions please call or e-mail Jim 651-779-8611

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. N750ET@gmail.com

CFI WANTED

CFI needed to train 2 students in their own plane at Valters Aviation. The airplane is a Quicksilver GT 500. Contact Gaitus Valters Directly



Chapter 54 Directory

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	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.