



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

FEBRUARY 2007

FEBRUARY 2007

THIS MONTH'S PROGRAM WILL BE ON
MONDAY FEBRUARY 12, 2007

- SOCIAL HOUR AT 7 P.M.
- MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT
- AT THE NEXT CHAPTER MEETING, RICHARD MARR IS SPEAKING. HE IS A IA / AP AND DUAL DAR, INCLUDING LIGHT SPORT, HE IS ALSO A COMMERCIAL PILOT SINGLE AND DUAL ENGINES. HE IS SPEAKING ON AIRWORTHINESS INSPECTIONS AND ANNUAL INSPECTIONS.

WEIGHT SHIFTING AT THE CHAPTER

Reported by Bettie Seitzer



INSIDE THIS ISSUE

WEIGHT SHIFT FLYING	1
PRESIDENT'S REPORT	2
TREASURER'S REPORT	3
JANUARY MEETING MINUTES	4
FARNSWORTH AEROSPACE VISIT AND MAJOR AND REGIONAL AIRSHOWS	6
PRIVATE PILOT GROUND SCHOOL POSTER	7
YOUNG EAGLES REPORT	8
TAXI TALK	9
CLASSIFIEDS AND QUOTE OF THE MONTH	10

Carey Love is a basic flight instructor for trikes, (Weight-Shift Control – Land and PPCs (Powered Parachutes), Flex Wing; he also builds airplane skis, windshields and trailers.

A Trike is a powered hang glider with a delta wing. In the 1970s people started putting motors onto hang gliders; they are now very efficient flying machines and have flown around the world including over the top of Mount Everest!

A trike has no tail surfaces or linkages. Directional control, stability and ease of flight are achieved by use of a bar that changes the shape of the wing and the relationship of the wing to the cart. The wing is very stable in flight, it begins (on the ground) with anhedral but as the wing begins to develop lift, it becomes dihedral. Trikes are Tandem seating with the back seat being right over the center of gravity. A minimum weight of 100 lbs is required in the front seat for proper weight and balance.

continued on Page 5



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY PAUL HOVE

Ground School Classes start this month with an informational meeting on Monday February 5th and the first class on Thursday February 8th. We have 10 inquires that are interested in attending. Remember EAA54 members can audit the class for free. See Art Edhlund or our web site for details.



I took this picture of the local airport at Castries, Saint Lucia in the French West Indies. I was aboard a cruise ship leaving the port when it sailed by the airport. Saint Lucia is an extremely pretty volcanic island on the south end of the French Antilles.

I will be out of town on vacation for the February Chapter meeting so Dale Seitzer will wield the gavel at the business meeting.

Rosemary Frank passed away on January 13th after a long battle with cancer. Her husband Gene is a long time member of the chapter. Many of you flew with him on his Breezy or in his RV-6. I remember when Rosemary was the chapter secretary when the chapter met at Holman field. She held that position for many years.

By the time that you read this, the Air Guard Museum's A12 will have been loaded up on a trailer and taken to the CIA's headquarters in Langley Va. and mounted on a pedestal in front of their building. If they could put together "dirty trick" operations overseas that were as successful as this one, we wouldn't have to worry about some of those banana republic dictators. It is indeed a sad day for the museum and a snub to all of the hard work done on the display by the museums volunteers.

We still have some 2007 EAA calendars left for sale at \$10.00. They will be available for sale at the Chapter Meeting.

Don't forget the Monday night chapter meeting on February 12th.

*Below is a picture of Art Edhlund and Heidemarie Steffanyshyn-Piper Day when she visited the Farnsworth Elementary School .
Compiled by the Editor.*



Chapter 54 January 8, 2007
Meeting Minutes
By Bettie Seitzer

Visitors: Three visitors

Treasurer's Report: The treasurer's report was approved as read.

Secretary's Report: Secretary's report approved as published.

Old Business: A lock box has been installed to allow members to have access to the clubhouse at times when it is not open. Members should sign out any materials that they want to borrow and return them in a timely manner. Also, there is a closing action item list in the entryway. Any member entering the clubhouse should be sure to check the list when leaving.

Reminder that Speed Props has our logo and members can order any of their items with our logo and not have to pay any of the set up fees.

New Business: A candidate for EAA Air Academy, Steve Richter, has come forward. We would apply our "Young Eagle dollars" to his camp fees. A motion was made to finance his attendance. The parents will pay the \$150.00 application fee, we will pay about \$460 for the balance. Motion passed by unanimous proclamation.

The air guard mesuem has a plane on display that the CIA has stated they would like to have returned to them. This plane was immaculately restored and is the finest example of this plane in the country. Members are urged to visit now before the plane is moved. It is on display at the Air Guard Museum.

Flying Start and Education (Art Ed-hlund): The Farnsworth school will be coming out for the hangar tour on Monday, May 21st. They want to visit hangars on the south side of the field; Art needs more volunteers willing to allow tours of their hangars.

Ground school will be starting Feb 5th – that is the sign up day. First class is that Thursday. They meet Mondays and Thursdays (except meeting Mondays). Fee is \$100.00; a sign will be put up to advertise the ground school.

Young Eagles (Dave Becker): Young Eagle program on Hiatus until spring. For next year's program the kids will get their certificate and a wrist band proclaiming "Fly Free". These popular wrist bands will be provided by EAA National. The regular Saturday sessions will begin in April and continue through October. It will always be held on the second Saturday of each month. Additional young eagle events may be scheduled if there is sufficient demand or requests by special groups.

Housing (Dave Fiebiger): Lock box has been installed. We got a donation of a new coffee pot – Thank you to the anonymous donor! The plans for the addition need to be modified to take into account the change in the roof design. The MAC needs a sketch, not necessarily complete plans. The idea is to extend the length of the building. A director's meeting will be held this spring for final approval and formation of the building committee. An estimate of materials has been generated – except for the windows. The building needs to be either resided or painted. This should be done in conjunction with the addition. We do not currently have an estimate for the cost of the siding. Dave will calculate the square footage of the siding and get an estimate for the total siding cost.

Publicity (Leif Erickson): A new flier has been designed and copies are available in the clubhouse. Members are encouraged to take one and put it up if they know a place where it could get some interest. Leif can send an electronic copy to anyone – just email Leif to request a copy and then you could print it.

WebMaster: Hugh Sontag is the current webmaster and needs to transition out of this role. We need a volunteer to take over so that Hugh can transition the content management to another person. Hugh has designed a great looking new site for us – be sure to thank Hugh, the new site is really nice looking and the content management is much easier.

Meeting was adjourned at 8:08

Continued from Page 1

These are very popular aircraft in Europe where they are called “microlights”, here we call them trikes. They can be put on skis and floats. There are some trikes that are ultralights, the majority however are N-numbered aircraft. This is a category that falls under Sport Pilot.

Karey shared a video was made by two pilots who have flown trikes all over the world; the two of them took turns filming, and had camera mounts on various spots that they could mount cameras on the plane for filming

Flight Characteristics:

400' – 550' strips can be easily used by Trike pilots – and frequently are! The take-off roll is between 130 and 250' – 400' – 550' is needed to clear a 50' obstacle.

They are stable and very forgiving in flight. Stalling is very gentle, more like a “mush” because even when the root of the wing stalls, the tips are still flying so that the pilot retains roll control.

Cruise is generally 40 – 90 mph, depending on the type of wing being flown. The slowest wings can fly as slow as 28 mph while the fastest wings can fly over 100 mph

They can handle strong winds in the air, the limiting factor for most pilots is the wind on the ground; cross winds can be difficult because a cross wind can catch the wing.

Landing in cross wind requires a crab, it doesn't matter where the nose is pointing, you crab in and as soon as the mains touch, you kick out the crab.

They can fly in the rain, as long as you have VFR conditions. Take off should be done only after drying the wing.

The Wing

Control of the plane is managed by the control bar - when the bar is moved you are actually changing the shape of the wing, warping it.

The trike wing is stable and wants to fly hands-off at a speed specific to that plane. Going faster than that balanced speed requires constant pressure on the bar. On long flights, the pilot will get to that stable flight speed and can relax pressure on the bar. A pilot in that state of flight may exhibit hand movement, but they are mostly dampening the movement rather than aggressively

controlling the movement of the plane.

Some trikes have an adjustment that allows trimming the wing to change that level flight speed.

The aluminum frame of the wing can flex a bit at the tips. The cross bar of the wing can move lightly creating billowing of the wing on the side opposite the movement of the bar – this is what causes the turn.

Wings can be single surface or double surface. The tension of the fabric is adjustable and pilots can adjust the tension of the covering to correct flight characteristics.

Some trike pilots have more than one wing and they can exchange wings depending on the flying that they intend to do.

The fabric of the wing should be tested and examined periodically for damage and suitability.

Portability and Ease of Use:

The plane is very portable, it can be separated into parts that can be easily transported and quickly re-assembled. The wing takes about 30 minutes to assemble after tear down.

Trikes can be flown according to the rules of Light Sport or General aviation depending on the license held by the pilot.

There are 5 trikes hangared at Osceola, more than 50 in the state.

Cost of Operations:

Purchasing a new machine can cost anywhere from a low of around \$35,000 up to around \$100,000 depending on the features and performance desired. Used machines are available at more reasonable prices.

Most Trikes are factory built rather than built by pilots.

Rotax engines are the engine of choice. Fuel burn is economical 3.5 – 5 gallons per hour (premium auto fuel, not avgas)

ELSA plane owners can go through a training course that will allow the pilot to perform the annual inspection of the plane and sign off on the air worthiness. The curriculum has been developed by the FAA and the course is taught by a certified instructor.

continued on Page 9

Major and Regional Fly-ins 2007

APRIL:

Sun 'n Fun Fly-In
Lakeland Linder Regional Airport, Lakeland, FL
(LAL)
April 17 - 23, 2007

EAA AirVenture Oshkosh
Wittman Regional Airport, Oshkosh, WI (OSH)
July 23-29, 2007

JUNE:

EAA Southwest Regional Fly-in (The EAA
TEXAS Fly-in)
Hondo Municipal Airport (HDO), Hondo, TX
June 1 - 2, 2007

AUG:

EAA Mid-Eastern Fly-In
Mansfield Lahm Airport, Mansfield, OH
August 25 - 26, 2007

Golden West EAA Regional Fly-In
Yuba County Airport, Marysville, CA (MYV)
June 29 - July 1, 2007

SEPT:

#Virginia Regional EAA Fly-In
Dinwiddie County Airport, Petersburg, VA (PTB)
October 6 - 7, 2007

Rocky Mountain EAA Regional Fly-In
Front Range Airport, Watkins, CO (FTG)
June 22 - 24, 2007

OCT:

EAA Southeast Regional Fly-in
Middleton Field, Evergreen, AL (GZH)
October 5 - 7, 2007

JULY:

Arlington Northwest EAA Fly-In
Arlington Municipal Airport, Arlington, WA (AWO)
July 11-15, 2007

COPPERSTATE Regional EAA Fly-In
Casa Grande Municipal Airport (CGZ)
October 25 - 28, 2007

To 21D Westside Hangar occupants:

Jill Wall of Farnsworth Aerospace Elementary school in St.Paul asked if we could repeat the so successful hangar tours at 21d in May of 2007. In May 2006 we accommodated about 90 seven year old students in a two hour event at 10:00am and another at 1:00pm.

The kids were divided into groups of six to seven, each with a teacher escort. Each group visit was timed at 15 minutes and 10 minutes was allowed to travel to the next assigned hangar site. In 2006 event we limited the sites to the north side hangars. I thought we might do the west side in 2007. The event will be on a weekday because it is a public school event and school busses are involved.

We are looking for half a dozen west side volunteer hosts who are willing to show off their hangar activity to these amazingly bright and eager to learn second graders. Lets show them what General Aviation is all about. A variety of activities would show them.

Adhering to a tight schedule went surprisingly well last year. I was advised by one of the teachers that they operate that way every day. The weather for the 2006 tour

Was awful-cold, windy and wet. The tourists didn't notice! I would specially appreciate any suggestions to improve on our first event. More than 50 of last year's students Wrote thank you cards. Email me at aedhlund@hotmail.com. Or call me at 651-439-5912.

Art Edhlund

EAA CHAPTER 54

PRIVATE PILOT GROUND SCHOOL

Introductory meeting will be held on Monday, Feb 5, 2007 at 6:30 PM at the EAA Chapter 54 Club house at the south (B) entrance to the Lake Elmo Airport - under the beacon tower.

- **A course summary will be available.**
- **Students will sign up and pay \$100 initiation fee.**
(Those who opt to join Chapter 54 will receive credit for their first year's dues.)
- **Purchase class materials. Jeppesen course materials will be used. (Student kits available from Valters Aviation and others.)**
- **Passing this course will allow you to take the FAA exam required for a private pilot license.**

**Classes will meet on Mondays and Thursdays
Feb 8, to April 19th 6:30pm to 9:00pm.**

Any questions, check the chapter 54 website <http://www.eaa54.org>
Or email Art Edhlund - aedhlund@hotmail.com

Young Eagles Report *by Dave Becker*

Our EAA Chapter 54 has selected a 15 year old Young Eagles candidate to sponsor for this summer's EAA Air Academy. His name is Steve Richter and is from Lake Elmo. Financial support was voted on at our January 8th meeting and will be supplemented with one dollar Young Eagle credits issued by EAA for each Young Eagles flight we flew this past year. The EAA Air Academy hosts three structured camps designed by age. Steve qualifies for the EAA Basic Air Academy. The six day camp Steve will be attending will be in June. See outline of activities below.

Introduction

The EAA Basic Air Academy is the next exciting step through the world of aviation. Each "hands-on" activity is developed for the intermediate 14- and 15-year-old during a classroom and media presentation, specialized laboratory activities and aviation-related demonstrations.

Activities

Activities at the EAA Basic Air Academy are designed to interest and challenge 14 and 15 year olds and include such activities as:

Balloons

- Learn how balloons fly
- Accomplish a simple hot-air balloon demonstration
- Design, build and fly a colorful hot-air balloon model

Aeromodeling

- Build and fly a simple balsa glider
- Build and fly a rubber powered model

Rocketry

- Learn how model rockets are flown and controlled
- Build and fly a model rocket
- Build and fly a complex model rocket kit
- Launch, record data and recover model rockets

Airplanes

- Learn about aviation history and flight
- Tour the [EAA AirVenture Museum](#)
- Fly EAA's Flight Simulators
- Visit Pioneer Airport
- Build aircraft components
- Experience the thrill of flight from Pioneer Airport

Have a nice day.
Dave Becker
dave-becker@comcast.net



TAXI TALK

{Interesting Happenings compiled by the editor}

Some good, some bad!!!

Sometimes it goes good and sometimes it goes bad when I start compiling articles and pictures for the newsletter. This month, although it is out early enough, I hope, it was just one of those nights when I struggled with every story and event I installed. For a non-computer knowledge guy, I sure learn all the tricks and secrets to getting this thing out. Actually I am proud of myself at times but it sure takes some patience. This month, a quick call to members who I needed to clarify some information on was all it took and I thank them for sending their information quickly. Better times are ahead!!

Congratulations to Bill Shanks!

No, not our veteran Tech-Counselor Billy Shanks, but his son Bill. He earned his private pilot license on December 20, 2006. He also took our Chapter Ground School to start things out, so that is proof that it works.

Speaking of getting a license...

I went in today, February 5, to finally get my 3rd class medical renewed. After worrying so much about my eye sight recently, I was concerned that maybe I might have some problems passing it so I kept delaying going in. But I had 20/30 vision and had no problems although there was some concern by the doctor about my blood

pressure as I was right on the edge of passing. So watch your blood pressure nowadays as the FAA is looking to lower the limits. I had something like 134 over 90 and he told me they are thinking of lowering it to 80. I went to the Stillwater Medical Group and saw Dr. Charlie Hipp, a very nice doctor. Unbelievable that nowadays it costs \$97 for a third class medical. Do not know if they cost less anywhere else but would think it would be a standard every where.

Silly stuff!!!

My first cat was named: Aileron.
My second cat was named: Jabiru
(It is the kind of engine I have on my experimental aircraft).
My third and present cat's name is: Jaberon! A combination of the first one and the second one.

Contact Information for Newsletter Stories

Thomas J. Gibbons
2685 Manning Avenue North
Lake Elmo, Minnesota 55042-9690

Phone # 651-777-5887

E-mail : TomisFlyingby@comcast.net

Continued from Page 5

Karey stressed the wonderful aspects of "open cockpit" flying since trikes pilots sit in an open cart that hangs beneath the wing. The visibility and the openness really maximize the sensation of flying for trike pilots who are passionate

about their craft. Trike pilots often say that trikes are like "flying motorcycles"! It was also mentioned that trikes are an excellent option for larger pilots; because there is no cockpit size limitation, a taller or larger person does not feel cramped into a small space.



EAA CHAPTER 54
3275 MANNING AVE. N. SUITE #7
LAKE ELMO, MN 55042

CLASSIFIEDS AND QUOTE OF THE MONTH

1957 Cessna 172. Continental engine C145. (0-300A) TBO 1800 hours. Hours now 737.4. Plane has 5166 hours. Has a pre-heater. Still has VOR and transponder and other instruments. Will be at blue hangar across from the clubhouse most Saturday mornings 9:00 a.m. till noon or so. Best offer. If you have questions, please call Harold Hempler Jr. at 651-439-8411.

For Sale:
Hartzell Prop HC-C2YK-1B-72"
Use on 160-180 Lycoming
500 hrs SMOH \$2750.00
Can be seen at Hangar 19C Cessna Lane
Lake Elmo MN 651-773-7031

What can you conceive more silly
and extravagant than to suppose a man
racking his brains, and studying night
and day how to fly?

*William Law, A Serious Call to Devout
and Holy Life XI, 1728.*

*(This one is for all you working on your private
pilot or whatever, ticket!) from the editor.*