



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

NOVEMBER 2007

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

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING: Jill Farber, from Ballistic Recovery Systems Inc. (BRS) will present an overview of this "home grown" company and their products and the future of parachute recovery systems for aircraft.

New Ways at the Chapter

Reported by Art Edlund



Chapter Leaders Academy

While only 30% of national members are also Chapter members, The EAA is offering an expanded list of assistance for the Chapters. A number of those have just been offered for the first time this fall. One is an answer to "After Young Eagles then what?"

Beginning now, the current EAA Student Membership will no longer be offered. Dependant children will not be included in the "family" membership, only a member and spouse.

A new Student Membership will be offered to young people age 17 and under. Each Student Member will receive a kit full of aviation tools and resources, access to a Student Members-only website, access to scholarships and tuition programs and most of the benefits of adult EAA membership, with the exception of the Sport Aviation magazine. The kit can be purchased as a gift with sign up on-line at a later date. Their membership will not officially begin until that time. A new reduced rate Collegiate Membership is being introduced now for 18-22 year olds.

Many other new programs for chapters are being made. I detected from the conference on eagerness by EAA staff to bring much more help to Chapters by closer contact. I will talk more on this in later articles.

Editors note: Please also see the last months speaker notes on page 4 to find out more on what our chapter is going to do for more members and how we are handling our current membership.

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY PAUL HOVE

Elections for EAA54 Officers and Class III Directors were held at our October meeting and the follow candidates were elected:

President	Dale Seitzer
Vice President	Leif Erickson
Treasurer	Paul Rankin
Secretary	Bettie Seitzer

Young Eagles Director	Dave Becker
Housing Director	Dave Fiebiger
Education Director	Art Edlund
Membership Director	John Renwick

They will take office on January 1, 2008.

I have finally finished the Phase 1 testing of my RV-7A aircraft and have given a few rides in it to some very brave individuals. The airplane performs beautifully and is a dream to fly. Valters Aviation is happy that I have finally started flying it on a regular basis, since I have bought almost 500 gallons of aviation fuel in the last few months.



The pancake breakfast fly-ins is not over yet! Cambridge Airport (KCBG) is having a chili feed from 9-5 to promote their annual drive for toys for children. Go to <http://www.dot.state.mn.us/aero/avoffice/pdf/chilifeedflyer2007final.pdf> for an official flyer. Also Aitkin (KAIT) has a chili feed every Saturday morning.

There are new numbers for Flight Service Pilot Weather Brief: 1-800-WX-BRIEF (1-800-992-7433) - to get a weather brief or file a flight plan. Clearance Delivery: 1-888-766-8267 - to get a release or cancel a flight plan after landing. Filing of NOTAMS: 1-877-487-6867 - for airport managers to add or cancel NOTAMS at their airport. TIBS: 1-877-484-2799 - transcribed weather. For more information visit Flight Service on the web at: www.afss.com.

The EAA 2007 calendars have arrived and will be available for sale. Valters Aviation has volunteered to sell them for us again this year. If you can't pick up at the chapter house, stop by the FBO and Gatis will be happy to sell you one.

K21D now has a functioning AWOS system. But it has not been certified yet, so no telephone or radio frequency has been released yet. You can view the information that is available at Valters Aviation. The AWOS display is prominently mounted on the wall at the left end of the service counter.

See you at the chapter house on November 12th 7:00pm.

EAA CHAPTER 54 TREASURER'S REPORT

BY PAUL RANKIN

2007 October Financial Summary

Checking Account	\$9,697.96
Cash on hand	\$40.00
<u>Investments</u>	<u>\$6,933.30</u>
Total	\$16,671.26

Income

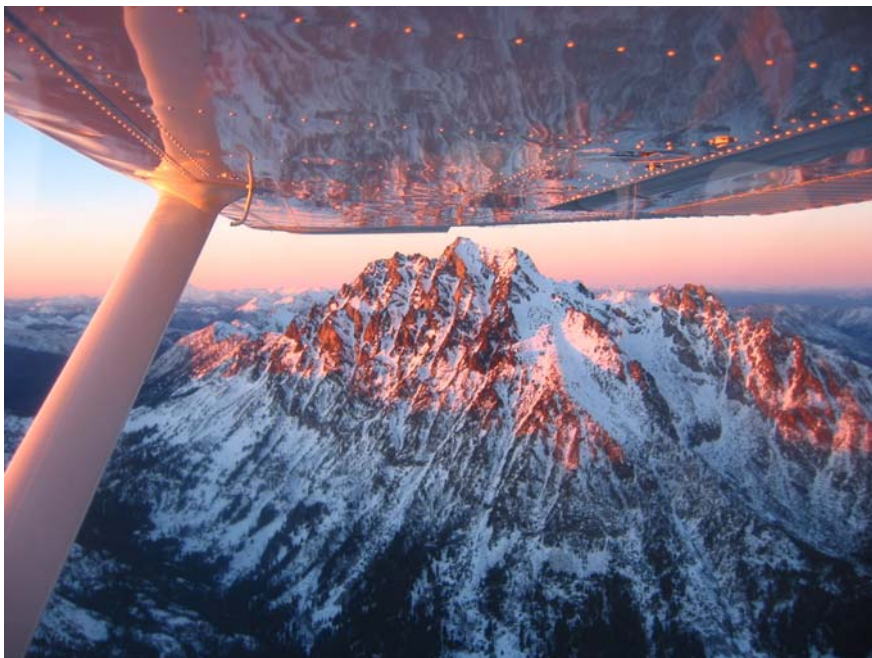
Clothing Sale	\$10.00
Membership Renewals	\$445.00
<u>Education Fund Donations</u>	<u>\$30.00</u>
Total	\$485.00

Expenses

Flowers for Lynn Schmidt	\$74.50
EAA National Leadership Conference	\$64.08
2008 Calendars	\$483.50
Newsletter & Mailing	\$43.70
<u>Utilities - Electricity & Gas</u>	<u>\$39.80</u>
Total	\$705.58

Net Cash Flow (\$220.58)

Getting Ready for Winter Flying?



Chapter 54 Directory

President
Paul Hove
president@eaa54.org

Vice President
Dale Seitzer
vicepresident@eaa54.org

Treasurer
Paul Rankin
treasurer@eaa54.org

Secretary
Bettie Seitzer
secretary@eaa54.org

Education Director
Art Edlund
education@eaa54.org

Events Director
Tim Reberg
events@eaa54.org

Housing Director
Dave Fiebiger
housing@eaa54.org

Membership Director
John Renwick
membership@eaa54.org

Young Eagles Director
Dave Becker
youngeagles@eaa54.org

Newsletter Editor
Tom Gibbons
Newsletter@eaa54.org

Chapter member meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon. The newsletter is printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.

21D RCO 118.625
21D Unicom: 122.8
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')

Chapter Speaker Notes

October 8, 2007

Submitted by Bettie Seitzer

Speaker: Art Edlund

Art attended a leadership academy held at Oshkosh. He shared his experiences and some of the great ideas that he gathered during his weekend. Attendees stayed at the lodge at Oshkosh; the accommodations were very comfortable and led to everyone feeling very welcome right from the start; food and refreshments kept them well fed.

As an ice breaker each person was given the name of a person that they had not previously met, they had to find that person and get to know them well enough to introduce them to the rest of the group.

On Saturday they were taken to the museum so that they could use the larger meeting room there. At the heritage museum they were served a pancake breakfast in the café.

Saturday's meeting focused on seven topics, the group was divided into small groups so that they could focus on one topic at a time. Each group selected a facilitator, a scribe and a spokesperson. The discussion flowed easily in each of the groups. They went through several sessions and for each the groups were re-organized with different groups each time so that every participant got to interact with every other participant.

The first question that was discussed was "Why do people join EAA". The statistics about membership numbers and recruitment were shared and the groups discussed ideas for increasing membership. They discussed how a club might know that they are succeeding in a club.

The national organization offers support for clubs seeking to increase membership – for example, when new members join the national organization, EAA will notify clubs in that new members area. That way a club could contact those members and recruit them for the club. A surprising number of people belong to the national organization but do not belong to a local club.

EAA also offers an extensive library of reference papers on a wide variety of subjects related to managing a successful club.

Membership recruitment was the second topic. Visitors should always be made welcome. When you see someone who is visiting, greet them and say hello. A suggestion is to have a simple form that we would ask guests to fill out so that we would have some information in order to be able to follow up with that person.

We also agreed that we need to provide more follow up with the young eagles, inviting them and their parents to come to meetings. Following up with young eagles could include information about the Civil Air Patrol programs.

The Washington County Fair offers an opportunity; we could set up a booth and take an airplane over for a static display. Several members mentioned that we could have a plane with wings cut off that could be used at the fair as well as at our pancake breakfast.

Libraries and community centers all have bulleting boards on which we could put notices of coming meetings and young eagle days. Letting people know when meetings will be held is a great way to get visitors to come.

A suggestion to build and post a permanent sign at the entrance to the airport stating that this is the home of EAA Chapter 54, information about the meeting day and time and that the club is open on Saturday mornings. Along with this we would need to be sure to welcome any visitors who stop in and get their name so that we can follow up with them.

A membership committee could be a great asset to the club. John Renwick does a great job of keeping our membership up to date, but he cannot do it alone. A committee could help out with preparing materials to give to guests, collecting names, remembering to get acquainted with any guests who come to our meetings. We do have a standing membership committee within the club, but have not leveraged this well. Really all members should consider themselves part of the membership committee. That is, we should all make the effort to make guests feel welcome, to encourage them, to reassure them that it is achievable and affordable. Every club needs strong membership to remain a strong club. And remember to tell them that they do not need to own a plane or have their private license to join, they can join if they are interested and want to learn more.

We have a strong club, but we need to keep members active in order to keep the club fun and energized. Some members are not as involved as they might like to be. When members are actively involved, they are energized by each other's success. This mutual support is part of the original impetus for the creation of the Experimental Aircraft Association.

After the topics were discussed there was a summary session to review all of the ideas collected during the various session. An exciting list of suggestions for every aspect of chapter activities, governance and growth was collected.

Community appreciation of general aviation is a goal that many clubs pursue through community relations activities. Indeed as pressures on airports increase, it is to a club's advantage to make sure that the neighborhood in which their airport operates sees their airport as an asset to the community.

Continued next page

There are many events – such as fly-ins – that members could agree in advance to attend as a group. If we all went wearing articles of clothing with our logo on it, we could have some instance publicity. The logo is still available at the shop and any member can order whatever item they would like with our logo on it. The set-up fees have been paid so the member would only need to pay for the item they ordered.

EAA is changing the membership structure for young people. Dependant Children will no longer be included in family memberships but will have their own independent membership. As a young person, they will receive a membership kit including tools for them to learn more about aviation and jobs in aviation. Student pilots will also be able to join at reduced rates. Part of the impetus for these changes is a realization that the demographics of general aviation are not good. There are not enough young people going into aviation to replace the pilots who are aging out of aviation, the average age of EAA members has increased every year. Young people need to be invited into aviation.

EAA has recently added a speaker's bureau so that clubs can offer interesting programs to attract members and visitors to their meetings.

EAA also offers insurance coverage for chapter events promoting aviation. This is a benefit of membership. EAA offers an umbrella policy on top of the pilot's coverage.

A packet of forms and materials for club use was provided to all attendees, along with a reminder that the website has a wealth of information for members as well as for club leaders.

Surviving a Forced Landing

A report by Dale Seitzer

Airventure at Oshkosh always offers great seminars and forums. The FAA provides a wide range of seminar topics and these presentations are high quality and informative. I attended one titled Surviving a Forced Landing. The information provided stressed survival—the plane may be damaged, the plane may be destroyed but the goal is to survive the worst types of forced landings.

Certainly a forced landing on a big flat alfalfa field is the ideal situation but there may be a time when that is not possible. The presenter gave lots of good information. For instance, the best glide speed published is at full gross weight—what is the best glide with one person and low fuel? A rough formula to calculate the less than gross weight best glide. Take the square root of the present weight divided by the max gross weight. Subtract that number from the best glide speed—if the gross weight is 2400 lbs and the present weight is 1800 lbs. the best glide speed is about 8.5 mph lower than the stated glide speed.

Glide speed is important because speed and angle of crashing are the biggest determiner of a survivable forced landing.

The A B C's are very important for an off airport landing: Airspeed, Best Field, and Cockpit. Set and trim for your best glide airspeed, select the best field and then follow a procedure to problem solve if you have the time.

Managing speed is crucial to surviving a forced landing. Kinetic energy is mass times velocity squared, divided by 2. That means an impact at 85 mph is twice as dangerous as 60 mph. 120 mph is 3 times as dangerous as 70 mph. You want to impact the ground or objects as slowly as possible. The goal is to survive in a less than optimal situation.

GA planes are designed to protect the passengers up to 9 g's forward, 1.5 g's sideways and 6 g's vertically. Seatbelts and the structure of the cabin protect the pilot and passengers. 9 g's is decelerating from 50 mph to zero in 9.4 feet -- this is survivable. Remember the Cessna that went through the wall of a hangar and

bounced off a camper in the hangar—the pilot survived. At 100 mph a 9 g deceleration requires 37.5 feet.

"We do not rise to the occasion under stress—we sink to the level of proficiency."

Stalling at low altitude is almost always fatal. 62% of forced landings there are no injuries but 5 % are fatal. Only 60 % of turning back to the runway after take off from low altitude with an engine out is successful while 100 % are successful when landing ahead or 30 degrees off the runway centerline.

In conclusion, know your plane, be comfortable flying at slow speeds, practice emergency procedures, know the terrain and use all the safety equipment available. In order to survive you must be willing to wreck the plane. I had a friend who was set up to land in a rough area after an engine out—it would have damaged his plane so he turned at low altitude 90 degrees to try to land on a road and stalled the plane, crashed hard and died.



Chapter 54 Meeting Minutes
October 8, 2007
Reported by Bettie Seitzer

7:30pm Meeting called to order by President Paul Hove.

Introductions of visitors and new members:

Charlie Curry – has owned various planes, now wants a GlasStar on floats

Treasurer's report read by Paul Rankin.

Motion to accept by Art, seconded by Tom, vote unanimously approved

Secretary's report as printed in newsletter:

Motion to accept by Art, seconded by Pat Driscol, vote unanimously approved

Old Business:

Paul Hove: This is our official required annual meeting. Also elections for officers and Directors.

Elections: Nominees listed on whiteboard:

President: Dale Seitzer

Vice Pres.: Lief Erickson

Secretary: Betty Seitzer

Class III Directors:

Education: Art Edhlund

Young Eagles: Dave Becker

Housing: Dave Fieberger

Membership: John Renwick

Motion made by Art Edhlund to unanimously approve all nominations.

Seconded by Pat Driscol

Motion was approved by unanimous vote

New Business:

Dale S.: Copier was listed on Craig's List for \$200 but no responses. Would like to lower to \$100. Discussion: raise to \$500 instead.

Paul Hove:

Brochures from Ford Motors are available that give discount on new cars.

Gary Schmidt's father passed away and the chapter sent flowers. Gary sent a nice thank you card and said they were very impressed by the arrangement.

Bill Lines, a pilot from S. St. Paul, donated a whole book case of King training videos.

A video on Fuel Injected Engines has been donated.

Dick Wicklund:

Need more shelving for the library of videos.

Discussion: Can we convert them to DVD's that need less space?

Jeff Hove:

Have a set of airline seats to donate to anyone who can use them.

Meeting adjourned at 7:55.

Respectfully submitted:

Bettie Seitzer

EAA Chapter 54 Secretary

Hanger Talk

Happenings around the field compiled by the editor

For Sale:

Whittman Tailwind Project

**Plans, welded fuselage with controls,
fuel tank, motor mount, nose bowl and spars
and**

ribs. \$2,200.00

Contact Ross Sublett

Phone # 651-407-6449

e-mail rosssublett@hotmail.com

For Sale:

**Piper Cherokee Warrior Information Manual -
\$25**

**Cessna 172R Skyhawk Information Manual
with Pilot**

Safety and Warning Supplements - \$20

Dale Seitzer

651- 329 - 2229

Looking to Buy:

**" I am looking for information about
anyone that may have a Luscombe 8A or a
Aeronca 11AC or 11BC for sale. It can be in
annual or out. I would also like to talk to any-
one interested in forming a small Light Sport
Flying Club around this type of aircraft.
Please contact me, George Mathiesen at 651-
455-9271 "**

**George Mathiesen
3727 72nd St. East
Inver Grove Heights, MN
55076-2367**

Below is a note sent to Paul Hove:

Hello Paul,

>

> **I am helping a fellow (Jerry Yagen)**

<http://www.fighterfactory.com/> locate

> **World-War-One era engines/airframes
or replicas. Hispano-Suiza, Mercedes,**

> **Hall-Scott, Liberty, OX-5, Siemens-
Halske, Oberursel, Clerget, LeRhone,**

> **Gnome, other rotaries, etc. If you
know of anything for sale or trade I'd**

> **appreciate any information.**

>

> **I also do aircraft construc-
tion/restoration (tube-and-fabric, wood,**

> **aluminum**

> **etc.) if I can be of service to anyone.**

>

> **A mention of the engines in your
newsletter or website would be much**

> **appreciated.**

>

> **Sincerely,**

>

> **Russ Lassetter**

> **EAA# 0448996**

> **Cleveland, Georgia**

> **rblasset@alltel.net**

> **706-348-7514**

Young Eagles Report *by Dave Becker*

On 13 October, our EAA Chapter 54 volunteers flew 21 new Young Eagles on a gorgeous fall day. A total of 120 Young Eagles have been flown for the year as of 13 October. There was a group of 10 Boy Scouts who were all working on their Aviation Merit Badge. All of the youth left with a smile on their face and a vivid memory of a great flight. Each parent was also given a new handout that was recently developed to answer frequently asked questions. The handout thanks parents and friends for participating in the Young Eagles program, lists our EAA54 web site for viewing photos, and lists numerous recourses for furthering their involvement in aviation and aviation education.



Photos taken during our Young Eagle events are posted on our EAA54.ORG web site.



Our last Young Eagles event for 2007 will be on Saturday, 10 November. If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the 2nd Saturday of the month and see what Young Eagles is all about

TAXI TALK

{Interesting Happenings compiled by the editor}

HAPPY THANKSGIVING TO ALL!

Being Thankful.....

During this time of the year one has to look back and be thankful for what we have. Aviation is one thing I am very thankful to be involved in. The ability to depart this earth and enjoy the world of flight is just one thing to be appreciated. Working around, living with and be able to talk about aircraft is just a great thing. Now I am thankful of our chapter whose people work hard to bring you great information. When everyone comes together with a common bond it is nice to see how the chapter works to provide the information we all look for. I think all should be thankful for the work these people do, from the chapter president on down. I think we should also be thankful for our wonderful chapter club house which many chapter members worked hard to build into the place it is today. And of course one has to be thankful of EAA so that we may enjoy this wonderful aviation world as we do to this day. Freedom of flight is what it is all about!

Getting Checked out again.....

Sometimes I wonder why when I go flying that I always need a check out to be legal. Obviously I do not get up that often but when I want to it always seems a check out is required. Last time was just a 90 day check since I did not fly

that much during the summer. Well I have to say that if you did not notice lately over at Valters Aviation, they have some very nice looking lady instructors. Sorry to any ladies of the chapter for this note! So guys, if you need a check out lately, get to Valters and get it done!

Aviation on the Air.....

If you did not know by now, on Wednesday nights (Thursday mornings) from 1AM to 2AM WCCO Radio, 830 on the AM dial, has a neat aviation show called The World of Aviation. I heard of this when one of our chapter members, John Schmidt, was on it one night talking about all his adventures of flying. John did a great job talking about how he got involved in aviation and what he is doing now and he also mentioned Chapter 54 too that night. So check this program out some night when you are still up. If only one could record it somehow each week??

A Change of e-mail addresses

Paul Liedl has come up with a nice change of the chapters e-mail addresses. Note on page 3 that all addresses have been changed to reflect their positions. This protects against spammers and we will not have change any addresses when different people take over.

Thanks Paul for this great idea!

Contact Information for Newsletter Stories

Thomas J. Gibbons
2685 Manning Avenue North
Lake Elmo, Minnesota 55042-9690
Phone # 651-777-5587

E-Mail: newsletter@eaa54.org



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

QUOTE OF THE MONTH

I have never known an industry that can get into people's blood the way aviation does.

— Robert Six,

Founder of Continental Airlines