



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

April 2022



21D RCO 118.625 COM 122.8 AWOS 120.075 Elev. 1932'
Runways **4-22** (2497' x 75') **14-32** (2850' x 75')

Chapter House, South Airport Entrance at the Beacon

Chapter Meetings 2nd Monday of Each Month

7:00pm social 7:30pm Meeting

Ch.54 Phone# 651-515-3464

www.eaa54.org

Who's currently who in Ch.54:

President: Leif Erickson
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From the Flight Deck (Leif Erickson)

The summer of 2022 is shaping up to be an active time. Here is a quick summary of events that are being discussed.

Social Events at Clubhouse

Bill Schanks Jr. is developing plans for a variety of social events in the clubhouse. Count on a June outdoor picnic event like we had last summer. Also watch for Bill's 3rd Monday events. He scheduled events for January, February, and March. All three were poorly attended. But we do not want to give up quite yet. Sunset is getting later in the evening and the temperature is warming ... slowly. This makes coming out to the clubhouse much more enticing to attend social and fun events. Watch for details.

VMC Meetings

Robyn Stoller has a goal to offer monthly VMC meeting. These are fun events to attend and will help make your flight experience safer. Robyn is attempting to recruit chapter members as presenters for monthly events. Nate Ruedy, from Lake Elmo Aero, is the primary presenter. If

you have not attended a VMC meeting yet, you are missing out on a fun, fast-paced discussion of a flight scenario that could have added tragically. Participation will make you think about "What you would do?" if you were in the left seat. [VMC Club \(eaa.org\)](http://VMC Club (eaa.org)).

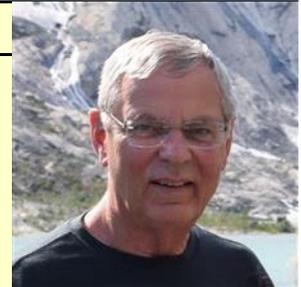
Flying Start

For the first time since 2020, we plan to offer a Flying Start event. This will be a cooperative event between the chapter and Lake Elmo Aero. The May 21 event will consist of a one-hour seminar about EAA and the nuts and bolts of learning to fly. This will be followed by an Eagle Flight for each participant.

[Flying Start \(eaa.org\)](http://Flying Start (eaa.org)). [Eagle Flights \(eaa.org\)](http://Eagle Flights (eaa.org)).

Greater Minnesota Aviation Gathering GMAG

Jim Pearsall is working with Chapter 25 at Lakeville to sponsor a booth. More details will be available in coming



weeks. If you attend, plan to stop by the booth. Last year, the chapter sponsored a fly-out event to GMAG. We had only a few members flyout for the day. Will be worth another try again this year.

[Great MN Aviation Gathering \(mnpilots.org\)](http://mnpilots.org)

Young Eagles

Our new YE Coordinator, Vicky Moore, is excited to start up the YE program in May. YE rallies will be the first Monday of each month from May through October ... weather permitting. The 4th grade class at Farnsworth Aerospace in St. Paul is interested in YE flights for their students. The students will come with some flight simulator experience in their flight sim lab. The YE flight will be a chance to experience an actual flight. [Free Young Eagles® Flights \(eaa.org\)](http://Free Young Eagles® Flights (eaa.org)).

Farnsworth Hangar Tour

Farnsworth approached us about hosting this event again for their 2nd grade class. This too has been on a 2-year hiatus due to COVID. Gregg Adler will organize. Gregg will be looking for volunteers for help with five "hangar" stops plus a live flight demonstration by one of our members. It's a fun event to participate in. When Gregg contacts you to volunteer, say YES. You will not regret it.

[2019 Farnsworth Tour \(eaa54.org\)](http://2019 Farnsworth Tour (eaa54.org)).

21D Garage/Hangar Sale

Gregg Adler and Mitch Zahler are toying with the idea of hosting an airport wide Garage/Hangar Sale. This will give everyone on the field an opportunity to clean out their hangars and get rid of unused items and offer them for sale. The profits of the event will help fund our scholarship recipient to the Air Academy.

Oshkosh Work Party

The chapter has not participated in sending a crew of people to Oshkosh for a weekend work party in several years. Volunteers mostly perform minor maintenance projects at the exhibit halls and grounds to prepare for AirVenture. Tom Gibbons is thinking about organizing a crew for this spring. Watch for info and volunteer requests.

In previous years, this has been a fun weekend event for the volunteers.

Free Chairs

Dan Bergstrom has some free chairs in the clubhouse entry way. They are yours if you claim them. The chairs have been stored in the clubhouse for many years and have never been used. Dan wants to clean house of these unused items. They are in great shape.

AirVenture Camping

Six chapter members answered the call to reserve one of six campsites available for AirVenture. Dave Volker, Vicky and Pat Moore, Scott Hanson, Jay Schrankler, Gregg Adler, and Paul Weber each paid \$270 to reserve their space. If you are also interested in camping, please contact these members as they may be willing to sublease you a camping space for a few days, if they choose not to spend the entire week at AirVenture. [Camping & Lodging \(eaa.org\)](http://Camping & Lodging (eaa.org)).

Member Gatherings

Big thank you to Robyn Stoller for organizing an excellent line-up of programs and speakers for our Member Gatherings. We will return to clubhouse in-person during the current lull in COVID. She looks forward to seeing you at a full clubhouse for a great evening of informative and entertaining programming.

New Member

Emma Gaustad, from Spring Valley, WI. Emma is a relatively new PP. She did her training at Lake Elmo Aero. I think she was recruited to join the chapter at a recent VMC meeting at Lake Elmo Aero.

So, as you can see, we have a lot going on. If you are sick of winter ... and COVID restrictions, this summer may be your chance to return to a pre-pandemic lifestyle. Time to get involved is now. Make use of that \$25 annual membership fee you pay.

Leif E.

Chapter Meetings

The January 10th meeting began with the introduction of guest attendee **Greg Johnson**, who is a former sky diver looking to get involved in Light Sport aviation, and then proceeded to the program for the evening delivered by **Trudi Amundson**, who reviewed lessons learned from five aviation accidents highlighted in the book *Why – Thinking About Plane Crashes*, by Peter Garrison. Garrison authors the 'Aftermath' column for Flying Magazine.

Trudi has a broad spectrum of flight experience. She has 1900 hours flight time, is a multi-engine commercial pilot, flew blood for St. Paul Red Cross, flew fire patrol for 3 years at Bemidji Aviation, has flown over 100 rescue dog flights and many Young Eagles flights. Trudi is from Minneapolis and lives in Breezy Point, MN. The five incident's from Garrison's book consisted of:

- A B-52 that did an unannounced go-around at an airshow doing a tight mid-field right turn, overbanking to 60 degrees at an altitude of 150 feet (the aircraft has a wingspan of 185'). The plane caught it's wingtip and cartwheeled leaving no survivors. The pilot was accomplished, perhaps without peer in the B-52, and a quality control expert for Fairchild, but it came out that he had a reputation as reckless and some of his colleagues

refused to fly with him. Superiors tolerated his behavior because he delivered very popular airshows. On the day of the accident his commander flew with him because the planned copilot refused to fly with him due to his cavalier attitude. The pilot may have been showing off to his commander knowing that the commander might want to ground him.

- A Gulfstream 3 flying from Los Angeles to Aspen, CO with 15 passengers and 3 crew. The arrival airport is in a narrow valley and a circling approach is required due to terrain, which is not allowed during night time hours. The flight was 41 minutes late which left them with only 12 minutes to spare if all went right to get in before night hours. The pilot remarked on takeoff that they might have to divert and a key passenger became irate, calling the charter operator and exclaiming that the flight must not divert. The captain did not perform an approach briefing with his co-pilot, and the co-pilot failed to provide altitude call outs and didn't warn of a minimum altitude excursion on approach. A wing struck terrain and all aboard perished. The copilot was faulted for too much deference, perhaps not warning of the altitude excursion because it appeared deliberate.
- A Cessna 210A traveling from Alabama to Virginia in 2006 by aviation legend Scott Crossfield while thunderstorms were forecast along his whole route. Crossfield had mentioned prior to departure that he 'might have to work is way around some weather but it didn't look too serious'. At some point Crossfield asked for a deviation around a super cell but he was apparently already in it experiencing severe turbulence and dropping 6000 feet in 30 seconds prior to the resulting fatal crash. The aircraft had a stormscope but it's GPS was not configured to display satellite weather. The NTSB faulted both ATC, for missing the opportunity to share it's more comprehensive view of the weather situation with the pilot, and Crossfield for not requesting weather advisories.
- A Piper PA-12 Super Cruiser piloted by a 69 year old, 40 year aircraft rebuilder, crashed during a post maintenance flight. The aircraft took off short, climbed to 200' and stalled, resulting in a fatal crash. The pilot's mechanic was not available to inspect the aircraft prior to the flight, and had warned the pilot not to fly it without inspection. It turned out the elevator cable was connected reversed from normal, a mistake that the mechanic had fixed twice before after the pilot had performed work on the aircraft.
- A Piper PA-28 Archer flying from Chicago to Athens, OH with pilot and single passenger who 'had to get back' took a weather briefing that included known rime and mixed icing from 2000 – 13000' msl. The pilot told his passenger they could encounter icing but he could get them out of it. They started picking up icing at 9000' and the pilot asked for vectors to the nearest airport. He was cleared to 3000' at 13 miles from Port Columbus and given a frequency change to a new controller. The new controller gave him a heading to a different airport and he complied but crashed 5 miles short, killing the pilot and injuring the passenger. The pilot had 232 hours and was perhaps not confident enough to assert his prerogative to pick what he thought would be his safest option.

Trudi did a nice job of leading a discussion for each scenario of what went wrong, where mistakes occurred in decision-making, and how tragedy could have been avoided.

The February chapter meeting fell on the 14th, **Valentine's Day**, for which Robyn Stoller arranged the program and provided the following recap:

Is someone talking about a love affair? You bet! (with aviation of course) At the February 14 chapter gathering three members shared their unique, fascinating and sweet stories of aviation romance. A huge thank you to **Donaven Chase, Don Wishard and Frank Kurkowski** for sharing their



EAA Chapter 54 My Romance with Aviation

Welcome Everyone!
Monday, February 14, 2022, 7:30 p.m.

FOR THE LOVE OF

I ♥ Aviation

great photos and aviation romance stories with us. We heard how the love of aviation is passed along in families, how introducing kids to aviation is exciting and rewarding, how loved ones are sometimes hesitant to fly with us and even how taking a break from aviation can re-ignite the romance and bring it to new heights. Each story was inspiring and motivating – awesome job by three great members!

A special guest also joined us on February 14. **Chris Gregg** took his first airplane ride at a Chapter 54 Young Eagles Rally about 18 years ago. He attended college and earned a degree in a non-aviation field. After working in an office setting for a while, he decided to pursue his passion for aviation and went on to earn his private pilot certificate and advanced ratings in a short timeframe. He now flies Learjets for a company that transports human organs for transplant operations. His story is amazing and Chapter 54 can be proud of its role in giving Chris his first taste of aviation through a Young Eagles flight.

The February 14 gathering was a wonderful evening of sharing with many good laughs and even a few tears. We had a great turn-out with 17 attending at the clubhouse and 8 on zoom. Hope to see you at an upcoming EAA 54 monthly gathering. We have fun!

This 'Valentine' chapter meeting was great for getting to know some of our newer members as all three speakers have fairly recently joined the chapter.



Donaven Chase bought an RV-9 about 6 years ago and has put over 800 flight hours on it, many while laid off due to Covid.



Donaven loves giving friends rides and visiting friends with the airplane. He grew up in North St. Paul and took a flight lesson in High School but finances got in the way of continuing. He became a sheet metal worker, and then marriage and kids became the priority, but at 40 years old he came back to flying and got his license with Woody Minar as CFI. Donovan owns a 21D hangar in partnership with his friend Kelly. Here's the Chase family at Oshkosh...



Don Wishard, who joined the chapter last summer, is another local son, having had his first airplane ride out of 21D with Mayer Aviation in a Cessna 206 when he was 12 years old. He was always interested in watching aircraft fly as a youngster and spent a lot of time building, flying, crashing, and repairing model aircraft.

Don had a cousin who had a Cessna 150 and Don earned his pilot's license not long out of school but parenthood (three children with his wife Deb) sidelined aviation for a while. Don lived in St. Paul and started taking his kids to the airshow in Oshkosh 1994, trailer camping (with A/CI) and has missed only two years since. Trips now include grandchildren. Don is now a Tailwinds club member and enjoys the continuous learning involved in flying the club's Archer, Cirrus, and Cherokee Six. Don's son



Michael went to college in Grand Forks majoring in aviation while working part time loading cargo for FedEx. He never missed a day at that job and his reliability may

have given him a leg up when he years later landed a job with FedEx flying a 777 internationally, this after flying for several regional airlines including Compass Aviation.



Three of the five in Don's immediate family are pilots. Deb prefers travel in the back seat.

Frank Kurkowski joined the chapter just a few months ago and was introduced to the chapter at last December's meeting where he gave a report on the building of his Quad City Challenger XL-65, featured in the last Chapter newsletter (and in the November Sport Aviation magazine). Frank went to college in Arizona and learned to fly gliders at a glider school down there.



Schweizer 1-26



Schweizer 2-33



Blanik L-13



Laister LP-49



Schleicher Ka-7

Frank was back in Minnesota after college and continued his flying with the Red Wing Soaring Association from 1976-1986, at which time his focus switched to sailing for 30 years. A ride in Kevin Szalapski's trike got him

interested in flying again and he trained for a Sport Aircraft endorsement flying a Piper Cub out of Stanton.



You may recall Frank flies his Challenger out of Bloomer, WI, and that he enjoyed the build so much that he has another project now, a Merlin PSA. Frank's girlfriend Linda joins him on a flight about once a year.



The Merlin is from a Czech company with beautiful and precise predrilling for rivets – he found only 2 holes out of 3500 that needed redrilling. The airframe kit runs \$18k, and the firewall forward kit is \$8k for the 60 hp HKS which is expected to give ~2.5gph eco cruise at 100mph, with a 120mph max cruise, running from a 6 gallon tank in each wing.



The **March 14th** Chapter meeting featured the program 'Tundra Tires Rule' by Laura Herrmann, MSP FAASTeam Rep., also a member of the 99's.

AK Aviation Trivia



- 82% communities not connected to road
- Six times as many pilots per capita
- Sixteen times as many aircraft
- 237 airports
- All rural except PANC and PFAI



Laura lead an exciting journey to visit our biggest and most majestic state. Attendees earned FAA WINGS credit and saw what it's like to fly north of the Arctic Circle the day after summer solstice, learned about landing on a road, a gravel bar, a short gravel strip and flying around Denali. Laura described both Alaskan summer and winter aviation adventures and shared still photos and GoPro video of spectacular Alaskan scenery around Talkeetna and Fairbanks.

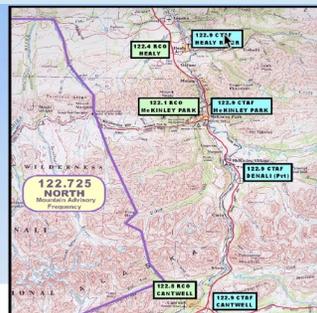
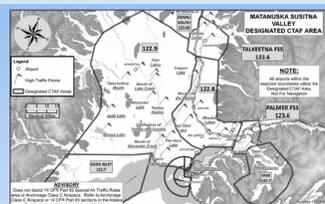
Alaska Airports



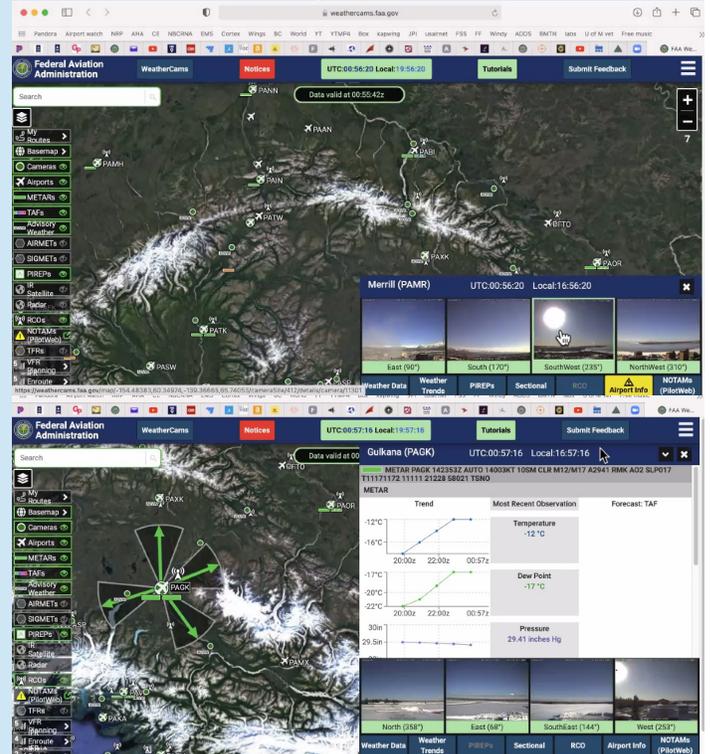
- No Class B
- One Class C (PANC)
- One TRSA (PAFI)
- Seven Class D
- Four towered airports
 - PANC (Anchorage)
 - PFAI (Fairbanks)
 - PAJN (Juneau)
 - PAMR (Merrill Field)



Laura flies a Cessna 182 out of FCM, for the last 10 yrs. Does animal rescue flights. She visited Alaska in June 2019. Alaska has 7 or 8 physical Flight Service stations. Among the usual activities you would be familiar with, the FSS's also help with Search and Rescue, Volcanic Ash advisories, Avalanche TFRs (identifying where they are being intentionally triggered), and international customs. Alaska has area CTAfs:



There are LOTS of aviation webcams stationed at airports around the state so pilots can observe the current weather, looking in multiple directions, at airports along their intended route of flight.



Webcams are growing in Colorado and could come to Minnesota in the near future.

There are lots of runway condition PIREPs reported as NOTAMS. Pilots are required to carry: 1 week of food, an axe, first aid, fish tackle, fire starter, a Mosquito headnet, and two signalling devices. Laura's Alaska trip brought her to Anchorage, then Talkeetna, PAFI (Fairbanks), PABT (Bettle's?, north of the arctic circle) where it was still daylight at 3am.

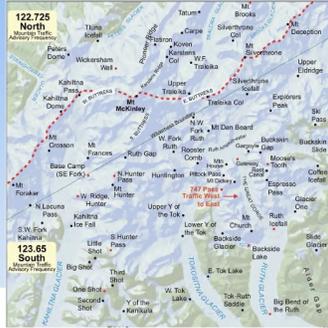
Talkeetna (PATK)



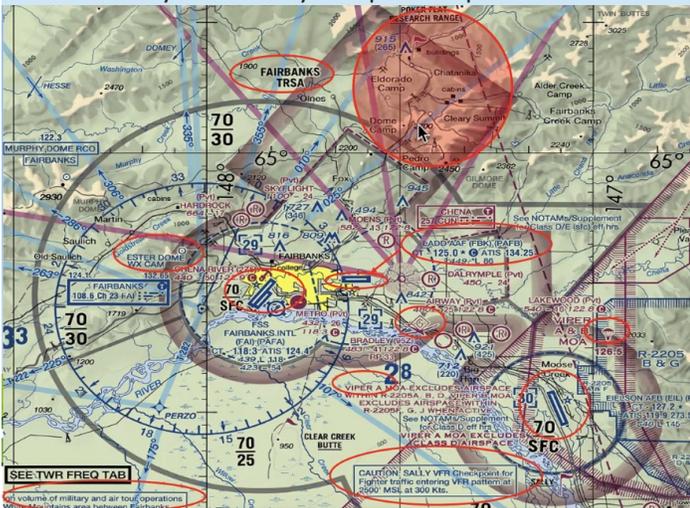
At Talkeetna Laura trained in a Piper Pacer with Tundra tires, practicing gravel strip landing, gravel bar landing, and avoiding gravel damage to the propeller and aircraft. She learned lighter colored gravel bar is dryer, and to overfly to check out, a second time to skim with wheels to feel firmness, to land the third time. During this time she

was also studying for her commercial written exam. Denali provided great views and challenging airspace to fly in.

Denali communication



She also flew from Fairbanks in a C172 which she found is surrounded by some fairly complex airspace.



Gone West

It was a tough quarter for Chapter 54...we lost two of our longest tenured members.

Dave Fiebiger and his significant other **Joan Chemon** both passed away from Covid-19 in early February. Dave, EAA #68015, owned a Beechcraft Sierra and a hangar at the Lake Elmo airport, and was the long-time Housing Director for Chapter 54. Dave was the driving force behind our current chapter house and it will remain a legacy to him. Dave had retired as head of the White Bear Lake Schools custodial services and jumped on the opportunity to acquire, at low cost for the chapter, a building that had been a temporary classroom.



Dave found and planned the 21D site and foundation for the building in 2001, tackled state, county, and MAC permits for approval, and supervised the building setup, including its beautiful deck. He also designed and supervised the



Laura invited everyone to stop by Flying Cloud KFCM for the FAASafety series every Saturday.

FAASafety.gov

- KFCM Coffee and Wings
- Every Saturday 0900 CT
- Wings credit for both series
- Pro-Tips series 1900 CT
- First Wednesday: CFI's
- Second Wednesday: Pilots
- Fourth Wednesday: AMT, UAS



Contact Laura at ljhermann@yahoo.com for questions about the FAASafety program or about flying in Alaska!

Which Alaska National Park is larger than Switzerland?

- Answer: Wrangell-St Elias National Park – 13.2 million acres!

- Alaska total acreage: 370 million

- State Land – 100 million acres
- Native Corporation Land – 46 million acres
- National Parks and Refuges – 124 million acres
- National Forest – 22 million acres
- US Bureau of Land Management – 73 million acres
- Municipal and Private – 5 million acres



clubhouse expansion in 2009. Dave was from Minneapolis and was trained in electronics and radio technology in the Air Force in the early 1950's. For several years after his Air Force service, he traveled the eastern states with a utility company converting cities from coal gas to natural gas. He settled down eventually in White Bear Lake.

Leif shared – I will remember Dave for:

1. His work in the clubhouse. During most of the time I've known him, he was the Chapter's Housing Director. Just about everything currently in the clubhouse was Dave's work over the years. He also designed and supervised the clubhouse addition construction, probably 15 years ago.
2. His presence at the pancake breakfast. I will remember Dave at our pancake breakfast. He had a golf cart with a rotating amber beacon on top. He liked to cruise around the flight line and aircraft parking areas in it. I think he also had a stuffed animal or two with him.
3. Pancake breakfast next day cleanup. I will remember Dave and Al Kupferschmidt, dressed in their rain gear, using a power washer to clean all the utensils that were crusted with pancake batter.
4. His hangar. His hangar was his special place. I recall doing an annual of the Citabria when we needed to replace a leaky fitting in the fuel line. These parts are not readily available. So, check with Dave. I went over to his hangar and showed him the part. He looked at it for a few seconds, got up from his chair, climbed the stairway to a balcony that had about a dozen rows of shelves, filled with airplane parts. He walked directly to the third row from the end, back to the bottom shelf on the left, and grabbed a box of parts. He shuffled through them briefly, and picked one up. He said "Here, this is what you are looking for. I asked " Thanks, what do I owe you Dave". His response "Nothing".
5. And not to forget Joan. She was a loyal volunteer ticket seller at our pancake breakfast. I don't think she missed one event.

Al Kupferschmidt shared a remembrance of Dave, 'Old Friends and Memories':

I met Dave and Joan some 46 years ago when I started flying in 1976 and joined Chapter 54. Dave was flying then and we went on a lot of work parties to EAA – Oshkosh. My wife and Joan loved working together and often sold tickets at our pancake fly-ins. Dave as we knew was a jack of all trades. He would not throw ANY thing away. He took it apart and fixed it! We both worked on many projects – the pancake grill, the club house, landscaping, trees, the gazebo, going to pick up things like wood, doors, trees, etc. Dave worked on old radios. He loved to make wire harnesses for your panels on our planes. He had a hangar that was like 'Aircraft Spruce' supply; if you needed a nut, bolt, washer, o-ring, he had it. He loved going to 3M's Outlet Surplus sales and going through all the old equipment. He would find something and bid cheap and would get it and drag it back to his man-cave and make it work like new. Dave stopped flying years ago but his love for the airport and us flying pilots never stopped. He was the airport 'patroller'. I still see him in his golf cart, parking planes at the pancake fly-ins, 'Follow Me'. Dave and I were on the MAC Reliever Committee and went to many meetings on 21D and worked on changes to the Lake Elmo Airport.

As for personal stuff, Dave had a family with twin boys and a daughter. One son was a commercial pilot and flew for a banking corporation delivering canceled checks all over the country in a Lear Jet; Dave went on a few trips with him. The other son and daughter are still alive but the pilot son passed away from heart failure some years ago. Dave had a parting of the way with his wife many years ago, and Joan and he have been soul-mate partners a long time! Their wish was for no fluff obituaries or funeral; this hurts, but what can you do? Some other things...Dave loved classic

cars, he always had two, winter and summer ones. He kept hours at the airport like a banker, 10am – 3pm, Sunday 11am-1pm. Visit time, stop by the hangar, and off to lunch. In the week it was, 'you going to lunch?', and off to MacDonald's Supper Club! Dave was a little 'tight' with money. He was always seeing if he could get stuff for free! We're a 501c, so free trees, wood, electric supplies, always trying to save money for the Chapter. I know he paid many times out of his own pocket for things! I could go on and on, but I'm going to end this. There is nothing on this earth more to be prized than true friendship!



A-FRIEND
Al Kupferschmidt

Jesse Black (the third), a charter member of Chapter 54, passed away on February 22 at the age of 91 years. Jesse moved back to the family farm he was raised on, outside of New London, MN, on a small lake, after a career and raising a family of three sons in St. Paul. The past few years, he had been living with his son Ben and extended family in Idaho and had recently been feeling unwell, was hospitalized and moved to hospice. Jesse was trained in electronics and communications in the Air Force, and as a civilian he worked with Engineering Research Associates, UNIVAC, and Control Data developing computers, including one that went to the moon with Apollo. He worked in Alaska and Europe as a field engineer on tracking systems for RCA and the defense department. Jesse had a pilot's license when he started EAA Chapter 54 in 1959 with several colleagues from UNIVAC to explore building an airplane from scratch, meeting in one another's living rooms.



While stationed in Alaska, Jesse asked his wife Inge to buy a Piper Clipper that was available for sale at Holman Field, and on his next trip home they flew it together to Fairbanks where he used it to fly all over central Alaska while based there. He also owned a Tri-Pacer for a time and then restored a Bellanca CruiseAir, and flew with Inge and friends from Lake Elmo to both coasts and many places in between. Half a dozen chapter members traveled to Jesse's farm in August of 2012 after he was hit hard by a storm which left 30 large trees uprooted, seriously damaged his hangar (on his private farm strip), damage his Bellanca, and totaled his Ford Model A and a '63 Ford Fairlane. The chapter wished Jesse a happy 90th birthday at the November 2020 chapter meeting which he joined via Zoom from Idaho. Jesse had flown as PIC in a floatplane with an instructor around Lake Pen d'Orielle the previous summer and the instructor told Jesse's son that he had handled all aspects of the flight very well. Jesse will be remembered fondly as a talented and thoughtful founder of our chapter.

LEACC / RAAC

Lake Elmo Airport Advisory Commission Meeting – February 23, 2022 (Robyn Soller)

The Lake Elmo Airport Advisory Commission quarterly meeting was held February 23, 2022 at the Baytown Township Hall. The commission includes MAC representatives, airport users and members of the public from neighboring communities. EAA Chapter 54 has two representatives serving on the commission: Paul Evenson and Robyn Stoller.

The commission's purpose is to 'further the general welfare of the community and the Lake Elmo Airport, through minimizing or resolving problems created by aircraft operations at the airport.'

Phil Tiedeman, MAC 21D Airport Manager, Jennifer Lewis, MAC Community Affairs Coordinator and Michelle Ross, MAC Community Relations Assistant Manager, provided a comprehensive orientation and update on Lake Elmo Airport.

Interesting data shared at the meeting:

MN public airports in 1990 – 5,589 / in 2020 – 5,217	MN private airports in 1990 - 11,901 / in 2020 – 14,702
21D leases (hangars) – 143	Aircraft based at 21D – 189
Annual 21D flight operations 2021 – 31,693	21D airport size – 624 acres

Lake Elmo Airport has 9.42% of overall aircraft operations among MAC reliever airports (STP, MIC, ANE, LVN, FCM) and only 1.65% of overall complaints among MAC reliever airports.

In Q4 2021, 43 noise complaints were registered by 4 households for 21D. Two complaints were at night.

In Q4 2020, 13 noise complaints were registered by 3 households for 21D. One complaint was at night.

More details can be found here: [Lake Elmo Airport | Metropolitan Airports Commission \(metroairports.org\)](https://metroairports.org)

Plan to join the monthly EAA 54 gathering on April 11 when Phil Tiedeman and Jennifer Lewis will be our featured program speakers. They will discuss and answer questions on the airport improvement project and results of last year's sound monitoring study.

Reliever Airport Advisory Commission Meeting – March 8, 2022 (John Krack)

The Spring RAAC meeting was held on Tuesday, March 8 via Microsoft Teams. Following are some of the highlights from the meeting:

- Marlon Gunderson was welcomed as the new representative from Lake Elmo, replacing John Renwick
- Bryan Orr gave a presentation on the transition from Lynx to Atlantic Aviation, and shared some of the challenges. He noted that Atlantic is the largest FBO chain in the country, and growing. They have resources that Lynx did not have, and are investing in the business. The transition was very smooth, and Atlantic took care of their people. They increased pay, and are building their staff to 14 to better service their customers, though the hiring market is very tight right now. Bryan has been doing ramp duty as well as managing the business. Atlantic understands the importance of relationships, and will do what the market demands. They're expecting more traffic from their network clients, and are looking for more hangar space. Bryan discussed fuel costs, which are on

everyone's mind these days. He said that they are simply passing on their increased costs, not bumping their margins. He noted that their avgas cost now (\$7/g) is higher than their pump price a year ago. Each shipment costs more, and he expects Jet-A to cost more than \$10 a gallon. It's important, however, to keep his tanks full so that he has product for customers who need it.

- The airport managers gave updates on their respective airports (Robert Dockry subbed for Blaine Peterson). All highlighted the weather challenges this winter, and praised their maintenance teams for outstanding service (which was also noted by the RAAC reps). Regarding ANE, Phil noted that: (1) several new hangars are under development and there's discussion about redeveloping some of the buildings at the south end; (2) winter operations have been good, but there are several areas the crews haven't been able to get to, but expect to cover them soon; (3) the Anoka Tech building is scheduled to be demolished; and (4) the next ACBAAC meeting is May 11.

- Kelly Gerads summarized the revenues from the commercial percentage, landing, and fuel flowage fees, comparing 2021 with 2019 to show the recovery from the 2020 pandemic year. Overall, they compared very favorably. She also noted that lease renewals are underway. [Renewal forms](#) were mailed out in January for May renewals, and in February for June renewals. Tenants are asked to respond in a timely manner (MAC would like to see 3 weeks, but recognizes that "snowbirds" may not see their packages until they get home.) In any case, please don't wait until the last minute, and contact MAC if you have an unusual situation. Finally, MAC expects to address the Financial Model and reliever airport funding later this year.

- Finally, in his Director's report, Joe Harris said that there's serious FAA interest in relocating/rebuilding the FCM tower, though completion is probably 5-7 years away. He noted the MIC virtual luncheon on March 23, praised the commercial operators for their business innovation in the face of a very challenging business climate, and commended the reliever airport crews for their exemplary service this winter.

[Editor - this was my first RAAC meeting as representative for 21D. To the above I'll add -- the reliever system saw an 8% growth in operations system wide in 2021. Wings is 90% complete with their remodel at FCM. The proposed new FCM tower will move more to the center of the airport and increase in height from 58 to 70+ feet. At Lake Elmo, 21D runway construction will continue in April when the road restrictions lift. And a community event is in planning for KSTP this summer.

Please feel free to contact me with any issues you have as an airport user/tenant that you would like me to share with the RAAC in future meetings. The meetings are also open to all users so let me know if you would like to attend an upcoming meeting and I'll provide attendance info. The next meeting is 7pm June 14th.]

Miscellany

Upcoming Events

April 11 Chapter 54 meeting features 21D Airport Manager Phil Tiedeman and Jennifer Lewis of MAC Community Affairs, speaking on status of airport improvement project and the sound monitoring study done last summer.

May 9 Chapter 54 meeting will have Mitch Zahler presenting on his aircraft building project plus an aviation trivia quiz with prizes.

June 13 Chapter 54 meeting will be a Chapter Picnic!

Misc. Events



SAT, MAY 7 AT 10 AM
Breezy Point Avition day



**Picture Yourself with Miss Mitchell!
May 21, 2022, 10:00 a.m. – 2:00 p.m.
Fleming Field, South St. Paul**



- **Build our Scholarship Fund – Have Fun!**
- **Grab photos of you, your car, motorcycle, plane, & friends with Miss Mitchell, gorgeous B-25J (CAF-MN Wing)**
- **\$100 for your photo shoot – *Proceeds support chapter scholarship fund***
- **Minimum 10 people needed to reserve date**

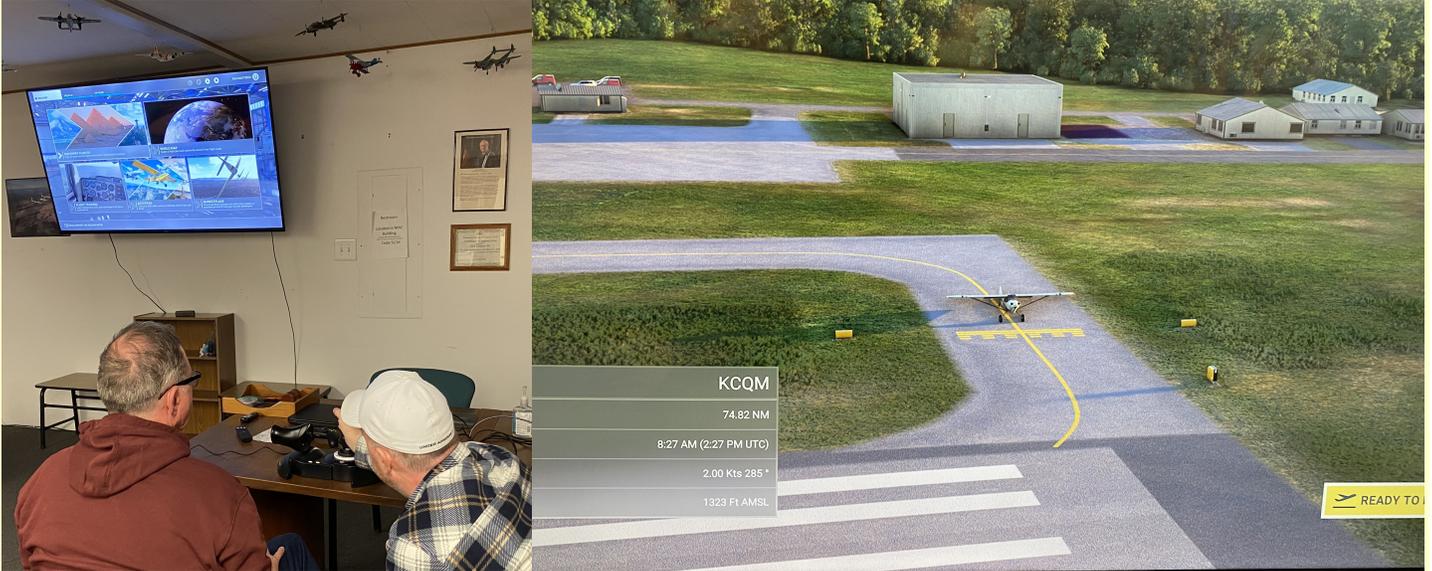


FRI, JUN 24 - JUN 25
Wings Over Wausau & Wausau's BIG Weekend



Winter 2022 Memories

Jan.17 Ch.54 Flight Sim Night – Bill Schanks brought his Xbox and joystick/throttle quadrant out to the clubhouse for some sim flying with FS 2020, a remarkable program. Incredibly realistic scenery and airplane handling characteristics. Leif flew a C-172 with a Garmin G-1000 panel, taking off on runway 22 at McKinnon Airport KSSI on St. Simons Island, GA on a couple of circuits around the island and then south to Jekyll Island Airport 09J where he landed on runway 36 ... mostly. Then Captain Gregg Adler received a quick pre-flight sim briefing from FS 2020 CFI Bill Schanks before flying out of KCKC, Cook County Airport in Grand Marais, MN. Gregg wanted to find his lake cabin on one of the nearby lakes ... which he did.



Feb.12 Trick Air flyin at Jackson Seaplane base in McGregor (photos by Steve Schwister & Paul Jackson)



March 6 Iceport at Mac's Twin Bay, Lake Mille Lacs



ICEPORT 2022

MAC'S Twin Bay
LAKE MILLE LACS

Da Boathouse
IN DA BAY

TANIS
AIRCRAFT PRODUCTS
Aviation Safety Starts with Tanis Preheat

A sincere "Thank You" goes out to Tanis Aircraft Products for their continued generous support of this unique, family-friendly event!

*****NOTAM*****

ICEPORT 2022 HAS MOVED TO SUNDAY 3/6/2022 DUE TO WEATHER
We are still a go for launch! Let's make this the best ICEPORT ever! See you Sunday!

For the latest ICEPORT event updates, please visit:
[Facebook.com/Createlift](https://www.facebook.com/Createlift)

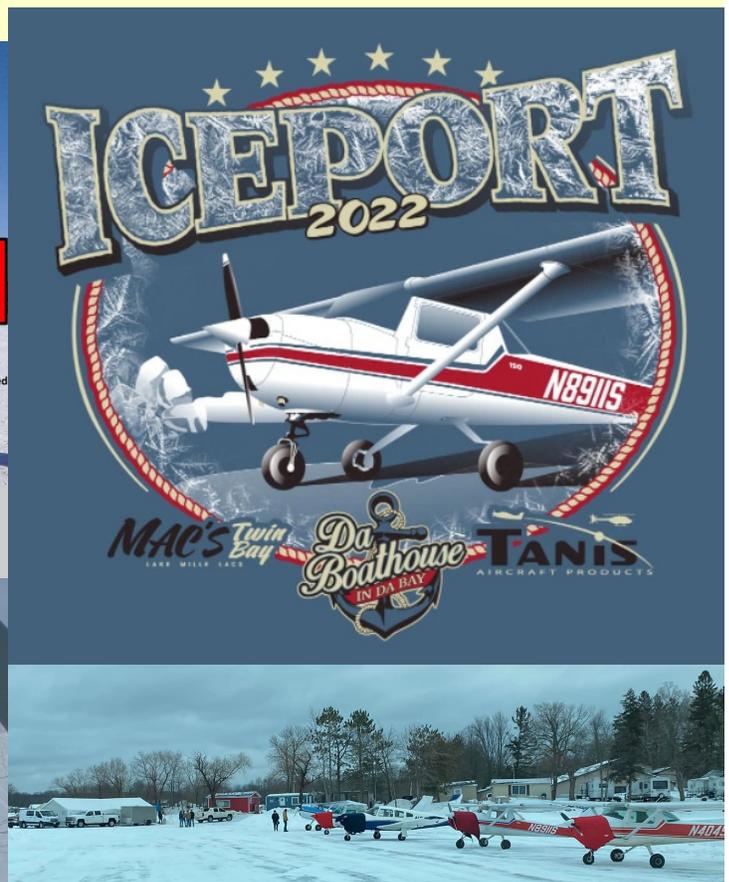
- Pilots monitor: 122.9
- No fee for this event (Donations are highly encouraged to offset Mac's Twin Bay plowing expenses)
- Plowed iceway (Skis & wheels welcome)
- GPS coordinates: 46.17N/93.48W

"Look for the orange safety cones depicting the landing zone"

VENUE: ICEPORT 2022 Fly-in Brunch (Mille Lacs Lake, MN)
DATE/TIME: ~~Saturday, March 5th, 2022~~ 10:00am - 3:00pm (Prize drawings @1:00pm)
LOCATION: Mac's Twin Bay www.macstwinbay.com/da-boathouse-restaurant



(photos by Scott Johnson & Jack Parkin)



ICEPORT 2022

MAC'S Twin Bay
LAKE MILLE LACS

Da Boathouse
IN DA BAY

TANIS
AIRCRAFT PRODUCTS

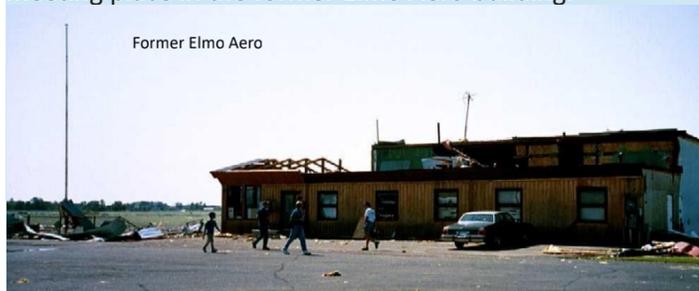
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Editor's 2¢ (M. Gunderson)

Memories

While searching old chapter newsletters to refresh my memory on Dave Fiebiger's contributions to the chapter, I found myself reliving my own introduction to the chapter. I moved from St. Paul to Lake Elmo in June of 2000. I found mention in the [August 2000 newsletter](#) of the introduction of a certain guest 'Merlin Gunderson' in the minutes of the July meeting. It would be later that month that [a storm](#) would hit the airport and leave our chapter without it's meeting place in the former Elmo Aero building.



Chapter meetings took place at Christ Lutheran Church in Lake Elmo for the next year, thanks to Al Kupferschmidt's connections, with the goal of eventually creating a new space owned by the Chapter back on the airfield, and you can see the plan for a new clubhouse

coming together in the [June](#) and [July](#) 2001 newsletters largely due to Dave Fiebiger's efforts. In the [August 2001 newsletter](#), it's clear that our new Chapterhouse has been embedded into the airport, and that I've become embedded into the chapter, tasked as the chapterhouse fundraising chair with the goal of raising \$4500 to complete the chapter house, and contributor to the newsletter with a report of my flight to Oshkosh in my J5 cub. I was a 40 year old 'kid' at the time and I'm now nearing the age of many of the retired chapter members I met at the time I joined. Time marches on...

Avgas Developments

Remember the PAFI unleaded 100LL replacement fuel program? It launched in 2013 as an effort to do for Avgas what was done for Mogas in 1986 (get the lead out), and brought us Swift Fuel UL 94, which is still available locally and which I like to feed my low compression antique Lycoming so the lead doesn't destroy my brass valve guides. And then the initiative inexplicably fell apart in 2018, maybe because Swift was the only company making progress. The failure, with lack of explanation, apparently caught the attention of congress because

Congress inserted a requirement into the 2018 FAA Reauthorization Act that the Transportation Research Board be tasked with coordinating a study by the National Academies of Science, Engineering, and Medicine on options for reducing lead emissions from piston engine aircraft. [That report](#) came out in January of 2019 with the seeming conclusion that, hey, this is a really hard puzzle to solve and there are a bunch of things we could try but there's no silver bullet.

It was near radio silence for a couple of years, and then last December, Santa Clara county took things into their own hands and [announced](#) that the sale of leaded fuel would end at their county airports on Jan.1, 2022, including at San Jose's Reid-Hillview Airport. Predictably all hell broke loose, with a swirl of AOPA, FAA, EAA, and GAMA activity to at least temporarily get Santa Clara County to stand down. It resulted in the sudden focus of attention on this issue from many quarters.

On January 12 this year, the [EPA announced](#) it would complete this year the long overdue evaluation of whether emissions from piston-engine aircraft operating on leaded fuel contributes to air pollution that endangers public health and welfare, circulate the report for review and comment, and take action on the report in 2023. And the FAA and GAMA seems to have got some religion about committing to solving the problem before it gets solved for them the hard way.

On Feb.23rd a public private partnership initiative called [EAGLE \(Eliminate Aviation Gasoline Lead Emissions\)](#) was announced to accelerate government and industry actions and investments to establish the policies and activities to permit new and existing GA aircraft to operate lead-free without compromising safety or economic health by 2030. Groups committed to the EAGLE initiative include AOPA, GAMA, the American Association of Airport Executives, the American Petroleum Institute, the Experimental Aircraft Association, Helicopter Association International, the National Air Transportation Association, and the National Business Aviation Association.

The FAA will obviously have a large roll on the public side, and the EPA's endangerment study has certainly got an immediate boost in priority. On the consumer side, our role is to let our FBO's know what we want. I've been doing so for years by flying to the airports that have lower octane, lower cost unleaded fuel so I'm not wasting expensive high energy content fuel in an engine that can't use it. I know there are just as many or maybe more who are looking to preserve their investments in high performance engines that need high octane fuel. I'm hoping both camps can be accommodated.

Boeing Woes

Boeing has had some tough sledding since the October 2018 Lyon Air crash in Indonesia of a nearly new 737 MAX 8, a model only in production for a little over a year at that point. Boeing was in the process of deflecting blame for the crash to pilot training when another MAX went down in Ethiopia in March of 2019. Flight recorders illustrated that a similar battle had occurred in both flights between the pilots and the MAX autopilot system which included a new 'Maneuvering Characteristics Augmentation System' (MCAS) that was soon revealed to have a single point of failure weakness in a sensor that can command a dangerous nose down response.

After the second crash, there was a domino effect of countries banning the use of the MAX resulting in the aircraft being grounded worldwide for 21 months. Boeing's CEO Dennis Muilenburg was fired in the aftermath by the end of 2019. The hardware, software, and redundancy solution received a huge amount of scrutiny on the way to recertification and I'd certainly feel safe in flying in a MAX now. But Boeing's reputation took a huge and well deserved hit.

In February, Netflix released a documentary, [Downfall: The Case Against Boeing](#), about Boeing's culpability for the danger of the MAX design and the resulting great loss of life. It's an eye opener. And now, on March 21st a China Eastern Airlines Boeing 737-800, pre-MAX design, dove from nearly 30,000 feet at 20,000 fpm with a short recovery at 8000 feet before diving again to its crash site near Guangzhou. It seems Boeing's challenges are going to continue for a while yet.

Snowbird City

I'll leave you with a few photos of my late February excursion to Mesa to check in on a certain former Chapter 54 President and Newsletter editor, and to check out Mesa's Falcon Field. Sorry they're small. Zoom in?

