



# The Beacon

The newsletter of Chapter 54  
Lake Elmo, Minn.

October 2021



**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 2<sup>nd</sup> Monday of Each Month

7:00pm social 7:30pm Meeting

### Who's currently who in Ch.54:

Ch.54 Phone# 651-515-3464

[www.eaa54.org](http://www.eaa54.org)

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**Directors, Class2:** Tim Reberg,  
Paul Hove, Bill Schanks Jr.

**Social Media:** Jim Pearsall  
[socialmedia@eaa54.org](mailto:socialmedia@eaa54.org)

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### From the Flight Deck (Leif Erickson)

Now that summer is waning and autumn is officially here, I hope everyone had a good summer. Maybe a new flying adventure, or significant progress on that airplane build project. For Chapter 54, autumn means election of new officers and directors and setting priorities for the next two years.

#### Officer and Class III Director Candidates

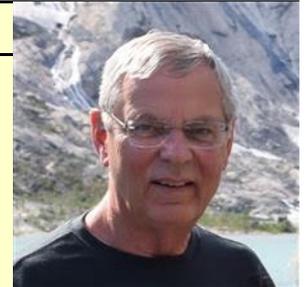
##### Chapter Secretary Candidate Ed Trudeau

Ed is newly retired from his insurance agency in White Bear Lake. He has an ongoing Zenith Cruiser project that he now has more time to devote to. Ed has also been a member of Chapter 54 since 2011. In addition to recording and publishing minutes of our board meetings, Ed will also assume the responsibility of maintaining our roster Management System.

##### Class III Young Eagles Candidate Vicki Moore

Vicki is also newly retired. She had a long and rewarding career as a Dispatcher for several major airlines. She, and

her husband Pat, have been members of Chapter 54 since 2012. Vicki is a private pilot and owner of 1949 Swift. Most recently, Vicki was a presenter at the first Young Eagles Workshop event.



##### Class III Membership Director Jim Pearsall

I am glad to welcome Jim Pearsall back to a leadership role in Chapter 54. Jim was a past president for four years and served as chapter secretary for two. With this wealth of experience, Jim will bring fresh ideas and chapter management insight to our board. As Membership Director Jim will be responsible for recruiting and retention of members. Member retention is an area the chapter needs to improve on. Each month we typically have about a third of our members listed as expired, meaning they need to renew their membership. Jim will

seek to reach out to those members to bring them back to active status.

### Election Protocol

At the October Member Gathering, nominations will be open for anyone that would like to be a candidate for any officer or Class III director position. The election will occur at the November Gathering. The newly elected officers and directors will assume their responsibilities at the conclusion of the November meeting. The terms are two-years in length.

Here is the complete list of candidates.

Officer Candidates		Class III Director Candidates	
President	Leif Erickson	Education	Robyn Stoller
Vice Pres.	Gregg Adler	Membership	Jim Pearsall
Secretary	Ed Trudeau	Housing	Dan Bergstrom
Treasurer	Tom Gibbons	Young Eagles	Vicki Moore

I want to thank Scott Hanson and John Renwick for their service to the Chapter. Scott has served as Young Eagles Director for several years. He has also been a valuable board member with his computer expertise. He built our new website, set up a Google G-Suite account for the Chapter, and is incorporating the newest Young Eagles software capabilities to manage the YE program. He has also been a great resource for the transition to Zoom meetings. John Renwick has served on the board many, many years. During his tenure, he did a stellar job maintaining the chapter's membership records on his personal PC. But in the past two years, his legacy contribution will be the transition of our membership records from his PC to EAA's Roster Management application. The new application has the advantage of allowing board members to search membership records and make transition to a new Membership Director much smoother.

My sincere thanks to both Scott and John for their service to the Chapter.

### 2022 Priorities

No doubt, the past two years' experience with COVID has been a challenge for the Chapter. I hope we adapted as best we could. We did accomplish major upgrades to our chapter infrastructure. Hopefully, in the next two years, we can return to more normal chapter operations. Let me define "normal" as in-person meetings and resumption of chapter social activities and fundraisers.

Fundraiser events are something we need to resurrect. The past two years the chapter has relied primarily on membership renewals and donations as our primary sources of income. They accounted for nearly 90% of our income in 2020. The chapter has been barely able to cover our fixed expense with that income. We relied on reserve funds to pay for our two biggest improvements, a new furnace, and TV and wall mount. The TV replaced the aging data projector.

In addition, with the Air Academy being closed for two years, we have not needed to provide scholarship dollars to youth to attend. Nor, to provide a donation to Farnsworth Elementary school to help finance their 4<sup>th</sup> grade weekend field trip to the Air Academy.

The chapter will also need extra income to go beyond paying fixed expenses, to rebuilding our reserve funds.

My priorities will be:

1. Reassign the Class III Historian Director responsibility to a Class III Events Director. The responsibility will be to plan and oversee social events.
2. Establish a Fund Raiser Committee and chairperson. The responsibility will be to brainstorm, plan, and oversee fund raiser activities. Jim Pearsall and Jack Miller have suggested several ideas the committee may consider, along with other new ideas that may emerge such as a co-operative event with Lake Elmo Aero and the St. Croix Civil Air Patrol Squadron.

### Civility

We are still in the COVID era. It has not disappeared. We still must deal with it and the associated masking requirements.

As chapter president of this non-profit public corporation, we must comply with recommendations provided by the CDC and the MN Department of Health.

Not everyone will agree with these recommendations. Some feel they are too strict. Other that they are too lenient. Whichever your side of the issue is, please let's be civil to each other and show respect to those that have differing beliefs. Our common issue is airplanes and aviation. Let's keep it that way. Conversations about recent flights and building projects are great topics that we can all relate to. Let's concentrate of what joins us, rather than on what separates us.

Thanks for reading.

Leif E.

## Chapter Meetings

Both the July and August Chapter meetings were in-person social gatherings at the clubhouse and an opportunity to catch up in person after over a year of virtual club meetings and both had no meeting agenda other than food and conversation.

Dan Bergstrom had all the deck furniture arranged and the grill prepped for Gregg Adler who provided the hotdogs, buns, and cookies and did all the grilling at the **July 12th** gathering, which featured beautiful evening weather and a spectacular sunset.

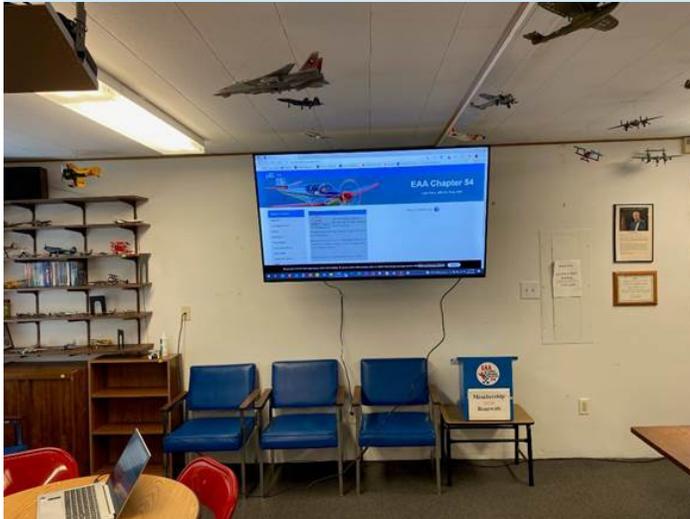


Bill Schanks Jr. organized the **August 9<sup>th</sup>** Chapter family picnic, supported by many volunteers, including Dale Seitzer who provided live music on the outdoor deck for the event, and Danny & Karen Bergstrom setting up, on another beautiful summer night. Several airplane themed Lego kits designed to inspire a young aviator were given away as door prizes. Many thanks to Bill and the volunteers for a fun and memorable event!



Here's [a dropbox link](#) to the full set of photos of this event kindly provided by Dave Becker.

The **September 13** chapter meeting was a combined in-person and online meeting with about 10 members in the Chapter house joined by an equal number on line. Those in attendance had an opportunity to admire the new widescreen Smart TV which was approved and acquired by the board and skillfully installed by Dan Bergstrom and Tom Gibbons. The display serves as a Zoom interface to those attending remotely and for displaying prepared meeting content. Leif has also outfitted the chapter house with its own 5G cellphone that supplies a WIFI hotspot and a dedicated phone number as a point of contact for the chapter.



The meeting included the nominations for directors noted in Leif's introductory message, and then a sharing of adventures and memories from those who attended Airventure 2021, including some photos taken by yours truly (the editor), and stories from the chapter campsite in Camp Scholler which weathered the severe thunderstorm that passed through on Wednesday night that week. A recording of this portion, with marginal audio quality, is available at [this dropbox link](#). We learned that we'll need a microphone to pass between speakers for these hybrid on-site and remote meetings.

The meeting finished up with Ch.54 President Emeritus Jim Pearsall describing the kitplane for which he purchased a delivery slot (over a year out due to backlog) while he was at Oshkosh this summer— a Rans S-21, which is a nicely refined fabric covered high wing taildragger with side by side seating. You may recall from the previous

newsletter that Jim lost his Pipistrel to a noseover during a power loss induced deadstick landing in a rough field in NE Colorado. Jim is planning to use one of the high end Rotax engines and will be converting this set of parts:



into something that looks more like this



A recording of this portion of the meeting is available at [this dropbox link](#).

### October Meeting Program

The (immediately upcoming) Monday Oct.11 chapter meeting will be presented by Bill Schanks Jr and Mitch Zahler on the topic of *Unscheduled Off Field Landings*, and *I'm from the FAA and I'm here to help*.

Mitch experienced an engine intent on destroying itself on his return from Oshkosh in his Swift this year and was able to nurse it into the strip at Fort McCoy; with outstanding support from friends, he was able to replace the engine and fly it out within a day. Bill also dealt with some adversity on the way back from Oshkosh this year, experiencing a deadstick into a small clearing due to fuel starvation in his club Champ.

## Sept. 18, 2021 Young Eagles Workshop – Robyn Stoller



Great weather, eight enthusiastic kids and multiple chapter volunteers came together Saturday, September 18 for our chapter's successful first Young Eagles Workshop. Our clubhouse, with its



fantastic new large-screen TV, served perfectly as an educational venue for the one-day workshop.



Young Eagle Workshops are intended to provide a next-step for kids wanting to gain more in-depth aviation knowledge, either before or after a Young Eagles flight. With learning content created by EAA and focused on kids ages 11-14, we covered Parts of a Plane, Compass Headings and Flight Instruments, Aerodynamics, Aviation Communications and Reading Aeronautical Charts. Also, students got to see several planes up-close, both tail wheel and tricycle gear examples, thanks to chapter members who offered their planes for viewing at the workshop. Some kids got a chance to sit in the cockpit. It was a great learning experience!

We partnered with Youth Advantage, a local non-profit supporting youth who qualify for free or reduced school lunch programs. Youth Advantage offers assistance to qualifying youth who wish to participate in academic, athletic or artistic activities. 50% of our workshop participants were registered

through Youth Advantage. We were pleased to partner with this worthy organization and will partner with them on future workshops.

A HUGE thank you to Gregg Adler, Bill Bjorum, Leif Erickson, Vicky Moore and Susan Schmidt for their tremendous help in planning and delivering the workshop. Thanks also to Dan Bergstrom, Tom Gibbons and Scott Hutchinson for getting the awesome new TV installed. The kids had a great time and learned A LOT about aviation. Bill Bjorum states so well our mission in offering workshops: "We hope the youth are inspired and confident that they too can join us all in the skies, and some or even all of them become pilots. Here's to new doors being opened, imaginations being empowered, and dreams of flying becoming reality!"

[Ed: and a big thank you Robyn for all of your time, energy, and efforts to make this a great success!]

## Young Eagles Flights

Chapter 54 volunteers led by Scott Hanson flew 16 Young Eagles on Saturday September 11 and another 18 on October 9<sup>th</sup>. For the October event, a big thanks to Scott for organizing, Leaf for handling the registration and paper work in the club house, Jim Pearsall and Ed Treaudeau handling ground ops, and especially to our YE pilots Don Wishard, John Regenold, John Regenold Jr, Bruce Olson, Dale Seitzer, and John Schmidt. Chapter 54 and our YE pilots have made unforgettable memories and the dream of flight come true for a fortunate group of kids.

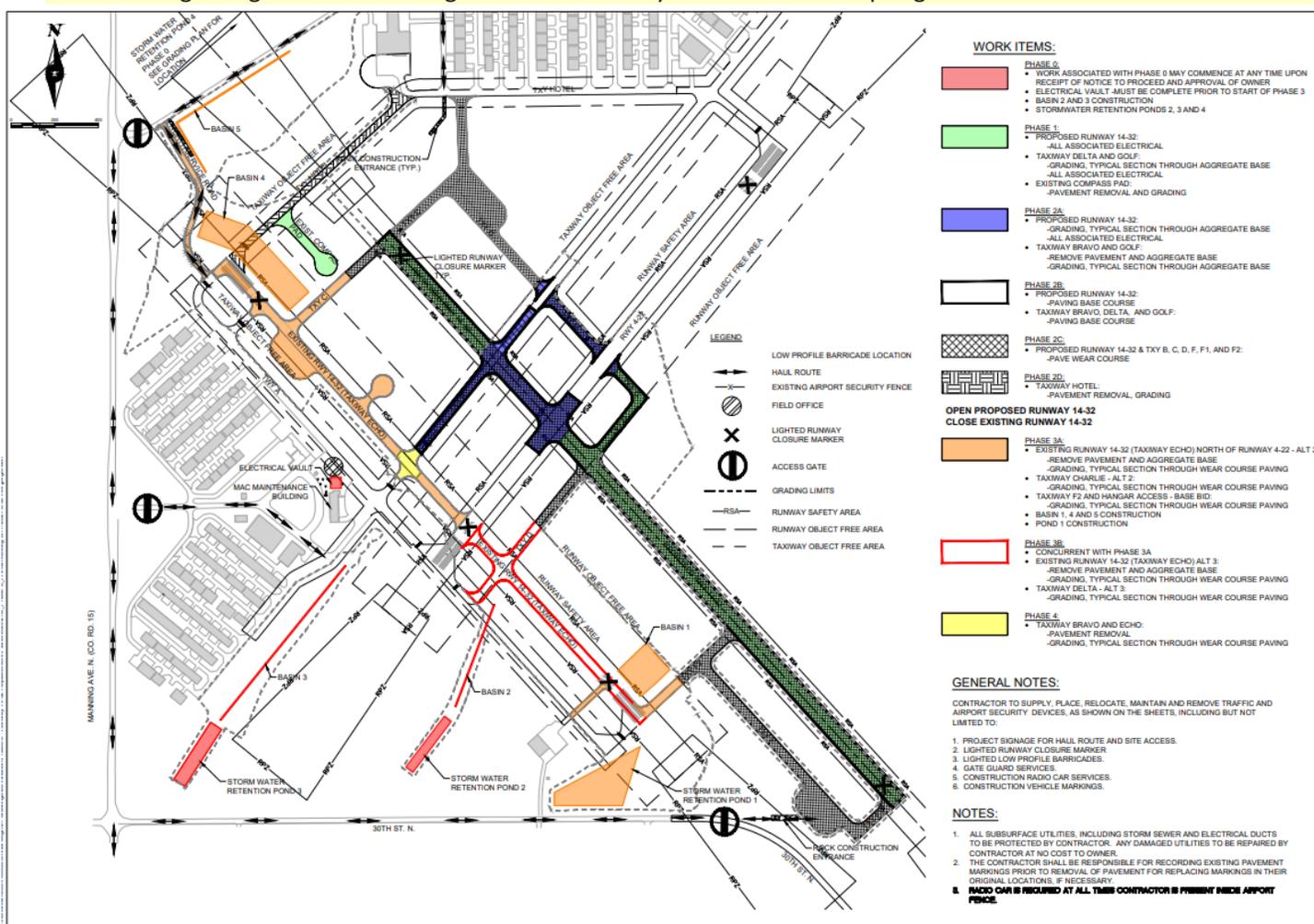


## The Lake Elmo Airport Advisory Committee (LEAAC)

The second quarterly meeting of the LEAAC was held in August, organized and led by the MAC and our new airport manager Phillip Tiedeman. This is a forum for airport neighbors and local city representatives to engage with airport management and airport users to address issues of concern as they arise.

The August agenda / slide set is available [at this link](#). As a summary:

- Noise data was collected August 4-10 on and around the airport for an initial sound study. This data will be analyzed and shared at the next (Dec.1) LEAAC meeting.
- Noise complaints related to the Lake Elmo Airport included 11 noise complaints from 6 locations, and 2 nighttime complaints from 2 nighttime locations. Full details and comparison with historical complaint data and those from other relievers [are available here](#).
- An overview of progress on the airport improvement construction was provided with some aerial views. You've all seen the substantial earth moving activity out there and everything is on schedule for transitioning from Phase 2 grading to Phase 3 Paving of the new runway this fall and next spring.



[Here is a link](#) to the general LEAAC website with links to meeting agendas and minutes.

[Subscribe](#) to an occasional 21D newsletter from MAC and manager Phillip Tiedeman that provides information of note for 21D airport users. Included in this newsletter are links to [ongoing drone photos](#) of progress on the 21D airport improvements underway, a couple of the latest of which are here (showing the start of paving!):



## Miscellany

**Robin Stoller shares:** We extend a HUGE CONGRATULATIONS to **Susan Bailey-Schmidt** for being inducted into Delta Airlines Chairman's Club!



This is Delta's most prestigious peer-to-peer employee recognition program, honoring women and men across the company's worldwide operation who embody reliability, innovation, thoughtfulness, and servant leadership, and who demonstrate the

highest standards of service to customers, coworkers, and the communities Delta serves. Nominees go through a very rigorous selection process.

Susan joined Chapter 54 in May of this year; she is a Delta Airlines Captain and recently volunteered her time as a presenter at our first Young Eagles Workshop on September 18. Susan is also a virtual instructor with Embry Riddle University teaching courses on human factors in aviation and crew resource management.

Congratulations, Susan, on this well deserved honor! We wish you much happiness and continued success in your amazing career. You are an inspiration to all of us!

## Pancake Griddle

Our former pancake grill now has a new home at the Boyceville Airport. It's "New Owners/New Life" refurbished it and used it for the first time in many years at the Boyceville Flyin Pancake Breakfast. The proceeds of the sale were used for a "New Clubhouse Improvement" to the Chapter's AV system. It may be in Boyceville, but we see it is still advertising 21D and Ch.54!

Thanks to Dan Bergstrom for the photo and the transfer of the Grill.

More Oshkosh Photos than you can shake a stick at [on Flickr](#)



Hangar Flying [Musical video](#) by Jerry Anderson of Chapter 1128, Helgeson Airport, Two Harbors, MN

## Editor's 2¢ (M. Gunderson)

### Oshkosh 2021

It was nice to get back to Oshkosh this year after the hiatus last year. My habit in recent years is to head over for about a 3 day stay and camp with the homebuilts (or with the Ultralights with my SkyRaider2, which I last did 5 years ago). Camping by the Red Barn with the Ultralights has been the most fun, but I hear the UL strip is likely to move to the south 40 next year which might make it a little more isolating.

As the show week approached this year, the weather was shaping up to be a steam bath the first half of the week. chased out by a cold front with potential for severe weather mid-week. so I decided to wait to head over after the front went through. That turned out to be 8am Thursday morning in my Cozy with clear skies in Lake Elmo and reported fog and low scud around Oshkosh with forecasted clearing by 9 - 10am. I found the Volk MOAs active for the first time in all the years I've flown to OSH so I radioed Volk Approach for clearance to transition the airspace at ~9000' VFR on top and they gave me essentially VFR flight following for the transit while they kept busy talking to others headed to Oshkosh and keeping us separated. Oshkosh was still IFR as I approached Ripon but the scud had just pushed south of Wautoma so I landed at Wautoma to wait for Oshkosh to go VFR, which took only another 15 minutes. With the field not opening until 9:30am there was some build up of inbound, so when Fisk opened for VFR arrivals they activated the new furthest out transition point at Endeavor Bridge, which meant I had to fly back west to get in the conga line headed to Ripon, Fisk, and Oshkosh.



There were plenty of open parking and camping spaces when I arrived since apparently a lot of aircraft bailed out when severe weather was forecast for Wed.pm, enough to cancel the Wednesday night airshow. Campers were offered rides to shelter ahead of the Wed.pm storm and a number of pilots did quick impromptu hail-proofings of their aircraft with flymarket materials like foam noodles, bubble wrap, and duct tape.



Fortunately the storm spared the airfield of hail and storm damage despite some strong winds and despite storm damage in many nearby locales including Ripon. I set up camp with my brother Milt who flew in the same morning, on his 60<sup>th</sup> birthday no less, from Mora, MN in his Emeraude homebuilt.



We enjoyed the spectacle once again, particularly the two Ospreys demonstrating their unique capabilities, and the Goodyear Blimp showing off as an airshow item, and the night time airshow which was rescheduled to Thursday night. An all new surprise for me, as a former Piper Shortwing owner, was to see a Piper TriPacer displayed in its warbird role. Apparently they were used by a number of countries to drop hand grenades, smoke markers, and some mounted a .30 cal. Machine Gun in the rear door.



The [Fighting Tripacers](#) were flown by the French Marine Corps and saw action in France's Algerian war in the mid to late 1950s. They were also used by the Israeli and

Kenyan Police, the South African Secret Service, and the Cuban (Bastistan) Air Force. Who knew?

I packed up two days after arriving and got ready to depart Saturday morning but hazy skies from forest fire smoke kept the field IFR until after noon. When it opened I found myself in a 40 minute taxi for takeoff with everyone else who had waited the morning to leave. Fortunately I was pleased to find the cooling fixes I completed last year held up to the demands of that long slow taxi in 80 degree heat. I was glad to have GPS, ADSB, and auto-pilot for the marginal VFR flight back home.

### Rough River Canard Flyin

I've been waiting several years for an extended stretch of benign weather in the midwest to coincide with the annual late September weekend [Rutan canard \(and derivatives\) gathering](#) in Kentucky, and the stars aligned this year, so I headed down in my Cozy (a widened Long EZ). I departed on a Friday morning just ahead of an approaching front, climbed to 9500' after clearing MSP Bravo and found that a good tailwind let me throttle back to 6 gph and still see 190mph ground speed on the GPS.



It was 3 hrs 15min enroute for the 625 mile flight plus a 45 min stop at KRPJ Rochelle, IL to empty myself and fill the Cozy at their Swift 94 unleaded pump. I arrived at the event just in time to get one of the last parking spots remaining on the small ramp.



The venue, for 40 years, has been Rough River State Park. If it seems odd that a state park would have an airport, it's not much of a stretch for some of Kentucky's 'Resort' state parks, which are more like golf country clubs than the state parks we see in MN. This one is on the Rough River reservoir and includes a Lodge, a restaurant, event center, golf course, and marina. The canard types that come to this event include the Varieze, Long-EZ, Cozy3 & Cozy Mk4, Velocity, Stagger EZ, Defiant, Berkut, and the now rare Vari-Viggen. The Long EZ, and the Cozys are the most common type that show up here each year.



The two day stay consisted mainly of watching occasional fast canard flybys, meeting and yakking with other canard builders and pilots, and walking over to the lodge restaurant for meals on their outdoor patio. I reconnected with a couple from St. Cloud in their Cozy Mk4 who I met at Oshkosh a few years ago, and met a Long EZ and a Velocity owner from Rochester. Other attendees were from all over, many from Texas and Florida, but I also met folks from WI, IA, MI, OH, PA, NY, CO, LA, OK, AL, GA, and Gary Hertzler (who hand built my Cozy prop) from AZ.



Pictured above is my Cozy in front of my dome tent on a foggy Sunday morning.

A good percentage of these canard builder/owners are current or former professional pilots, including military pilots proficient at formation flying which is demonstrated a few times during the weekend, and their craftsmanship and/or accomplishments in aviation are often quite impressive.



A fun example: when I arrived and was situating my airplane and setting up camp, the first guy to stop by and say hello was a really friendly semi-retired guy who introduced himself as Jim and asked me all about my airplane and the flight here. I tried to ask him a bit about himself, but all I got was that he was semi-retired and teaching a couple of classes a year at U.Colo. Boulder because he kept steering the conversation back to me. He told me to stop by his Long EZ and chat sometime but I never managed to find him there. When I got home I jotted down some notes about people I had met so that I would remember names and some background for future reference and I decided to look up Jim's N number to find his last name, which turns out to be Voss, which means I also found that I was talking to [a bonafide American hero](#). Jim was a Division 1 athlete at Auburn Univ while a ROTC cadet, became an officer, a Ranger, and an infantry company commander, taught at West Point, did Navy Test

Pilot training, became a Flight Test engineer, joined NASA, became an astronaut, flew 5 space missions, did 4 space walks including the longest on record, lived in the Int'l Space Station for 5 months, and became a Space Station Deputy of Flight Ops. He's been a corporate VP and an Engineering Dean at Auburn and is now a Scholar in Residence at UC Boulder teaching on human space flight while also serving on the NASA Advisory Council and on the board of a spaceflight institute. Even more impressive is, despite his accomplishments, he's humble and friendly.



I left for home on Sunday around 10:30am and stayed low (~3000') to get a quartering tailwind and avoid a strong headwind aloft. Despite the bumpy ride down low, I always enjoy the view following the Mississippi home from SE Minnesota, watching a hundred miles of people recreating on water in a beautiful setting.

