

The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

October 2023



21D RCO 118.625 COM 122.8 AWOS 120.075 Elev. 932'
Runways **4-22** (2497' x 75') **14-32** (3500' 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
president@eaa54.org

Vice Pres: Robyn Stoller
vicepresident@eaa54.org

Treasurer: Tom Gibbons
treasurer@eaa54.org

Secretary: Ed Trudeau
secretary@eaa54.org

Education Dir: Gregg Adler
education@eaa54.org

Housing Dir: Bob Collins
housing@eaa54.org

Membership Dir: Jim Pearsall
membership@eaa54.org

Young Eagles Dir: Vicky Moore
youngeagles@eaa54.org

Newsletter Ed: Marlon Gunderson
newsletter@eaa54.org

Web Editor: Bob Collins
webmaster@eaa54.org

Directors, Class2: Jay Schrankler,
Paul Hove, Bill Schanks Jr.

Social Media: Bruce Olson
socialmedia@eaa54.org

Inside this Issue:

From the Flight Deck	1-3	Meet Chris Gregg	4-5
From the Right Seat	3	LEACC/RAAC	5-6
Chapter Meetings	3-4	Editor's 2¢	6-7

From the Flight Deck (Leif Erickson)



Out to Pasture ... Finally.

I retired from my paying job in 2008. Since then, I served nine years as the townhouse association president where we live and six years as Chapter 54 president. My chapter 54 terms include a two-year from 2010 – 2011, and two four-year terms from 2019 – 2023. Bottom line, I have been president of something every year since retirement. My time is up. I can really retire. Get out my fishing tackle and rocking chair and I am good-to-go.

During the past four years, I wish I could say I built an airplane. Or at least had a project. That did not happen, nor would it ever have happened. Building skills are not in my DNA. My contribution to EAA

and Chapter 54 has been PowerPoints and agendas.

Looking back, 2019 through 2021 were tumultuous years. The chapter dealt with COVID and lockdowns, including the clubhouse. The transition to Zoom meetings, for both board meetings and Member Gatherings, was a steep learning curve for me. I learned and survived. My special thanks to Scott Hanson for reminding me that to start a Zoom meeting at 7:30, I need to schedule the start at 7:00. It would take at least 30 minutes to get everyone joined, with mics muted and cameras on. And a few email requests to resent the joining link. "Can you hear me now?". Remember those days. Then to learn screen sharing.



During COVID, Young Eagles and in-person chapter meetings events were canceled and moved to virtual meetings. This was also the fate of Saturday morning social gatherings in the clubhouse, and a Learn to Fly Day seminar at Lake Elmo Aero. These were the dark days of COVID. But the chapter survived.

During the past two years, COVID restrictions waned. The chapter transitioned from hybrid Member Gatherings (both in person and online) back to clubhouse only. And we resumed a regular summer social events schedule.

Despite our challenges, Chapter 54 earned two Gold Status awards. One for the combined 2020-2021 period and another for 2022. I trust we will earn gold again in 2023. AS a chapter, we should be very proud of that.

Looking forward, the chapter has two new board member candidates for 2024-2025. Emma Gaustad will be a candidate as the chapter's Treasurer. Emma has business management skills. Handling the chapter's treasurer's duties should be an easy task. Jeff Dale will be the Education Director candidate. Jeff is an IT person and a military veteran, having served in Afghanistan. His hobby is scratch building very sophisticated flight simulators, known as "sim pits". He likes to fly simulated aerial combat missions. Jeff will continue hosting the Farnsworth Hangar Tour and Young Eagles Workshop.

Marlon Gunderson agreed to be a candidate for president. Thank you! Marlon has been a chapter member for many years. Most recently doing a spectacular job with The Beacon, the Chapter's newsletter. Marlon is familiar with the chapter and will be a great leader for the next two years. As I write this, we are still searching for a vice-president, and Membership Director. All interested members are invited to apply. I am confident two well-qualified candidates will emerge.

Finally, a special thanks to **Robyn Stoller**, my Vice President for the past two year. She has been a tremendous lifesaver for me with EAA HQ communications. She has recruited the best Member Gathering programs in my tenure in the chapter. Our Member Gathering attendance have gone from about a dozen loyal attendees to a packed, even overflowing,

clubhouse. When I think of Robyn's contributions to make my job easier, I think of the lyrics to the 1970's song Up on Cripple Creek. The modified chorus states "... if I spring a leak, she mends me. I don't have to speak, she defends me. A drunkard's president's dream if I ever did see one."

I also want to thank our Board members for their many contributions to improving the chapter. **John Renwick** for transferring our membership records from his personal PC to EAA's Roster Management Tool. This allows all board members direct access to members' records. **Scott Hanson** for obtaining free Google Workspace access. With the help of **Mike McKinnon** and **Dana Vannen**, we transition our chapter email system, domain registration, and chapter records to cloud storage. Scott and Mike also created a new chapter website using EAA's free Sitecore software and EAA's free webhosting. **Gregg Adler** for bringing back the Farnsworth Hangar Tour. **Tom Gibbons** for our monthly financial reports and managing the Chapter's bank accounts. **Robyn** for hosting our first ever Young Eagles Workshop. **Scott Hanson** and **Vicky Moore** for the Young Eagles Leadership and finding candidates to attend AirAcademy summer camps and MN Ace Camp. A special thanks to **Stan Dardis** for seed money and using his name to create the Stand Dardis Education fund. Most recently to **Bob Collins** for the great work he has done as our web editor, winning EAA's Web Editor of the Year award at last summer's AirVenture and as forward-looking Facilities Director. **Dan Bergstrom** for his two years as Housing Director, including installing a new clubhouse furnace and big-screen TV. **Jim Pearsall** for hosting a Learn to Fly Day event. **Bill Schanks Jr.** for hosting clubhouse social events and fly-outs to area pancake breakfasts. Bill also organized AirVenture camping reservations. **Marlon Gunderson** for publishing one the EAA's finest newsletters, the Beacon. **Bruce Olson** for being our Ray Scholarship Coordinator and working with our first Ray Scholar Matt Lynes to become the chapter's newest Private Pilot. **Jay Schrankler** for hosting a member gathering at KRNH and offering a Chapter 54 rebate on VFR transponder checks at Perceptive Avionics. **Marlon Gunderson, Paul Evenson, Donaven Chase, and Craig Mueller** for representing Chapter 54 on the Metropolitan Airports Commission and Lake Elmo Airport Advisory Commission. **Ed Trudeau** the past two years as

chapter Secretary and our insurance advisor. **Paul Hove** for being the longest serving board member and maintaining the Chapter Calendar on our website. **Jeff Hove** for many years as Chapter Historian. **Kevin Szalapski** for installing and setting up the clubhouse TV sound bar.

Let me emphasize the members listed above are responsible for Chapter 54 earning two Gold Status awards.

Thanks to all for four great years.
Leif

From the Right Seat (Robyn Stoller)

EAA 54 Exciting Program Coming Up!

Monday, October 9, 2023, 7:30 p.m.

Hello everyone,

Happy Autumn! Kick off the fall season with a very educational and unique program by Brian Hubbard. This program is eligible for FAA Wings Credit. Brian is an MSP FAAST (FAA Safety Team) representative and has relevant experience as a commercial and instrument pilot (SEL, MEL, SES and CFI-I). He is Program Manager with the Conservation Corps MN & IA. He's a candidate as a Commissioned Officer with the National Oceanic and Atmospheric Administration (NOAA) Corps.

His program will discuss the unique opportunities with NOAA Corps and the types of flying NOAA does in support of scientific research. Brian will also present a training module on current aviation weather tools and weather briefs available to pilots.

Whether you're a seasoned or student pilot, considering a flying career, or interested in learning to fly, this program will have new and very helpful information for you.

To earn FAA Wings credit for attending, please register here:

[Activities, Courses, Seminars & Webinars - Event Details and Registration - FAA - FAASTeam - FAASafety.gov](#)

The meeting will be held at the EAA 54 clubhouse, Lake Elmo Airport, 3275 Manning Avenue North, Lake Elmo, MN 55042. Snacks will be served.

Hope to see you there!
Robyn Stoller



Chapter Meetings

The July 10th meeting featured **Noah Dahl** our 2023 chapter scholarship winner for the MN ACE Camp (Aviation Career Education) recapping his camp activities, and chapter member **Jim Pearsall** reviewing events and special features to look forward to at the 70th Air Venture gathering at Oshkosh this summer.

The August meeting was to be a Corn Feed Flyin, which ended up being scrubbed due to weather and other challenges.

The September 12th meeting was held at the New Richmond Airport (RNH), hosted by chapter member Jay Schrankler, who provided an overview of the airport and a tour of several buildings that house unique aircraft. Jay's hangar and business, Perceptive Avionics, is located there at RNH. RNH has experienced rapid growth, drawing many users from the Twin Cities metro area, and has become the second most active GA Airport in Wisconsin behind Kenosha. RNH is designated a



'Regional' airport, which qualifies it for significant state funding that would not otherwise be available. Leif Erickson also spoke, providing information about Chapter 54 to local RNH airport users who joined the meeting.



Meet Chris Gregg (Bob Collins)



EAA Chapter 54 welcomes Chris Gregg as one of our newest members. Gregg's journey into an aviation career started at Lake Elmo Airport with a Young Eagles flight.

had always wanted to be a pilot and after his first heart attack he decided that he wasn't going to wait anymore and started pursuing his dream. Shortly after he was diagnosed with cancer, but he kept taking lessons and one weekend my brother and I were staying at our grandparent's cabin with them (which was where he took his flying lessons out of the KRZN airport).

When did your interest in aviation begin?

I took my first flight when I was less than a year old - Minneapolis to Hawaii and ever since I have been hooked! My parents used to take me down to Terminal 1 (this was pre-9/11) and we would walk the gates watching airplanes. My grandfather was the one who truly got my interest in aviation sparked though. He

His instructor and him flew over the cabin and waved the wings at my brother and I standing on their dock. He passed away from cancer not too long afterward when I was 8. The day we interned his ashes into the mausoleum I actually took my very first GA flight at Chapter 54's Young Eagles event and I was hooked! In

high school I decided to finish what my grandfather had started and earned my Private Pilot certificate!

Do you have a favorite airplane, real or virtual?

My favorite airplane is the LearJet 60! I may be slightly partial, but it was the first jet I ever flew and got typed in! Plus, that airplane is a rocket when empty (or fully-loaded for that matter!) and can maintain a climb rate I have not replicated in any other aircraft I have flown!

What's your most memorable flying experience?

I kept track of where the Piper Tri-Pacer my grandfather took lessons in ended up between 4-5 sales. In 2019 I was on a trip to Anchorage to visit a college roommate and I was able to see that plane again! That was a surreal experience seeing it and then flying with an instructor around the airport it is based at north of Anchorage!

Where are you from?

I grew up in White Bear Lake, Minn. and went to UW-River Falls for college. In 2020 I moved to Milwaukee to open a flight school, then just under two years later I sold the school and moved to South Carolina to fly LearJet 60s for medevac and regular charter. In June 2023 I interviewed and accepted a job with Sun Country and moved to Oakdale, Minn. in July 2023.

How'd you make your way to EAA Chapter 54 and what are you hoping to get out of your membership?

After I moved back to Minnesota, I wanted to stay involved with EAA and thought it would be cool to join the chapter that gave me my first Young Eagles flight! I am hoping to give back to the program and fly some Young Eagles to hopefully inspire them to become a pilot someday...possibly even for Sun Country!

LEACC / RAAC (Marlon Gunderson)

Lake Elmo Airport Advisory Commission Meeting

The Lake Elmo Airport Advisory Commission third 2023 quarterly meeting was held on August 28th at the Baytown Township Hall. The full power point presentation from the meeting is available at [this link](#).

A description and history of Bayport, known as South Stillwater prior to 1922, occupying 1.7 square miles consisting of almost 1000 households and 40 businesses was provided as the community spotlight.

Jason Flint and his Sonex was featured in the Airport User Spotlight:



Jason grew up just north of Stillwater and now lives south of the airport in West Lakeland Township.

Jason always dreamt of flying as he was growing up. In 2012, he jumped into "Sport Pilot" training at Lake Elmo Airport (21D).

The Sport Pilot License is specifically designed for people that want to fly small, light planes (LSA)

When 21D and St. Paul airports discontinued light sport aircraft rentals, Jason knew he would need his own airplane if he wanted to continue flying; and he felt the most economical way to get an airplane was to build it. He had no mechanical background, but he worked nights and weekends in his basement to built his airplane.

After 4 years, the result was a beautiful Sonex experimental-class light sport aircraft that he flies during nice-weather evenings, mostly around the Twin Cities, but he has flown as far as Idaho.

With 1,100 flight hours in the plane, over 6 years, he is a fixture in the skies around Lake Elmo.

What he likes most about 21D? He appreciates having a small airport close to home with a good experimental aircraft community!

Airport Manager Phil Tiedeman then summarized airport improvement activities that are nearing completion and noted that the FAA is still on track to have the IFR approach to realigned runway 14/32 active on October 5th.

21D Aircraft Noise Complaints and Operations Summary



← Noise complaint data for Q2 2023 was presented by MAC Community Relations Coordinator Jennifer Lewis. The complaint numbers continued to be dominated by a new household in Lake Elmo that called to complain several hundred times per month, making it a very high complaint quarter again. The airport noise abatement plan was then reviewed for the benefit of community members.

The public comment portion of the meeting, which has to date been almost non-existent, was filled with numerous community members and airport neighbors voicing complaints over the volume, sound level, and time of day of airport operations this summer.

The next LEACC meeting is scheduled same place for Monday November 27th at 3pm. These are open to

the public so anyone should feel free to attend if they wish. Please confirm meeting time/place via [the MAC LEACC webpage](#).

Reliever Airport Advisory Commission Meeting

The September 12th [RAAC](#) meeting kicked off with a report by Chad Leqve's Management and Operations Update, primarily regarding investments that have been approved and are taking shape to bolster and improve MSP's ability to cope with winter weather events, of which there were record numbers last year. More, and better suited, mostly used equipment has been procured at good cost, and budgeting has been increased for personnel to deal with snow removal and de-icing. The airport managers then summarized activities at their airports, minus Mike Wilson who has transferred within MAC to other duties and will be replaced by Samuel Seafeldt as Manager for Airlake and Crystal airports. Samuel graduated from UND, has been a CFI and an air traffic controller, and has been airport manager for a decade at North Platte, NE. Phil Tiedeman and Jennifer Lewis then described their experience hosting a MAC booth for two days at Air Venture, collocated with MN DOT Aeronautics booth.

The next RAAC meeting is scheduled for 7pm December 12.

The Editor's 2¢ (Marlon Gunderson)

Air Venture 2023



I gave up on the Fisk approach to Oshkosh for the first time ever this year and ended up camping at and shuttling from Fond Du Lac. Weather and Canadian fire haze made Sunday and Monday hard days to get in, so I waited until Tuesday morning, but when I got near the transition point and tuned in to OSH ATIS at 9am OSH was closed to arrivals due to an incident so I diverted to Portage WI and waited half an hour until the field opened up. As I got in

the conga line to Fisk, they were asking for 5 mile separation due to humidity and smoke haze; such separation was impossible due to the built-up backlog, so Fisk was only letting about every third or fourth incoming aircraft to continue to OSH while asking the rest to head 40 miles back to Endeavor Bridge. I was not one of the lucky ones let in so I just headed straight to Fond Du Lac from Fisk when denied entry.

FLD was nice enough, but I was only staying 2 nights and they will only sell you a full week of camping for for \$70 and the shuttle seemed a little steep at \$30/day. When I finally got to OSH, it seemed almost everyone had a horror story about getting in via Fisk.

I found Dale Seitzer at the Red Barn with his Sky Ranger (no problems arriving via the Ultralight pattern) and tracked down Les Laidlaw of Mankato (mentioned in the July newsletter) with his just completed Cozy Mk4. Les had arrived Friday or Saturday to avoid peak inbound

traffic and a reporter had already interviewed him and published [an article on his aircraft in Kitplanes Magazine](#) due to its compelling origin story and name (Lucky Number).



It rained hard on Wednesday morning. I saw the storm roll in from the Fond Du Lac FBO a half mile east of my campsite, which disappeared in the mist during the initial squall but reappeared with tent still standing and aircraft upright. I heard stories when I got to OSH that day about people bailing out their tents and standing up inside the tent

to hold it up against the wind. I visited with 21D airport manager Phil Tiedeman at his MAC booth in Exhibit Hangar C and picked up the nice swag they were handing out (sunscreen, mosquito spray, sun burn lotion, and bug bite lotion).

I had weekend commitments at home and the weather looked iffy for Friday, so I headed back home on Thursday after a short 2 day stay. I had a sore throat Friday night and tested positive for Covid (my first) on Saturday, so apparently I had brought back another souvenir from Oshkosh.

I checked the Lindy awards after the show hoping to see Les's Cozy get a plans built award but he was robbed. I did see however that chapter member Harry Holmberg's beautiful Bellanca Cruisemaster (featured in [the Jan. 2023 chapter newsletter](#)) took Classic Reserve Grand Champion. Congrats Harry! Harry mentioned to me that he had arranged to have the rebuilder (Richard Klepperich) there at Oshkosh to see it displayed for judging and get some well deserved attention.



Since returning from Oshkosh, and recovering from a mild case of Covid, I have been working non-stop on winterizing my hangar before cold weather sets in. Winters have been unkind to my hangar in the 22 years since I built it. There are only about

14" of dry fill below the building slab and apron; below that it is solid clay with high water content which freezes in the winter and lifts the concrete floor and exterior

apron relative to the building (the building posts have footings that go below the frost line so they don't move in the winter). The slab is no longer at the correct elevation for the bi-fold doors and the doors



are squeezed with tremendous pressure during the winter. To fix this, I've excavated below the frost depth (~52") around the perimeter and added an insulative frost barrier that will keep the clay below the building from freezing. I'll also finish insulating the building interior and ceiling and

add heating to make it useable as a shop year round. The frost barrier should make heating the building economical since it will greatly reduce heat loss through the ground perimeter. I've enjoyed



having an excuse to operate an array of rental tools including a jackhammer, a concrete saw, a compactor, a hammer drill, and a mini-excavator.