



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

January 2023



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
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

Webmaster: Michael McKinnon
webmaster@eaa54.org

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

Social Media: Bruce Olson
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Inside this Issue:

From the Flight Deck 1-4
From the Right Seat 4-5
Chapter Meetings 5-6

Other 6-8
LEACC/RAAC 8-9
Editor's 2¢ 9-11

From the Flight Deck (Leif Erickson)



2022 In Review A Tribute to Our Board Members & Leadership Team

What better way to end a successful year for Chapter 54 than to acknowledge the people that made it happen. Below is an expanded version of the Chapter

Service Awards program I gave at the December 2022 Member Gathering. Please read it all the way to end. You will be impressed by what these people have accomplished.

Nate Ruedy – VMC/IMC Coordinator

Nate has served as the chapter's VMC/IMC Coordinator for the past three years. He volunteered for the job. Since then, he has hosted meetings for us, and invited our members to attend meetings he hosts for other organizations. Nate is a Southwest Airlines First office in

addition to being the Director of Flight Training at Lake Elmo Aero.

Marlon Gunderson–Newsletter Editor

Marlon is also on his third year as the chapter's Newsletter

Editor. He also volunteered for the role. During his tenure, "The Beacon" has grown to be a second-to-none newsletter in EAA-land. It is published quarterly and features super articles about Chapter 54 members, their airplanes, their trips, and other Lake Elmo Airport events. He also keeps us updated on member's build project. Overall, great articles topics and photos. The Beacon is one of Chapter 54's best advertisements.

Patrick Townsend, Dale Seitzer, and Roger Westerberg – Technical Counselors

I have not kept tabs on the activities and assistance our Tech counselors provide to our builders, restorers, and mechanics. Their status as Tech Counselors, earned the



chapter an additional point to reach the Gold Status threshold for 2020 and 2021. So, thank you guys.

Patrick's specialties include A&P Mechanic, Aluminum Tube, Electrical/Avionics, Firewall Forward: 2-Stroke, Firewall Forward: 4-Stroke, Firewall Forward: Turbine, Sheet Metal-Driven Rivets, Sheet Metal-Pulled Rivets, Welding.

Roger's include A&P Mechanic, Fabric covering, Firewall Forward: 4-stroke, Sheet Metal-Driver Rivets, and Welding.

Dale's include Aluminum Tube, Firewall Forward: 2-Stroke, Firewall Forward: 4-Stroke.

Mike McKinnon – Web Editor

Mike has served as chapter Web Editor for many years. He has always been very prompt and cooperative with our requests to add information to the chapter website. The website was hosted by a company called Network Solutions. In the past two years, the chapter has transitioned webhosting away from Network Solutions to a free EAA-sponsored webhosting service. Mike has been our guiding light during the transition. Mike is currently assisting the chapter with securing our eaa54.org domain protection. In addition, with Mike's help and guidance, the chapter will transition its email service provider from Network Solutions to the chapter's Google Workspace account. **Scott Hanson** did the legwork to obtain the Google account for the chapter. Google Workspace is a free service provide to the chapter because of our 501 c3 charitable, non-profit status. I also must acknowledge Scott Hanson for his work setting up the new Chapter website and applying for the free Google Workspace account. Thank you, Scott. As an additional note, Chapter 54 also now has a Microsoft 365 Business Premium account because of our charitable non-profit stats. The Microsoft account provides legal use of the popular Microsoft 365 apps on the chapter's computer.

Jim Pearsall – Membership Coordinator

Jim is a former president, having served for 6 consecutive years. His experience and knowledge of chapter operations has been invaluable. I have relied on his expertise more than once. During Jim's tenure as Membership Coordinator, the chapter has maintained a stable membership, hovering around 90-95 members. In 2022 we attracted 8 new members and provided several prospective members with free six-month EAA trial memberships. Jim also manages the chapter's new Roster Management Tool, a free service provided by EAA. The chapter transitioned to the tool two years ago thanks to the efforts of former Membership Coordinator **John Renwick**. Jim also volunteered to co-host the first chapter fundraiser event since 2019, a repeat of the Corn Feed. We all look forward to sponsoring a fund raiser event again.

Jim and **Jack Miller** organized the chapter's inaugural Corn Feed in 2019. Jim was the chapter's main presenter at the Flying Start seminar held last May.

Dan Bergstrom – Former Housing Director

Thank you, Dan, for your three years as Housing Director. During Dan's tenure, I counted 20 completed repair and replacement improvements he made to the clubhouse. The major upgrade was the purchase and installation of a new furnace in 2021. Dan handled the bidding and selection process. We now have a reliable heat source that will last for decades.

Bob Collins – Housing Director

When Dan resigned, Bob Collins answered the call for an interim Housing Director. His interim status was removed with the election this past November. Since then, Bob has taken a very active role in clubhouse cleaning and providing new solutions to old problems. Bob has shampooed the kitchen area carpet, cleaned light fixtures, washed windows, and offered creative suggestions on space utilization in the clubhouse – a new table arrangement for the December Pizza Party. Bob said his proudest accomplishment was alphabetizing the member's name tags in the name tag holder.

Paul Hove – At-Large Board Member

Paul is the longest serving board member in the history of the chapter. At least as far as I can remember. With his background Paul's insight into the chapter's past has been an asset to the board. Paul also maintains the Events calendar on the Chapter's website. If you ever wonder when the next Member Gathering is scheduled, or where to find a good weekend pancake breakfast, check out his events calendar.

Tim Reberg – At-large Board Member

Tim has a long history with the chapter He was very active with the chapter's former Pancake Breakfast. Tim and I co-hosted the event for many years. One of those years, Tim was the sole organizer. Those were fun days and typically netted the chapter over \$1,000 per event. Tim owns a 1966 Model 7GCAA Citabria. I bought a half share in the airplane and earned a Tailwheel Endorsement from Bill Schanks Sr. I had 16 years of fun with the airplane. My wife and I had many delightful evening flights visiting the local airports and grass runways.

Gregg Adler – Education Director

Gregg stepped up last spring to host a long-standing event that was suspended during COVID. The event was the Farnsworth Hangar Tour. The second-grade class at Farnsworth was invited to 21D for a field trip. The event consists of six "hangar" visits where the kids learn about topics such as how airplanes fly, how clouds effect a flight, and a look at the equipment MAC uses to maintain the

airport. The event concludes with a live flight demo, giving the kids a close look at real airplane. **Al Kupferschmidt** did the honors this year, taking off, doing a low approach, and landing. Rumor has it that Gregg may plan another Young Eagles Workshop event next fall and introduce the Farnsworth faculty to a new EAA program called AeroEducate.

Bruce Olson – Ray Aviation Scholarship Coordinator

Last summer Bruce accepted the offer to become the chapter's first-ever Ray Aviation Scholarship Coordinator. The Ray Aviation scholarship provides \$10,000 for a young person to pursue a private pilot rating. The chapter has two potential candidates, thus the need for a scholarship Coordinator. Bruce has completed and submitted Chapter 54's application to host a Ray Aviation Scholar/s. That decision will be forthcoming early next year. If the chapter is accepted to host and administer the scholarship, then the applicants can submit their application. Bruce is also a loyal Young Eagle pilot.

Bill Schanks Jr – Events Director

I hope everyone has had the opportunity to meet Bill. The first characteristic you will notice is that the word "No" is not in his lexicon. Bill is the chapter's Events Director. His role is to develop activities for chapter members to participate in. Last winter he hosted 3rd Monday social events in the clubhouse during the first three months of the year. Given the cold weather and evening darkness, they did not attract many participants. Come summer, the events changed to social events in the clubhouse. They turned out to be very popular. Kind of a post-COVID get-acquainted-with-your-fellow-chapter-members and their families ... again. They were very successful. At one event, Bill organized a silent auction of donated members flying gear. That netted over \$700 to the chapter's treasurer. Bill also organized several flyout events to area pancake breakfasts. They were also very popular as many members now had a reason to fly their airplane and be part of a chapter fleet. Most recently, Bill volunteered to co-host the Chapter's Corn Feed fundraiser this coming fall.

Vicky Moore – Eagle Flight and Young Eagle Coordinator

This past summer was Vicky's first experience as YE Coordinator. Under Vicky's leadership Chapter 54 pilots provided a free airplane ride to 110 kids. This impressive accomplishment occurred during only four rallies. Two rallies were cancelled due to weather. An added benefit to the successful summer was EAA awarding the chapter with \$550 of YE credits. The credits can be redeemed to purchase equipment and materials that support the Young Eagle program or redeemed to offset the tuition cost of sending a young person to EAA's Air Academy. Vicky purchased a new iPad with credits from previous years.

She used the iPad to adopt the newly created Young Eagles Rally software. The new software streamlines the registration, assigning pilots, and printing certificates for the recipients. With Vicky's leadership we also approved a scholarship to Anika Hovland to attend a week-long Air Academy session last summer. Vicky is a recent graduate of the EAA Chapter Leadership Academy in Oshkosh.

Tom Gibbons – Treasurer

Tom has reliably provided monthly income vs. expense reports for the chapter. During the past year, Tom has also obtained a chapter credit card. Now Chapter 54 users can make purchases directly from the chapter's account. This eliminated member's purchasing items with their personal accounts and being reimbursed. The monthly report also includes the current checking account balance and the value of our CD investment with the Lake Elmo Bank.

2022 looked to be an ominous year financially for the chapter. By mid-summer the chapter needed to come up with \$1,400 to fund a scholarship for Anika Hovland to attend the Air Academy. She was approved to attend in 2020, but COVID temporarily halted all Air Academy activities. They resumed in 2022. The chapter did not have \$1,400 for the Air Academy fee. The other issue was a looming \$1,000 budget shortfall. To resolve these issues, the board decided to use donations to generate the necessary funds. Chapter 54 member **Stan Dardis**, through his family foundation, stepped up to provide a \$700 member challenge grant. Stan agreed to donate \$700 after chapter members donations marched his \$700 grant. The challenge grant was successful. We raised enough money to send Anika to the Air Academy and have money left over to the next applicant. Tom created a Dedicated Donation account for these funds. The dedicated fund is a "Lock Box" fund. Meaning that the money in the account can only be spent to fund scholarships to the Air Academy.

Tom also created an Education dedicated donations account. Profits from the Corn Feed fundraiser will be deposited in this account. Funds will be distributed to education resources. In past years, the donation went to Farnsworth. They used the donation to help fund a weekend field trip to the Air Academy for their 4 th grade class.

The other looming issue was a projected \$1,000 deficit in the chapter's operating account. Chapter income is primarily derived from member renewals. With 90 renewing members each paying their \$25 annual dues, the projected income was \$2,250. Expenditures were projected to be about \$3,250. Thus, the shortfall. An appeal was made for another one-time budget balancing fund for \$1,000. Again, our members stepped up and exceeded the requested amount. The chapter finished the

fiscal year with over a \$600 surplus. We also received extra donations from chapter events and income from the Silent Auction.

Ed Trudeau – Secretary

Ed is also a graduate of the 2020 EAA Leadership Academy. In 2021, and newly retired, Ed agreed to become the chapter's secretary. Since then, he has regularly recorded and saved minutes of each board meeting. Ed is also using the chapter's Google Workspace account to save the minutes of each meeting in a Workspace Shared Drive. Google Drive, in integral part of Google Workspace provides the chapter with cloud storage for documents, like board meeting minutes. In effect, Google Workspace becomes the new chapter file cabinet. But rather than a metal file cabinet in the clubhouse, it is now dedicated storage in a cloud drive. The advantage is that future chapter secretaries will have access to all previously recorded minutes. This is accomplished by simply a change of a password. This is also true for all other officers and coordinators. They all have Google Workspace cloud drives for their record storage.

Ed is also responsible to enter new members application information into the chapter's Roster Management Tool. Using the Google Workspace app Forms, a new membership application form was created. A new member completes the form, hits submit, and the new member's personal information is sent to Ed in spreadsheet format. From there, the info is transferred to the RMT.

Jack Miller – Class IV Director

Jack is a former president. He served a two-year term. The inaugural Corn Feed fundraiser event occurred during Jack's term. The event was co-chaired by Jim Pearsall and Jack. It was planned as a trial event and advertised mostly to 21D personnel and the residents of the new housing development on the west side of Manning Ave. There invitation was to be a good-will gesture on our part. We hoped to build a better relationship between the chapter, the airport, and the neighbors to the west that were

concerned about the pending 14-32 runway replacement. I recall we about broke even financially. But more importantly, we demonstrated that the chapter has the resources to make the Corn Feed an ongoing, annual event. Jack has also been a hangar host for several Farnsworth Hangar Tours.

Jack will also be remembered for his keen sense of humor. He gave me a new first name. Instead of "Leif", I was renamed "Life". Life is the traditional pronunciation of Leif in Norwegian. Thank you, Jack!

Robyn Stoller – "World's Best" Vice President

And last, but not least, let me acknowledge the "World's Best" Vice President, Robyn Stoller. Robyn is also a graduate of the 2020 EAA Chapter Leadership Academy. She attended along with Ed Trudeau and Vicky Moore. Robyn spent one year as Education Director. At the start of 2022, Robyn and Gregg Adler swapped roles. Robyn became VP and Gregg took over Education.

Since that change, Robyn has been a "Godsend" to the chapter. The list of her first-year accomplishments is immense. Under her leadership, our monthly Member Gathering programs are second-to-none and ... include a food treat. Several Member Gatherings qualified as Wings Credit for the FFAST program. I appreciate her willingness to assume chapter responsibilities that make my life sooooo much easier. Her wisdom, personality, and commitment exceeded all expectations. She is also a good communicator, very articulate, a good writer, is self-motivated, and intuitive.

Robyn organized a very successful first-ever Young Eagles Workshop. She also worked with the Sodbusters Radio Control Club to develop a "What Next" list of activities for YE flight recipients. She led the efforts to purchase chapter apparel (T-shirts, cap, polo shirts) that display the Chapter's logo. She is currently working with Vicky Moore to recruit a candidate for the 2023 Air Academy.

Leif E

From the Right Seat (Robyn Stoller)

EAA 54 Exciting Programs Coming Up!

Monday, January 9, 2023, 7:30 p.m. ZOOM only

Hello everyone,

We're very pleased to have **Heather McNevin** join us for her program on "**Human Factors in Flying**". This is an FAA Wings seminar; you can earn FAA Wings credit for attending. *This meeting will be held on zoom ONLY – join from the comfort of your home*

and avoid January's cold and snow. (EAA 54 clubhouse will not be open for this meeting)

Human Factors in Flying is a vast and fascinating subject! We'll discuss what 'human factors' is, the role it has played in several major accidents, and how we can use our understanding of it to make us safer general aviation



pilots.

Heather McNevin is a flight instructor with 26 years of aviation experience. She has experience in 60 different aircraft types, including type ratings in the DC-3 and B-25. She holds a Master of Science degree in Aeronautics with dual specializations in Human Factors and Aerospace Safety Systems. She is currently pursuing a PhD in Aerospace. Heather has also worked as an Air Traffic Controller for 16 years. She is a dynamic and engaging speaker; you will gain valuable new insights from her program.

We warmly welcome all our members and guests to join on zoom, January 9, at 7:30 p.m. (Zoom meeting will start at 7:00 p.m., for those who'd like 30 minutes of social time ahead of the 7:30 p.m. program start time.)

Also coming up in the spring:

February 13 Woodson Lynes
A day in the life of an Airline Pilot

March 13 Cory Carlson Building a Sonerai 2

April 10 Kerry McCauley
Ferry Pilot - Nine Lives Over the North Atlantic (a presentation and book signing event - He has published two books on ferry flying - kerrymccauley.com)

May 8 Paul Rankin
Things I've Seen from the Air - Paul will share amazing photos and stories from his decades of flying an extensive array of aircraft in the military, as an ATP, and in private aircraft.

Looking forward to seeing many of you on zoom* - January 9, 2023.

Best wishes to everyone for a very happy and healthy new year!

Robyn Stoller

**Editor – refer to Robyn's email for the Zoom Link.*

Fall Chapter Meetings

At the October 10th meeting this fall Chapter 54 was honored to have Antonio Rodriguez, MSP FAA Safety Team (FAAST) Lead Rep, join us in-person to present an informative program on "Awareness and Prevention of Stalls and Spins". The presentation was eligible for FAA Wings credit and touched on angle of attack, recognition of approaching a stall and how/why an airplane spins. Antonio (ATP, CFI, CFII, MEI) started flying in 1991 and earned his initial CFI in gliders in 1993. He flew over 13 years in the US Air Force as an instructor in the C-5 Galaxy, C-21 Learjet, T-37 Tweet and T-6 Texan. He has flown Part 121 and currently flies Part 135 as an Instructor and Check

Airman, with 1100 hours of instruction including as ATP in the B737-700, Citation CE-500, and LearJet. He also has significant hours in Cirrus, Piper, and Cessna singles and twins. Antonio led a fun and engaging discussion with the club with particular focus on unintentional [skidding and slipping](#) in the pattern approach to landing.

The November 14th meeting this fall featured Josh Fisher who presented on "Putting Fuel Mismanagement to Bed". Recent statistics indicate fuel mismanagement (including fuel exhaustion and fuel starvation) still results in



approximately 50 general aviation accidents per year. Josh explored how these accidents occur and how we as pilots can take a multifaceted yet simple approach to finally run this grim statistic itself out of gas.

Josh is an Ohio native and newcomer to Minnesota. He has been flying for 12 years and is currently a First Officer for United Airlines based in New York. His certificates include ATP-AMEL, Comm-ASEL/ASES and CFII. He also holds CL-65, B-737, B-757 and B-767 type ratings. He lives in White Bear Lake with his wife Jessica who is also an airline pilot. They enjoy spending time on the lakes and traveling, as well as flying their family's Cessna 172 and Piper Super Cub.

Chapter elections were held following Josh's program resulting in the additions of Jay Schrankler and Bob Collins as new chapter directors replacing several departing leaders, and reelection of the remaining slate of our dedicated chapter leaders.

The December 12th meeting was a fun and festive holiday pizza party at the EAA 54 clubhouse with a variety of desserts and cookies brought by members to share. Pop and water will be available. This was a great evening of conversation and socializing with chapter friends and family, followed by Chapter Service Awards and an Epic Aviation Trivia Contest of 10 questions with prizes for the high scorers.



Other Goings On

Homebuilders Week January 23-27 www.EAA.org/HomebuildersWeek

EAA will be hosting its third annual Homebuilders Week free live online learning event for aircraft builders. The sessions will allow time for attendee questions. Recordings will be archived and available to EAA members for review.

	Monday 1/23/2023	Tuesday 1/24/2023	Wednesday 1/25/2023	Thursday 1/26/2023	Friday 1/27/2023
11:30-12:45	Building an Aircraft: What You Need to Know- Charlie Becker	Composite Construction Basics- Mark Forss	Top Five Project Killers- Lisa Turner	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities -Jack Pelton & Charlie Becker	Amateur Built Aircraft Certification Process-Joe Norris
1:00-2:15	Wiring Basics - Dick Koehler	Buying a Used Homebuilt- Vic Syracuse	Flight Testing Basics-Gary Baker	Lycoming Engine Installation - Dave Prizio	Working with Wood 101- John Egan
2:30-3:45	TIG Welding-Charlie Becker & Earl Luce	The REAL Culprit in HB Accidents- Ron Wantaja	Zenith Aircraft Kits & Plans- Sebastien Heintz	Panel Planning-Stein Bruch	Advocacy Update: MOSAIC, Fuels & More - Tom Charpentier & Rob Hackman
4:00-5:15	Sonex Aircraft & AeroConversions Products- Mark Schaible	Fabric Covering Basics - Mark Forss	Advanced Flight Systems- Rob Hickman	Garmin Experimental Avionics Solutions- Brad Brensing	Plans Built Aircraft: The Affordable Option-Tim Hoversten
5:30-6:45	Sheet Metal Basics - Mark Forss	Dynon Avionics-Michael Schofield	Gas Welding -Budd Davisson	Choosing Wheels & Brakes- George Happ	Van's New High-Wing RV-15-Greg Hughes
7:00-8:15	Kit Selection - Paul Dye	Van's RV Aircraft Kits-Greg Hughes	Finding an Engine for Your Homebuilt-Mike Busch	Painting Your Plane: DIY or Use an Expert?-Craig Barnett & Ken Reese	Maintenance Horror Stories - Vic Syracuse

TRICKAIR SKI PLANE FLY-IN

Saturday, February 11th, 2023

Jackson Sea Plane Base

McGregor, MN



Details:

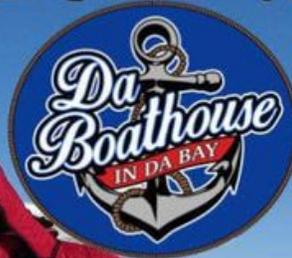
- We'll run from morning until you all need to beat sunset home
- Snow plane runway for ski planes and plowed ice runway for wheelies
- Will have campfire, food, beverages and shelter
- Delicious food catered by Blue Moose (Horseshoe Inn), compliments of TrickAir
- Staying for the night? Check out Big Sandy Lodge (218)426-5040
- Fuel: KHZX has 100LL
- Monitoring 122.90 day of event
- Monitor www.TrickAir.com/flyin for updates on snow and ice conditions

Contact: paul@flightline.tv (612) 963-1655
 info@trickair.com (612) 930-7647

MN61 46-43-00.81N
 93-12-36.80W



ICEPORT 2023



A sincere "Thank You" goes out to [Tanis Aircraft Products](#) for their continued generous support of this unique, family-friendly event! Tanis prize drawings will be held @1pm inside Da Boathouse restaurant. Please register inside the restaurant.



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 2023 Fly-in Brunch (Mille Lacs Lake, MN)
DATE/TIME: Saturday, March 4th, 2023 10:00am - 3:00pm (Snow Day Backup Date 3/5/2023)
LOCATION: Mac's Twin Bay www.macstwinbay.com/da-boathouse-restaurant

Ski Plane and Wheels Fly-in Aitkin Airport (KAIT)

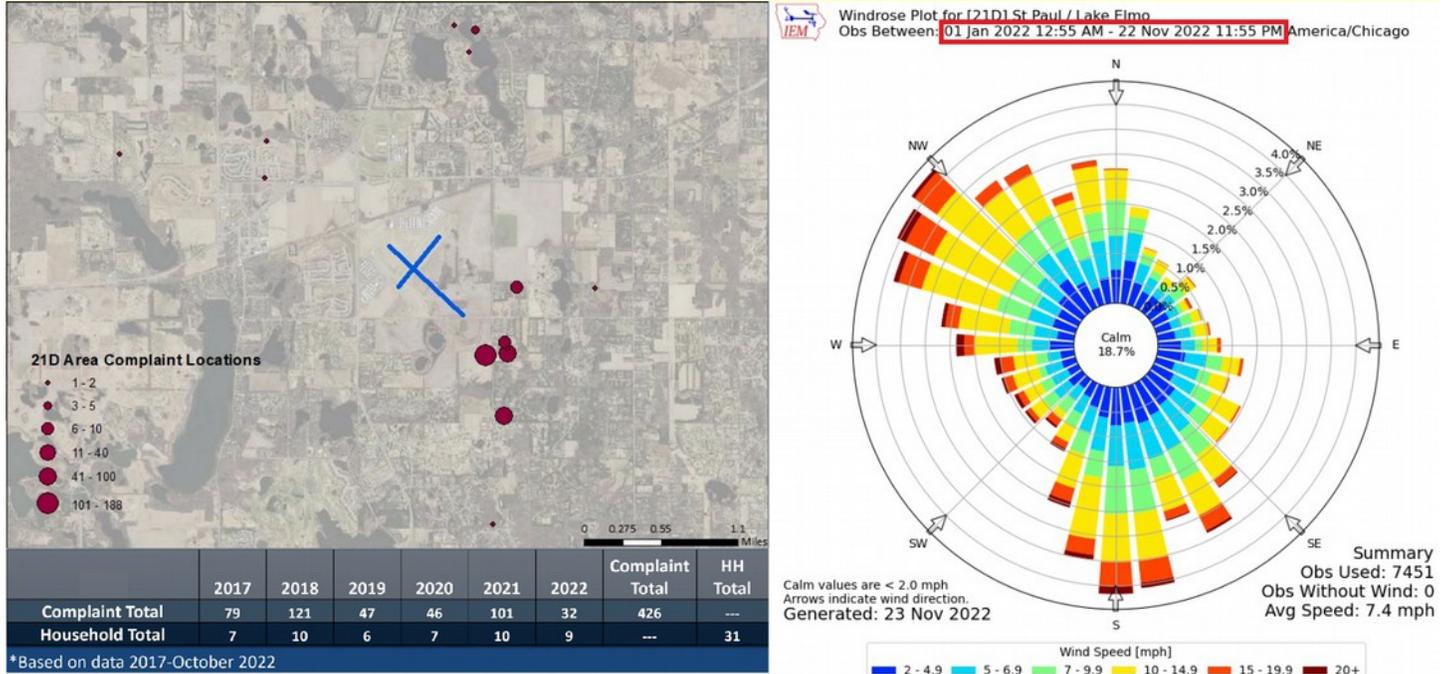
March 18, 2023 10 a.m. to 2 p.m.

Ski planes and wheels welcome to a no-charge chili feed and hot dogs fly-in sponsored by EAA Chapter 965, Aitkin Flyers.
 Contact: Trudi Amundson, trudiamundson@yahoo.com

LEACC / RAAC

Lake Elmo Airport Advisory Commission Meeting (Robyn Stoller)

The Lake Elmo Airport Advisory Commission fourth 2022 quarterly meeting was held on November 28th at the Baytown Township Hall. The full power point presentation is available at [this link](#). Highlights included a five year noise summary and a chart summarizing the wind speed and direction at 21D in 2022:



The presentation also included a spotlight on several airport users that featured chapter member Donaven Chase and Jen, an A&P and private pilot who works at Elmo Aero. Donaven added an RV-3 to his RV stable this summer, seen here:



The next LEACC meeting is scheduled same place for Monday Feb.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 (Marlon Gunderson)

The Winter RAAC meeting was canceled this quarter, but Reliever Director Joe Harris shared that number of landings were up year over year for 2022 and that MAC intends to send a contingent to Oshkosh Airventure this year including our very own 21D manager Philip Tiedeman, so remember to look for the MSP MAC crew this summer and say hello if you go to the show. MAC will begin this winter a review of the Reliever Airport Funding Model and [Rates and Charges](#) policy. Expect more on that in the Spring Newsletter.

Around the Patch / The Editor's 2¢ (Marlon Gunderson)

Those of you on the south side of the field may have noticed a nicely restored vintage Bellanca Cruise-master new to the field this year hangared on Delta lane. I finally ran into the owner one afternoon this fall and grabbed this photo of the owner and chapter member and vintage Beech Bonanza jockey Stan Ross who was comparing notes on their two vintage contemporaries. I looked up the N number to remind myself the owner's name but the registration is still in the name of the rebuilder, Richard Klepperich, of Webster, MN.



The experimental aircraft that I finished and fly, a Rutan Long-EZ derived 1980's era model called a Cozy, being a 6000 hour project plans built from raw materials, doesn't get built much these days, but there are two Cozy builders that have been building them in Minnesota recently, one in Mankato and one in Eden Prairie.



Alex Leidl from Eden Prairie is doing a great job and closing on the finish line this year, and Les Laidlaw of Mankato got his AW certificate last fall and is now in Phase 1 testing. I visited Les two years ago to check on progress at his airport hangar in St. James, and when I ran into him at the New Ulm flight breakfast in September I arranged to fly back to St. James later in the fall to check out his now flying Cozy Mark IV which I did on October 30th. He's incorporated a lot of innovations that have grown out of the tribal knowledge accumulated from 40 years of innovative builders of this type, and he's added a number

of his own innovations and executed with great craftsmanship. He was just starting to feel comfortable with his landings when I visited. I'm predicting a plans built award for him at Airventure this year. Look for both of us in the canard camping row in '23.

On the way back from St. James, as I approached MSP Bravo airspace west of Northfield, I descended to 6500' to get below the outermost 7000' Class B ring ceiling on the approach from the southwest. ADSB was showing no traffic of any kind in that area as I headed to Northfield to over-fly my Alma Mater. Distracted looking for landmarks at St. Olaf College, I missed the fact that there is a transition in the outer ring dropping the class B ceiling to 6000' over Northfield. When I finally noticed this east of Northfield, I dove for 5500', and then continued to descend to below 4000' for the next ceiling ring on my way into Lake Elmo. My incursion was way out by the edge of the mode C veil with no traffic to interfere with at the time, but I was concerned about getting a call from TRACON because ADSB recorded it for everyone to see on FlightAware and the like. When I got home I self-reported my airspace incursion via the [Aviation Safety Reporting System](#) (ASRS), which I had heard can limit the amount of federal hot water one might encounter from such an event. Six weeks later I got an acknowledgment (my get out of jail free card) from NASA about my incursion report but I never did hear from the FAA on my incursion. Now I'm looking for how to turn on airspace entry warning on my EFB app.

DO NOT REPORT AIRCRAFT ACCIDENTS AND CRIMINAL ACTIVITIES ON THIS FORM
ACCIDENTS AND CRIMINAL ACTIVITIES ARE NOT INCLUDED IN THE ASRS PROGRAM AND SHOULD NOT BE SUBMITTED TO NASA.
ALL IDENTITIES CONTAINED IN THIS REPORT WILL BE REMOVED TO ASSURE COMPLETE REPORTER ANONYMITY.

IDENTIFICATION STRIP: Please fill in all blanks to ensure return of strip.
NO RECORD WILL BE KEPT OF YOUR IDENTITY. This section will be returned to you.

TELEPHONE NUMBERS where we may reach you for further details of this occurrence.

HOME: HOURS after 1800 hrs Central
OTHER: HOURS weekdays prior to 1800CT

NAME:
ADDRESS/PO BOX:
ADDRESS LINE 2:
CITY Lake Elmo STATE MN ZIP 55042

2022 OCT 31 AM 12:00
NASA AMES, MFT. FLD.

TYPE OF EVENT/SITUATION
Airspace incursion

DATE OF OCCURRENCE
10/30/2022

LOCAL TIME (24 HR. CLOCK) [HH:MM]
13:40



In the [fall 2021 Ch.54 Newsletter](#), I described my late September flight that year to Rough River state park in Kentucky where canard homebuilt aircraft (like mine) have been having their annual gathering for about 50 years. I didn't make the trip this year but was still able to experience it through the magic of the interwebs thanks to someone who put together a youtube video with impressive production value for such an obscure event. Take a look at [this video](#) if you have a minute to kill.

Hats off to MSP and airlines operating out of MSP...

I had an afternoon Dec.23rd flight reservation for a party of three with Sun Country to LAX for our holiday week getaway. As the day approached the forecast began looking bad and airlines began offering waivers to change flights to dates before or after the bad weather expected Wednesday through Friday Dec.21-23. Snow was expected Wednesday, followed by below zero temps and high winds on Thursday and Friday. I couldn't really change times so decided to see if the flights could actually get out and go to plan B if our flight was canceled. The snow on Wednesday did lead to afternoon and evening runway closures and flight cancellations, and on Thursday night the forecast looked forbidding, if not apocalyptic, for Friday afternoon. I did note that the Thursday afternoon Sun Country flight in the same slot did make it to LAX but was delayed by about 4 hours so was encouraged that we at least had a chance. We woke to 12 below zero on Friday morning. The shoulders were littered with spin outs on the drive to the airport but we made it before the wind really kicked up, 3 hours before our 3pm flight time. The flight board showed departure on-time but the aircraft ended up arriving at the gate an hour after the scheduled departure. When it finally arrived, I looked up the N number on Flight Aware and saw that aircraft had flown the red eye from SFO into MSP that morning and then had gone to Denver and back. Denver was having more difficulty than MSP keeping things moving. We rolled back 1.5 hours behind schedule, did a quick de-icing and took off with a strong wind right down the runway on the nose. Departing the plane at LAX I thanked the captain for the smooth landing and told him I didn't envy his upcoming landing back at MSP after midnight in a blizzard. He thanked me for my concern but said it was unnecessary as it wasn't anything he or his aircraft couldn't handle. But I think he definitely earned his paycheck that day as did so many of his colleagues around the country.

If you haven't yet, consider checking out Beth Stanton's January Sport Aviation article about the innovative and determined Slovenian, Miro Crv, who brought his 249 lb. Part 103 compliant coaxial drive microcopter to Airventure 2022. See it in your January magazine [or online](#), and at [this youtube video](#).

I'll see you in '23!

-Marlon

Winter Storm Warning

URGENT - WINTER WEATHER MESSAGE
National Weather Service Twin Cities/Chanhassen MN
621 PM CST Thu Dec 22 2022

...GROUND BLIZZARD AND DANGEROUSLY COLD CONDITIONS THURSDAY AND FRIDAY...

...TRAVEL THURSDAY AFTERNOON THROUGH SATURDAY MORNING COULD BE IMPOSSIBLE AND LIFE-THREATENING...

.Blowing snow eventually spreading to all portions of the coverage area by Friday morning. Arctic air with dangerously cold wind chills will spread across the region. This event could be life-threatening if you are stranded with wind chills in the 30 below to 45 below zero range. Please avoid traveling.

A Blizzard Warning goes into effect Thursday afternoon and evening in areas west of the Mississippi River, and in portions of western Wisconsin beginning Friday morning as winds increase.

