

The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

January 2024



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

[Ch.54 Website](#)

Who's currently who in Ch.54:

President: Marlon Gunderson
president@eaa54.org

Vice Pres: Jay Schrankler
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Treasurer: Emma Gaustad
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Secretary: Ed Trudeau
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Inside this Issue:

From the Flight Deck
Chapter Meetings

1 - 4
4 - 6

LEACC/RAAC
Editor's 2¢

7 - 8
8 - 11

From the Flight Deck (Marlon Gunderson)



Leif

In the last newsletter's President's column, our outgoing president, Leif Erickson, noted the contributions of, and thanked, chapter leaders other than himself, so it is fitting that we note here Leif's contributions and thank him for his extraordinary service to the Chapter.



[Leif Erickson](#) has been a Chapter 54 member for 25 years and he's provided ground support for Young Eagles for that entire time. He's been Events Director for numerous chapter Flyins and Education Director for many years and instrumental in the Chapter's relationship with Farnsworth Elementary (Aerospace Magnet School). He was chapter president for 2 years in 2010, and then again these past 4 years. He has been a steady hand and a great leader. He led the chapter through the challenges of the Covid era, upgraded the Chapter digital infrastructure (wide screen TV, free Google cloud service, email, and online meetings, free MS Office, wireless Internet access). Leif has been great at identifying and recruiting talent for chapter roles, so much so that under his leadership, the chapter has been awarded Chapter Gold Status by EAA HQ for these last four years. Now into the latter half of his



70's, Leif has definitely earned the right to throttle back a bit. As previous president, Leif becomes the designated Class 4 Board Director for a year, and I know I'll be relying on him regularly to learn the ropes. To me and many in the chapter, he'll always be the President. Like the T-shirt he received at the December meeting says, he's *a pretty big deal around here*. Thank you Leif!

New Leadership

A few months ago, approaching the fall election of new chapter leaders, the Chapter Board was faced with no volunteers to step into multiple key leadership roles, including President, VP, and membership coordinator. There was talk of needing to disband the chapter and turn assets over to the EAA. Board member Bob Collins raised the alarm in an email to the membership raising concern over flagging involvement in many of the Chapter's activities and a failure of new leaders to step forward, saying "Without a new generation of leaders, we will not attract more young people, we will not have more flyouts, partnered programming, or anything else. In short, we will not have a chapter. We know what you're thinking: somebody else will step forward. That someone needs to be you." Bob also appealed to each of us to question what we collectively want out of Chapter 54 and wondered "who would step forward...if it's not clear that the membership is willing to actively work to support them?"

I've been a Chapter 54 member for 24 years, including as newsletter editor for the past 4 years, but never as a board member. Like all of you, I have a busy life outside of aviation and competing activities within aviation, like building aircraft and flying places, and have had periods of time when I couldn't even make time to attend meetings. But I really value the community that the chapter provides and I took Bob's call to heart. I volunteered to be part of a new team of leaders and have subsequently been elected President of the chapter. I'm grateful and humbled to be joined and supported by new leaders Jay Schrankler as VP, Emma Gaustad as Treasurer, Scott Hanson as Membership Director, Dale Seitzer as YE Coordinator, Jeff Dale as Education Director, and Evangelos Savvas as Flying Start Coordinator, and for those continuing in their roles, Bob Collins, Ed Trudeau, Bill Schanks Jr, Bob Olson, and Paul Hove. This is a very [talented group](#) and I'm really looking forward to sharing time with them as we work together.

Like apparently everyone else in the chapter, leading the chapter wasn't something I aspired to, so I didn't arrive in this position with a baked vision and goals for the chapter. Bob suggested in his email last fall that a first step is to have an honest conversation about what we collectively want out of the chapter. I'll start that conversation here with my thoughts about who I think we are and what our mission is, and you'll be getting a survey to help us understand what you want out of the chapter, and what I mean by what you want out of the chapter is more in the vein of what you are willing to do with and for the chapter rather than what you think the chapter (other members) should be doing for you. *Ask not what the chapter can do for you, but what you can do for the chapter?*

Who are we?



Well, for the most part we're pilots or aspiring pilots. In this country there are 700K pilots in a population of 330M, so that puts us among *a rare breed*...1 in 500. Most people look up and see a sky. We look up and see a vast ocean of air to be navigated... every bit as dangerous and beautiful as an ocean of water is to a sailor or surfer looking for the perfect wave. We are inspired enough by the idea of personal flight to be willing to study complex concepts of Aerodynamics, Weather, Airspace, FARs, Navigation, Aircraft performance W&B, Communication, Flight Planning, etc. and we're smart

enough to learn and absorb this knowledge. And we are confident enough in our knowledge and capabilities to dare hurtle ourselves through the sky under our own control when most people see that as a crazy risk.

We're even rarer – less than 1/3 of US pilots are [EAA'ers](#). We're mostly DIY'ers, builders, restorers, and maintainers looking to achieve flight in an affordable way. We're also innovators interested in following and using new developments in aircraft, engines, avionics. Many of us have attended Airventure in Oshkosh and discovered there an amazing gathering of kindred spirits, made friends, and are drawn back year after year to learn more, renew friendships, and soak in all that this amazing aviation community has to offer.

We are a local community of this rare breed. Many of us have aircraft and own or rent hangars at the Lake Elmo Airport. Or we own shares in an aircraft flying club here or are Elmo Aero FBO renters. Chapter 54 is the only embedded organization at the Lake Elmo airport that provides a community for all users of the airport. AOPA doesn't have local chapters. The Civil Air Patrol is on the field but has a specific mission (Air Force Auxiliary). Some members come to Lake Elmo from nearby because we're the closest active chapter. We are looking to meet, get to know, and learn from, or teach, other local folks who share our deep interest in aviation, and stay abreast of developments that impact our use of our aircraft and the Lake Elmo airport.

We have a legacy. We are one of EAA's oldest chapters with [a long history](#) of community and service. We've had generous and accomplished members and leaders in the past and are positioned with good relationships to the surrounding communities, a positive balance sheet, and a comfortable and well equipped clubhouse for gathering.

We are well positioned. [The Lake Elmo airport \(21D\)](#) is a great, relatively affordable GA airport on the outskirts of a Mid-Major Metro, giving us a large population to draw from and to serve. We have wide open spaces for VFR flight and exploration nearby. And we are in close proximity to the aviation Mecca of Oshkosh, making it easy to attend the premier aviation event in the world and to engage with our parent organization and take advantage of the many resources they make available to members. The airport is recently improved, reflecting regional commitment to the airport, with a booming FBO and Training school. We have incredible talent among those in the chapter and others operating at the airport.

Chapter Mission

Chapter 54 has [Bylaws](#), largely adopted from EAA's chapter bylaws template, Article III of which spells out our mission in four statements. I don't disagree with any of them but am way more compelled by the 2nd and 4th statements than the 1st or 3rd. Which is to say that we *promote and encourage aviation safety in the design, construction, restoration, and operation of all types of aircraft*, and we *facilitate recreational aviation activities that provide educational opportunities and support and promote the mission, vision, goals and objectives of the EAA*.

[The EAA's mission and goals](#) in turn are to *grow participation in aviation by promoting the "Spirit of Aviation" and serving the community by:*

Inspiring new participants in aviation

- *Inviting the public to experience flight*
- *Providing a compelling view of possibilities*
- *Nurturing interest in aviation*
- *Supporting clear pathways to participation*

Enriching the participation experience

- *Protecting rights and the freedom to fly*
- *Encouraging affordable flying in a local environment*
- *Cultivating and providing knowledge, information, and resources*
- *Embracing diverse interests, camaraderie, and fun*
- *Supporting and promoting aviation events and activities*

I think the stated chapter mission is missing a key item. We are a social group. Chapter members develop friendships with one another. The chapter is a community, as it needs to be to sustain itself. So I believe our mission includes: *foster friendship and community among the membership; be welcoming to new members; provide activities that build connections between members*. We have been doing this as a chapter in many ways, including Saturday morning open

clubhouse, summer BBQs, flyouts, a chapter campsite at Airventure, and having members present programs at monthly membership meetings. Volunteering together for Young Eagles flights, hosting a summer Flyin, Oshkosh work parties, and educational workshops also builds community by putting members together with a common goal over a more extended period of time.

One of our challenges going forward is to realistically align our goals (towards our mission) with what our members are interested, willing, and able to donate of their valuable time. How many Young Eagles can we accommodate? Do we have enough members who want to host a 21D Flyin and are willing to staff a pancake breakfast or lunch cornfeed? Our chapter survey will attempt to answer questions like that, and others about what you want the chapter to be. Please participate in the chapter survey when it is presented to you.



Chapter House Updates

Speaking of leaders, our housing director, **Bob Collins**, has recently completed painting of the clubhouse interior, shampooed the main meeting area, donated (!) and installed padded chairs, and thinned out and curated wall decorations to make it a more attractive space presenting a more cohesive and intentional message to visitors. This has been a very generous donation of time and money from which we will all benefit for years to come. Thank you Bob!

Did I mention Bob received the Chapter MVP pin at the Service Awards ceremony during the December meeting?

We are now also set up to host hybrid (in-person and remote participation) member meetings and will start doing so with the January member meeting. We did all remote meetings during the Covid pandemic, and we had a chapter cellphone acting as WIFI hotspot to let us display online content during on-site meetings, but the data limit of the hot spot was not sufficient to run hybrid meetings; once we hit 5GB of data, the WIFI was dead for the remainder of the month. 5G Internet Gateways have now become available though, and they don't have a data limit, so we have swapped out the mobile phone hot spot with a 5G Internet Gateway, at the same monthly cost. If you can't make the trip to the airport for the meeting, or the roads are icier than you want to deal with, you can now join us from wherever you are. We tested this out in December when Leif Erickson joined the Pizza Party from home to deliver service awards. This was before the Internet Gateway was installed so we used hotspot data from 3 different phones in succession, and Leif couldn't smell, much less eat, the pizza, but it otherwise worked well.



Thanks for reading, Marlon

Chapter Meetings

October 9, 2023

October's Membership meeting featured Brian Hubbard, shown here sporting his new Chapter 54 baseball cap. Brian is originally from New Brighton, and is also recently back living there (and recently became a parent), working as a CFI for Cadotte Aero (Fleming Field), having relocated from Two Harbors, and also was a former resident of Northfield, MN and Alaska. Brian is a CFI and holds tailwheel and seaplane ratings as well as multi-engine land commercial and instrument ratings and is an MSP FAA Safety Team rep.





Brian applied for and was accepted to the National Oceanic and Atmospheric Administration (NOAA) Officer Training Program, which will bring him to Connecticut and then Lakeland Florida for training.

NOAA flies 10 aircraft total, 8 out of Lakeland and 2 out of Chanhassen, MN, of 4 different models: Twin Otter, King Air, P3, and a Citation. The Lakeland aircraft work hurricane tracking and support various ocean research programs. Much of the Chanhassen work is focused on snow cover surveys.

Brian reviewed the mission of the NOAA and then discussed the various online resources available for doing preflight weather briefing. We welcome Brian back any time and wish him well on his NOAA adventure!



November 13, 2023

November's membership meeting featured a presentation by our very own Harry Holmberg who flew his restored Bellanca Crusair to Airventure 2023 and came home with the Classic Reserve Grand Champion Silver Lindy Award.



Harry has been flying since 1977 with several years-long gaps of not flying during that period. He earned a tail wheel endorsement in 1993 at Osceola, with a 7ECA Citabria and 65 hp Champ. He's owned two Cessna 150s and in May 2022

earned his complex endorsement at Lake Elmo Aero. He purchased the very nicely restored Bellanca from Richard Klepperich of Webster Sky Harbor last year. Klepperich finished the two decade restoration over a decade ago but had flown it well less than 100 hours since then, never made it to Oshkosh, and aged out of his flying years. Harry flew the Cruisair to Oshkosh and signed the aircraft up for judging. It drew a crowd all week and Harry arranged for Klepperich to be there to see his restoration getting some long overdue attention and recognition. Harry took the Bellanca up for a photo flight so keep your eyes open for it to show up in a future Sport Aviation magazine. Harry shared some of Klepperich's photos of the decades long restoration process.

Another of our chapter members snagged a national Airventure award this year: **Bob Collins**, seen here behind Harry's enviable Silver Lindy Award, at the November meeting being presented the outstanding Web Editor Award. Bob's work on our Chapter 54 website this year didn't escape the notice of EAA HQ and they saw fit to honor him for contributions that stood out among the websites of EAA's thousand plus chapters. This comes as no surprise to anyone in the chapter who has watched the transformation of the website this year as Bob converted the site to use the EAA's native web hosting tool, organized the site beautifully, and added an amazingly researched and rich section on the history of our chapter using archive material that he sifted through and organized in the chapter house.

Thanks and Congratulations to Bob!

The November meeting concluded with the election of the new slate of [Chapter leadership](#), those mentioned in the President's column above, and those now listed in the Newsletter's letterhead.



December 11, 2023

As Bob Collins related in an email the day after:

We came, we ate, we trivia'd

About 40 people took part in the annual Chapter 54 Holiday Party on Monday December 11. They faced quite a spread of appetizers, pizza, pastries, and drinks. As an added bonus, outgoing president Leif Erickson was able to join us virtually, and see all of us too! Leif presented chapter awards to outgoing board members and president Marlon Gunderson presented his predecessor with an authentic Chapter 54 shirt, emblazoned with "I'm kind of a big deal around here" on the back. Vice president Jay Schrankler organized a sensational trivia contest and played Santa, presenting socks to the winners. Because why not? Thank you to everyone who made the effort to attend. We hope you had a great time.

[Find yourself in the photo slideshow.](#)



LEAAC / RAAC (Marlon Gunderson)

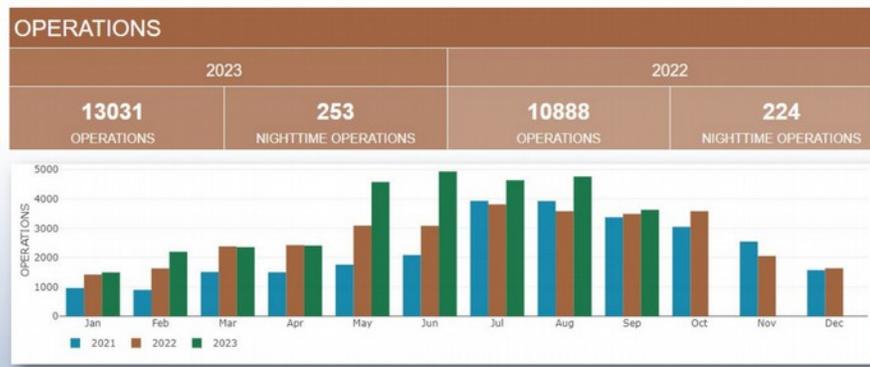
Lake Elmo Airport Advisory Commission Meeting

The Lake Elmo Airport Advisory Commission fourth 2023 quarterly meeting was held on November 27th at the Baytown Township Hall. The full power point presentation from the meeting is available at [this link](#).

Chapter 54 members Harry and Mary Holmberg of Silver Lindy fame were featured in the Airport User Spotlight for the meeting →

Aircraft operations data not surprisingly showed a significant rise in operations for 2023 relative to 2022:

Aircraft Operations Q3 2023



Noise complaint data for Q3 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 calls to complain several hundred times per month,

but the data did also show that the number of unique complainers in 2023 increased four fold from 4 locations to 16, and 9 of the complainers sited night time noise (for which there were no complaints in 2022).

The updated [draft airport noise abatement plan](#) (NAP) was then reviewed for the benefit of community members.

The August LEAAC meeting featured a bevy of disgruntled airport neighbors who expressed their anger over airport noise to the commission during the public comment portion of the meeting, and they returned in force to this November meeting to critique the NAP. Residents expressed ire at the voluntary nature of noise abatement and lack of 'enforcement'. One resident asked how often MAC is out there to 'enforce' proper behavior. Neighbor/resident/public commenter Mary Vierling (2825 Neal Ave) demanded another meeting in January because they couldn't live through another year like last year (as she repeated on a local Fox Newscast). Neighbor and new LEAAC community representative Brad Cornell (2733 Neal Ave) pictured here objected to the NAP recommendation for a crosswind turn at 500 feet rather than the FAA's recommendation of a 700 foot (300 feet below pattern altitude) turn in [AC 90-66C](#) which contains traffic pattern recommendations at non-towered airports. This is the case of an airport specific non-binding recommendation being a little different than the general non-binding recommendation. Brad didn't explain why he objected to it other than it 'violated' FAA rules. The terrain rises to the SE on the straight out 14 departure path so it seems possible the NAP recommends a lower turn to keep the departure path over lower terrain.



Airport users also showed up in force this time to provide some balance on the public comments. Perhaps not coincidentally it was the first LEAAC meeting where I've noticed an armed law enforcement officer present. Just as many users spoke up as did disgruntled residents. There was push back both ways, some calm, some impassioned. To those

complaining about low overflights, one pilot derided owners who moved next to a pre-existing airport and then complain about it. When residents claimed it was OK before the recent improvements, I pointed out that the land needed for recent improvements had been purchased in the 1960s and a plan showing roughly the current alignment was published at that time.

The next LEACC meeting is scheduled same place for Monday February 26th 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 December 12th [RAAC](#) meeting was held online.

Sam Seafeldt, a new MAC hire attending his first RAAC meeting, introduced himself as manager of Air Lake and Crystal airports for MAC. Sam graduated from UND, has been a CFI and an air traffic controller, and has been airport manager for a decade at North Platte, NE.

Next, Eric Gilles, MAC Sr. Planner gave a rundown on Long Term Comprehensive Plan updates for each of the reliever airports. Flying Cloud (FCM) is in development of LTCP alternatives currently. Holman (STP) LTCP update starts in 2024 and is slated to include a Customs and Border Facility to handle flights direct from Canada for example. The Anoka (ANE) LTCP update will start in 2025. Airlake is looking to extend the primary runway to 4800' but is working towards resolving an encumbrance issue.

The managers provided updates of activities at their airports. For Lake Elmo (21D) Phil Tiedeman highlighted work towards the completion of the improvement plan this year including taxiway work, lighting, Instrument Approach and Airport Diagram updates in the FAA database, and the ongoing [Noise Abatement Plan](#) review for compatibility with the new airport layout.

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

The Editor's 2¢ (Marlon Gunderson)

Wait, what? He's got two columns now?

Yeah, maybe it's time for someone else to be editor.

As I'm taking the role of chapter president, I will be scaling back the extent of the chapter newsletter for which I am currently editor. With the immediate communication capability of the chapter website and associated news flashes or e-Beacons, and the regular great content that its webmaster, Bob Collins, is providing, the newsletter may be somewhat of an anachronism anyway. After discussion with Bob and the board, I still see value in providing a quarterly newsletter to deliver a president's column, summarize quarterly RAAC and LEACC meeting content, and summarize recent monthly meetings so that the newsletters act as an archive of chapter activity.

Bob and I still encourage you all to send your stories, pictures, and content our way for inclusion in either the website or newsletter or both. If I have content to share outside of my role as Board Chair and President, I'll share them in this column.

If anyone else sees the need for a greater role or frequency for a newsletter and wants to take that on, just let me know...I'll be happy to on-board a new newsletter editor!

21D in the News

Many of you may have seen the front page Pioneer Press article by Mary Divine, or the local Fox Newscast featuring local residents expressing anger over Lake Elmo airport noise. I'll comment in this column as these are my views only.

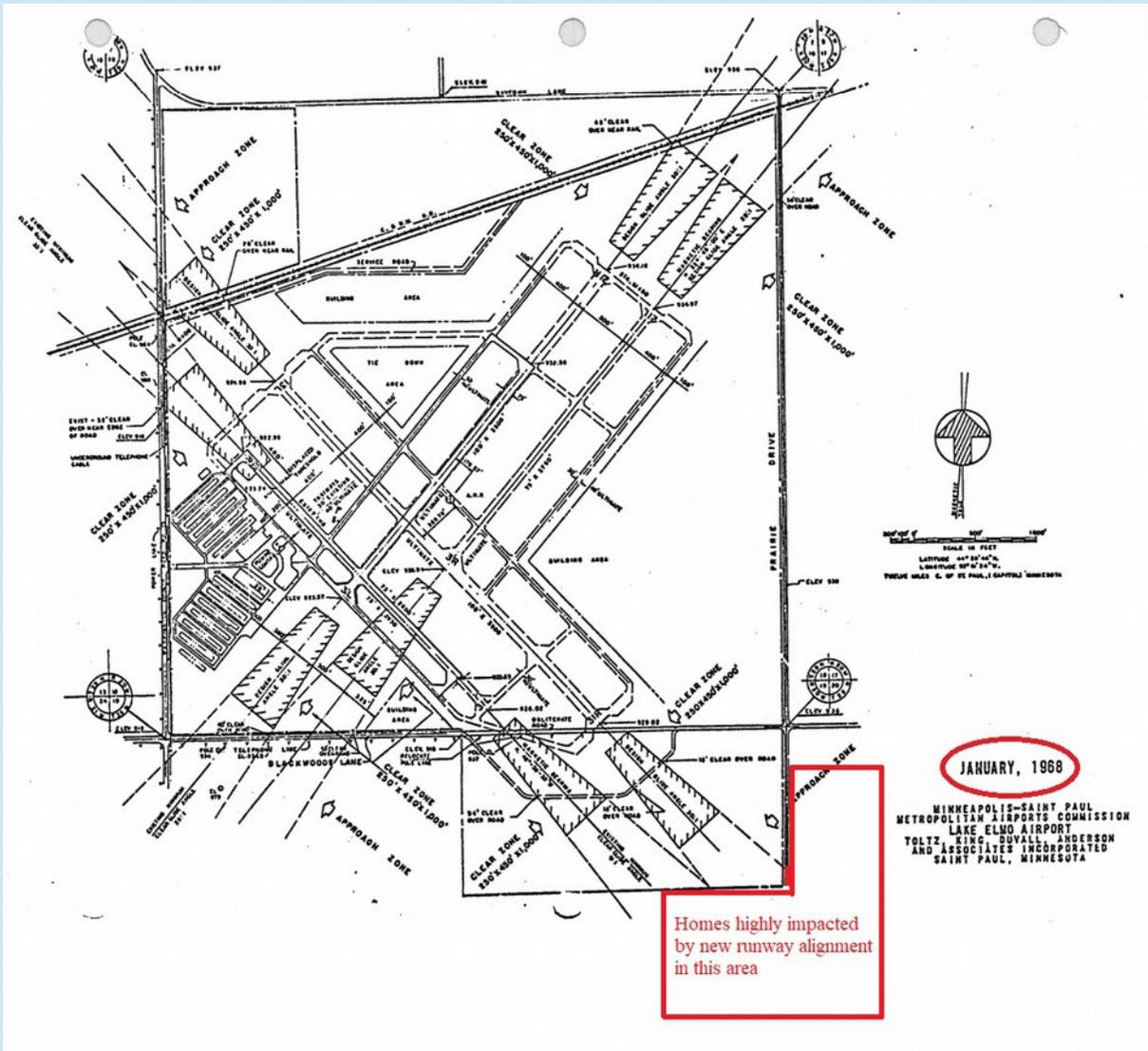
I think it is incumbent upon us as airport users to be good neighbors by knowing and following the Noise Abatement Plan and flying in a way that gives us as much distance as we safely can between our aircraft and homes near arrival and departure flight paths. But having said that, it's clear to me that homes near to and directly south east of the airport are

going to continue to experience higher levels of noise, perhaps to an annoying extent, due to the realigned runway and the resurgence of participation in general aviation that started during the pandemic.

I responded to Pioneer Press writer Mary Divine to provide my perspective on her article, writing:

Lost in recent news reports regarding Lake Elmo Airport noise complaints is a perspective on who's doing the complaining and why.

Noise attenuates by the cube of the distance from its source, so even modest changes of distance can make a marked difference in noise. There are few if any complaints about the new runway coming from the very close and very large developments of Northport and Easton Village just across Manning ave to the west. Due to runway alignments, the approach paths of aircraft do not go over these homes, and the new runway moved a short distance to the NE, further away from those homes, enough to actually reduce the noise they experience. The homes to the south east on Neal Avenue are subjected to the less forgiving side of the cubed distance relation to noise.



Effectively all of the vocal complaints are from about a half dozen homeowners on Neal Ave south of 30th Street, homeowners who are actually substantially impacted by the new runway. The runway realignment puts the flight path more directly over their homes, and the end of the new longer runway is closer to their homes so aircraft are also at lower altitude above them. When these homes were built in the mid-80's, their builders were taking a risk because the airport's long term comprehensive plan, since 1968, showed the airport expanding the runway in that direction as it has now done. This 1968 diagram shows the Lake Elmo Airport long term plan with two new runways added to supplement the then existing runways.

The airport bought the 80 acre parcel south of 30th Street (across Neal ave from most of the complaining homeowners) in 1966 so they could eventually implement the runway they now have. West Lakeland Township did nothing to deter people from building there on Neal Ave (via zoning for example), and the builders made poor or risky decisions in the 1980's to build homes on the farmland there, because the airport long term plan showed that the future flight path would make that area a noisier corridor, as it now has become. The new longer 14/32 (NW-SE) runway was opened in the summer of 2022; the old short 14/32 runway is no longer used (the 1968 diagram shows both of them). The airport still has only the old runway for the 04/22 (NE-SW) crosswind runway. (P.28-29 of this [May 2023 Lake Elmo Airport Advisory Committee presentation](#) shows historical development around the airport).

Another noteworthy aspect of the increase in noise complaints is that a majority of individual complaints in the past year are from one new homeowner in the Wildflower development who started submitting hundreds of complaints every month about a year ago. Wildflower is over a mile away from the end of the runway and the new runway alignment actually benefits Wildflower in terms of flight path, so the majority of current complaints have nothing to do with the new runway alignment -- it's just a new resident who is very sensitive to aircraft noise and very motivated to share their discomfort. Data showing the emergence of this new airport critic is available in noise complaint data tracked by the Metro Airport Commission and shared for example in [this report](#) (page 34 shows 1 household submitted 1131 complaints in the second quarter of 2023; the next page shows that noise complaints increased 100x starting in Q4 of 2022, just from this one new resident). So the complaint data, and increase thereof, isn't very indicative of the actual impact of the new runway.

Those few who are substantially impacted by the new runway might benefit from the public thinking it is a general problem with the airport, but there are a limited number of people on the SE side of the airport who are actually substantially impacted by the new runway and in an intractable sort of way of their own making.

Other Pioneer Press readers responded with their own letters to the editor, including this one from Baytown Township Supervisor Rich Weyrauch:

Airport are contentious. But this one's been there a long time

Recently, a number of Washington County residents have been engaged in an organized effort to complain about the Lake Elmo Airport, its recently re-aligned runway, and the airport's flight school. According to public statements in print and television reporting, the recent runway realignment and the current flight school are to blame for making life at their residences unbearable.

Airports are contentious. There are of course real effects upon communities surrounding any size airport, but not all residents in those communities are equally impacted. It is also true that airports have community value, with costs that can be both mitigated and absorbed. Working out who is impacted and what (if any) remedies are appropriate must be done within the history of the landscape.

In the case of the Lake Elmo Airport, the history of the landscape is simple and clear: The airport opened in 1951, with most residences in Baytown Township, West Lakeland Township and the east side of the City of Lake Elmo purchased on land adjacent to an existing airport. For many years the airport has been a sleeping giant. The airport was originally designed to handle heavy traffic, with four intersecting parallel runways, but has never experienced the need to expand to its full capacity. Over much of its history, it has been a lightly used airport, with only two of the four runways ever constructed.

The light use at the time of purchase may have allowed potential home buyers to discount the proximity of their land to the airport, but that was clearly a risk they simply chose to absorb. Recently, the MAC chose to re-align the main runway 14-32, moving it from the location of the shorter parallel runway of the original design, to the location of the longer, never built, location. As part of a compromise with the community, the realigned runway was built shorter than the original design specified. The old runway was then converted to a taxiway, resulting in the airport still having only two runways.

It cannot be denied that the re-alignment change the flight patterns of the airport and so necessarily changed the community. But the question that must be asked is this: Was this change unpredictable by those living near the airport, or is this a case where hope led to extravagant optimism?

Over recent decades, there's been an erosion of the phrase "caveat emptor." Seems like one's bad choices in life are always explained away as someone else's fault. We no longer ask "why did I do that?" but instead seem to turn to "why did this happen to me?", even in the face of inevitable results.

I am not asking anyone to like living by a busy airport. Here in America, we are all free to choose where to live, and choosing to live far away from airports is a reasonable thing to do. The recent changes at the Lake Elmo airport have impacted some neighbors, and if they can show real economic damages, there are remedies available to them in the courts.

I am a 30+ year resident of Baytown Township and I have been a township supervisor for the last nine years. In full disclosure, I moved to Baytown in the 1990s explicitly to live near the Lake Elmo Airport. At that time, I had an airplane on lease back with Mayer Aviation, which was the flight school on the airport for many years. I have not owned and airplane or hangar at the airport for the last 10 years, and I suspended my flying activities when I sold my plane.

As representative on the LEAAC, I will continue to thank MAC Representatives for over 60 years of transparency on their plans for the airport and for providing a resource that many of us chose to be near for the utility it provides.

Marlon