



January, 2020

Donald Clinton Berndt

April 1, 1924 - December 19, 2019



Donald Berndt, of Coon Rapids, Minnesota, lived to age 95 and passed peacefully after suffering a stroke on December 15, 2019.

He is survived by Maxine, his wife of 71 years; daughters, Karen Manwiller, Cynthia Berndt and Lynette (David) Arneson; grandchildren, Erin (Steven) Osero, Nathan (Binga) Manwiller, Collin (Sarah) Arneson and Amelia Arneson; great-grandchildren, Megan Osero, Logan Osero, Osten Osero, Katelyn Osero, Keegan Manwiller and Zayden Manwiller; several sisters-in-law, brothers-in-law, nieces, nephews, and friends.

He was preceded in death by his parents, Pearl and Hugo Berndt; and siblings, Helen Berndt, Clifford (Della) Berndt, Ruth (Herb) Lerud, and Marilyn Stowe.

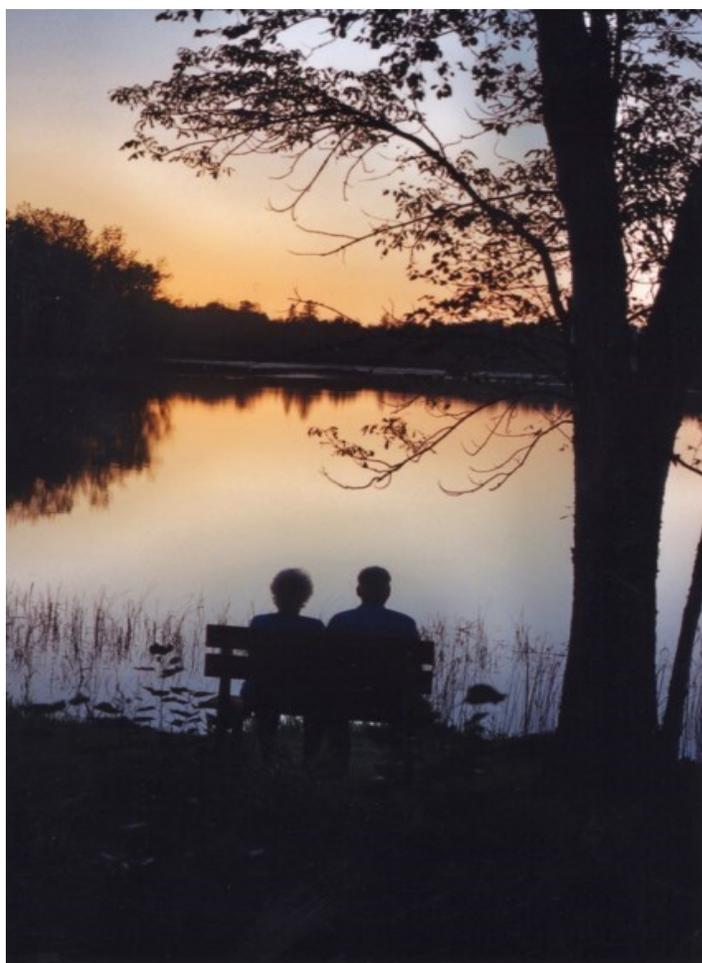
Donald was born at home near Mayer, Minnesota, prematurely, after his mother suffered a fall on the ice on their farm. They kept him warm on the wood stove oven door with little hope of his survival. He was strong, a survivor from the start, and thrived.

Don had a lifelong passion for aircraft that was fostered by Elmer Sell, the owner of Sell Airfield across the field from his home. During WWII, when the time neared for him to be drafted, he joined the Army Air Corps and was later assigned to the Counter Intelligence Corps. He also received B-24 and B-29 Aircraft Mechanic training. He later served in the Vietnam War Air Force Reserve.

Don worked all his life as an aircraft mechanic. Starting with jobs at small airports in Wisconsin and Minnesota, he later worked as an FAA A&P IA Aircraft Mechanic, A&P Instructor and Examiner, Commercial Pilot, and FAA Principal Airworthiness Inspector for MN and western WI. He joined the EAA and in 1965 founded EAA Chapter 237 at the Anoka County Airport. He was an Anoka County Volunteer Deputy Sheriff in the 1970's and was proud to have rescued a 14 year old girl from harm and to testify on her behalf. Don was an avid deer hunter and a fisherman enjoying both summer and ice fishing.

While working at the Amery, Wisconsin airport he met Maxine Johnson who was to be his lifelong love, partner and wife of 71 years. They were married on June 27, 1948. He remembered thinking as she walked down the aisle on her father's arm, "What have I gotten myself into?" Thus began a life together that included 3 daughters, 4 grandchildren, 6 great-grandchildren, much respect in his steadily growing career and volunteer work, comfortable homes, abundant gardens, vacations of camping, time at the lake, and travel near and far. His was a life well lived.

Memorials are preferred to EAA Chapter 237 Young Eagles or the Disable American Veterans.



Chapter space...

I believe a key initiative for Chapter 237 is to establish a five year plan. As I have mentioned several times, a part of that plan needs to account for additional building space. Apparently this has struck a nerve with a few members as I have had several questions, comments, and recommendations from members concerning a larger building, mostly good I might add.

The question as to why we need more space is relatively easy to answer. Chapter 237 has many daily, weekly and monthly activities taking place in our building. This includes use by other organizations, training events, chapter events, and perhaps most importantly airplane construction. We have requests from some members who would like to bring their projects in to work on, but we have told them to wait because we simply cannot fit more than one plane in our shop, and it cannot have wings on it! Also, we would like to expand our education capabilities for our own members to include courses on welding, sheet metal, fabric, electrical, etc., but simply do not have the space to do so. All of these capabilities could be offered to others outside of our organization. This would help grow our organization and introduce more people to aviation, which is one of our initiatives. I think the need for more space is apparent.

How do we determine how much more space we want, and where do we get it? The first half of the question isn't too difficult, but the second half is where the work needs to be done. I think we can look at the desired space for the above capabilities and determine square footage, ramp access, etc. that we want.

The second half of the question is the money question. How much money will we need for this project and where will it come from? Fundraising, donations, building rents, etc., are all viable sources of revenue. But to tap into these sources will require plenty of hard work by chapter members. To get this started, I am proposing a building committee be established to identify our building space needs, determine financial cost and revenue objectives, identify building sites, and present the proposal to the chapter members. I will gladly lead the charge on this objective, and am asking interested members to join this committee. I anticipate meeting monthly on this, with most of the work being done outside of the meeting by the committee members. Please reach out to me if you are interested in determining this chapter's future building space. I know there is interest in upgrading our building space as I have had suggestions to add on to the west side of our building, look at a T-hangar for airplane assembly, obtain the old technical school building near the tower, etc. Our Chapter is a can-do chapter, so I know we can accomplish this project. I look forward to your contribution.

Kevin Sislo

EAA 237 President

Minutes of January 6, 2020 Board Meeting

All Board Members were in attendance.

Mike Grzincich moved, second by Charles Jasicki to hold Board Meeting on the second Monday of each month.

This was the only formal business conducted.

Other discussion included:

Don Berndt information to Minnesota Flyer

Five year to include new building

Advertise Young Eagles being at Lynx FBO

This email was received from Dave Retka, a member of the Isle Airport Association.

Will Isle Airport be shut down?

Hello Isle Airport Association members,

The tone of this letter will be much more somber than usual. This is because Isle Airport is in a fight for survival. I don't mean to diminish the gains and improvements we have made at Isle Airport, for they have been many, such as;

- Membership increased to 140 members
- Extremely successful flight breakfast
- Survey completed and proved positive economic benefit to the Isle area
- Discovered air-easement, dated 1955, prohibiting hazardous obstructions to safe flight
- Isle Flying Club name changed to Isle Airport Association to improve community perception

At a recent meeting between the city, Mn DOT Aeronautics and our airport association, the issue of tall trees on private property to the south was discussed. An air-easement exists giving the city authority to clear these tall trees. MN DOT Aeronautics has offered to pay between 80% - 90% of the costs to clear these trees. Our airport association has the funds to cover the remainder of these costs. These tall trees are the last remaining obstacle for Isle Airport to once again become a "public use" airport and MN DOT's offer is dependent on Isle Airport becoming public. The city was also informed of the state funds available for maintaining the airport once public status is granted.

So, this sounds like a no-brainer, right? Wrong! Some city leaders are not in favor of this airport. At the conclusion of the meeting, MN DOT dropped the bomb by stating the city must vote to enforce the air-easement and clear the hazardous trees or face immediate closure of Isle Airport. They would revoke our "private airport" license. City opposition to the airport boils down to economics – they don't see an economic value to the airport or perhaps a more profitable use for the airport land. We must convince them otherwise and prove an economic value to this unique airport.

If you are wondering what you can do to help with this battle, I will offer two suggestions:

- 1.) Attached to this email is a form letter you can complete and mail to the City of Isle. Although it is a form letter, space is provided for personal comments and I believe your comments are extremely important here. Remember though, the city questions the economic value of the airport so please make sure your comments address that. We know when pilots fly into Isle, they often spend money in the local community. Please share how you spend your money in Isle because of this airport. Or, city leaders should know you are hesitant to land at Isle because of the tall trees and therefore go elsewhere for your \$100 hamburgers.
- 2.) We are repeating the user survey we asked you to complete about one year ago. Only about half the membership completed that survey. We are hoping for more participation this time with current information. The survey is only 3 questions and an area for comments. This will not take long to complete so please submit your responses. The survey is attached to this email.

The City will vote on this at the April City Council Meeting. Your letters and survey responses are needed soon to allow time to compile the results. We are on the City Council Meeting Agenda on April 14th to make a presentation as our last effort to save Isle Airport. MN Dot once again has agreed to come and review their offer of financial assistance. We plan to hire a professional airport development firm to assist with our presentation. I am also seeking a local community member and a local business owner who will speak favorably about the airport.

As I stated at the onset, Isle Airport is in a fight for survival. I believe in the value of this airport, especially in light of the decline in tourism and businesses surrounding Isle due to fishing restrictions on Mille Lacs. Let's band together and prevent the closure of this unique airport on the shore of Mille Lacs Lake. Please take time to complete the form letter and survey.

I sincerely thank you for your efforts and support!

Dave Retka
Isle Airport Association

Dave will be at the January Chapter Meeting to discuss this situation.

Robert's Rules

The Chapter Bylaws call for the use of Roberts Rules for the conduct of meetings. The Rules are intended to, and do, allow for the orderly conduct of a business meeting. Chapter Membership Meetings are a combination of a business and social meeting. Board meetings are primarily business meetings. The bylaws state "The business and property of the Chapter shall be conducted and controlled by the Chapter Board of Directors." They also say, "Meetings of the Chapter Members and the Chapter Board of Directors will be governed by "Roberts Rules of Order, Newly Revised", current Edition.

Why am I so intent on Robert's Rules? First, I spent some money on a Robert's Rules book. Then it disappeared from the Chapter Hangar. Then I spent some more money on another book, which is actually a later revision. I will keep this copy in my vault at home along side the stacks of \$1000 bills. So it isn't the money spent but the real purpose of Robert's Rules. They are a set of very useful tools for keeping meeting moving in the right direction.

Robert's Rules were first published in 1876 by then Major Henry M. Robert. He was eventually promoted to General. They have been revised and updated periodically since then by descendants of General Robert. The use of Robert's is not legally mandated nor are they binding by any laws. In the Chapter the use of Robert's is mandated by the Bylaws.

The concept is simple. One person, the chairperson or president, leads and guides the conversation of the deliberative group. The presiding officer calls the meeting to order with one rap of the gavel. The secretary's minutes from the previous meeting are read and the body is asked if there are any corrections. He then calls for reports from the treasurer and committees, and announcements from members. Further there are guidelines for the introduction of new business, the making of motions, seconding a motion and the motion stated by the President. The President may also rule a motion out of order. A motion must receive a second and be restated by the President to be further acted on by the Members. If a second to a motion is not forthcoming that chair should ask if there is a second. Lacking a second the motion dies. After the second is made the chair should ask if there is any discussion. The chairperson recognizes each person in order who wishes to speak. A person may only speak one time on a topic until all who wish to speak have had an opportunity to speak.

Why bother with all this falderal? (Falderal is a technical term taken from computer science.) It's to assure order to meetings, to allow all members who wish to be heard to be heard, and that any motions to amend or table a motion are heard. It is to protect the rights of the majority as well as the minority. The presiding officer must allow an open but controlled discussion of motions properly made, seconded and recognized.

Here are links to a couple of cheat sheets for Robert's. Each is a little different and one or the other may be easier for you to understand:

<https://www.boardeffect.com/blog/roberts-rules-of-order-cheat-sheet/>

http://diphi.web.unc.edu/files/2012/02/MSG-ROBERTS_RULES_CHEAT_SHEET.pdf

Meeting January 27, 2020

Chili, corn bread, raw vegetable and dip at 6:00pm

Meeting begins at 7:00pm

Your Chapter Board

The Chapter officers are:

Kevin Sislo	President
Robert Henkes	Vice President
Secretary	Lyle Peterson
Treasurer	Mark Heule
Member at Large	Charles Jasicki
Member at Large	Michael Grzincich

Your Newsletter Editor Lyle Peterson
Suggestions or articles for the
Newsletter are welcome



EAA Chapter 237

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