

December 2017

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY January 8, 2017

- Social Hour 6:30 PM
- Meeting begins at 7:30 PM
- CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D
- Our Chapter Web site address: www.eaa54.org

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Another Successful All Chapter Holiday Banquet

Everyone agrees that some important parts of chapter membership are our social events. Social events such as the spring and fall picnics and the Holiday banquet are always great fun and a chance to socialize with others who have similar interests—aviation.



Every table had a festive centerpiece like the one above.

Picnic at the Chapter 54 Camping area at Airventure 2017



Thanks to our volunteers who help set up and also clean afterwards—their service allows our members to enjoy a relaxed event. This year Bettie Seitzer and Linda Amble planned, purchased and cooked the meal. See the photo bomb below:



Continued from page 1

Our membership with Restaurant Depot allows us to buy quality and quantities that allow us to break even with just a \$5 donation.

Volunteers provide the deserts and all the holiday traditional dishes are represented. It looked like everyone had a great time — the food was delicious and the holiday music fit the mood of the event.

We have acquired all the equipment and supplies needed to organize and implement our numerous social events.

Friends, relatives neighbors and anyone who is interested in aviation is invited to any of our events.





FROM THE FLIGHT DECK (PRESIDENTS REPORT)

JIM PEARSALL

One more time, the 40-something Edition of my President's Letter.

As this is my last President's Letter, it is, I imagine, incumbent on me to do a retrospective - so here goes.

I start with what I think is in a tie as the flagship chapter effort, our ground school. Thanks to the tireless efforts of Paul Rankin, Leif Erickson, and John Renwick as leaders and a cast of instructors working under the guidance of this group, we have and continue to guide aspiring pilots through the knowledge phase of pilot qualification. The classes just keep going, and thanks to our new club house windows, we will be all the more toasty this coming session starting in February. I look forward to continuing to help in a small way with again leading a section.

Young Eagles events are the other lead activity for Chapter 54, led through my tenure very ably by Linda Amble. A real highlight for me was observing the stars align, with efforts by Josh Taco to bring mass media exposure to our Young Eagle event this summer. In short, we can define our queue of eager young flyers FULL. Thank you, Linda, for your years of service, magically keeping it all running with what I can say was minimal work by me. I just showed up.

A sleeper activity that does not get the notice it deserves is the Farnsworth Hangar Tour. Until I came into leadership, I knew of this but had not had the opportunity to experience it. What a unique chance to expose kids at an impressionable age. I still remember my trip to a farm in third grade, and I bet each of you has some similar recollection. Powerful.

An activity that we have retired, or perhaps transformed, is our Chapter Work Party to prepare for Air Venture. A consensus from participants and of the chapter, gauged by the degree of involvement, was that this activity had lost a purpose. That said, we discovered through a visit last spring by 237's Kirk Fjetland and Curt Stoltz what Chapter 237 is doing with the work party concept in restoring EAA aircraft, and our chapter members participated last year. I see this as growing and hope to contribute in the next year.

Our pancake breakfast goes on, it seems on a bit of an autopilot, but we continue to make small improvements. Last year we added the pedal planes. Next year, maybe a pedal plane corral; there is a potential project, a few 2x6's, That is our current Modus Operandi, a tweak here and a tweak there. Personally, I enjoyed the focus on homebuilts last year, that we had a Rutan inspired, freshly airworthy aircraft courtesy of Marlon Gunderson center stage was fantastic. I look forward to others, notably my replacement Jack Miller, bringing his energy to this event.

I have heard that Chapter 54 has a lot on the way to look forward to. I will not spoil the reveal or jinx what may be in store by speaking out of turn. Instead, time for me to retrieve that new Aeromedical/ADM PowerPoint Paul Rankin prepared to get ready for my turn at the front of the class.



I cannot leave this retrospective without a mention of the rest of the board, those that have stepped up over my tenure. The entire roster has my gratitude. Special thanks to Tom Gibbons, who in the absence of a Secretary took on extra efforts in addition to his role as Treasurer. I'll be lifting that burden in my new spot - I will see you from the Secretary's chair.

Jim

Dan Bergstrom Volunteers with the Commerative Airforce at the South St Paul Airport

Dan has volunteered with the organization for more than a year doing maintenance, repair and cleaning on their fleet of planes.

This summer he hitched a ride on the B 25 for a flyover at the Minnesota State Fair

On the next three pages are excellent photos of the flight



Here is Dan, dressed and ready to go!



Aboard the B 25 Dan took excellent photos.

Top is the 3M campus.

Middle is Como Park in St Paul

Below is the final destination —
a very crowded State Fair grounds



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Below is a photo from the WWII era bomber of 25D — Lake Elmo Airport.



Dan said the plane was very loud inside. He had ear plugs and a headset and it was still extremely loud but definitely worth the effort.

New restaurant to open at St. Paul airport in time for Super Bowl

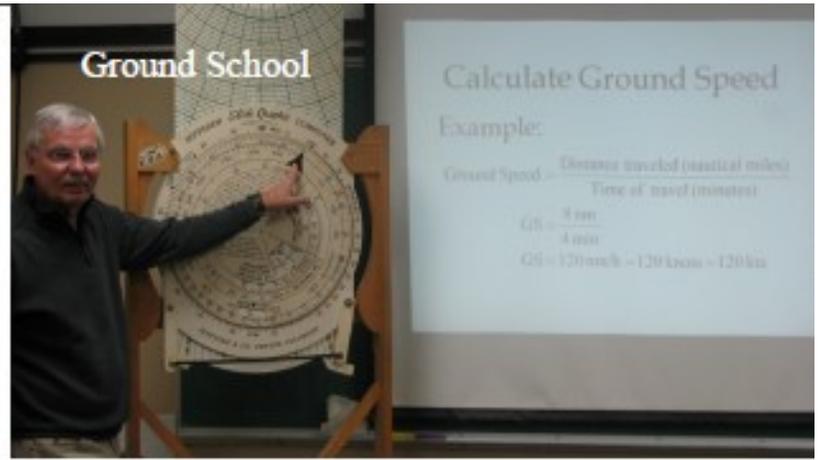
Airport is state's fourth-busiest, popular with private, corporate travelers. By [Janet Moore](#) Star Tribune December 5, 2017 — 7:27pm

A full-service restaurant is slated to open at the St. Paul Downtown Airport this January, just in time for Super Bowl LII in Minneapolis. A Plymouth-based restaurant firm, Ally Hospitality, is planning to open Holman's Table in the historic terminal at the airport, otherwise known as Holman Field. It will be the first restaurant to occupy space there since 1999. The 90-seat restaurant will offer breakfast, lunch and dinner in "a dining experience that celebrates the spirit of travel," said Troy Reding, Ally Hospitality's co-owner, in a statement Monday.

The lease with the Metropolitan Airports Commission (MAC), which owns the [airport](#), calls for Ally Hospitality to invest at least \$275,000 to develop the space. According to a news release, the restaurant will feature St. Paul craft brews, locally distilled spirits for classic craft cocktails, and dishes such as Ocean Trout Piccata, Seared Duck Breast and Bacon Steak. In addition, a coffee bar will be located in the terminal lobby, featuring grab-and-go items and sweets baked by an in-house pastry chef.



During warmer months, a restaurant patio will overlook the airfield and Mississippi River bluffs. The runway and a \$45 million flood wall were completed in 2008, prompting businesses to invest in hangars and other facilities at the airport. The airport's terminal building was built in 1939 as a Works Progress Administration project. A recent renovation added "modern finishes and textures that complement the restored terrazzo floors, Kasota limestone walls and brass railings," the MAC said. However, the site's propensity to flood had discouraged restaurant operators since then, at least until the flood wall was erected nearly a decade ago. The airport was named after the late Charles "Speed" Holman, a Bloomington-born barnstorming aerobatic pilot.



Private/Sport Pilot Ground School

Starts February 1, 2018
6:00 — 9:00 p.m.

EAA Chapter 54 Clubhouse
Lake Elmo Airport

Register online at eaa54.org



2018 Private/Sport Pilot Ground School

Chapter 54's private/sport pilot ground school will be offered again in 2108.

The first class will be held on Thursday, February 1, from 6:00 p.m. to 9 p.m. at the clubhouse. Classes will be on Mondays and Thursdays, through April 30. Monday classes will not meet when they conflict with monthly Chapter 54 meetings. The Monday dates are February 12, March 12, and April 9.

Our website is being updated with current information about the course.

Chapter 54 members are welcome to audit the course, for free, on a space available basis. A few seats for individual sessions will also be available to participants in the Safety Program Airmen Notification System (SPANS) to earn FAA Wings credit.

The class sessions will meet at the Chapter 54 clubhouse. It will be re-configured as a classroom with folding tables and chairs ... our apology for any inconvenience to the Saturday morning crew that gathers at the clubhouse.

If you know anyone that may be interested in the course, please have them contact me at education@eaa54.org, or check out the information on our website.

Leif Erickson
Education Director

Airventure Photos



Pilot Maurice Sugden receives Wright Brothers Master Pilot Award

By Editor Kittson County Enterprise | December 12, 2017

Maurice Sugden, Hallock, Minn., holds the Wright Brothers Master Pilot Award and his certificate for over 50 years of flying accident free given to him Nov. 21. Sugden is standing next to his Piper PA12 Super Cruiser.

(Photo courtesy of Megan Sugden Photography)

By Margie Holmgren

George Maurice Sugden, Hallock, Minn., was honored with the Wright Brothers Master Pilot Award at a presentation Nov. 21, 2017. The award is given to pilots who hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate, have 50 or more years of civil and military flying experience, is a U.S. Citizen and has not had any airman certificate revoked.



Sugden, who has been flying for 67 years, was given the award at a ceremony which had all his children present along with many friends and fellow pilots. Presenting the award to Sugden was Jay M. Flowers, Federal Aviation Administration Safety Team (FAAST) Program Manager from Fargo, N.D. Sugden's interest in flying started when he was a teenager watching the daily airplane activity at the Hallock airport.

The sound of Dr. R.A. Knutson's six-cylinder engine in his Stinson 108-2 airplane enticed Sugden further and he began flying lessons. He took a couple of flights with Robert Younggren who managed the local airport before getting lessons from LaMar Anderson, Hallock. After only 6.4 hours of instruction, Sugden soloed on Nov. 24, 1950 in a 1946 Piper J3C-65 Cub, N88593. "Maurice flew as often as he could but sometimes lessons became father apart than desired because he had to earn the \$12 for every hour of instruction," related nephew Bill Sugden, who served as emcee for the event. On July 17, 1951, Sugden earned his Private Pilot Certificate after taking his test in Grand Forks, N.D. with examiner James Montgomery.

Shortly after gaining his license, Sugden took his mother for her one and only flight with him. She was not impressed and did not fly with him again. Many others can recall their first airplane ride with Sugden at the controls. I remember taking my first flight with him and he loved to do tricks that were scary and/or thrilling depending on how you looked at it. He made sure every flight was a memorable flight and he enjoyed giving rides to anyone who asked. Sugden continued flying as much as possible and purchased his own plane a 1940 Taylorcraft BI-65, N24712 in 1953. After many years of flying, Sugden ventured to New Ulm and Fairmont, Minn., in the spring of 1965 taking lessons from Lloyd Alsworth. He earned his Commercial Pilot Certificate May 27, 1965 in Fairmont.

He returned home and began flying a Piper Pawnee doing aerial application for Luther Younggren. He flew with Younggren for five years before partnering with Clare Nelson, forming Nelson-Sugden Flying Service. Sugden continued in the aerial application business for 40 years. During his career, he flew the employees of the Minnesota Department of Natural Resources so they could complete their annual moose survey in North-western Minnesota. The survey was done when there was enough snow cover to spot the moose and never done when temperatures were at 25 degrees below zero. He enjoyed doing this for eight years. "It wasn't uncommon to see coyote, timber wolf, and whitetail deer as well," stated Bill Sugden in his report on his uncles flying career. "He also helped with locating and counting the various elk herds in the region."

Sugden also flew many trips to Lake of the Woods for ice fishing with family and friends. Always looking to add to his piloting experience, Sugden flew to Inter-national Falls, Minn. in the fall of 1980 to get his Single Engine Sea (SES) airplane rating. On Oct. 28 1980, Sugden earned this rating from James Einerson flying a Cessna 180. Over his 67 years of flying, he has logged over 16,000 safe flying hours with over 10,000 in an ag plane. One of his more memorable flights was this summer when he gave his three great grandsons rides in his 1947 Piper PA12-150 Super Cruiser. To commemorate his flying career, Sugden took a flight Nov. 24, 2017 – 67 years to the day after his first solo flight.

FOR SALE

Stratoflex clamps PN 10781-4-22CR - SS clamps used for securing firesleeve over hose assemblies. I have 6 of these - \$2 each or offer (new price is \$4.35 ea at Aircraft Spruce) ddsyver-son@comcast.net

Tailwinds Membership, \$4,000 see ad below. Josh Tocko (Owner) FLIGHT LEVEL 510 DESIGN 651.587.0999 design@fl510design.com



I am in a partnership on a 1958 Champ at Lake Elmo and one of the partners recently decided to sell his share and we would like to

find a replacement. [ChipeBerniard <eberniard@gmail.com>](mailto:ChipeBerniard@gmail.com)

I have a share of the Hobo's Flying club for sale. Each share is worth 20% of the club (There are 5 Members). The plane is a 1971 Bellanca Champ Monthly dues: \$60 Wet hourly flying rate: \$50 Club Initiation fee: \$200 Asking price: \$6000 / obo wschanks@gmail.com

WANTED

"Working Partner" to develop Durand Mark V as a Kit plane, working knowledge of Solidworks or CAD. An A & P background is desired...Investment is negotiable Contact Jim Swatosh 956-607-6088

jswatosh@hotmail.com

www.durandmarkv.com

WANTED — TO RENT

Hangar space to rent at Lake Elmo Airport for final assemble of Zenith 750. High wing about the size of a Cessna 152. Ed Trudeau 651-303-4936. N750ET@gmail.com



Chapter 54 Directory

Housing Director	
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	Runways::
	4-22 (2497' x 75')
	14-32 (2850' x 75')



Tailwinds Flying Club Welcomes New Members

Tailwinds Flying Club is based at Lake Elmo airport. We are a non-profit corporation of 39 pilots who equally own three aircraft and one hangar (25E). Our goal and philosophy are to fly great airplanes safely and inexpensively. We currently have a Cirrus SR20, Archer II and Cherokee Six. Some of our members belong to EAA 54 and we love to fly Young Eagles. Please stop by and visit us anytime! North side, Fairchild Lane, Hangar 25E. To inquire about membership, please call 612-584-1740 or visit www.tailwinds21d.org.