



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

July 2022



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: Dan Bergstrom
housing@eaa54.org

Membership Dir: Jim Pearsall
membership@eaa54.org

Young Eagles Dir: Vicki Moore
youngeagles@eaa54.org

Newsletter Ed: Marlon Gunderson
newsletter@eaa54.org

Webmaster: Michael McKinnon
webmaster@eaa54.org

Directors, Class2: Tim Reberg,
Paul Hove, Bill Schanks Jr.

Social Media: Bruce Olson
socialmedia@eaa54.org

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From the Flight Deck (Leif Erickson)

Airports are more than places where airplanes takeoff and land

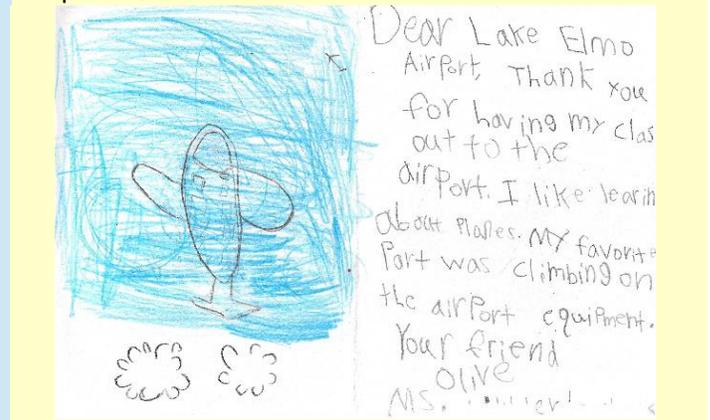
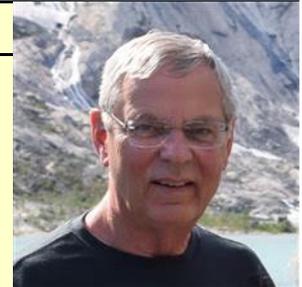
Farnsworth Hangar Tour

After a two-year hiatus, the historic Farnsworth Hangar Tour returned in 2022. This year's event was on Tuesday, May 24, the week before the Memorial Day Weekend Holiday. The tour was organized by Chapter 54 Education Director Gregg Adler. The format followed that of previous tours.

This year the participants were: Dale Seitzer (aircraft display), Lee Richards (aircraft display), Dan and Karen Bergstrom (compass navigation activity), Phillip Tiedeman (airport maintenance equipment display), and Leif Erickson (cloud identification). A treat station was also provided in the MAC Building hosted by Robyn Stoller. Additional volunteers included Paul Hove, Stan Ross, and Scott Hutchinson. Al Kupferschmidt concluded the tour with a live flight demo in his Citrabira. This year the wind favored runway 14 so Al was able to take off, fly a low pass

down the runway, and land all within easy view of the kids gathered at the Aircraft Viewing Area.

Upon returning to Farnsworth, the kids prepared thank you notes. Here is a sample of their work.



Flying Start Day

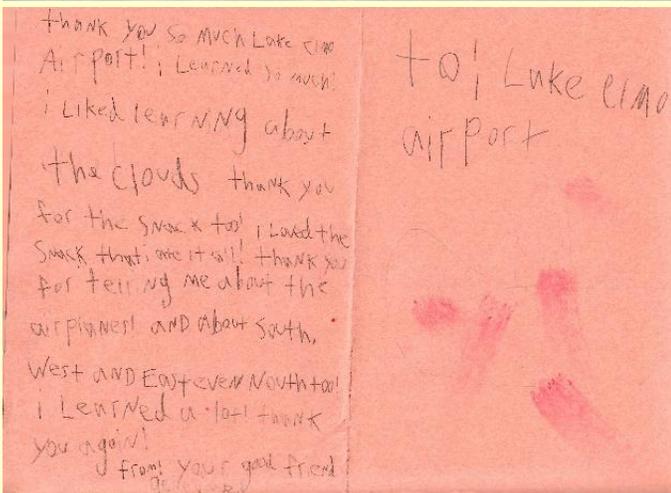
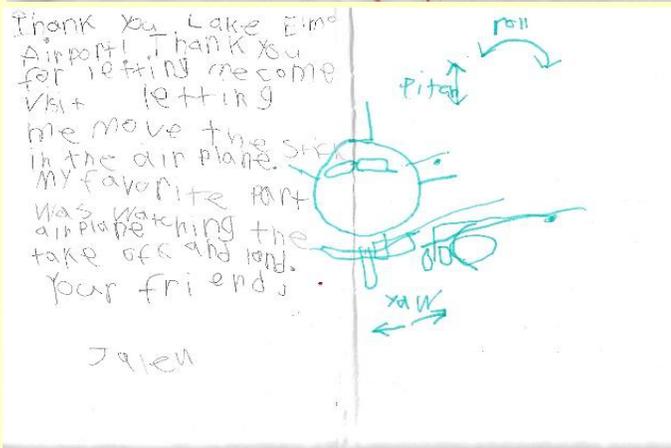
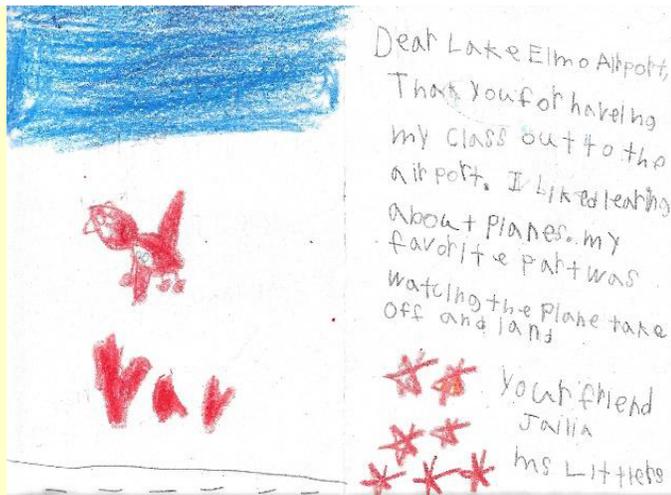
The first Flying Start Day in many years was held on Saturday, May 21. The event was attended by 13 people. Seven pre-registered online and 6 were walk-ins. The program was presented by Jim Pearsall from Chapter 54 and Nate Ruedy from Lake Elmo Aero.

Jim's presentation dealt with EAA and their commitment to aviation. Nate presented information about the specifics of flight training. Following the presentations, Chapter 54 members Scott Hanson, Bruce Olson, and Don Wishard, along with instructors from Lake Elmo Aero provided a total of 9 Eagle Flights. Those unable to receive an Eagle flight that day, will be rescheduled for a later date. One of the participants got a free ride in Lake Elmo Aero's Cirrus SR-22 Turbo airplane.



Flyout to KEAU Pancake Breakfast

Organized by Bill Schanks. Seven airplanes from Chapter 54 flew over to KEAU attend a pancake breakfast hosted by Chapter 509.



Dear Lake Elmo Airport Friends-

Thank you so much for inviting
 us out! It was so wonderful to be back!
 The kids had a blast and I did too...
 hope to see you again next year!

Take Care!
 Mrs. Littler

Greater Minnesota Aviation Gathering (GMAG) at Buffalo, MN Airport

This is an annual two-day event sponsored by the MN Pilots Association. Jim Pearsall and I split a Friday shift at the EAA-sponsored booth. Five EAA chapters combined to sponsor and staff the booth.

Chapter Apparel

I am interested in starting a chapter apparel initiative for the chapter. I think our members need identification wear when we attend events. This could include t-shirts, caps, polo shirts, outerwear, etc. The chapter has not promoted identification apparel for many years. As we emerge from COVID, and return to attending various activities, it would be nice for all chapter members to wear chapter identification apparel, such as when attending Air Venture. We would show our chapter identity.

My thought is to contact a vendor to negotiate a chapter discount with a local embroidery shop like All Star Warbirds Embroidery in Princeton, MN, <https://allstarwarbirds.com>. Then allow members to choose, order, and pay for their own preferred apparel style, color, etc. The chapter has used All Star Warbirds previously. They have our embroidered chapter logo patch on file. They also offer screen printing.

Chapter Events

I want to give Bill Schanks a much deserved thank you for his efforts as Events Director. Bill truly has put his heart and soul into the role. He organized several 3rd Monday events in the clubhouse last winter. They were poorly attended. He also organized a recent flyout event that

seems to have struck a chord with members. In 2021 it was a flyout to the GMAG event in Buffalo, MN. Most recently, Bill organized a flyout to KEAU to attend Chapter 509's flying pancake breakfast. Watch for other flyout events later this summer. Currently Bill is organizing a summer cookout/picnic event in the clubhouse. By the time you read this, the event will be over.

Organizing these events requires considerable planning and work. Please give Bill a big THANK YOU next time you see him.

Chapter Fund Raising Events

I am open to suggestions for Chapter 54 fund raiser activities. Any ideas? If so, please let me know. We no longer host a fly in pancake breakfast. Those days are over. Now, what are the options to replace the pancake breakfast? I have only two guidelines; no onsite food preparation and sale by chapter members, and no huge volunteer requirement.

Stan Dardis Member Challenge Grant

Thanks to Stan Dardis for agreeing to provide the seed-money and name recognition for a challenge grant to raise money to fund a scholarship to the Air Academy this summer. Your response was overwhelming. The scholarship fund now stands at \$2, 507.

<https://www.dropbox.com/scl/fi/nv567v1yp9p8wn2ecx52/0/Copy-of-Treasurer-s-Report-04-APR-2022-002.xls?dl=0&rlkey=ibdtxttbrxd8yne06jwwzfnw>.

This turned out to be a long report. Thank you for reading.
Leif E.

Chapter Meetings

The April 11th meeting was an enjoyable and informative evening with Jennifer Lewis, MAC Community Relations Coordinator, and Phil Tiedeman, Metropolitan Airports Commission (MAC) Airport Manager for the Lake Elmo Airport. Jennifer shared the August 2021 airport sound monitoring study and Phil updated the chapter on the 21D (Lake Elmo) airport improvement project.

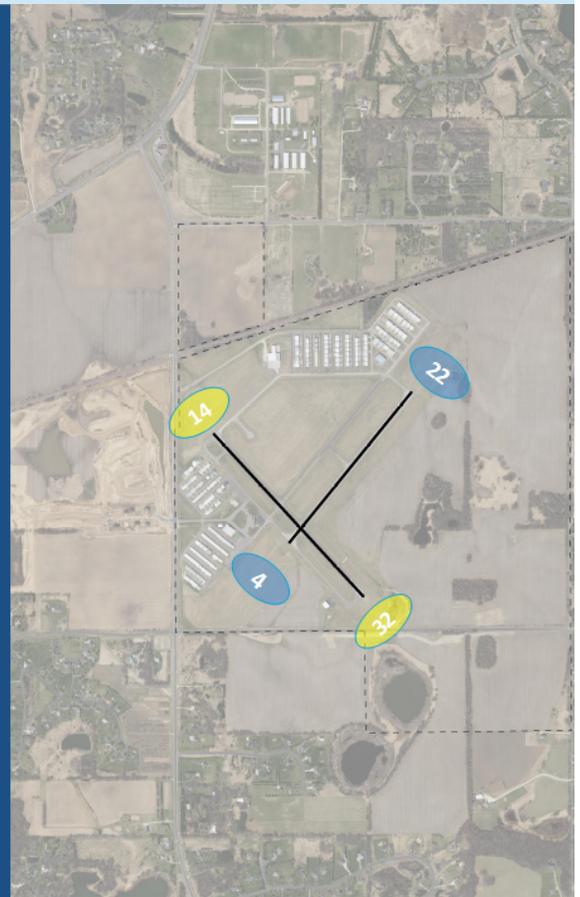
Jennifer started with a high level overview of MAC, and into which organizations she and Phil are embedded, and then provided some technical background on the metrics used to measure sound exposure levels and equivalent sound levels.

Jennifer then presented the results of a sounds study that was taken from monitoring sites in the NW, SE, and NE corners of the airport property from



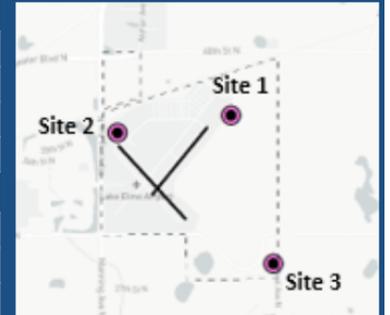
Wednesday August 4th – Tuesday August 10th during which time there were 864 total aircraft arrival and departure events.

Daily Aircraft Activity per Runway								
Runway	Wed. Aug 4	Thurs. Aug 5	Fri. Aug 6	Sat. Aug 7	Sun. Aug 8	Mon. Aug 9	Tues. Aug 10	Total
21D Arrivals (435)								
4	-	-	5	1	-	24	-	30
14	2	17	8	2	43	50	17	139
22	88	13	1	-	9	1	55	167
32	1	-	69	-	3	13	12	98
blank	-	-	-	-	-	1	-	1
21D Departures (429)								
4	-	-	4	1	-	22	-	27
14	4	15	10	-	38	47	17	131
22	84	15	2	-	13	1	52	167
32	-	-	69	-	-	16	16	101
blank	-	-	-	-	-	3	-	3
Daily Total	179	60	168	4	106	178	169	864



Additional data was presented for noise vs time of day and loudest events.

Number of Single Event Aircraft Sounds by Level				
Site	# of Events > 65 dBA	# of Events > 80 dBA	# of Events > 90 dBA	# of Events > 100 dBA
Aircraft Arrivals				
1	23	2	0	0
2	43	8	0	0
3	25	1	0	0
Arrival Total	91	11	0	0
Aircraft Departures				
1	19	3	0	0
2	65	29	0	0
3	36	3	0	0
Departure Total	120	35	0	0
Total Aircraft Events	211	46	0	0



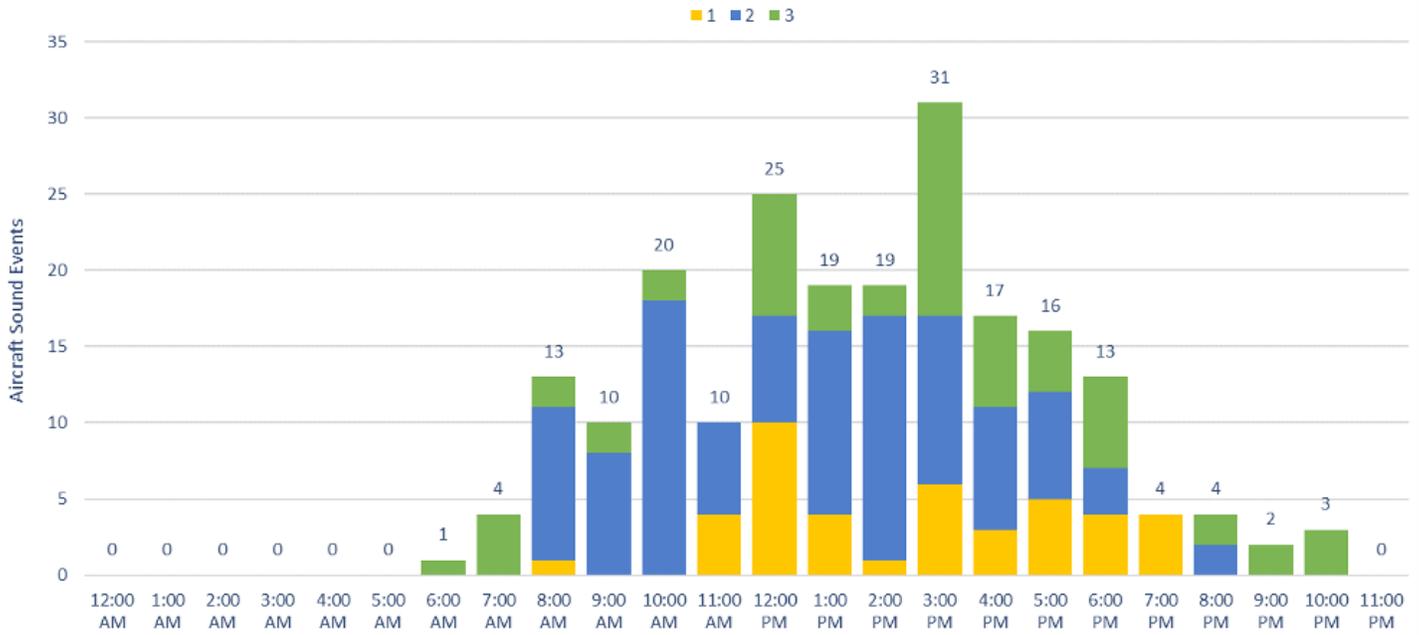
Which Aircraft Was Loudest?*



*Note: these are examples, and not the actual aircraft recorded.

Number of Measured Single Event 21D Aircraft Sounds

	Wed. Aug 4	Thurs. Aug 5	Fri. Aug 6	Sat. Aug 7	Sun. Aug 8	Mon. Aug 9	Tues. Aug 10	Site Total
Site 1	5	2	5	1	1	24	4	42
Site 2	3	2	67	-	1	18	17	108
Site 3	6	6	8	-	18	11	12	61
Daily Total	14	10	80	1	20	53	33	211



Top-Ten Measured Aircraft Sound Events

Date and Time	Site	L _{max}	Duration	SEL	Aircraft Type
8/6/2021 11:05	1	89.8	15	93.5	C172
8/10/2021 13:12	2	89.1	17	94.7	PA32
8/6/2021 15:03	2	87.6	12	91.8	BE35
8/6/2021 10:01	2	86.9	12	90.6	C177
8/6/2021 12:18	2	85.4	11	89.1	M020
8/6/2021 14:25	2	84.9	13	89.9	SR22
8/6/2021 12:51	2	84.3	11	89.2	C310
8/6/2021 15:08	2	84.2	12	88.3	PT6A
8/10/2021 14:17	2	84.2	10	88.2	P750
8/6/2021 14:39	2	84	11	88.3	P750



After Jennifer's presentation, Phil briefed the chapter on airport improvement project progress.

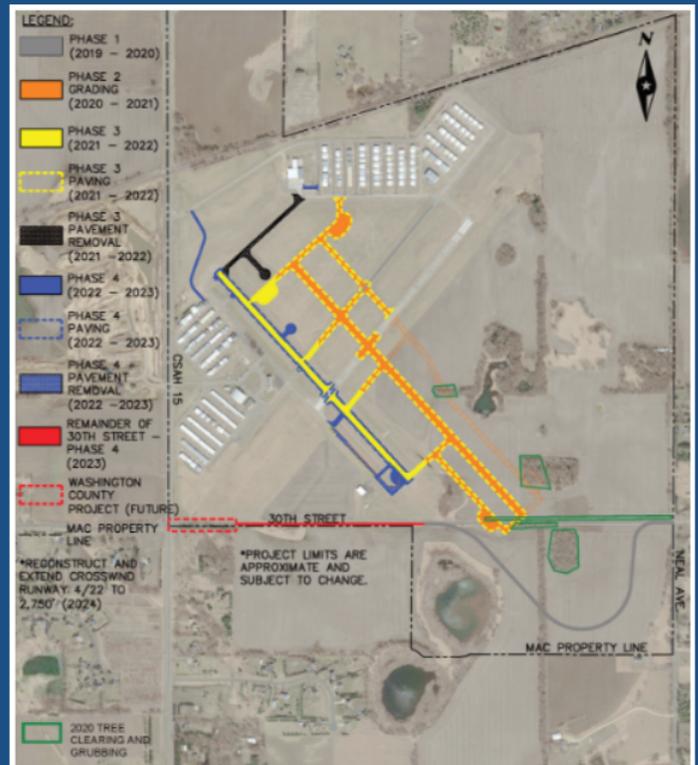
Airport Manager Update

Phil Tiedeman, MAC
Airport Manager
(Lake Elmo Airport & Anoka Count-Blaine Airport)



Runway 14/32 Replacement – Lake Elmo Airport

Overall Project Schedule & Phasing



We learned we could expect work to resume on the elevation, grading, and paving of the new main runway when the spring road weight restrictions were lifted, that the crosswind runway would close for construction from June 13th to July 9th, and to expect an operating new runway in about mid-July.

Since the April meeting, much of this expected work has transpired. As of late June, the crosswind runway is closed and has been excavated and graded where the new runway crosses it. A new taxiway and runup area has been added between the end of new runway 32 and the FBO, and grading of the new runway is nearing the point where paving could be expected to start very soon.



Above view to the north-west, below to the south-east as of June 22.



The May 9th meeting was 'Tales from the Swift Side' by Mitch Zahler. The Swift is a sleek all aluminum low wing post WWII aircraft built by Globe Swift aircraft from 1946 to 1948. Globe went broke but Temco Inc. bought the design and built more Swift aircraft until 1951. The Swift has a long connection with pilots in the Lake Elmo Airport community. Many local pilots have owned Swift aircraft, including Mark Holliday, Dennis Hoffman, John Renwick, and Charlie Hoover, and the late Jim Montague was a nationally recognized Swift expert and a local A&P who assisted many pilots at the airport with maintenance of the Swift and aircraft of all kinds. Jim maintained a web presence as 'Monty the Answerman' and was the go-to guy for Swift Advice. Mitch became interested in the type and bought a Swift with help from Jim Montague and then got his own A&P rating. After Jim passed away, Mitch acquired Jim's Swift assets including paperwork

and 337 samples for many upgrades and modifications Jim had developed and implemented over the years. Mitch also acquired 2 hangars full of Swift parts at the Lake Elmo airport that Mark Holliday had collected over many years. Mark has been a Swift owner and for many years has held a Swift Fly-in at his hangar on the SE end of runway 14/32 at 21D on the Saturday before Oshkosh, attracting dozens of Swifts on the way to the airshow.

Mitch moved his collection of Swift parts to his farm north of Stillwater and the Zahler/Holliday collection could easily constitute one of the largest collections of Swift parts in existence. You may recall Mitch's recounting at the October 2021 Chapter meeting of his engine failure while flying a Swift home from Oshkosh last year and as described in the [Winter 2022 Chapter newsletter](#). Mitch has since then rebuilt a Continental C-145 engine to install in that airplane and is nearing completion of restorations of 3 Swift aircraft that he has been working on in recent years. It's pretty clear that if you are interested in this type of aircraft, you need to get in touch with Mitch!



For the June 13th chapter meeting, Bill Schanks organized a Chapter BBQ dinner evening and it turned out to be a very nice evening for hanging out on the deck or in the chapter house and catching with chapter members old and new. Bill also organized a silent auction for aviation related items the members donated to raise funds for the chapter.



Thanks to all those who volunteered for setup, teardown, and serving during the gathering!

Here we see Bruce Olson in action at the grill. Thanks Bruce!

From VP Robyn Stoller:

Mark your calendars for **Monday, July 11 at 6:00 p.m.**, to join us for "Subs-n-Suds" followed by Jim Pearsall's presentation at 7:30 p.m. on 'AirVenture-What's New in 2022'.

At 6:00 p.m., kick back and relax on the deck or in the clubhouse - We'll have sub sandwiches, potato chips, cookies and root beer (other soft drinks too) Suggested donation: \$5.00. NOTE: This is a BYOB event so bring a favorite libation from home to enjoy with your meal. We warmly welcome all our new members and guests!

At 7:30 p.m., Jim Pearsall will present an update on what's new and fun at AirVenture 2022. You won't want to miss this program! Zoom meeting details for Jim's presentation will be sent closer to the date.

Come relax with us on July 11 at 6:00 p.m. Enjoy good food and conversation followed by Jim Pearsall's informative presentation on AirVenture 2022. Hope to see you there!

Other Goings On

Young Eagles (May 21)



Farnsworth 2nd grade visit (May 24) organized by Gregg Adler



Eau Claire Flyout (May 7)



Jim gets a new ride



While Jim Pearsall is working on his Rans S21 (kit in foreground, right picture, see story [Fall 2021 Newsletter](#)), he now has a nicely built Rans S-6 in Viking colors to fly, which he picked up on the used market in Texas.



Gold Status, from Leif on June 8th:

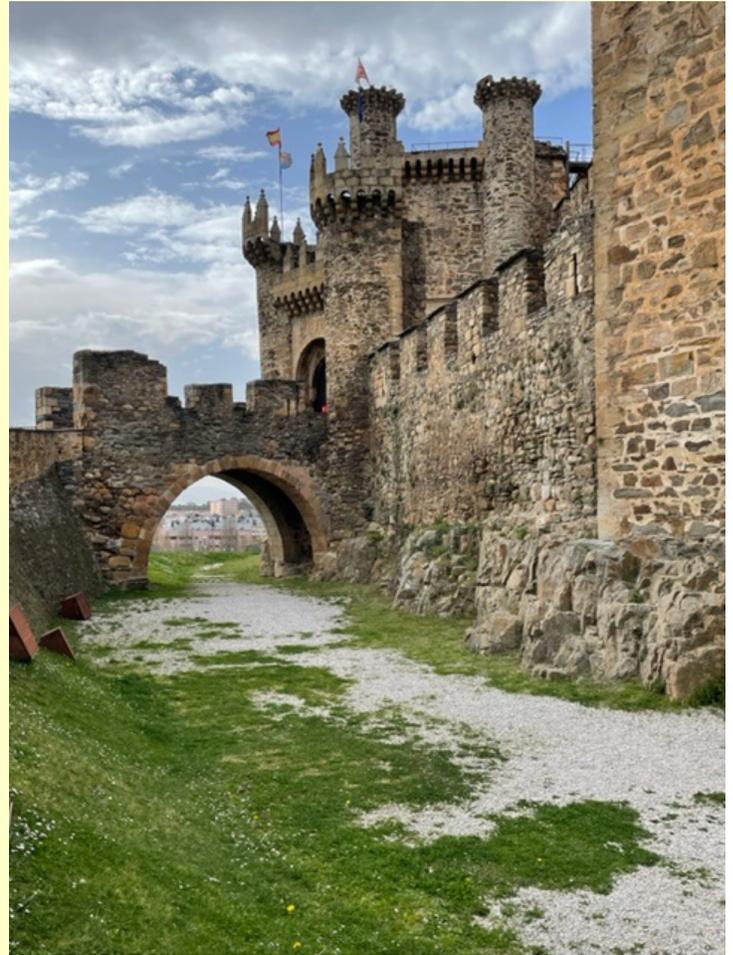
I picked this up in the clubhouse this morning. The official banner recognizing Chapter 54 as [a Gold Status chapter](#).

In 2019 Chapter 54 was Bronze status, meaning we met 7 of the 10 recognition criteria. In the combined years of 2020 and 2021, Chapter 54 satisfied two additional recognition criteria that brought us 9 out of 10, and Gold Status.

Three chapter members made this happen. They are Ed Trudeau, Vicky Moore, and Robyn Stoller. All three of them attended a chapter leadership training session, earning us 1 additional criteria. And Robyn earned us 1 more additional criteria by hosting a Young Eagles Workshop last September. My thanks to the three of them for their contributions to earn Chapter 54 Gold status.

Our banner will be proudly displayed in the clubhouse.

Speaking of Ed



Our newly retired Chapter Secretary hit the trail this spring and hiked a long stretch of the Camino de Santiago in Spain, which attained a higher profile in recent years by the film, [The Way](#). Ask Ed about it the next time you cross paths.

LEACC / RAAC

Lake Elmo Airport Advisory Commission Meeting (Robyn Soller)

The Lake Elmo Airport Advisory Commission second 2022 quarterly meeting was held May 25, 2022 at the Baytown Township Hall.

The commission includes MAC representatives, airport users and members of the public from neighboring communities. EAA Chapter 54 has two representatives serving on the commission: Paul Evenson and Robyn Stoller. The commission's purpose is to 'further the general welfare of the community and the Lake Elmo Airport, through minimizing or resolving problems created by aircraft operations at the airport.

A detailed summary of the May meeting is available [at this link](#).

Three highlights from the meeting:

1. Chapter 54 member Dave Syverson and his homebuilt Kitfox were featured in the Airport Use Spotlight section. His Kitfox now has a new engine. See slide from the presentation, next page.
2. Vicky Moore gave a terrific report about Chapter 54's Young Eagle program. It was well received and generated a lot of questions and interest from the mayors of communities close to 21D. Thanks Vicky for being a wonderful representative for the chapter. See content from the presentation, next page.
3. Airport Manager Phil Tiedeman reported on the status of the new runway construction, including tentative plans for opening the new runway later this summer or early fall. Rumor has it the opening will include a Grand Opening Celebration and a "Runway Walk".

Airport User Spotlight:

Dave



Dave has been pilot since 1990. He build a Kitfox Aircraft (airworthiness certificate in 2009) and shortly afterwards received his repairman's certificate for the airplane. Dave has been flying the Kitfox ever since and has been involved in many EAA events including Young Eagles, Adult Eagle Flights and Farnsworth Hangar Tours.

Currently the Kitfox is getting a new engine, which should be ready for flight before spring allowing for many more events and hours aloft.

What Dave loves most about Lake Elmo Airport?

Dave is very appreciative of the local resources during the Kitfox build. There is an incredible amount of knowledge concerning aircraft building and maintenance available through members of the EAA chapters at Lake Elmo and South St. Paul Airports. Many of the folks are retired or current airline pilots and mechanics who worked for Northwest and Delta.

Lake Elmo Airport  ADVISORY COMMISSION

Experimental Aircraft Association (EAA) Chapter 54
Young Eagles Program



Founded in 1992, the EAA Young Eagles program is dedicated to giving youth ages 8–17, an opportunity to go flying in a general aviation airplane.

These flights are offered free of charge and are made possible through the generosity of EAA member volunteers.



Lake Elmo Airport  ADVISORY COMMISSION



Reliever Airport Advisory Commission Meeting – June 14, 2022 (Marlon Gunderson)

The Summer RAAC meeting was held on Tuesday, June 14 at a MAC office building near the MSP MIDO office on 28th Ave S. The program began with an introduction of the new Project Manager of all airport planning projects for the MAC, Eric Gilles, and a summary of the current and planned Reliever Planning Projects, which are:

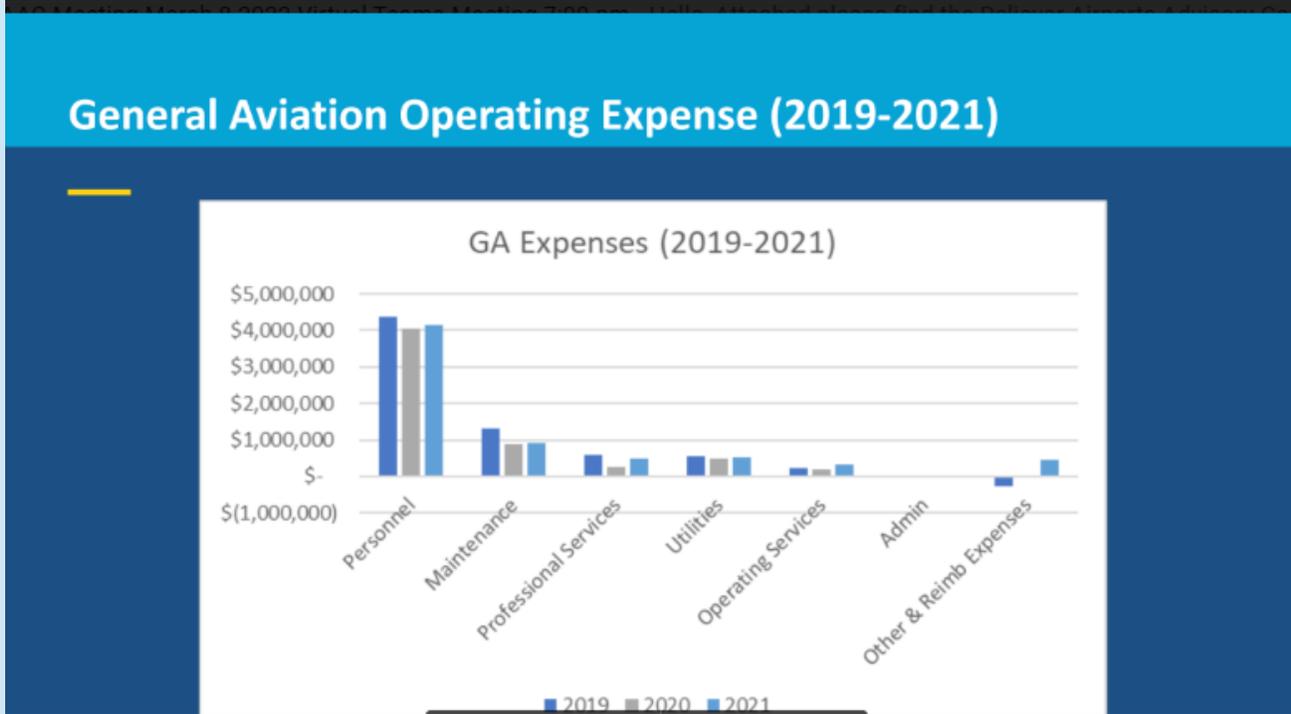
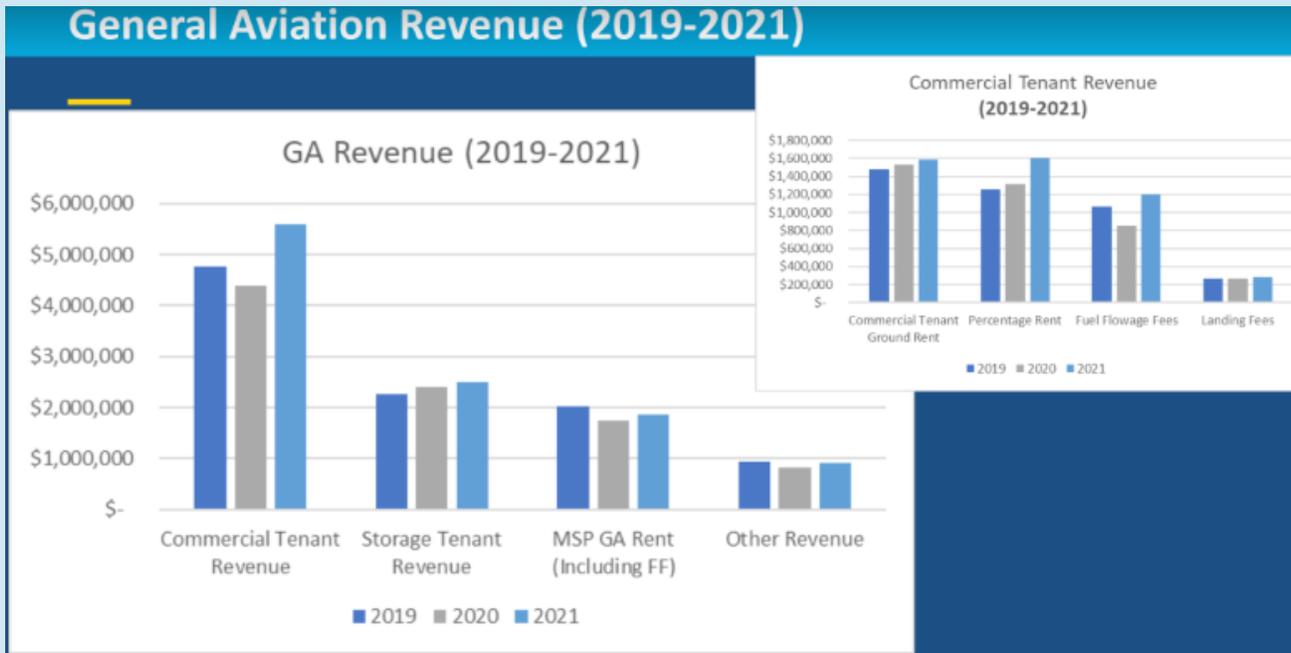
- FCM – the 2040 Long Term Plan just had it's first of four Public Open Houses on June 8; the second will be in the fall.
- LVN – the Runway Extension Environmental Assessment begins this summer. Expect design/construction in 2024.
- MIC – Joint Airport Zoning Board meets in July to look at updating the existing 1983 Ordinance.

- STP – Long Term Plan expected to be reviewed starting 2023.
- ANE – Long Term Plan expected to be reviewed starting in 2024.
- 21D – Long Term Plan expected to be reviewed starting in 2029.

The Reliever Airport Managers, Phil Tiedeman (ANE/21D), Mike Wilson (STP/MIC), and Blaine Peterson (FCM/LVN), reported on notable activities and issues at their respective airports. Storm damage was sustained at Crystal on May 19th, the day we had hail in Lake Elmo. STP escaped flooding this spring. Hangars are going up and the Anoka Tech Building came down at ANE. 21D construction is as reported earlier in this newsletter.

Kelly Gerads, Assistant Director of Reliever Airports then shared MAC General Aviation financials, summarized here:

Rates and charges review may be initiated later this year.



Joe Harris, Director of Reliever Airports, highlighted various public activities going on at the relievers including the Farnsworth visit at 21D, and noted that plans will be made for a Runway Opening Celebration at 21D later this summer. Joe mentioned the ongoing hangar lease (10 year term, 5 year renewall) renewal process this year (please return yours to MAC ASAP), and the start of another round of hangar inspections at all the relievers.

Editor's 2¢ (M. Gunderson)

China Airlines Crash

Black box data became available for the China Airlines pre-MAX 737-800 crash that I mentioned in the last newsletter, and indications are that the aircraft's vertical flight path was as [commanded by it's pilots](#). This is of little comfort to the families of the victims but of great relief to Boeing. This may be reminiscent of [the crash of EgyptAir 990](#).

Destination Recommendation: Watford City, S25

It recently came to my attention that I had never seen one of the closest National Parks available to Minnesotans: Theodore Roosevelt National Park in western North Dakota. It has a south unit near Dickenson and a north unit only 12 miles south of Watford City. I called airport managers at both cities airports and it quickly became apparent that the smaller airport at Watford City, S25, was better oriented to aircraft like mine and pilots like me, and airport manager Luke Taylor was very accomodating in making sure a courtesy car would be available to me for a day trip down to the park.

21D to S25 is 530 miles. Wanting to do this as a day trip, and to conserve fuel, I waited for a weather pattern that would NOT give me headwinds in either direction. That turned out to be outboud Saturday morning June 18th returning the following morning, which gave me a quartering tailwind each way.



I departed 21D just after 5am on one of the longest days of the year at dusk and saw the sun come up about 20 minutes later when I was just south of St. Cloud.

The Black Oak Windfarm west of St. Cloud confirmed my south easterly tailwind.



I-29 coming south from Fargo is flatter than a pancake and straight as an arrow.



I snapped a photo of what I though looked like a nice area on Lake Sakakawea, a reservoir on the Missouri River. When I showed it to a friend at work, he pointed to a spot in the middle of the photo and said 'that's my parent's lake cabin'.



I arrived at S25 just after 8am (3 hours, 21 gallons, 177 mph) and called Luke to let him know I was taking

their Buick down to the park for the day. Anything under 2 hours is free, beyond that they ask for a donation to the airport.



The airport was updated over the last couple of years and now has a new 6500' runway, acres of new concrete, dozens of new big private hangars, and a new airport pilot terminal building somewhat akin to the one at Fleming Field. The building is dedicated to local son James Taylor – farmer, WWII naval aviator, and attorney. The airport manager, Luke, is his grandson.

James L. Taylor Airport Terminal
 Dedicated June 24, 2017



In honor of James L. (Jim) Taylor, an aviation pioneer in McKenzie county. Jim flew over 8,000 hours with the United States Navy, where he served on the USS Bunker Hill during World War II. He tallied over 10,000 total hours during his 63 years of flying.

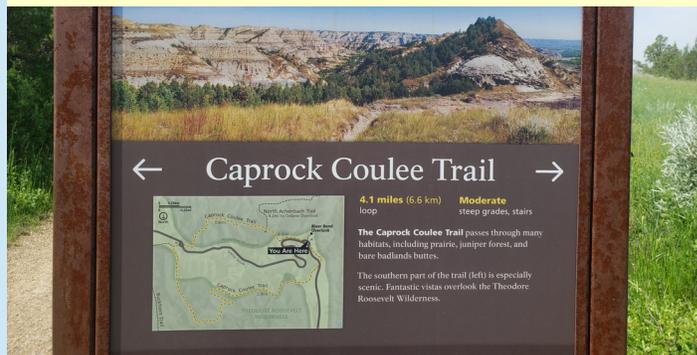
Jim was an attorney and a farmer, but his true passion was flying airplanes.

Waford City Airport Authority

Jeff Kummer, Chairman Luke Taylor, Airport Manager
 Kent Norbeck, Vice Chair Roger Max, Secretary
 Lang Whitte Bob Deibel



I drove straight down to the park to head out on a 5 mile hike that I had picked out, wanting to do the hiking before the heat of the day – it was expected to be a humid 95 degree afternoon. I hiked the 'Caprock Coulee Trail' which gave a nice variety of terrain and hit most of the unique types of sights you see in the park.



I had driven 7 miles into the park to my trailhead. After the hike I drove the remaining 7 miles to the end of the road to see the 'Oxbow Overlook' above the Little Missouri River.



This drive brought me past a herd of Bison foraging on a very green field of grass.



I stopped at another trail head on the way back to look at a strange geological feature called 'Cannonball Concretions' where darker spherical mineral deposits form in a larger sedimentary layer. When the sedimentary layer is eroded, the spheres drop out of the sediment and roll down the erosion ravines.



I stopped at the North Unit visitors center to look around and then headed back to S25 to take an afternoon nap.



I had time to fly back that evening, but it was really hot and really windy from the wrong direction, so I stayed the night in Watford City and flew home the next morning.

S25, like 21D, is also on CDT but 500 miles west, so the sun sets after 10pm and rises about 6pm. It was warm on the way back, 81 degrees at 6500' at 6am. I throttled back and took a little longer getting home, about 3 ¼ hours, burning 22 gals and arriving just after 9am.

