



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

October 2020



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

Who's currently who in Ch.54:

www.eaa54.org

President: Leif Erickson
president@eaa54.org

Vice Pres: Gregg Adler
vicepresident@eaa54.org

Treasurer: Tom Gibbons
treasurer@eaa54.org

Secretary: *your name here?*
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Education Dir: Robyn Stoller
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Housing Dir: Dan Bergstrom
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Membership Dir: John Renwick
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Young Eagles Dir: Scott Hanson
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Directors, Class2: Dave Syverson,
Paul Hove, Jeff Hove

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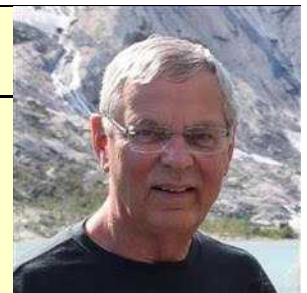
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From the Flight Deck (Leif Erickson)

These are trying times...

Thomas Paine once wrote "These are the times that try men's souls." Let me echo that quote by saying these are trying times for Chapter 54.

2020 has been a challenging year for Chapter 54. We have dealt, with and adapted to, many changes in the chapter since March 2020, when the COVID virus began impacting our lives. At the March 2020 board meeting, we were planning for many activities over the course of the spring/summer/fall seasons. We were looking forward to a full season (May – October) of Young Eagles flights and the excitement they generate for the kids and their parents. We were also looking forward to Eagle Flight requests. We had a Flying Start Learn to Fly Day scheduled, as a cooperative event, with Lake Elmo Aero. It was originally scheduled for May, then postponed until August, before finally being postponed until 2021. Our major fund raiser for the year, the August Corn Feed, was canceled. Chapter 54 had plans to help staff EAA booths at the Chippewa Valley Airshow in Eau Claire. We were to be part of EAA's Spirit of Aviation mobile exhibit. It featured many attractions designed to stimulate interest in aviation and EAA. There was also the Greater MN Aviation Gathering (GMAG) at the Buffalo, MN airport. Chapter 54 was planning to help staff an EAA booth at the event. With the public schools switching from in-person learning to virtual, our Hangar Tour event for the 2nd grade class at Farnsworth Aerospace in St. Paul was cancelled. But probably the events that our members missed most, were the social gatherings in the Clubhouse and on the front deck. We typically hosted several picnic events on beautiful (and some rainy and chilly) spring/summer evenings. These events also provided opportunities for members to proudly display their airplanes.



One of our last events before the COVID restrictions on social distancing and group events sizes were implemented, was an Eagles Flight Dave Syverson provided to Matthew Simanski, from White Bear Lake. Here is what Matthew wrote in an email about his experience “I just wanted to say thanks (which doesn’t even begin to cover my gratitude) for getting me set up with Dave Syverson for a flight. Dave was unbelievably insightful. For someone (me) who’s never experienced small plane flight he made sure I felt like a seasoned veteran. The experience was truly AMAZING!!!! He was gracious enough to extend his mentorship to my 19-year old whom will be pursuing Aviation as a career this fall as well!!! Short but sweet your club has changed me forever!!! What a gift. I let Dave know how appreciative I was. “

To be fair, 2020 has also had some positives for Chapter 54. We rolled out a newly designed website, thanks to Mike McKinnon and Scott Hanson. Our membership records were moved to an EAA server, thanks to John Renwick, our Membership Director. This move greatly enhanced our membership tracking and search capabilities. Our Housing Director Dan Bergstrom has completed many needed repairs/improvements to the clubhouse, including a major clean up eliminating obsolete items stored on the back room. The latest is a furnace inspection that uncovered our furnace may be at the end of its useful life.

Donald Plumb and Bill Schanks Jr. agreed to serve on a Membership Committee. This is a committee mandated in Article XIII of our bylaws. Their task is to promote Chapter 54 for the purpose of maintaining and increasing membership.

Robyn Stoller agreed to join the Board and serve as Education Director. Robyn is very energetic and enthusiastic about her new role. She also expressed a desire to give back to general aviation for all the wonderful aviation experiences that have impacted her life since becoming a private pilot. Robyn, and husband Fred, were graduates of our 2012 Ground School course. They both went on the earn Private Pilot ratings. Robyn has been active in the 99’s serving most recently as Vice-Chair of the Minnesota Section. We welcome her to our Board.

Robyn has worked to help develop a cooperative relationship with the SodBusters Radio Control Club. As part of the relationship, Robyn has updated a “What’s Next” document for our Young Eagles Flight recipients. The document will provide a list of opportunities for

them to pursue with their child, to nurture the child’s interest in aviation. Connecting with the Sodbusters will give the Young Eagle an opportunity to learn flying and building skills with RC models. The program is modeled after EAA’s Build and Fly Program. The hope is that as the kids get older, they will transition into becoming licensed pilots and builders of experimental aircraft.

In addition, Robyn is now investigating a new program recently rolled out by EAA called Young Eagles Workshops. This is a day-camp program for kids 11-17 years of age. Participants will attend a one to three-day workshop to learn about aviation and develop basic building skills. Watch for more about this program in later months. Our hope is to offer a Young Eagles Workshop as early as the summer of 2021.

Now to the core of EAA, aircraft home building and restoring. We have two members, Donald Plumb and Ed Trudeau, that are both building Zenith’s. They both stated their projects are about 90% complete, with about 90% remaining. Eric Johnson is doing taxi trials on his Zenith. He is powering his aircraft with a turbo charged Honda engine and is tweaking the engine control unit (ECU). Gregg Adler, along with several other chapter members, recovered the Hobo’s Flying Club Champ over the past spring. No word yet on if the Champ is ready to fly.

Finally, I want to announce that Tim Reberg has agreed to be a candidate for a Class II Director’s position. Tim will replace Dave Syverson who is leaving the board after many years of service. Thank you, Dave, for your service and dedication to Chapter 54. Thank you, Tim for your willingness to serve as a board member. Tim has been a member of the Chapter for many years. He is faithful AirVenture attendee and has loyally volunteered at our former Pancake Breakfast, including serving as the event’s chairperson. Tim owns a 1966 Citabria, N9587S, based at 21D. Tim, his son Tony, and me are partners in the aircraft. I encourage your Yes vote for Tim at the upcoming election scheduled for the November meeting. BTW, the chapter still needs a Secretary. The position remains open and is waiting for “**you**”. Remember, to be a successful Chapter, every member must “take a turn” serving in a leadership position.

Thanks for reading,
Leif E.

Around the Field (M. Gunderson)

A quick look around the Lake Elmo Airport reveals a lot of change at the moment. The airport improvement plan Phase 1 is complete, with the southern border (30th street) now looping south on the east end to provide an open exclusion zone for the soon to be relocated Rwy 32 approach end. I haven't seen any work begin on relocation of the runway yet, but MAC has installed a new fuel depot near the maintenance building, and construction has just begun on three new tenant hangars on the lane nearest the airport beacon.



In the midst of this activity, Mike Wilson is turning management of the Lake Elmo airport over to Philip Tiedeman. Mike will manage Crystal and Holman airfields. Philip also manages Anoka County Airport.

Our members have been busy too. I've seen Tim Sullivan working in his hangar on Charlie lane long days seemingly every weekend in September and October on his Zenith CH601 HDS, nearing finish.



It's powered by a fresh Buldoc rebuilt Lycoming O290



Eric Johnson has also been nearing completion of a Zenith aircraft, his a CH801 high wing model, but word is that a recent issue with the Honda engine may delay his time line.

In less welcome news, on Friday Oct.2nd around 3pm, the Lake Elmo Fire Department was called to the scene of an off field landing in the cornfield east of Hagberg's Market, north of the railroad tracks, off the departure end of Rwy 32.



Two occupants were transported to a hospital for treatment of 'non-life threatening injuries'. This is likely the shortest distance the Lake Elmo fire

department might expect to drive to an air crash site without the aircraft actually hitting the firehouse.



Looks like a Malibu turbo-prop, and I believe it was a transient aircraft based out of St. Louis.

This 21D incident had a better outcome than the last flight of N8488L, a Cessna 172 out of Fleming Field on Sunday Sept.13 which ended up several miles off the departure end of Rwy 17 in a submerged quarry on Lower Grey Cloud Island in the Mississippi River. The 24 year old flight instructor for Air Trek North at Fleming had two “discovery flight” customer/passengers on board. Tragically none survived. Link to an [article](#) and [preliminary NTSB report](#).



Dad's Comanche (Robyn Stoller)

My dad, Kent Hadrits, earned his private and instrument ratings at Mayer Aviation in the early 1970s. His flight instructor was Ed Maher. He later earned commercial, multi-engine and ground instructor ratings while living in Knoxville, Iowa. He flew his Comanche 250 out of Lake Elmo from the 1970s into the 1990s.

Our family and friends have wonderful memories of dad flying us to many fun destinations, including the South Dakota Black Hills, Branson, MO, Dallas, TX, and many others. He twice flew to Alaska. In 1976, to celebrate the bi-centennial, he planned one of his Alaska trips so my mom, sister and he could be in Anchorage on July 4 to see the fireworks display. On their way home, on July 7, they stopped at Edmonton Airport.

A couple weeks ago, I was reminiscing about dad's plane and googled his plane ID, N6687P. I was

shocked when this photo popped up, unbelievably taken July 7, 1976, at the Edmonton airport.

1:59 PM Tue Jul 7 abpic.co.uk 21%

PHOTO LIBRARY

PIPER PA-24-250 COMANCHE, N6687P / 24-1811, PRIVATE

This picture is © Dave Mangham and may not be used or published without permission.

[CONTACT DAVE MANGHAM](#)

Registration: N6687P
Construction Number: 24-1811
Model: Piper PA-24-250 Comanche
Operator: Private
Airport: Edmonton City Centre (YXD / CYXD), Canada - Alberta
Photographer: Dave Mangham
Date Taken: 07/07/1976
Views: 218
Still going strong in 2011, based in Hawaii.

[CORRECT OR UPDATE THIS ENTRY](#)

I contacted the photographer Dave Mangham to ask if he remembered anything about taking the photo, or why he took it. He replied and said he recalls thinking it made a nice photo with the DC-3 in the background.

Dave is a wildlife photographer and has traveled the world capturing amazing wildlife photos. He mentioned during the 1990s he would meet friends at the Anoka airport to attend Oshkosh together. (I think he lives in Canada or the UK but am not sure.)



This black and white photo was taken at the Lake Elmo Airport in autumn 1975. It shows my dad Kent, wearing a suit (he probably came directly to the airport from his job at 3M), his friend Jim Hilmanowski, and dad's beautiful 1960 Comanche 250.

FlightAware flight details for N6687P:

- Aircraft: ITO, HI
- Route: HILO, HI to ITO, HI
- Date: SATURDAY 11-JUL-2020
- Takeoff: 09:45AM HST
- Landing: 10:46AM HST
- Owner: SINGER FREDERICK MICHAEL

Dad's plane is still flying today. As flightaware shows, it's located in Hawaii, flying for a Coast Guard Auxiliary unit. Still going strong in 2020! My dad

The Alpha Electric Pipestral (Jim Pearsall)

[Here's an interesting article](#) sourced and reprinted from EAA about Electric Pipistrels in Fresno, CA.

The article includes a comparison between the subject electric model Alpha and one with an Internal Combustion Engine (ICE) – that would be my Alpha N119JP that has been in the fleet since last April.

Note the author comments that the Electric version had a shorter take-off roll. Also note that the Electric version has a substantially flatter prop. They did not check top speed, where mine is at 120 kts.

Jim
N119JP

would be very happy to know his plane is serving such a good purpose for the country.



Here's a photo of me sitting in his plane at Lake Elmo, winter of 1988.



And this one is of my PPL checkride March 20, 2015. Woody Minar was my DPE. Still can't believe he is gone. He was wonderful!

Robyn

Chapter Meetings (M. Gunderson)

The **October 2020** meeting is coming up next Monday October 12th via a virtual Google Meeting. The program will be a virtual presentation about the Air Force Junior Reserve Officer Training Corps (AFJROTC) program at St. Paul Johnson High School. The presenter will be Senior Aerospace Science Instructor Colonel (Ret) Dwight Dorau. Gregg Adler, Ch.54 VP and Johnson HS Tech Ed teacher, will host the presentation.

The **November 2020** meeting will include election of Class II Directors, the slate of nominees being:

Class II Director-at-Large **Tim Reberg**

Class II Director-at-Large **Paul Hove** (incumbent)

Class II Director–Historian **Jeff Hove** (incumbent)

The **September 2020** Zoom chapter meeting last month included an introduction of our new Education Director Robyn Stoller, who Leif also introduces in this newsletter's Flight Deck column above. Robyn facilitated the program presented by the Sodbusters RC Club President (Robert Zarracima) and Tech/Safety Director (Jan Larsen). Robert described some club history and operations, and Jan described the acceleration of electrical technology development and how it has transformed and expanded the hobby in recent years with the advent of high energy density batteries, micro-miniaturized integrated AHRS, computerized flight control and stability, and flight simulation software.

I unfortunately missed the **August 2020** chapter meeting, but from [the slides that Leif prepared and shared with the club that night](#), the program can be seen to have included a description of an Eagle Flight by Dave Syverson from last spring, photos shared by Gregg Adler of a deserted Oshkosh Airport on July 24th, and Leif's impressively documented story of our forgotten clubhouse trophy, the Speed Holman Memorial Achievement in Aviation award trophy, awarded to recipients annually from 1972-1994, saved from being lost to time when Danny Bergstrom discovered the trophy while cleaning out and organizing the clubhouse.

The trophy is engraved with awards to Gus Limbach 1972, Bernie Pietenpol 1973, Al Schauss 1974, Ray Brown 1975, Shorty Hall 1976, Sherm Booen 1977, Weston Farmer 1978, Fred Davies 1979,

Ken Maxwell 1980, Bill Hansen 1981, James Ladwig 1982, John Benson 1983, Libby Parod 1984, Ben Wiplinger 1985, Darryl LeMire 1986, Frank Pothen 1987, Sany LeMire 1988, Roger Anderson 1989, Angelo DePonti 1990, George Crockett, 1991, Tom & Kay Doherty 1992, George Bolon 1993, and Andy Detroi 1994.



Leif provided a great deal of interesting information relevant to our Speed Holman Chapter 54, including background on our namesake and those to which the Speed Holman Achievement Award went. One can only gather that our club has long been prominent in sport aviation in Minnesota.

John Renwick later shared by chapter email the 39 member roster of Chapter 54 from the year 1991, which included quite a few 5 digit EAA member numbers, and one 4 digit EAA member – the first (1972) recipient of our Speed Holman trophy – Gus Limach, who is featured on page 6 of [this 2002 edition of the MSP EAA Ch.25 newsletter](#).

The **July 2020** Zoom chapter meeting featured a talk by 2019 EAA Chapter 54 Ground School graduate Fred Ames who spoke about his Private Pilot checkride on July 2nd, so still very fresh in his mind. Ch.54 VP Gregg Adler also presented on his participation in the recovering of the Holman Hobos Flying club Bellanca Champ, a 7AC upgraded to 115 hp. He worked with fellow flying club members Jack Miller, Bill Schanks Jr., and Mitch (mostly advisory) putting in collectively about 600 hours of labor and \$5000 of supplies to cover the Champ using the Poly Fibre process.

Pics of the Month: Dan Bergstrom flying in the SGS CAF Wing BT-13 Vultee, and Dave Becker's photo of the completed Phase 1 Lake Elmo Airport Improvement project.



Editor's Ramblings (M.Gunderson)

As the heat of summer fully kicked in this year, I found that I had gone backwards on the engine cooling progress I have slowly been making in the four years I have been flying my homebuilt Lycoming O320 powered Cozy III, and backwards on the nuisance oil leak I've had during that whole time. It seemed like I was back to square one with my #4 cylinder often limiting my climb when it would exceed 440F if I didn't level out to reduce power and increase air cooling flow, and it often would not fall below 420F in level cruise unless I dropped to 2200 rpm or lower.

With a shortage of flying events anyway this year, including Oshkosh, I sacrificed flying during most of August to pull the cowlings and work on these issues. Fortunately I found ways to make significant improvements for both. I found an oil return line coupler thumbscrew that needed a half turn more to snug up properly, and found that one of the gap fillers I had in the baffling had fallen out of place. I pulled out the red RTV gun to seal up a bunch of other little gaps, not much individually but they all add up, and I increased the width of a fiber glass ramp / duct that directs cooling air to the #4 cylinder from the common cooling intake.



The photo here shows the cooling air deflectors in the lower cowl that redirect the horizontally flowing air scooped from the belly up vertically to flow through the cylinder fins.

When I got everything back together and returned to flying in September I was happy to find cylinder

temps much better balanced and not exceeding 420F on an extended climb on a warm day and cruise temps below 380F at 75% power (2400 rpm at 3000 msl, or 2700 rpm at 10K msl). So far the cowling lip is also clean with no oil drips accumulating after some longer flights.

In September I found several flight destinations.

Mora, my home town, held their fall fly-in on Sept.19 and I found it well attended and fun and attended by fellow 21D pilot Donaven Chase there with his RV. I took the opportunity to get my BFR renewed from Mora based CFI Dave Gunderson since my BFR was due to expire at the end of September when the Covid BFR extension was set to run out. Turns out my hangar mate Tim Reberg flew up in his Citabria to do his BFR with Dave that same afternoon.

I flew down to St. James on another weekend to check in on an experimental builder who is nearing completion on his Cozy Mk4 project; in a pleasant surprise I found his hangar neighbor to be a fellow SkyRaider LSA pilot who I've come to know from a number of stays at Oshkosh when camped there with my SkyRaider.

And last weekend I flew up to Madeline Island to bike around a bit and take in the fall colors.



Enjoy the colors while you can! They'll be gone in a week or two.