



# Chapter 54 NEWS

*Speed Holman Chapter*

August 2001

Volume 44, Issue 8

## August Gathering

will be held on

Date: 8/13/2001

Time 7:00 pm Social

7:30 pm Meeting

Location: Christ Lutheran Church  
of Lake Elmo

Topic: To Be Announced

## President's Corner



### GREETINGS FROM OSHKOSH

Today is Mon., the last day of the big show. There are a lot of shadows on the ground where airplanes were parked or where people were camped. It's beginning to return to normal. They will soon reverse the flow of traffic on the roads surrounding the airport to their normal direction and all the lines at the local restaurants will diminish and all the wildlife that reside at the airport, ie. the rabbits, deer and birds, will no longer be so confused. But we here at the EAA Air Academy we will still be very busy. The current session of cadets will continue

through next Sunday. Our last group left last Fri. and this group arrived Sat. morning. They will remain on the flight line through today and go into the classroom and the hands-on shop tomorrow, (Tues.) Each group numbers in the low 40's. A little larger in numbers than what we normally have been doing. The demand is up.

The program has been in existence now for 18 years and the total count of graduates is over 3,000. That includes the camps for younger cadets and adults. This year has been one of the most gratifying. We are beginning to see the fruits of our labors. One of our alumni returned this year as a crew member on an EA6-B Prowler and brought the entire crew of 4 up for a visit with our current class. The class enjoyed it very much and asked some really pertinent questions. It ended up being an hour and a half question and answer program. Incidentally this is the same airplane and crew that flew the slot position in the formation of prowlers that did the fly-by at the all star baseball game in Seattle. They are based at NAS Whidbey Island, Wa.

Another interesting aside concerning Seattle, Wa. is that the Boeing 307 came to OSH. for a visit. The crew of three experimental test pilots from Boeing are acquainted with my room-mate Brian Lee. Seems he has written up some test profiles for these guys for the Boeing airplanes. Brian invited them to dinner with our group one evening and they spent about three hours talking with the group after dinner about what it is like being a test pilot for Boeing. The 307 is the first pressurized air transport type airplane. There were only 10 built and this is the last surviving example. It belongs to the National Space Museum and is on loan to the Boeing Museum and will be returned to Washington D.C. when the new facility at Dulles is finished.

While I have Washington D.C. on my mind, I'd like to tell you about the AIAA which is headquartered there. The AIAA is the American Institute of Aeronautics and

Astronautics. What they are doing is sponsoring a group of high school students that will graduate in the year 2003. The people in the group are selected by virtue of an essay contest, the winners are selected from all over the world. This group of 22 was a part of this year's EAA Air Academy class. They were all included in the first session. They had already attended Space Camp and had a tour of Houston Flight Center as well as The Boeing plant and the Museum of Flight in Seattle. In the future they will attend the Paris Air Show and are scheduled to be in attendance at the commemorative flight of the Wright Flyer at Kittyhawk on Dec. 17, 2003. I'm proud to say that they were very favorably impressed by the presentation of our Air Academy as were the administrators of the program. This was an exciting group of youngsters to work with.

Another exciting group that came to visit me was a group of Chapter 54 members. Tim Reberg and his two boys showed up for lunch on Sat. as did Marlon Gunderson and Nick Stolley. Tim and the boys drove down with their camper and Ole and Nick flew down in the Piper J-5. I was on stage for an Air Academy presentation on Thurs. evening and I saw a Piper J-5 parked over in the antique aircraft parking area and thought maybe that that was Marlon's. From that distance I thought that he must have cleaned it up really well. Turns out that it was a different one. Matter of fact I think it won the Grand Champion trophy. (The different one, not Marlon's.) It was good to see some faces from home after having been here for so long. Jim Olson and his wife stopped over for lunch one day too, earlier in the week.

I don't know anything about a program for the monthly meeting as I'm kind of isolated here at OSH. and I will not be able to schedule a board meeting for the normal time as I won't be back in time. I think Tim Reberg has an organizational meeting scheduled to discuss the fly-in breakfast arrangements which I also will not be able to attend. Do the best you can without me and I will see you when I get back. At that time I will still have plenty of time to order and purchase the necessary supplies for the breakfast.

--- Bill Schanks

**EAA Chapter 54** is located at  
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Submissions for publication are encouraged, and should be sent to:

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Chapter 54 gathers at 7:30pm, on the Second Monday of each month, at an announced location (we lost our Chapter House during the storm).

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Visit our WEB site at [www.eaa54.org](http://www.eaa54.org)

## Chapter 54 Fundraiser Kickoff.

This note was sent two weeks ago to members@eaa54.org.

Chapter 54 has an enviable set of characteristics among EAA Chapters. We have active, involved leaders and members, a great small airport setting near a major metro area, members with a large variety of interesting experimental, antique, classic, and contemporary aircraft, and a local aviation environment that has much to offer.

Chapter 54 recently achieved the historic feat of establishing its own building structure on the field at Lake Elmo Airport, which ushers in a new era for the club and establishes a greater sense of permanence for it.

There remains much work to be done on the Chapterhouse to make it the comfortable and functional gathering place for our members that we hope it can be. We have gotten as far as we have with it due to the foresight, commitment, and work of a few members, and due to the financially secure condition that the chapter was in from successful flight breakfasts in years past and from good financial management.

To finish the remaining work on the building without depleting the chapter's funds that are earmarked for regular operating expenses, including EAA Academy scholarships, and other public service work which hopefully establishes the club as a 501c(3) non-profit organization, the Chapter is soliciting donations from its membership for a building completion fund. This fund will be used for the finishing materials required to make the building a functioning Chapter centerpiece that we are all proud of. This work includes painting, electrical and interior work, and the building of a deck and stairs for the structure.

We have established the goal of raising \$4500 to complete the building. The chapter has about 90 members so you can do the math to see what kind of donation would be sharing the load equitably. We have received \$100 commitments from a handful of members before the fundraising effort was even kicked off, so we hope that others will be inspired to follow their lead and pitch in.

In recognition of any donation that you are able to make, the Chapterhouse will feature a prominent shrine of some sort in your honor naming you as a charter member of the building completion effort to be admired by all posterity. \$100 contributors will be identified as gold(en) charter members. The best reward for your donation, however, will be a comfortable and attractive clubhouse that will foster the growth and health of the chapter in the future and reflect the commitment that we all have to helping each other share our interest in aviation.

The Chapter's 501c(3) tax-exempt status has been applied for but not yet approved. Once (and if) approved this year, your donation can be claimed as a tax deductible contribution. While approval is not a certainty, the chapter is fairly confident that it will get approval. If tax deductibility is an important consideration for you, you can just send a pledge for now, and make the payment once the chapter has 501c(3) approval. If you choose to pledge, please indicate whether you would be willing to make the donation by year-end even if we have not received 501c(3) approval, as we would like to conclude the fundraising this year.

Donations can be mailed to:  
EAA Chapter 54 Building Fund Committee  
c/o Marlon Gunderson  
2986 Lake Elmo Ave N  
Lake Elmo, MN 55042  
or hand delivered at an upcoming chapter meeting.

Pledges can be e-mailed to:  
EAA Chapter 54 Building Fund Committee,  
c/o [marlon@agere.com](mailto:marlon@agere.com),  
Snail mailed to the same address as donations,  
or given by phone at 651-748-1448.

Thank you for your attention and support.

Marlon Gunderson  
EAA Ch.54 Building Fund Committee member

## Outstanding Achievement

This note was sent to members@caa54.org by Bill Schanks:

And speaking of our very own Chapter 54, last night at Theater in the Woods, I had the extreme privilege of accepting the award, Outstanding Achievement for Chapter 54 member Jim Montague. There were 13 recipients for this award throughout the entire country. Jim Montague is in good company, right up there with the very best of the very best. A long overdue, well deserved recognition. CONGRATULATIONS JIM!

## Treasurer's Report: 8/2/2001

Money Market	\$2,235.33
Operations	\$ 861.49
Cash	\$ 25.00
<hr/>	
Total	\$3,121.82

Collected \$120.00 dues. Received a \$267.00 refund for Chris Harsling's EAA Air Academy tuition. Paid \$3,500.00 for the last half of our new Building. Paid \$341.82 for concrete. Paid \$25.00 for a food permit for the Pancake Breakfast. Paid \$363.00 for a Building Permit. These numbers do not reflect any Building Fund contributions that Marlon has collected.

## Calendar:

**August 12** Chapter Pancake Breakfast

**August 13** Chapter Gathering  
Lake Elmo's Christ Lutheran Church

## Chapter 54 Fundraiser UPDATE

We received this information from Marlon Gunderson of our Chapter's Building Fund Committee.

The current status is:  
checks received: \$700  
pledges received: \$700

Other donations to the building: Dick Straight—entry steps, David Fiebigger—engineering drawings, Tom Brown—A/C unit, ...are some of the stuff that I've heard about.

## Nick and Marlon's Excellent Adventure

As told by Marlon Gundersen

Nick Stolley and I headed to Oshkosh Thursday afternoon, July 26. The flight down was in beautiful blue skies with some scattered small fair weather cumulus. We flew over Mondovi and refueled in Black River Falls on the way down. Fisk had their hands full after the airshow and the pipeline from Ripon to OSH was packed when we arrived at about 7pm. Fisk was asking about every 4th airplane to return to Ripon and get back in line to get better separation; fortunately we weren't one of them. We had several aircraft cut in line in front of us between Ripon and Fisk and even one on base approach to 36L.

In addition to putting the ACC sign in the window for the ground crews, we also indicated "Antique, 1941" and "Row 75" so that we wouldn't get sent a mile south, which is where they were putting everyone else including nice showplanes. They sent a scooter to look for a spot in the antique area, which was very full, and 5 minutes later we were following the scooter to row 63, about 5 rows south of Theater in the Woods. Thursday night the camping and parking areas were at about capacity, but aircraft started bailing out Friday and by Friday pm the antique area was a third empty and kept getting more empty through the weekend. I think the Tuesday start doesn't work as well as a Wednesday start for keeping the aircraft there for the weekend.

We set up camp under our wing (yes the J5 will haul a tent, two bags, two ground pads, two knapsacks, tiedowns, and two pilots), looked around at some of the fine aircraft in the Antique area, and found the only cafe left serving food at 9pm at the Red Barn. Chuck Yeager was just wrapping up his talk at the Theater when we returned to the tent, and we turned in early. We were up with the light at 5:15am and it seemed like the day was well under way when The Yodeler started his 7am good morning tirade on the loudspeaker.

We quickly learned that there was another J5A just a few rows North of us that was an award contender. It was owned by a guy from Tennessee and rebuilt at a

shop in Wisconsin, looking better than new, soon to be seen on an EAA magazine cover near you. I saw a camera crew interviewing the owner and rebuilder later in the day, and met Steve Krog there—one of the VAA directors, Cub Club editor, and fellow J5A owner/aficionado. Upon my return home, I was happy to read on the AirVenture website that it had indeed taken the Antique Grand Champion award. I look forward to the magazine issue that introduces readers to this lesser known Cub. If I didn't like my J5 so much, I might now be in a good position to play the J5A spot market.

At noon on Friday, I ran into my brother Milt who had flown in that morning with his three young boys in his PA-16 Clipper, formerly owned by Jerry Sarracco of Chapter 54, and found he was camped just 5 rows South of us.

Some of the more memorable things we saw were two B1B bombers doing formation flybys, some fast with swept wings, and some slow with extended wings; a Boeing Stratoliner four engine taildragger airliner, and the Vimy Vickers whose 700hp produces a 70 mph cruise. I went to the FlyMarket even though I already had a supply of Billy-Bob teeth. While I was gone someone left a note in my J5 saying they had flown my J5 during '94-'97 at the tailwheel school in Prescott, AZ, was glad to see it here and wished me good flying.

Friday night we enjoyed the music and comedy act of Mike Snider from The Grand Ol' Opry at the Theater in the woods, but I missed comedian Rod Machado and Balloonist Bertrand Piccard on Saturday night to visit with a cousin who had flown his Navion in from Montana. The ornithopter, complete with wingwalker, made an impromptu flight through the campground while I was there, which was a big hit with the kids.

We scrubbed plans for a fly-out to Shawano on Saturday morning due to showers. Instead I waited out the rain at a Poly-Fiber forum on

fabric maintenance/repair and learned something about Carnauba wax and plastisizers, and I picked up a free WI Aeronautical Map at the Wisconsin tourism booth while wandering through Building A. Nick and I visited Bill Schanks at the EAA Academy and sponged a free lunch from the academy. We saw Tim Reberg there too. One of the Academy counselors overheard Nick talking aerobatics and offered up a free pass into the VIP area so that Nick could rub shoulders with the aerobatic pilots during the airshow.

We intended to depart early Sunday a.m., but high humidity and fog grounded us for the morning. The fog provided the moisture for cleaning the airplane fabric though, and the time to do it. VFR flight didn't open until 11am, and then we had a 45 minute taxi to takeoff among the hundreds of VFR departures backlogged. We stopped in Wautoma just 30 minutes out to refuel (hotdogs and 100LL), and watched a P51 pilot giving rides at \$500 a pop to the able-walleted. We climbed to 4500' into smooth clear air above a broken ceiling between Wautoma and Black River Falls, and then dropped down for sight seeing in the farming and bluff country between BRF and Wabasha, then followed the river back home to Redwing and on in. To top the trip off, on return to 21D I found my hangar wall posts all set in concrete and ready for framing; the contractor had been at work while I was gone. As Norm Peterson is fond of saying, it doesn't get much better than that.

— Marlon Gunderson

## BOEING 307

This was sent by Chapter Member Jim Montague:

The Boeing 307 did a flyover at Lake Elmo on Sunday, to impress the folks at Mark Holliday's Swift party. This airplane was the world's first pressurized airliner, and was built just prior to WWII. Designers added a big pressurized fuselage to a B-17 bomber wing. The 307s were very reliable and flew thousands of hours in wartime service. There were only 10 or 11 built, and this is the only survivor. With four big Wright 1820 radials churning, it makes a very impressive fly-by.

After the war, they were outdated, and replaced by the newer DC-4's and DC-6's and Constellations and Stratocruisers. The Stratocruisers were similar to the Boeing 307, in that they were based on a B-29 bomber wing (with R4360 engines).

Charlie Hoover saw it parked at Oshkosh, and even Charlie Hoover (who owns two of the most beautiful polished airplanes in the world) says that the polish job looks good up close.

## Hangar for rent

This just in from Chapter member Danny Bergstrom:

At long last my hangar is almost completed. The floor and aprons are finished and we have electricity to the main electric panel. I am still using extension cord to run the hangar doors...but they do go up and down. The electrician should be done in about 2 weeks.

I have my Spezio and a Cessna 172 in the hangar at this time. There is still room for a small homebuilt (RV, Tailwind or Titan size aircraft). Please let our Chapter 54 members know, the rate will be \$75 per month.

Thanks,  
Dan Bergstrom  
651-777-2680  
kdBergstrom@mmmpcc.org

## AirVenture - An education adventure

By Art Edlund

There are many justifications for attendance at the Oshkosh AirVenture: close-up looks at interesting aircraft, the latest developments in equipment, the daily air show, story swapping with pilots from everywhere, hundreds of forums on everything aeronautical - technical, humorous, and historic. I realized at this my 28th visit to the Oshkosh AirVenture that my main reason for attendance was to find out things I don't know. There are a lot of things in that category. Some are simple curiosity, some are how to fly better and safer, others are fix-its for old problems. This year I explored a new category, how to help my Chapter. Where better to get this than at the 'head shed.'

I am excited about the improvements Chapter 54 has been achieving in the past few years. Capped in 2001 by a permanent 'place'- the club house. So I attended a roundtable discussion at the Chapters office on the flight line on "Clubhouses and Hangars." This was one of 12 roundtables held during the week. While there were only ten participants in my group, the discussion was hosted at five different times during the week. Bill Hanna (whom we met at last years Chapters event) was the discussion leader.

There were immediate questions about the implications of the Chapter's 501c(3) tax status. Bill deferred these questions to another roundtable series specifically on that question. This discussion was intended as a primer on clubhouse and hangars. The other participants ranged from chapters that: all ready own a hangar or clubhouse to those who only have the dream.

The first thing considered was WHY? The facility depends on the kind of activities a Chapter engages in, the locale it serves, the size of its membership, and other factors unique to a Chapter. The chapter's mission statements and objectives need to be reviewed thoughtfully to assure that owning a building will be compatible with the chapters long-term direction. A vision "to own a chapter clubhouse" is not properly framed. A better question is "how would owning a clubhouse help meet our vision?"

For Chapters populated with many active pilots with many aircraft, aircraft storage and provisions for flight planning should drive the building plan. Other Chapters are focused on aircraft construction and their facility may want to be

tailored more around the concepts of a workshop. If providing aviation education dominates a Chapter's activities, classroom features will need to be reflected in its facility. Will the Chapter also sponsor fly-ins and other activities that bring in the public? Most chapters are a mixture of all of the above activities as well as engaging in social and family activities. Four important basic functions are involved in any EAA Chapter: AIRMANSHIP, CRAFTSMANSHIP, CITIZENSHIP, FELLOWSHIP. A Chapter's vision and mission will change over time. A Chapter will also discover that owning a building enables new activities it had not engaged in previously. A degree of flexibility should be planned for.

The next major topic discussed was: WHAT SHOULD IT LOOK LIKE? Once the need and will of the Chapter exists to own a building, a Building Committee should be appointed. This establishes a process and responsibility to translate the Chapter's needs into specific plans and specifications. The Committee should also be charged with overall administration of the project through its completion - a very important group. Give the process sufficient time for ideas to be stimulated: good ideas cannot be scheduled and frequently are the product of bad ideas. Share the alternatives with Chapter membership. Most often, the final plan will end up as a hybrid derived from the features of several different plans.

Some Chapters have the good fortune to find a suitable building that can be purchased or donated. Do not overlook the opportunities that an existing building may offer. If the building is serviceable, the Chapter will begin to enjoy the benefits of owning a facility immediately (construction projects take a long time to complete.) Check with local building authorities and get quotes from contractors if necessary. This is a very practical route to acquiring a Chapter building, just try to avoid the bigger surprises that might occur.

### WHO WILL DO THE WORK?

A major factor in the final cost for a facility is the amount of volunteer expertise and labor within the Chapter membership. Many Chapter members will have basic carpentry skills. There may also be members that are capable of doing electrical or

the Chapter to fund the project. These loans may be interest-free or at a lower rate than a commercial loan.

This approach can provide significant savings to the Chapter. A pledging campaign will determine how much funding can be secured this way. All member loans to the Chapter should be covered with a written agreement that defines the loan amount, any interest due and the repayment plan. Care should be exercised to not allow member loans to be too large and too long term. If the Chapter owes an individual member a large sum of money or the loan extends over too many years, problems can arise.

Donations are another source of money to cover the project. This is especially true if the Chapter has a 501(c)3 tax status. In this case the donation is tax deductible and can be very favorable for the donor. This is an especially fruitful area to explore if contractors, building supply stores and other business can be found who are aviation-minded individuals. An amazing amount of materials and services can be obtained in this manner. Just be certain to acknowledge the donors and maybe throw a "hangar-warming" party on their behalf when the project is done. A few airplane rides will reward a lot of generosity and maybe even net some more members.

#### WHAT HAPPENS WHEN ITS DONE?

Owning a building will yield many benefits to the Chapter. The Chapter will have a "home" that helps contribute to its identity - both internally and to the external world as well. The Chapter will find it can support many more activities and programs when it has a permanent facility and equipment. More members are likely to join the Chapter as a result. A Chapter building is a key enabler toward meeting many of the Chapters goals and overall mission. However, ownership also creates some new obligations and issues for the Chapter to manage.

Owning a building creates on-going expenses for the Chapter: insurance, maintenance and utilities. Establishing a fair rate schedule for leases on hangar or shop space requires some careful analysis. An EAA Chapter is NOT a business. Depending on the building revenues to pay off the mortgage or loans that covered its construction may be in conflict with the Chapter objectives that motivated its construction. A different

approach should be used to determine how much to charge.

Leasing hangar or shop space is a service to the members. If the rates are too high, it becomes exploitative and they will go elsewhere. Use of the Chapter facility should be a benefit to the members - not a premium. On the other hand, lease rates that are too low and do not help defray the overall expenses of the facility, result in the membership at large subsidizing the tenants. It should also be recognized that the building does provide a benefit to all members and some portion of the on-going building expense is a legitimate charge to the chapters general budget. Obviously the middle ground must be found.

Insurance coverage must be maintained - both to protect the Chapter's assets and cover the risks. Again, the EAA Chapter insurance covers the liability associated with chapter activities, and if a Chapter owns a building the rates are higher since the Chapter will inherently have more activities. Fire and casualty insurance must be secured independently. Chapter Hangarkeeper's insurance is also available that provides coverage specific to the storage of aircraft.

Who will mow the grass and fix the leaky faucet? Spontaneous volunteers will handle many of the maintenance chores, but a process that identifies work to be done is helpful. Some Chapters appoint a Building Manager to monitor maintenance and keep a "to do" list posted. The EAA has a long standing reputation for sponsoring activities that are noted for their cleanliness. Our EAA facilities need to reflect that same ethic with good maintenance and grounds keeping. Plan for it.

This was a very informative discussion with everyone contributing ideas. These notes were taken partly from the discussion guide prepared by Bill Hanna, EAA Chapter Advisory Council, who conducted the roundtable.

— Art Edhlund



mechanical work as well. It's important to assess the skills available within the Chapter membership and their willingness to work on the project cost.

There is a downside to the use of Chapter resources. Some phases of a construction project need to follow a fairly disciplined schedule: volunteers are not always available when needed regardless of how willing they may be. Use of volunteer labor should also be understood in the context of local ordinances and building codes.

There is much work involved in a construction project and it can extend over a considerable time period. Another potentially negative consideration regarding Chapter volunteer labor is the risk of burnout. The pressure to keep the project moving, get things done and make sure everything is right can impact some conscientious volunteers worse than a regular job. No project is worth losing members - we all joined EAA for fun and the sport of aviation, not to build buildings. Don't overdo or exploit your willing workers.

The building committee should perform a thorough assessment of the internal resources of the Chapter membership and develop a project work plan that takes advantage of the expertise and abilities available. Work parties that are well organized can accomplish much of the work involved and also have fun. No organized work schedule, no materials on hand, no supervision or direction all lead to disgruntled volunteers and a project that is at great risk.

A Project Manager should be appointed. This person should be responsible to the Building committee (preferably a member.) The Project Manager has day-to-day responsibility for overseeing the project and should be the single-point contact for all interfaces with contractors, inspectors, etc. He should have authority to make detail decisions about the project and be able to make payments. This is not a weekend and evening job. The person appointed should have a degree of personal schedule flexibility and some experience with building projects - anyone who has had a house built is a good candidate.

#### PAPERWORK, PAPERWORK, PAPERWORK

When a general contractor is used for the project, the

contractor handles the many permits and inspections, and the process is transparent to the Chapter. If a Chapter assumes responsibility for managing the construction, several reviews, permits and inspections must be obtained. Given the complexities of building codes and local ordinances, this can be a complex and sometimes frustrating task.

The airport governing body is the first to be consulted and approve the plans. The plans must also be submitted to the local building authority for approval prior to the issuance of a building permit. During construction several inspections will be required.

In addition to the construction documentation process, a deed of property lease must be secured and the Chapter-owned facility needs to be properly entered on the tax rolls. Generally, as a non-profit corporation, the Chapter should not have to pay property taxes. This may not happen automatically, however. The Chapter may have to appeal to the local tax assessors' office to establish the tax exemption - not a simple task.

As the project progresses, insurance should be secured. The value of the asset will increase quickly and should be protected. The EAA Chapter insurance is liability insurance for Chapter activities - it does not cover the physical structure and its contents.

#### HOW TO PAY FOR IT

Clearly, the financial assets of the Chapter going into a building project are a major determining factor to proceed. Unless the Chapter has accumulated a significant portion of the money necessary to fund the project, it probably should not proceed. Several options are available to the Chapter to fully fund a project.

A mortgage can be obtained from conventional financial institutions. Committing to a long-term financial obligation for the Chapter should not be made without full consultation of the entire Chapter membership.

The Chapter should not overlook the potential of a financial arrangement with the local airport authority or FBO. Given all the positive aspects of an EAA facility on the airport, they may be willing to underwrite the project or even build the facility and lease it to the Chapter.

Many Chapter members may be willing to make loans to