



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JULY 2015

July 2015

NEXT MONTH'S PROGRAM WILL BE ON

MONDAY August 10, 2015

- Come at 7:00 pm and socialize.
- **CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**
- Our Chapter Web site address: www.eaa54.org

INSIDE THIS ISSUE:

SR 71	1
EAGLE FLIGHT	4
A TOAST TO RAE	5
BOARD MEETING MINUTES	6
YOUNG EAGLE REPORT	7
MOSQUITO BOMBER	8
WOMEN VENTURE IN OSHKOSH	11

Upcoming Events

1. Next Meeting — August 10
2. Next Young Eagles event — August 15, 2015
3. Aviation Day Pancake Breakfast — August 16, 2015
4. Airventure Oshkosh — July 20 to 27, 2015

Paul Peberezny called Airventure the EAA Annual Convention— turns out, a couple hundred thousand people also stop by.

Everyone should go at least once to see the spectacle. There is something there for everyone — most people cannot see it all in the time they have.

Maj . Gen. Patrick Halloran

Flying the SR 71 Blackbird



The Major General flew the U2 and the SR-71 “Blackbird” for the Air Force after being a fighter pilot for about 8 years, including time in the Korean War.

He heard about “special airplanes” being developed by the CIA in the desert. Started noticing that pilots would ‘disappear’, the pilots were de-commissioned in order to work for the CIA and overfly Russia. (Military personnel could not over-fly Russia as that would’ve been considered an act of war.)

He got selected to test the new planes, was told that he would fly higher than he had ever flown before and would be required to wear a space suit. He spent 9 years flying the U2 beginning in 1957. 55 U2s were built. After that 9 years, they got wind of a new plane being developed – the SR 71 Blackbird. Top secret – no one had heard of it. 8 pilots were

pulled out of the U2 program to fly the SR-71. He was the senior guy and got to fly it first.

The cold war was still going on after Powers was shot down. The US needed something more survivable. Kelly (builder) said that the SR-71 was the most challenging and the most rewarding plane he ever built.

The SR-71, flew over Mach 3 and the skin developed very high temperatures, traditional materials could not survive. Titanium was the only material that could withstand average skin temperatures of 550 degrees. Kelly formed a dummy company and bought all the titanium they could get ---- from the Soviet Union! The Soviets did not realize what was happening.

The plan was to repeat the U2 training and development program, a military side and a non-military counterpart. They built the A-12 first, then the YF-12A, then the SR-71. The SR-71 had much more equipment – cameras and electronic intelligence. The government shut down the A-12 program to focus on the SR-71. The planes were painted black to help dissipate heat. There was a trainer allowing an instructor to fly with the student.

The SR-71 was 5 feet longer, 20,000 pounds heavier than the A-12. The plane could carry a recon systems officer who supported the pilot. Flying the plane requires the complete attention of the pilot.

The pressure suit weighs 50 pounds and will protect the pilot to 800 degrees.. The light at altitude is very bright, so the helmet face shield is tinted.

The panel is all round dials, steam gauges. There is a screen to project maps real time in flight. There is a unique instrument that provides speed in Mach speeds. Once the plane is supersonic the pilot has to switch to that instrument as the pitot tube instruments become unreliable.

The plane had a periscope, A small mirror that could be extended above the plane so the pilot could look back if a warning light came on. All of the antennae were retracted at climb-out because nothing could withstand the heat of flight.

The engine was a J-58 producing 34,000 pounds of thrust. It has a full time afterburner (3400 degrees). The fuel burned is specialized: JP – 7 Fuel with a flash point of 350 degrees.



The plane leaked fuel on the ground because the plane grows about 8 inches in flight due to the heat. The designer tried but couldn't solve the problem and said it would just leak on the ground. (Not a safety hazard because the flash point is so high.) There is a 9 stage compressor in the engine. Air bleeds off in the 4th stage. The innovative air inlet system is the key to Mach 3. At Mach 2, there is a spike that moves back 26 inches and it moves back and forth bringing the sonic shock wave into the inlet.

Flying the Blackbird was challenging and revolutionary; pilots needed help getting into the partial pressure suit

Flight characteristic details:

Take off was at 210 knots with full after-burner; tire failure happened at 220 knots, so take off number is critical.

Gear up at 300 knots, Initial Climb is 400 K, Air refuel at 325 Knots. The planes takes off with half the fuel load and then goes immediately to a tanker to do an in-air full fuel up. Supersonic climb (after refueling) is 450 Kts

Approaching Mach one, the plane will do a small dive to punch through the sound barrier and can then move to Mach 3. The real top speed is 427 degrees on the compressor face. Time/distance up is 20 minutes and 330 miles, Time/distance down is 13 minutes and 200 miles; descent has to be carefully managed because of the heat.

Burns 7,000 gallons per hour, requiring re-fueling about every hour and a half – carries 12,000 gallons, Takes 15 minutes to fully refuel, 80,000 pounds – 12,000 gallons. Navigation system was astro-inertial, locking onto start positions even before the plane leaves the runway. Fuel tanks are all in the middle of the airplane. When the plane goes supersonic, the center of gravity moves aft. through a process of pumps that moves the center of gravity and the center of lift. It changes back as the plane's speed decreases.

SR71 speed records

New York to London 1 hour 55 minutes

London to Los Angeles 3 hours 47 minutes

Fleet Loses: 20 blackbirds were lost—There was a trainer coming for landing when the pumps failed, The CG stayed too far aft so the pilots bailed out successfully but the plane was destroyed

Bailouts – 26, one did it twice. 4 @ Mach 3/ 80K ft; 1 @ zero/zero (on the ground with no airspeed) -that was a tire failure. Crew losses – 2 CIA pilots, 2 Lockheed Engineers. No air force flight crews were lost in the 25+ years of operations. An unequalled record.

The Blackbird had no flaps, spoilers or air brakes; lowering the gear was the only way to increase drag to slow the plane. Touch down at 155, with a large chute to slow the plane down.

9th recon wing

Total hours: 53, 490

Above Mach 3: 11,670

Op sorties: 3,551

Air refuels >25,000

Pilots 86

Program closed in 1990

Reopened in 95 at Edwards AFB 2 planes

Final closure in 1997. The Air Force did not want to continue to fund the program

Where are the black birds now?

29 in U.S. museums

1 in the UK @ Duxford



Chapter 54 Eagle Flight by Dave Syverson

During the noon break on our Farnsworth tour day I had an opportunity to meet one of the contributors to the Farnsworth event from the Radio Control Club. Dave Scherer and I had an interesting interchange about the striking similarities between building a radio controlled model aircraft and a homebuilt aircraft.

The subject evolved to our shared interests and ended up with Dave being pretty clear that he'd love a ride. I shared the information regarding EAA's Eagle Flights and the benefits of including registration in the program to a person interested in flying.

We chose a day that happened to yield an excellent evening for a very smooth and CAVU event on June 5th, 2015. Dave eagerly inspected the Kitfox, asked about what kind of covering it had...naturally I had a piece of fabric in the hangar and he proclaimed....just like covering a radio controlled model!

The trip lasted nearly an hour and a half as Dave adapted his RC skills to handling the controls extremely well...even kept the Kitfox within the 100 foot PPC standard for altitude over a 50-60 mile course!

Near the end of the trip I suggested he point the nose towards White Bear Lake when he proclaimed...Hey!..That's where I live! We were positioned to make a safe and ideal pass near his house where he got many photos and a video.

I did my part and got his registration in to EAA right away so he can enjoy his 6 month gratis membership.



EAA CHAPTER 54 TREASURER'S REPORT

BY TOM GIBBONS

EDITORS NOTE: AS DISCUSSED AT A RECENT BOARD OF DIRECTORS MEETING, THE TREASURER'S REPORT WILL NOW BE ON OUR WEBSITE AT WWW.EAA54.ORG/MEMBERSONLY



Let us Raise our Glasses in a Toast to Absent Friends

Many of you may have heard of the passing of Rae Kupferschmidt on June 25th; she truly was a miracle lady.

We all heard about her recovery from a significant brain bleed in 2008; the doctors said that there was nothing they could do and the family prepared for a funeral.

God had other plans and Rae regained consciousness and had more years to live among us as wife, friend, mother, sister.

Rae lived a rich life and served many; she was a school nurse, sign language interpreter, cable TV broadcaster and dedicated EAA volunteer.

Not only was she a reliable volunteer for our chapter aviation days, she worked in the kitchen for the Oshkosh work parties. She created countless prayer shawls for people facing daunting life challenges and for those in military service. We loved having Rae at our chapter's social events and will miss her smile and sense of humor.

Al, our thoughts and prayers are with you as you make the transition to the next phase of your life. God's grace will guide you, as it has for these past years. You have truly shown us how love behaves in the face of hardship.

When Rae woke up 7 years ago, she said she believed that God had a plan for her. I wonder now if the plan was that Al and Rae together could serve as role models for others who will face serious challenges to their faith, their love and their lives.

I know that the next time I feel like grumbling, I will stop and think of Al's dedication to Rae. It wasn't easy, and I know that it took a lot of perseverance, but Al stayed the course and I am sure that Rae is in heaven singing his praises and ringing the bells!



Rae Kupferschmidt, Left, in photo above



Rae Kupferschmidt, right, in photo above

NEW GOODYEAR AIRSHIP 'WINGFOOT ONE' TO MAKE FIRST OSHKOSH APPEARANCE AT EAA AIRVENTURE 2015

The Goodyear Tire & Rubber Company's newest airship, "Wingfoot One," will continue a long tradition of Oshkosh Goodyear appearances with its inaugural visit to EAA AirVenture Oshkosh 2015. "Wingfoot One" is the first of Goodyear's new generation of semi-rigid airships. First flown in spring 2014, the airship was manufactured by Germany's ZLT Zeppelin Luftschifftechnik and assembled by a team of Zeppelin and Goodyear engineers. It represents the first major structural change of a Goodyear airship in nearly 70 years.

The new airship features advanced on-board avionics and flight control systems with the capability to travel at faster speeds and hover in place. The spacious passenger gondola will provide an enhanced in-flight experience with sweeping, panoramic windows. EAA AirVenture Oshkosh 2015 attendees will have the opportunity to see "Wingfoot One" perform in various air shows and meet the "Wingfoot One" pilots at a variety of events, ranging from autograph sessions to forum presentations.

EAA Chapter 54 Board Meeting Minutes July 13, 2015

Bettie Seitzer, Secretary. Called to order at 5:42 p.m. Quorum was confirmed

Attendees: Jim Pearsall, Dale Seitzer, Leif Erickson, Paul Randall, Dave Syverson, Linda Amble, Bruce , and Tom Gibbons

Agenda Review: Paul moved to approve, Dave Syverson seconded, all approved

Board meeting minutes from the January meeting were approved, after the following discussion.

Housing:

Painting does not adequately protect the wood siding. Vinyl siding has been recommended as a replacement.

Jim researched and estimates the cost to be \$2,500 to \$3,500. We will need a project leader that has done this work before who could lead a team of volunteers.

Motion: "Move that the building be re-sided under the direction of a project manager to be determined. Project manager shall present final plans to the board for approval prior to purchase of material or beginning construction."

Motion by Bettie, seconded by Dale. Passed unanimously by 6 board members present.

Aviation Day: August 16th will work well for our aviation day.

Chairs have been reserved

Board had approved purchase of small refrigerators for use at the breakfast. Budget was \$225. We need more refrigerator space

Suggestion that we purchase a small full-size refrigerator and give it to Gatis with the provision that we have full access to it during the event.

MOTION: Increase the refrigerator budget to \$350.00 to buy a full-size refrigerator. Leif will talk with Gatis,

Jim will go shopping and will deliver it either to the clubhouse or Valters.

Moved Randall, Dale second. Motion carried unanimously

Shirts for aviation day volunteers: Jack will continue the consideration; shirts would be purchased by volunteers.

Dale will investigate logo wear for the chapter

Surveying the members: Jim will continue to investigate survey tools and options.

FAST Team: John Renwick has applied to be a FAST Team member; he will complete the required training in August.

Farnsworth Donation: Board previously approve \$1,000 donation to a school. Moved that we present the check at Aviation day. Approved unanimously. Linda and Bettie will create a "presentation check" for that day.

Air Academy

2 children have been sent, and have already come back. We are under budget.

A suggestion was made to follow up with previous Air Academy attendees to find any students who are now in or entering college with aviation related majors. We might consider offering them a small scholarship when we have extra money in our education budget.



Tailwinds Flying Club Partnership Welcomes New Members

Tailwinds Flying Partners 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! To inquire about membership, please email or call Mark at 651-983-6206. www.tailwinds21d.org



Chapter 54 Meeting Minutes

By Bettie Seitzer, Chapter Secretary

July Meeting Notes – 36 people in attendance because of the fine speaker.

Oshkosh events:

Dale Seitzer will be giving a Sky Ranger seminar at the Red Barn (south end of the field). He is also our technical advisor for Rotax engines.

Paul Randall will be giving a seminar on motor gliders Monday at 8:30 a.m. on Gamma Stage 2, and Wednesday 2:30 on stage 10 – Polyfiber

Young Eagles July 2015

Last Saturday, July 11, 28 kids showed up for Young Eagles flights.

From registration, certificator, printer set up/ maintenance, weather advisors, load master, to the line guy, flights, one returning and new pilots x 2, log book handouts, photographs, crowd control, backup helpers, building maintenance and building spiffing up, Boy Scout merit badge facilitator, moral supporters, web site upkeep, backup pilots, and ground support back up, set up, tear down...the volunteer turn out was stupendous!

Dave Syverson came back for a cameo appearance with his Kitfox. John Regenold and his son, the other John Regenold, and Phillip Regenold gave their first Young Eagle flights, too.



RARE BRITISH MOSQUITO FIGHTER/BOMBER ADDED TO EAA AIRVENTURE OSHKOSH 2015 WARBIRD LINEUP

A rare de Havilland Mosquito fighter/bomber, the legendary Royal Air Force aircraft from World War II, will help commemorate the 75th anniversary of the Battle of Britain at EAA AirVenture Oshkosh 2015. The 63rd annual Experimental Aircraft Association (EAA) fly-in convention will be held July 20-26 at Wittman Regional Airport in Oshkosh.

The aircraft, operated by the Military Aviation Museum of Virginia Beach, Virginia, and flying after a multi-year restoration by AVspecs in New Zealand, is expected to arrive on Monday, July 20 – AirVenture’s opening day – and be on display throughout the week. The aircraft is also expected to fly in various warbird shows during the week and be featured in a Warbirds in Review program on the flightline. It means that two Mosquito aircraft will be in Oshkosh at the same time, as a similar Mosquito is on non-flying display at the EAA AirVenture Museum.



“The Mosquito holds an exclusive place in the roster of legendary World War II aircraft, as it was used for daring missions throughout the European Theater,” said Bill Fischer, executive director of EAA’s Warbirds of America. “Its unique design, strong flying capabilities, and wood construction made it a unique but very effective weapons platform. To have this rare flying example at Oshkosh, along with other historic Commonwealth aircraft, is certainly one of the highlights of this year’s AirVenture gathering of warbirds.”

According to [Royal Air Force \(RAF\) history](#), the Mosquito was very close to never being built. Geoffrey de Havilland’s original proposal for a bomber made of wood (to save valuable metal for armaments and other war needs) received only reluctant approval, so much so that the de Havilland company funded the prototype’s construction from its own resources. After its first flight in November 1940, the airplane’s speed and fighter-like handling quickly made it popular for all types of missions. With the development of high-accuracy bombing aids, the Mosquito became known for its ability to destroy a target with less bomb tonnage than larger Allied bombers.

Twin City Barnstormers — Continued from Page 9

What: World War II bi-plane ride business **Owner:** Northfielder Jeff Peterson **Where:** Stanton airfield, located at Hwy. 19 and Hwy. 56 between Northfield and Cannon Falls

The airplane: A beautifully restored 1941 PT-17 Boeing Stearman World War II training bi-plane. Except for the electronic equipment required for flight under the Minneapolis Class B Airspace, the airplane is all stock – from its 220HP Continental 670 Radial Engine to the wood and fabric wings and tail section. Painted in Army Air Corps colors, Peterson’s Stearman represents the thousands built in the early 1940s to serve as primary trainers for Army and Navy pilots.

Military donation/discount: To commemorate World War II pilots and all other U.S. military heroes who have sacrificed so much for our country, Twin City Barnstormers will make a donation to the Wounded Warrior Project for every revenue flight. TCB will also offer a 10 percent discount to anyone who presents a valid military ID (active duty, Guard, Reserve or retired)

Reservations/information: To book your time travel in the Stearman biplane or to find out more about Twin city Barnstormers, call 507-645-4030

Stanton Airport launches "Twin City Barnstormers" Bi-plane Ride Business

Jeff Peterson describes it as taking a flight back in time.

Others who have experienced the rush of air wash over them from the giant wooden propeller and who have viewed the landscape hundreds of feet below framed by two bright yellow wings in Peterson's 1941 PT-17 Boeing Stearman bi-plane use words like "exciting" and "fantastic" and "exhilarating."

Folks in Northfield and the surrounding area will soon have an opportunity to add their own descriptions of flying in a fully-restored authentic World War II open cockpit Stearman training aircraft as Peterson is in the process of getting FAA approval to launch his bi-plane ride business. He expects to be open for business in early July.



"It's like they are coming out to take a ride back in time," said Peterson of those who experience flight in his WWII trainer. "Because it's authentic flying, it's an aviation experience. Everyone who climbs out of the cockpit can't stop talking."

The thrill of time travel feels even more authentic as Peterson's business, called "Twin City Barnstormers" is based at the historic Stanton Airfield — with its grass runways — which is just a short drive from Northfield.

"I knew the plane had a World War II pilot training history to it," Peterson said. "For me living in Northfield, it just makes it authentic. It all came together when I found that airplane and Stanton Airfield."



Peterson's arrival at Stanton Airfield was serendipitous. The Northfielder, who less than two years ago retired as a Major from the U.S. Air Force, was looking for a base of operation for his business, while the board of directors at Stanton Airfield was looking for a flight instructor and an assistant airport manager. Both got what they were looking for.

"Twin City Barnstormers chose Stanton Airfield as its base of operations because both organizations share World War II pilot training history," Peterson said. "It's a perfect partnership."

Peterson believes those who fly with him in the Stearman bi-plane are experiencing the "Golden Age of Flight," which he says is exemplified by the historical significance of both the airplane he flies and the airport from which he operates.

Marilyn Meline and Kent Johnson agree. Meline, a volunteer at the airfield and a board member, recently took to the skies with Peterson in his Stearman and called the flight "amazing and lots of fun." She says Stanton Airfield is developing quite a reputation for tail-wheel instruction and now flights.

"We're delighted to have the Stearman here in Stanton," said Meline, who noted that the airport is also known for tail-wheel instruction in the airfield-owned Piper PA-11, PA-12 and PA-18 airplanes, as well as for being the home of the Minnesota Soaring Club (gliders) since 1959.



Small-town airports close for lack of pilots

By Scott McFetridge Associated Press

For the first time in 60 years, airplanes won't be roaring down the runway at the airstrip in Onawa, Iowa, this summer. Racing dragsters will. Like many small cities across the country, Onawa is closing its airfield largely because of the steady decline in the number of pilots, especially in rural areas. After June 30, dragsters will be using the 3,400-foot-long concrete runway.

"It was a very hard decision for our council, but they decided, it's just not working," said Bradley Hanson, administrator of the western Iowa city, tucked between the Missouri River and scenic Loess Hills. Many small towns have had airfields almost since the early barnstorming days and expanded them after World War II when military pilots returned home, ready to resume work but eager to keep flying. The number of pilots with private certificates peaked at 357,000 in 1980. Since then, though, that number has nose-dived to 188,000, and hundreds of local airfields have been closing.

Interest has waned as planes became much more costly. New small planes that cost about \$13,000 in the late 1960s now go for \$250,000 or more, and owners also must pay more for specialized aviation fuel, liability insurance, maintenance and hangar space. So few planes touched down at the airport in nearby Hartley, Iowa, that the small community tore up its runway in 2010 and leased it to a farmer who now grows corn on the 80 acres.



"Nobody was buying airplanes, so when the runway and hangers needed work, they decided to do away with it," said Howard Orchard, the town's unofficial historian. Likewise, officials in the 6,000 person city of Hillsboro, Ill., also found a more profitable use for their rarely used airfield. They sold it to a company mining coal. "It was a hard pill to swallow for me to tell these guys we had to do away with it," said Bill Baran, the mayor at the time, who broke the bad news to local flyers. Dozens of pilots had once used the field, but only two planes were still based there when officials agreed to sell it in 2008. The pilot decline comes even as commercial aviation is drawing more passengers, with the industry expecting to see a record number of travelers this summer. That success has come with a price, though, as the once-flashy image of flying has been tarnished by hectic airports, packed commercial jets and frequent delays. For many people, there remains little glamour in flying.

"Air travel is not nearly as interesting as it used to be," said Tom Haines, a pilot since 1977 and editor with the Aircraft Owners and Pilots Association. At many small, rural airfields, where decades ago farmers, small-business owners and blue collar workers joined flying clubs and gathered for family barbecues amid the roar of planes, it now can be pretty quiet. While some general aviation airports in urban areas remain busy, others have "a little of a ghost town feel," said Haines.

When the Onawa airport closes, pilot Ed Weiner will move his airplane to a city 25 miles away. If properly developed, he believes the airfield would provide more economic benefit to the town than the drag strip will. Weiner, 70, says more people would fly small planes if they knew what the experience was like. "If you've never had it, you'll never miss it," he said. "It's like trying to describe the taste of chocolate cake."

WOMENVENTURE EXPANDING WITH NEW FEATURES AT EAA AIRVENTURE OSHKOSH 2015

The annual WomenVenture at EAA AirVenture Oshkosh 2015 has added more outstanding activities to its Wednesday, July 22 schedule. WomenVenture is an annual gathering designed to encourage and inspire women in aviation. Among the newly confirmed guests are: [Dr. Kathryn D. Sullivan](#); Under Secretary of Commerce for Oceans and Atmosphere and NOAA Administrator; [Vernice "FlyGirl" Armour](#); America's first African American female combat pilot and an air show line-up of female performers.

"WomenVenture is growing. It started as a photo, then we added a lunch and now it's an entire day of activities devoted towards women in aviation," says Janine Diana, EAA's vice president of people and culture. "It's an event for women to build camaraderie and to use our collective voice to inspire and motivate women of all ages to get engaged in aviation."

The July 22 schedule includes:

- 8 a.m. – Women in Aviation International breakfast with keynote speaker Jessica Cox, who was born without arms but was motivated to earn a sport pilot certificate in a Ercoupe that she could fly with her feet. Pre-registration is required.
- 11 a.m. – Annual WomenVenture group photo on AirVenture's showcase Boeing Plaza.
- 11:30 a.m. – "WomenVenture Power Lunch" at Theater in the Woods at 11:30. Pre-registration for the lunch is required. Speakers are Cindy Hasselbring, the leader/coordinator of STEM education initiatives for the State of Maryland, who is also a pilot and for 10 years has pursued a dream of traveling in space through NASA's astronaut candidate program, and Dr. Kathryn Sullivan, one of the first six women selected to join the NASA astronaut corps in 1978 and holds the distinction of being the first American woman to walk in space.
- 1:30 p.m. – Guest Speaker, "FlyGirl" presentation at the Theater in the Woods.
- 3:00 p.m. – "FlyGirl" book signing held at EAA Warehouse - Authors Corner.
- Approximately 3:45 p.m. – Many accomplished women skydivers included in a group attempting a world record.
- Approximately 4 p.m. – Air Show includes female performers: Patty Wagstaff, Julie Clark, Melissa Pemberton, wing walker Teresa Stokes.

In addition, all women are invited to the Welcome Center to sign the WomenVenture logbook any day during EAA AirVenture 2015.

<http://www.eaa.org/en/airventure/features-and-attractions/special-events/womenventure>

T-shirt Distribution Information

Official WomenVenture T-shirts will be distributed Monday and Tuesday, July 20 and 21, at the EAA Welcome Center, the Women in Aviation International booth, #2041-2043, and the Ninety-Nines booth, #2120-2121.

*T-shirt quantity limited, available while supplies last.



Chapter 54 Directory

President
Jim Pearsal
president@eaa54.org

Vice President
Paul Randall
vicepresident@eaa54.org

Treasurer
Tom Gibbons
treasurer@eaa54.org

Secretary/Class IV Director
Bettie Seitzer
secretary@eaa54.org

Education Director
Lief Erickson
education@eaa54.org

Housing Director
Dave Fiebiger
housing@eaa54.org

Membership Director
John Renwick
membership@eaa54.org

Young Eagles Director
Linda Amble
youngeagles@eaa54.org

Newsletter Editor/Director At-Large
Dale Seitzer
Newsletter@eaa54.org

Chapter Historian: Jeff Hove