

March 2014

THE NEXT PROGRAM WILL BE ON MONDAY

April 14, 2014

- **Regular Monthly Meeting**
- **7:00 PM, CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D.**

Upcoming Events

- | | |
|--------------------------------|------------------|
| May Meeting / Picnic | May 12, 2014 |
| May Young Eagles | May 10, 2014 |
| RV Lake Elmo Airport Fly In | TBD |
| Oshkosh Work Party | May 3-4 or 17-18 |
| Aviation Day Pancake Breakfast | Aug 17, 2014 |

Amy Gesch from Wipaire

Wipaire is a family owned company for three generations. Amy started at Wipaire two years ago. She is an active private pilot and an active Sport Pilot instructor; and is looking forward to buying her own plane. Her education was in aviation.



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History of Wipaire: Family run for three generations; the family is very active and involved in the day to day operations. Founded in 1946 by Ben Wiplinger as Wiplinger Aircraft Service, taking former military aircraft and retrofitting them to serve as corporate aircraft. The business was started at South St. Paul airport. In 1951 Ben purchased his first seaplane. In 1960 he founded Wipline, designing and selling his floats. They started building floats at the South St. Paul airport, sold the first set in 1962.

Bob (Ben's son) got an engineering degree and after a short stint with Honeywell, joined the family business. There is currently a manufacturing facility on the river including a seaplane base that has a landing strip and the ability to fit the floats to a plane and then transfer it to the water for take-off. The seaplane base is public use; the strip is "prior permission".

Every Tuesday there is a cookout at the seaplane base,

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Every Tuesday there is a cookout at the seaplane base, pilots who fly in eat free, open to the public, non-pilots pay \$10. There was a live bear that used to live near that manufacturing facility. An orphaned cub was adopted and moved to the area near their home. He was very tame and became the pet of everyone. Wipaire was founded in 1974 to be a Cessna dealer and service center. They are no longer a dealer but do still have the service relationship for the Cessna Caravan. They work directly with Cessna sales reps and also sell used planes.

1980 the Nomad was approved on 9500 amphibious floats. The plane was not hugely successful, but led to the development of the Caravan. 1985 the Wipline 8000 was approved for the Caravan. In 1989 the company established a paint and avionics department to allow customization for customers wanting a more distinctive finish for plane and floats. The avionics department can provide panels for any plane that can fly into the South St. Paul Airport. In 1996 they certified the Boos Beaver, the company owns one painted with an American flag on one side and the Canadian flag on the other side.

1997-1998 they added their small float line. The 2100 is certified for light planes, the 2350 is certified for the 172s. The numbering system for the floats is loosely correlated to the weight that the float can support. In 2000, they floated their 100th Cessna Caravan; a big milestone for the company. In 2001 they moved their headquarters to a new facility at KSGS, this is a larger facility and being located at the field is a big advantage. The South St. Paul facility includes multiple buildings, and it does include a pilot shop. They have storage available.

2003, certified the Wipline 10000, the Fire Boss, there are Fire Bosses all over the world. In 2010, they celebrated their 50th anniversary (counting from when they first made floats). In 2011, Bob's son Chuck was elected as president; he started at Wipaire after completing an engineering degree. In 2012 they introduced a new caravan float, the 8750, this greatly increases the utility of the plane. Also certified on the Grand Caravan EX. Introduced the Wipline 1450, still in development for the light sport market. In 2013 they celebrated the 200th Caravan.

Wipaire has 160 employees, including mechanics, engineers, production employees, and administrative staff. They also have DERs Designated Engineering Representatives who are approved to function on behalf of the FAA; this significantly streamlines the process.

Cessna does not do any fitting of floats for their planes, the planes have to come to Wipaire. Wipaire has sales reps in 4 regions that work closely with Cessna to develop the time line for installation. Wipaire is the only company that has the Kodiak, Caravan and Air Tractor on floats.

Wipaire is exploring composite floats and may someday be able to offer customers a choice between aluminum and composite floats. The composite floats are more desirable in salt water as the aluminum requires careful maintenance. They can offer special coatings (interior and exterior) to help protect the metal floats. Wipaire has 5 locations: South St. Paul, Westgate Production, Mississippi production, Wipline Seaplane Base, Leesburg Florida production. The Leesburg facility has been operating for about a year. The length of time to fit a plane with floats will vary with the plane and type of float (amphibious or straight); and can vary from a day to several weeks. They have a full time flight instructor who will check out a pilot in their new plane; insurance companies respect that instructor and will take that into account when considering insurance applications. Aircraft services: maintenance for multiple airframes, they are Caravan specialists. They do specialized paint. They can do customer avionics and customer entertainment systems, specialized interiors, external cameras. They can do very high end work as well as small projects. They developed a 2-seat version of the Fire Boss to use as trainers. The Fire Boss can carry 800 gallons of water, they are made only in Texas.

Amy passed out Fun Meter Buttons – it pays to come to the meeting!

Greg Herrick is 2014 Minnesota Hall of Fame Inductee

For Greg Herrick, 62, resides in Blaine, Minn., took flying lessons in Ottumwa as a teenager which provided him with the background to become a leader in the aviation community. To recognize his great accomplishments in the aviation field, Herrick is a 2014 inductee into the Minnesota Hall of Fame.



While growing up in swimming, lettering High School swim OHS in 1970, and as parents paid for his first

Herrick said when getting his pilot's license three times a week love with flying and flew. "That maybe he said. "I just fell in love with the old airplanes. I fell in love with the idea of being able to fly."

Once his high school days were over, Herrick attended the University of Iowa, where he earned a degree in marketing. He moved to Blaine, Minn., in 1980 and had many successful business ventures, including the establishment of the personal computer manufacturer ZEOS International, which was named America's Fastest Growing Public Company by Fortune magazine in 1991.

After selling ZEOS International in 1995, he created Sky Media, LLC, which publishes the Historic Aviation, Historic Rail and The Civil War Standard and Military Issue mail order catalogs. He also started the marketing publication AircraftOwner, which reaches out to aircraft buyers and businesses that own and fly their own planes.

Herrick serves as the president of the Aviation Foundation of America, and has been the driving force behind many historic flight recreations, airport preservation projects and educational programs, and he has even gotten an amendment passed by the U.S. Congress. The amendment is titled FAA Air Transportation Modernization and Safety Improvement Act 2012, but more commonly referred to as "The Herrick Amendment."

He currently owns and operates the Golden Wing Flying Museum in Blaine, which houses most of his 42 aircraft. There are many prized possessions in his collection, including a 1927 Ford Trimotor, which is, according to Herrick, the oldest flying metal aircraft in the world.

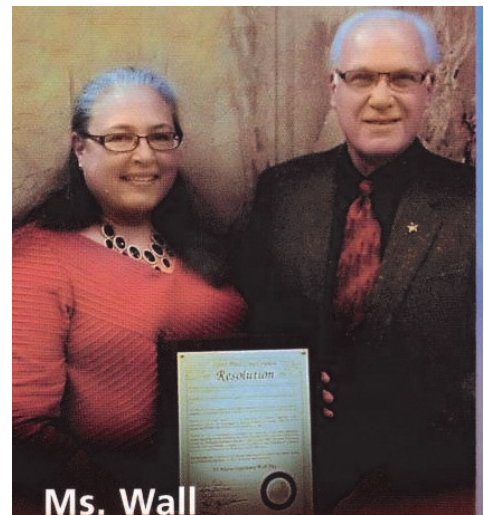
"We have people come from all over the world to see the planes," Herrick said.

He said the Antique Airplane Association and its founder and president, Bob Taylor, were the main inspirations when he started getting involved in aviation as a teenager. "The Antique Airplane Association is really the reason I got into it," he said.

I have started sending meeting announcements via Google Calendar to our EAA Chapter 54 Members Google group. Using Google Calendar allows you to easily reply with questions, confirmations or regrets and makes it convenient to add an event to most calendar programs. If you are a member and have provided an email address through the membership process, you should be getting these. Please let me know at president@eaa54.org if you have not seen invites to Chapter 54 meetings and would like to.

Ottumwa, Herrick enjoyed three times on the Ottumwa team. He graduated from a graduation gift, his par-flying lessons.

he was in the process of getting he would go up two or and right away he fell in the old Ford Trimotor he made an impression on me,"



Ms. Wall Has Her Day

Thursday, December 12, 2013 was officially Jill Marie Gugisberg Wall Day in Saint Paul. Our own PreK-12 Aerospace and Engineering Program Manager, was recognized in the City Council Chambers the day before for her contributions to the city, Saint Paul Public Schools, the East Side community and students and staff at Farnsworth Aerospace School and Johnson High School.

"Ms. Wall goes well beyond the normal workday to secure and maintain relationships with NASA, astronauts, local and national corporations and many other business and academic partnerships,"

*David Barrett,
Farnsworth Teacher.*

"...no matter what, Ms. Wall is always able to get the best. The best field trips, the best speakers. She inspires me to work for what I want and never settle for anything less."

*Erin Lynch,
Johnson High School Junior*

"Thank you, Ms. Wall for being part of my past and my future."

*Teddy Riley,
Johnson High School Senior*

Above: Mrs. Wall with
Councilman Dan Bostrom.



FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY JIM PEARSALL, CHAPTER PRESIDENT

Hello Fans of EAA 54!

It has been a busy 2014 so far at Chapter 54. We have had three great programs prepared by our new Vice President Paul Randall, a huge volunteer effort in our ground school spearheaded by Paul Rankin and started planning Aviation Day 2014 this year led by a fresh face Jack Miller.

Programs so far this year were in January Boris Popov the principal behind the establishment of BRS based at Fleming Field, Sonex Builders John Koser and Wayne Flury and from Wipaire also based at South St Paul Amy Gesh. All three of these events had content and delivery suitable for a forum at any aviation event but all we needed to do was come to our monthly meeting. How cool is that? If you missed one of these programs or just want to review I direct you to the respective chapter newsletters published in expeditious fashion by our crack reporter and editor Dale Seitzer, assisted by our secretary Bettie Seitzer.

The energy to learn to fly is out there and we are doing a lot to capture that enthusiasm and turn it into pilots. In addition to leadership by Paul, Billie Rankin has been helping out getting everyone settled and keeping students donned with nametags. Leif Ericson, John Renwick, Paul Randall, Bettie Seitzer and myself are all providing content and presentations and along with other chapter members helping out at the classes. At the last class was a stage check and I am glad to report we are sure there is learning going on.

Last Monday at 6 PM before our regular monthly meeting we had our Aviation Day kick off. At the meeting Jack Miller was introduced as event chair and has already exercised leadership in his new role. Several key positions were filled, by consensus we established a new time 8 AM to 1 PM and confirmed we will again offer Sturdiwheat Pancakes and Brines Sausage. To make the early hour commitment more worthwhile and to catch the late riser or the flyer that is coming a long distance. Please consider getting involved in this the largest activity of the year for Chapter 54.

Since the breakfast kickoff meeting I have on recommendation from the meeting contacted the Commemorative Air Force Minnesota Wing out of South St Paul. They have scheduled an appearance and plan offer rides for their typical donation. Aircraft we could see include the Vultee BT-13 a Ryan PT-22 or the CAF's Stinson L-5. Once confirmed, I look forward to partnering with the CAF on promoting our August event. This is an exciting development and could help us establish a period theme to our event this year. Stay tuned.

Looking ahead of our big event in August a couple of other activities to note. First consider putting May 3-4 on your calendar if you would like to participate in the Chapter Work Party Trip to Oshkosh. The trip will include a Sonex Aircraft Tour. More details will be available at our next meeting. Second please set aside the evening of May 12 for our annual Barb. We would be delighted to see everyone for this event and if you are so equipped and the weather suits, see your aircraft parked out by the Beacon.

See you on the Tarmac!

Chapter 54 Library Continues to Grow

Members have a nice fringe benefit for membership—the Chapter library has hundreds of books for members to check out. Most of the books are picture books with photos and details about military or commercial aircraft. You will have a hard time deciding what to check out if you are a history buff because there are so many high quality colorful aviation history books. There are books with topics from Amelia Earhart to closed Minnesota airports.

Also in the library are fiction novels by local authors and international best sellers, airplane design, builders manuals and a wide variety of other aviation related books.

All of the books come as donations — we can provide a receipt for your donations so you can take a tax deduction. EAA Chapter 54 is a 503c non profit organization so 100% of donations is deductible.

Recently we received donation of coffee table size books from the estate of Roy Kromschroeder by his son.

”These books belonged to my father Roy Kromschroeder, who recently passed. He would have liked them to be enjoyed by pilots and lovers of aviation as he was. Enjoy.“
Jerry Kromschroeder

Next time you are at the Chapter House, find a good book check it out and satisfy your need to learn more about aviation.

"The Great Minnesota Aviation Gathering" March 21 and 22

The two day gathering will feature education sessions and a variety of vendors of aviation-related products. The event is FREE to MNPilots association members and attendees 18 and under. There is a small fee for this event, please see MN Pilots Association for cost and a detailed schedule. All fees collected (\$5 per day) go to offset the costs of this event. <http://www.mnpilots.org/gmag/>

Pilots Lounge



Tailwinds Flying Club Welcomes New Members

Tailwinds Flying Partnership is based at Lake Elmo airport, 21D, in Lake Elmo, MN. We are a non-profit corporation of 38 pilots who equally own three aircraft. Our goal and philosophy are to fly great airplanes inexpensively. We strive for consistency in equipment among our three airplanes. We currently have a Cirrus SR20, Archer II and a Cherokee Six.

To inquire about membership, please send an [e-mail to Mark](mailto:mark@tailwinds21d.org) or call 651-982-275. Visit us at www.tailwinds21d.org to learn more.

Young Eagle Report

At this point in time there are two young people signed up for Air Academy this coming summer. The first person is a 13 year old girl that will be a pilot in the future. Her name is Gabi. She participated in Chapter 54 Young Eagles 2 summers ago. There were conflicts for her last year, and she is still disappointed that she wasn't able to attend but we'll get her out this coming May. Gabi's Mom will be talking to her this evening about Air Academy.

The next guy is Seth Vestal. He is anxious to attend Air Academy for the second year. You may recognize him when he stops in for a regular chapter meeting later this year to give you an update on his enthusiasm for airplanes.

Chapter54 Young Eagles first event is scheduled for Saturday, May 10. If you might be interested in volunteering or would like to stop out to watch the activities, we start gathering out at the observation area on the south side of the airport around 0830. If you would like to be included in the email notification one week before the event, please let me know. I'll be sending out a request for ground support as well as for pilots and their airplanes. The event is generally only two hours so you'll still have the rest of the day for your other stuff. So far there are a really limited number of kids signed up for a flight so if you know a young person that's interested in aviation have a parent sign them up at eaa54.org.

Photographer is, of course, Dave Becker, pilot John Schmidt and Peter a Young Eagle.

Young Eagles meet every second Saturday of the month from May through October.
2014 dates are:

May 10	September 13
June 14	October 11
July 12	
August 9	

Hope to see anyone's that's interested in Young Eagles some time this summer!

Thanks.

Linda Amble





Chapter 54 Meeting Minutes

January 13, 2014

Bettie Seitzer, Chapter Secretary

Jim has a phone with a hotspot which will enable an internet connection if needed.

Treasurer's report is available to members on line.

Leif announced that we will be hosting the Farnsworth Hangar tour in May, the week before Memorial Day weekend. Leif will be recruiting volunteers for that activity; please consider participating. The children are well prepared and supervised. This is an opportunity for them to see airplanes and talk to owners and pilots. The teachers make sure that they have questions to answer and worksheets to fill in.

Ground School is in session; two of the students were present for tonight's meeting. The first test will be this Thursday. The chapter house is currently laid out for ground school with extra tables. After the school is done, the chapter house will be returned to its usual configuration. Ground School is doing really well with 18 students.

First Young Eagle event is May 10th, we have one student signed up for Air Academy and another very likely. We are able to fund scholarships with credits earned for Young Eagle flights and money raised at the pancake breakfast – thank you to those volunteers!

John Renwick provided a membership report; we are currently at 110 fabulous members.

Planning for aviation day, Sunday, August 17th, has begun. Jack Miller has agreed to Chair the event, he will coordinate all of the chairs for the committees. Next month more information will be provided about the committees. The menu will be the same as last year with the addition of cheerios for the little ones. Serving hours will be 8:00 – 1:00. On the 16th, there is a fly-in at Forest Lake; on the 17th there is a fly-in at Mankato. We are working on getting some special planes to come in to attract more guests; the idea is to have something very showy that can be seen from the road.

There is a consensus that we do a work party in May, either the 3 - 4, or the 17 – 18. EAA offers special add-ons for the work parties. For the weekend of 3 – 4 there will be a tour of the Sonex facility. The weekend of 17 – 18 is the aluminum Overcast Last Mission Presentation. Several members indicated an interest in going and there is a preference for the weekend of May 3 & 4. Jeff will explore options for flying in and having hangar space available if participants wanted to do that. The group will coordinate to car pool or plane pool.

MAC fueling policy: the FBOs are complaining that corporate planes are bringing in tankers; cutting into their sales. Pilots filling their own planes from 6 gallon gas tanks are exempt from the policy, pilots or owners are not allowed to fill from larger tankers.

Next meeting is April 14th. May 12th meeting will be the annual picnic on the deck; there is a \$5 per person charge.

A suggestion was made to consider forming a "rusty pilot" club which would be a refresher to get pilots back into the air. This will require someone to volunteer to define and coordinate.

Next month's topic will be the Whitman Tailwind and the Buttercup.

Front Row Seat to Weather

When I was flying this afternoon, as we passed the Pine Bend refinery going south it was obvious that the refinery makes its own weather.

The steam plumes from the equipment on the ground sort of dissipate as the plumes ascend, however, as they punch up through the inversion boundary, it starts all over again making its own cloud.

On the attached photo, it is the sort of cumulus looking cloud on the right third frame and about 1/3 from the top of the frame. Wind aloft was from the South West and light so the cloud formed above but was slightly to the North East of the Refinery.

In retrospect, I should have also done a climb through the inversion layer outside of the Class B to see what the world looked like from that perspective today.

Dave Syverson



Who's Who — Meet Tom Gibbons

1. What is your current license?

Private Pilot, single engine, land.

2. When and where did you get your license?

June 18, 1982. Newport News, VA when I was in the Coast Guard. I started my lessons in Port Angeles, WA when I was aboard the Coast Guard Cutter Campbell.

3. What are some of the planes you have flown?

C-150, C-152, C-172, C172RG(loved this one), Beach Sundowner, Piper Tomahawk, PA-28 and even a half hour check out in a Bell 206 Helicopter which visited our air station on year. My latest has been a C-182Q which is owned by a friend and he said I could fly anytime when I get checked out again.

4. Favorite planes you have flown or ridden in?

Of course the one I am building presently, the Aero Designs Pulsar but the C-172RG was a fun learning curve airplane. It was brand new at the time and I enjoyed flying it. Of course I had over



400 hours as a crew-

member in a C-130 and that was a fun experience. But if you had to say what is my favorite aircraft of all time it would have to be the Boeing 727! I love its looks, I loved watching the wing in action during take offs and landing just seeing all those lift devices working. My computer room here at home is a dedicated B-727 room with many pictures and models.

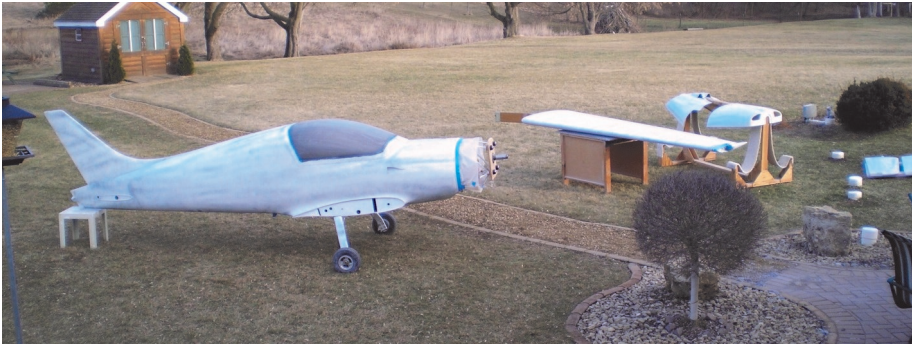
5. What airplane are you building?

It is an experimental plane called the Pulsar made by Aero Designs of San Antonio, TX., designed by Mark Brown.



6. Why did you choose that plane?

Mainly for its looks but also it was cheap to build back then for under \$15,000!



7. How far are you in the building process?

Ha now this is funny question, at least for me! I received my kit in October of 1990 and am still working on it! I went with a Jabiru 2200 engine and have taxied it around my yard one year to make sure everything works! I am in the final stages of painting the aircraft as I have committed to doing it myself and am learning and having fun at the same time.

8. When did you join EAA in the beginning?

I have been a member since 1982 and the reason I joined was because of a friend in high school named Norman Schwietz who was building a KR-2 in the wood shop at the time. I had dreams of building a WAR Aircraft Replica's F-4U half scale aircraft at the time and still have the plans and still may do it.



9. What can we do to increase the number of pilots?

The general aviation rental fleet is run down and old and it is expensive to fly since back when I got my license and that is why I wanted to build my own. Flying is so enjoyable and I had to get up at least once a week just satisfy myself but other expenses got in the way and I have not been checked out to fly since 2008. But if we love it that much we must commit it to ourselves to somehow get it back into our lives and certainly show others how wonderful flying is.

10. Tell me about a flying adventure you had?

The absolutely most favorite flying adventure for me was meeting fellow Pulsar pilots at an airport near Washington D.C. and flying in a pair of Pulsars down to Kitty Hawk where first flight began. It will always be the number one flight of my life until I fly my own down there some day!



EAA Chapter 54 Board meeting Minutes February 3, 2014 Biannual meeting

Meeting called by Jim Pearsall

Secretary Bettie absent / Linda Amble filled in

Board attending Dave Fiebiger, Paul Rankin, Paul Randall, Jeff Hove, Al Kupferschmidt, Tom Gibbons, Linda Amble, Jim Pearsall

Preliminary events: Distribution of bylaws and review agenda

Secretary's minutes from previous board meeting reviewed

Treasurer's report: Tom Gibbons

Committee report: Membership committee

Meeting called to order at 18:45.

Agenda Topics:

2014 Expenses

Cindy Campbell has been in contact with Bettie Seitzer and is interested in making a donation in her Dad's name, Arthur F. Mills. Cindy would like to set up a scholarship fund in her father's honor; she will send photos and information to Dale for the newsletter.

\$500 for a new computer and wireless mouse were unanimously approved. Al Kupferschmidt/ Tom Gibbons.

Facility funds: Approval of \$200 for purchase of nursery stock . Discussion regarding too many bunnies that have been eating the shrubbery by Jeff Hove/Tom Gibbons

Dave Fieberger has 3-4 gallons of deck sealer donated from his neighbor for staining the benches at the observation area. The deck was stained last summer and the building is in good shape.

Projector discussed and it was decided that the current projector works fine and that the chapter has spare bulbs. Jeff Hove has a similar projector if it is needed. No new projector needed at this time.

Air Academy funds budget approved \$1500. The chapter will also have \$305 Young Eagle credit funds and the approximately \$600 donation from the family of Arthur F. Mills. There was discussion about approaching the VFW for a donation. Jim Pearsall suggested that there may be a chapter member who is a VFW member and would approach them for a donation. Approved unanimously Paul Rankin/ Jeff Hove

Farnsworth donation: Will revisit this at the June meeting. There was interest expressed about donation to an aviation program at a school in Stillwater, Oakland Junior High, or Lake Elmo. Farnsworth school has been receiving a lot of funds from various entities, has been very well supported and perhaps the chapter would choose a new school for donation of funds.

Additional discussion:

August 17, 2014 is Aviation Day. Jack Miller is the events chair; he will begin planning for the event earlier than in the past.

May meeting will be the spring banquet. September 13 after Young Eagle flights we'll have the Fall cook out. December meeting/potluck/awards is also the holiday chapter dinner. Members, spouses , and volunteers welcome. A \$5 suggested donation jar will be used to cover expenses.

Internet access was discussed at length. Monthly access costs are excessive. Jeff Hove has a mobile hotspot on his phone, he volunteered its use for meetings and program speakers.

Jim Pearsall wants to create a new position for communications. It will be up for discussion at the next meeting.

Nominating committee will be formed at the June meeting

Thanks to Dale Seitzer for the new tables to be used for the Ground school as well as for meetings.

Adjourned at 20:15

Respectfully submitted

Linda Amble/Bettie Seitzer

Women's Airforce Service Pilot veteran visits EAA AirVenture Museum



For Betty Strohfus, going through the EAA AirVenture Museum on Friday morning was like taking a flight back into time. The 94-year-old former World War II pilot got a chance to relive her time in the Women's Airforce Service Pilots, also known as WASPs — an elite corps of female pilots in the 1940s — as part of a series of events this week that were associated with the staging of the University of Wisconsin-Green Bay's latest production, "Censored on Final Approach."

Strohfus joined the cast of the Phylis Ravel play, which tells the story of the WASPs and their struggles with sexism during the time period, for the morning event at the museum. At the end of the tour, EAA officials had one more surprise in store for the nonagenarian — the chance to get up onto an AT-6 combat trainer with her name on it. The airplane was of the same type Strohfus flew when, as a WASP, she taught male fighter pilots to fly. "I scared the hell out of the gunners with this," Strohfus said to a group of a couple dozen people who gathered Friday in the museum's Eagle Hangar. "I wasn't tall enough to be first pilot, but they let me be copilot."

Chris Henry, membership services director for the EAA, said the chance to witness part of history is what makes his job worthwhile. "Every day I get to deal with veterans, and it's the highest honor, but to reunite a pilot with her (type of) airplane is something really special," Henry said, noting a lot of times male pilots who were well known or excelled at their craft got their names on the side of a plane, but very rarely — if at all — did women get that honor.

"WASPs don't ever get the attention they deserve," he said. "We decided to change that today." Hannah Blecha, a UW-Green Bay theater student and member of the "Censored" cast, said being able to meet Strohfus brought a deeper meaning to her portrayal of WASP Catherine Watts in the play.

"We feel like we've learned so much in history (class), but you don't realize how much you don't know," Blecha said. "I didn't even know the WASPs existed until three months ago when I tried out for the play." Strohfus said sharing her experiences with Blecha and her cast mates, as well as seeing her name on the side of the plane, were both an honor unexpected privilege. "A lot of people deserve things but never get them," she said, wiping tears from her eyes. "I never expected this." From the Appleton Fox Cities Post Crescent

EAA CHAPTER 54 TREASURER'S REPORT *BY TOM GIBBOONS*

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



Chapter 54 Directory

President: Jim Pearsall
president@eaa54.org

Vice President: Paul Randall
vicepresident@eaa54.org

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Dale Seitzer

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Housing Director

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Membership Director

John Renwick

membership@eaa54.org

Young Eagles Director

Linda Amble

youngeagles@eaa54.org

Chapter Historian: Jeff Hove

Chapter members meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon. The newsletter is published about a week after the meeting.