



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

APRIL 2010

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THIS MONTH'S PROGRAM WILL BE ON
MONDAY APRIL 12, 2010.

- SOCIAL HOUR STARTING AT 7:00PM.
- MEETING AT 7:30PM. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT.
- AT THE NEXT CHAPTER MEETING:
- Franz Residorf who served in the 320th Bombardment Group flying the B-26 Marauder and was primarily stationed in the Mediterranean Theater, but during the last 6 months was stationed in France. Franz has created a website, www.320thbg.org to check out.

Chapter President Takes a Vacation Down South!

By Leif Erickson

Flying the Golden Isles of Georgia

By Leif Erickson

For the second year in a row, my wife and I have been fortunate to spend a winter month in the Golden Isles region of southeast Georgia. This year we brought our headsets along and planned to do some flying. With the help of EAA Chapter 905, we connected with a local flight instructor Frank Lea who rented a 1997 Cessna 172, N4172P, for us from the Golden Isles Aviation. With Frank in the right seat, we planned a flight from McKinnon Airport (SSI) on St. Simons Island to St. Mary's Airport (4J6) in St. Mary's, Georgia, 28 miles south of McKinnon.



We departed SSI on runway 16. Our route from St. Simons took us south out over the Atlantic Ocean and to the east of both Jekyll and Cumberland Islands. Cumberland Island is a protected National Seashore. After passing just east of

Cumberland we turned west towards St. Mary's Airport. The plan was to land at St. Mary's on runway 13. St. Mary's airport is noted for its proximity to Prohibited Area P-50 (see the Jacksonville Sectional) which surrounds Kings Bay Naval Submarine Base, just to the north of the airport, only 1 mile northeast of runway 04. P-50 was established following the 9-11 terrorists attacks and effectively shut down St. Mary's Airport for the following three months. Today P-50 boundaries are reduced to a 3-nautical mile radius of the base and up to 3,000 ft. On downwind for runway 13 we are dangerously close to the boundary of P-50. But the flight instructor has been here many times and kept us in legal airspace.

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FROM THE FLIGHT DECK (PRESIDENTS REPORT)

BY LEIF ERICKSON

For those members that attended our March meeting you had a special opportunity to capture a glimpse into the future of aviation. Alexandra Roberts, who hopes to attend the Air Academy this summer, spoke briefly about her passion for aviation. She is currently taking flying lessons at Valters. She also announced she has been accepted to the United States Coast Guard Academy and wants to train in search and rescue operations. Next, Jill Wall from Farnsworth Aerospace Pre K-8 Magnet School presented information their program. She announced that their aerospace program is being expanded to include 7th and 8th grades. She also described the flight simulators their students are required to become proficient in. What would elementary school been like for us, when we were that age, if we could have studied aviation and practiced flying in a computer flight simulator? What opportunities kids have now days.

Did you enjoy the Mozzarella cheese stick appetizers from Gorman's? They were available during the social gathering, prior to the March meeting, next to the coffee pot. I plan to bring more Gorman's appetizers for the April meeting. This time I will include a donation jar and will ask for donations to pay for them. Any amount collected, over the cost, will be donated to the chapter.

Bettie arranged a very interesting program for April. Our speaker will be Franz Residorf who served in the 320th Bombardment Group. He flew the B-26 during WW II. Franz has many unique combat slides (in color) that he will share with us including a chronological history of the 302th and the types of missions flown. He will also discuss the paint schemes and markings of the planes. Visit his website www.320thbg.org.

Planning continues for Aviation Day. I am pleased to announce that Paul Hove has accepted the Events Chairperson position and Roger Westerberg will be doing the food ordering. Roger will also be investigating the challenges of adding scrambled eggs to the menu and contacting various food suppliers about food donations to the chapter. This could be a huge financial benefit to Aviation Day by reducing our overhead expenses. I am also pleased to announce that, thanks to the generosity of Stan Dardis and Bremer Financial, Chapter 54 will receive placemat advertising and a \$500 donation for Aviation Day.

Jim Pearsall is working hard on plans for International Learn to Fly Day on Saturday, May 15. Jim chaired a planning meeting on March 13. Many good ideas emerged from the meeting. Gatis, from Valters Aviation, provided valuable input to the event in addition to volunteering the use of his facility. Please support Jim if he contacts you for volunteering to help.

Art Edhlund asked me to mention that he is looking for five or six hangar owners on the south side of the field that will be willing to open their hangars and host the Farnsworth third grade Hangar Tour on Friday, May 28. The children will be divided in small groups that will circulate (walk) between hangars. Each group will have adult supervision and will spend approximately 10 minutes at each hangar. Please mark that day on your calendar and contact Art that you will participate.

I just received notice from EAA about the 2010 AirVenture Work Party. Watch for more information at the April meeting.

Mancins Char House, on West 7th St. in St. Paul, was selected as the location for the May banquet. Bettie will be following up with more information.

It was good to see Stan Dardis at the Chapter House on Saturday, March 20. Stan recently announced he will be retiring as CEO of Bremer Financial on April 27. Before retirement, Stan is making an effort to visit, and say thank you, to his valued employees at each Bremer Bank in the Midwest region. I think Stan is just looking for an excuse to get some flying time in his Cirrus SR-22. However, Stan stated he would rather be flying his Aviat Husky over the Wyoming back-country looking for herds of wild antelope.



EAA CHAPTER 54 TREASURER'S REPORT

By PAUL RANKIN

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/MEMBBERSONLY



Chapter 54 Directory

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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 printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.

21D RCO 118.625
21D Unicom: 122.8
21D AWOS: 120.075
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')



Chapter 54 President Leif Erickson presents a check for \$1,000.00 to Jill Wahl from the Farnsworth School.



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After landing, we departed on Runway 13, climbed to 1,000 ft (airport elevation is 24 ft MSL), and headed east back across the south end of Cumberland Island. The only access to Cumberland Island is via a ferry boat which runs two times per day. It will drop you off in the morning and not be back to pick you up until late in the afternoon. There are no motorized vehicles on the island, only hiking trails.

Frank pointed out the Dungeness Mansion ruins, visible under the left wing. It was built in 1884 by Andrew Carnegie as his family's private winter home. The mansion was destroyed by fire in 1959 and not rebuilt. In 1971 the family donated the property to the National Park Foundation. John F. Kennedy Jr. was married on Cumberland Island.

After crossing the island, we turned north along the east shore of Cumberland. The salt-water marsh on the north end of Cumberland Island is home to a herd of wild horses. Frank had me do several 360 degree turns over the marsh but we were unable to spot the herd. Frank suggested they were driven into the forested area due to the cold weather – temp of 50 degrees F.



Historic Dungeness Mansion ruins

We continued north along the east side of Jekyll Island and St. Simons Island. We made a turn to the west and approached the east shore of St. Simons. The M-shaped building above the left wing strut is the condo complex where we were staying. We set up for a left downwind for runway 16 at McKinnon. On short final we came over the Winn-Dixie grocery store. Frank commented about seeing several people in the parking lot looking up at us as we came just over the treetops to land on the numbers for runway 16.

What a delightful flight. We were able to see the south east coast of Georgia from a unique perspective that few others will ever have. Frank was a delightful person. He could easily have been Bill Shanks' twin brother. They looked alike, talked alike, and told similar terrible jokes. Frank was a great tour guide and described many of the landmarks we passed along the flight. The weather cooperated for the late afternoon flight with clear skies, unlimited visibility, light winds and, best of all, smooth-as-silk air.



Looking for wild horses

What a treat. We're bringing our headsets again next year!

PS – you might wonder why Sea Island, Little St. Simons Island, St. Simons Island, and Jekyll Island are called the “Golden Isles”. According to a member of Chapter 905 the local residents want the Yankee tourists to come down there with their gold and leave it there.



Entering left downwind for 13 at 4J6



Approaching Cumberland Island from the west



Entering left downwind for 16 at SSI

Who's Who in Chapter 54?

Compiled by the Editor

Name: Leif Erickson

EAA #: 592385

Occupation: Retired physics teacher at Century College in White Bear Lake

If you could fly any aircraft, what would it be?

Commercial airliner. I grew up in Fargo – Moorhead. I used to go out to the Fargo airport and watch the Boeing 727's land and take off. I dreamed of flying one of those.

Fun aviation story;

My former neighbor in Stillwater was a corporate pilot for 3M. He would tell me on a typical day he would fly, for example, to Detroit and back. I was jealous of his freedom to travel. In my job I saw the same four walls (with no windows) for over 30 years

Who is an inspiration to you in aviation?

Richard Collins from Sporty's What You Should Know series of videos and DVD's.

Describe your first airplane ride:

I was 7 years old when my family rode in a scenic flight in a de havilland beaver on floats out of Kenora, Ontario, Canada. I got to set in the right front seat. What a thrill!!

What is your favorite airplane to fly?

1966 Citabria

How long have you been a pilot, and what do you fly?

Started flying lessons in 1995, private pilot in 1997.

Unique airplanes you've flown/taken a ride in?

Nothing unique - Piper Tomahawk, Warrior, Archer, Cessna 152, 172, Champion Citabria. Piper Aztec twin, Beaver, and Cessna 185 on floats

What do like about Chapter 54?

The people and being part of an organization.

How did you get interested in aviation?

In 1990 I injured my back so that I could no longer play golf, my lifetime passion at the time. In 1994 I had back surgery with a 3-month recovery. That's when I started to read about and get interested in aviation as a substitute for golf

What do you hope to accomplish in aviation in your lifetime?

The next successful flight



Chapter 54 Meeting Minutes

January 11, 2009

By Dale Seitzer

Leif Erickson called the meeting to order.

The club house was almost full because there would be an important presentation and guests and Leif brought some treats to eat.

The meeting started with our guests first.

Alexandra Roberts is a candidate for the EAA Air Academy—by the time she applied they were nearly full. Our chapter will sponsor her if there is an opening. She talked about her interest in flying and her career goals. She indicated she is taking lessons now, has been accepted to the Coast Guard Academy. Sponsoring youth to attend Air Academy is supported by a budget from the Board of Directors. Encouraging youth and educating the public on aviation is one of the missions of the chapter.

Jill Wahl from the Farnsworth School was the next speaker. She explained the success of the school has resulted in expansion to 2 school buildings, 1,100 students in kindergarten to 8th grade. This school is one of just a few schools in the nation with an emphasis on aerospace and aviation. Our chapter contributes \$1,000 to help 2 classes of 4th graders attend Air Academy at EAA Oshkosh each year.

Jill described the different levels of curriculum for each grade in school and the different school trips for each grade. She also talked about the success with test scores and high attendance. She thanked the club for the donations, volunteers and help organizing the hangar tours May 28.

After the guests the regular meeting continued.

Visitors included Guy Freeman, a very experienced pilot looking for a partner. Dave Syverson also visited the club, Guy recently completed a Kitfox and has it hangared on the field.

The Secretary's Report was approved.

The Treasurer's report was also approved.

Art Edlund, Education Chair, reported 8 regular students in the ground school class. The chapter website has the full schedule—members can attend any classes.

John Renwick, Membership Chair, reported 136 paid members. Students in the ground school get a 1 year free membership.

Dave Becker, Young Eagle Coordinator reported there are some upcoming Young Eagle events and the main events start the second Saturday in May. Both May and June are already filled with early registration. Volunteers are always needed and welcomed. The club gets \$5 for each Young Eagle ride given after the pilot gives 10 rides in a year.

Dave Fiebiger, Housing Chair reported the clubhouse is open every Saturday from 9 to noon. Members are asked to use good judgment when making coffee—try to determine how many people could drink and then make just enough for those – do not make too much.

Jeff Hove, Historian reported he is gathering photos for the chapter member folder. Dave Becker will be the official photographer. Everyone should make a point of having their photo taken for the book.

Old Business:

Calendars still available -- \$10 each.

Aviation Day is August 15, 2010.

International Learn to Fly Day is May 15, 2010. Jim Pearsal is coordinating the event—more details at the next meeting.

The chapter banquet is scheduled for the May meeting date. A vote was taken and Mancinis was selected for this years banquet.

The meeting was adjourned when there was no further discussion.

Pilots Lounge

Tailwinds Flying Partnership, based at Lake Elmo Airport, has new membership openings available. Visit www.tailwinds21d.org for more information.

We are a partnership of 38 pilots and own three Piper aircraft. Our goal and philosophy are to fly great airplanes inexpensively. We strive for consistency in equipment among our three airplanes. To inquire about membership, please send an e-mail to Mark or call 651-982-6275.



With spring around the corner, the MAC has put up this sign near the club house to remind us not to park on the grass when we attend our meetings or visit the area. This area really gets torn up when cars start driving on the grass so please do not park on the grass along the areas around our clubhouse!

Can You Help?

Hello to all 54 Members:

We all were impressed with Caleb's presentation on rocketry at the last meeting. Talk about captivating an audience! As one of the members remarked, we haven't heard the end of Caleb and his accomplishments yet!

He will be traveling to Irig, Serbia, this summer representing the United States in the WSMC (World Space Modeling Championships) August 21st-28th. He will be competing in the glider and Gyrocopter duration events. In the glider duration event, a glider is launched under rocket power, separated from the rocket, and allowed to glide back to earth. The goal is to keep the glider aloft for as long as possible. Gyrocopter duration, similarly, involves a gyrocopter recovery rocket. The rocket deploys gyrocopter blades at apogee and spins back to the ground.

The estimated cost just to get Caleb there is \$3400, which includes round trip fare from MSP (Minneapolis/St Paul airport), entry fees, accommodations, meals, rocket motors, local transportation, and other travel expenses. Each junior team member will receive a \$1000 sponsorship from NAR to help with travel expenses. That leaves a balance of \$2400 that Caleb needs to raise with the help of additional sponsorships, which is why I am contacting you.

If individual club members wish to help Caleb with a sponsorship, checks should be made out to Caleb Boe and mailed to him at 9222 Jeffery Bay South, Cottage Grove, MN 55016.

His father Don Boe, who will accompany Caleb to Serbia, needs to raise \$2900 with his own sponsorships.

Thank you and members of chapter EAA 54 for considering this request.
Tom Halfpenny

Aviation Day Planning Meeting

March 20, 2010

Attendees: Tim Reberg, Leif Erickson, Art Edlund, Dave Fiebiger, Roger Westerberg, Dave Becker, Tom Gibbons

Discussion was focused on two main areas; 1) Things that are working well, and 2) Opportunities.

Things that are working well;

1. Placemat Advertisements. For the coming year Bemer Financial has agreed to purchase exclusive rights to placemat advertising for \$500.

2. Publicity. Publicity is an ongoing function using multiple channels and local newspapers. Publicity should be focused to attract citizens from local communities. That will be accomplished with press releases and newspaper sent to local newspapers and banners placed on the chain-link fence along Manning Ave. Flyers will also be available for distribution in the local communities.

3. Outside Contractors. Discussion was held about hiring an outside caterer/local restaurant to cater the event and extend the hours to later in the afternoon. Idea was tabled for consideration in 2011. This is always a big attraction and attention getter from Manning Ave that a special event is occurring at the airport. The Bayport FD will be invited back again this year.

5. Fly-Bys. Fly-bys of various chapter members aircraft was featured several years ago. It is most effective if runway 14-32 is active. We need to check with MAC to determine if fly-bys are authorized.

Opportunities:

1. Look for Corporate Sponsorship/Food Donation. Roger Westerberg is looking this. He is investigating various chain retail food outlets for donations and Brines Meat Market in Stillwater as a source of sausages in exchange for advertising.

2. More Flyers to the Community. No action.

3. Ticket Promotions: Ticket pre-event sales and special family discount packages were suggested. No action taken

4. Raffle. Raffling a pedal plane was discussed. Requests will be made to chapter members to build and donate a pedal plane to the chapter. Plans are available from EAA.

5. Public Address Master of Ceremonies. This was effectively used by the Civil Air Patrol at their Father's Day breakfast. Chapter 54 will investigate this. We need a good PA system and someone willing to be the "Voice of Aviation Day".

6. Commemorative Air Force (CAF). John Schmidt is a member of CAF and will be checked out in their Stinson L-5A Sentinel. John will be contacting the local American Legion Post and VFW for donations to purchase fuel and pay operating expenses for the Stinson's appearance.

7. Helicopter Rides. Discussion was held but no action.

8. Long Food Lines. Discussion was about setting up two serving lines and eliminating bottlenecks in the serving process. Speeding up the serving line may also require for seating, tables and chairs than are currently available from the Lion's Club. Discussion was about Chapter 54 purchasing the additional tables and chairs. A related problem was guests staying in the seats and visiting after their breakfast thus reducing the number of available seats for customers just picking up their breakfast.

9. Starting at 8:00 AM vs. 7:00 AM. Discussion was held but no action was taken.

10. Computer Flight Simulator Exhibit. Pat Norris volunteered to set up his computer flight simulator for guests to practice flying.

11. Car Displays. The Jaguar car club is becoming more reluctant to attend. Discussion was held at inviting a local Ford dealer, Tousley Ford, to display new cars. Tousley was suggested because EAA has a vehicle purchase program with Ford Motor Company. Tom Gibbons volunteered to contact Century Power in Stillwater about displaying new lawn/garden power equipment and motorcycles.

Submitted by Leif Erickson

Aviation Day Planning Meeting

March 27, 2010

Attendees: Tim Reberg, Leif Erickson, Art Edlund, Roger Westerberg, Dave Becker, Al Kupferschmidt, Gatis Valters, Scott Hutchinson, Paul Rankin, John Renwick, Pat Norris

1. Events Chairperson. Paul Hove was announced as the Events Chairperson. All members are encouraged to coordinate all exhibitors/vendors with Paul. Paul was not able to attend because of the Van's Air Force MN Wing is meeting at Anoka Airport.

2. Door Prizes. The donated 3M paint restoration kits stored in the clubhouse were discussed as potential door prizes for pilots flying in for breakfast. No action was taken due to concerns that the donated kits may be auctioned off on E-Bay.

3. Serving Line Bottlenecks. Roger Westerberg reports on his observations from last year's event relative to preparing food and arranging the service line. Roger's observations include:

1. The number of cooks preparing food was inadequate and could potentially not be able to keep up with demand in the event of large crowds.

2. There was a need to more table waiters and table cleaners.

3. The cost of milk cartons was \$200 for 120 cartons. He suggested dispensing milk from gallon containers.

4. Coffee and juice should also be dispensed in a similar manner. Cups filled and ready for pickup at a central location rather than having guests pour their own coffee and juice.

5. Signs placed at the ticket table stating what the proceeds of the event are used for.

6. Advertising specialty menu items such as blueberry pancakes or Brines sausage would help attract more people.

7. Prior to August 15, we conduct a trial breakfast and training session for both cooking and serving crews to make sure everyone is knows how to utilize the griddle to its maximum capacity.

4. Helpers. John Renwick suggested contacting Stillwater High School and investigating if groups of high school students (girls dance line, cheerleaders, etc.) could be recruited to assist with serving and table cleaning duties. They could earn money from their organization either via tips or a flat fee. No action was taken

5. Events/Attractions. There was discussion about events such as flying radio-controlled aircraft, parachute jump demos, hot-air balloon launches, etc. as part of the attractions. The prevailing thought was MAC does not allow such activities. But no one knew exactly what the MAC's policy was. We were making assumptions on what we believed MAC's policy to be. John Renwick volunteered to talk to MAC representatives and determine MAC's official policy to the above listed events at reliever airports.

6. Builders Skills Demos. Tim Reberg suggested we include live demos of various building techniques such as bending aluminum or fabric covering. Tim will investigate various possibilities.

7. Car Displays. Gatis volunteered to contact various antique/collector car clubs and the Harley-Davidson club about displaying at our event. A special display area would be reserved for their vehicles.

8. Airplane Rides. Gatis and Valters Aviation will organize and be responsible for giving air rides under the rules and regulations that govern flight schools. This was deemed preferable to having chapter members arrange free airplane rides or giving rides for a donation to the chapter.

9. Chapter 54 and YE Displays. Dave Becker will prepare PowerPoint programs advertising membership benefits and activities of Chapter 54. He will also advertise separately the Young Eagles program.

10. Helpers. Leif Erickson will contact Jill Wall at Farnsworth Aerospace K-8 for recruiting students to help with serving and dining room tasks. Leif will also contact the St. Croix Squadron of the Civil Air Patrol to recruit members of the Cadet Squadron to help.

11. Event Start Time. It was agreed that the start time for the event remain at 7:00 AM.

Submitted by Leif Erickson



Young Eagles Report

by Dave Becker



Our Young Eagles program officially started with the completion of an event on March 18 where we flew eight high school kids from the Mall of America under blue skies, light winds, and warm temperatures. On-line registration for our regularly scheduled events has seen a lot of activity with May and June events already full. We can look forward to another safe and fun Young Eagle program this year and I solicit your involvement which is needed to make our program run smooth.



Captain Chesley Sullenberger and first officer Jeff Skiles are the new co-chairmen for Young Eagles as Harrison Ford moves on to other activities. As a result, newly designed promotional literature, guideline flyers and registration forms will be used this year. Our supply of new material will be available at the clubhouse in the Young Eagles desk area. Pilots and members who like to keep a few Young Eagle registration forms and literature in their airplane should update with the new forms.



Our Young Eagle events are scheduled every second Saturday of each month from May through October starting at 9:00 a.m. Parents should pre-register their children for an event ahead of time by going to www.eaa54.org and clicking on the Young Eagles page to sign up for a flight. To view the many

great Young Eagle photos, go to: <http://www.eaa54.org/YEPhotoGallery/YEGallery.html>

If you would like to become actively involved in our Young Eagles program, contact Dave Becker or come to Lake Elmo on the second Saturday of the month and see what Young Eagles is all about. You can also indicate on your yearly chapter renewal form that you want to be involved with our Young Eagles Program.





TAXI TALK
{Interesting happenings compiled by the editor}

HAPPY EASTER to all of our Chapter 54 Members! And may you not find any more hidden Easter eggs or baskets somewhere tucked away in your hangers.

Spring Time Sanding!!

With this very nice weather and the warm temperatures and my wanting to possibly paint my Pulsar this summer, I pulled my fuselage out of my basement and sanded away. I have to remove the doors on my walk out basement door to allow it to be moved out there but that task has been a matter of a couple of screws and it only takes a few minutes lately. Funny thing is that I found some rotten wood parts of the door that need to be replaced before the winter. May just replace the whole door! Anyway, once the fuselage was outside I started sanding away on the initial rolled on primer coats, called, UVSP or UV Smooth Prime. It is very dusty when sanded

and with the light breeze it just blew away without collecting every where. I have to admit I am not a sander but I really enjoyed these sessions doing it. Hey, as long as I see progress when sanding I am happy. They recommend power sanding but I hand sanded as I feel this gives a better feel for a smooth surface. I got about half



of the fuselage done but the way the weather is and with vacation coming in April, I should get most of it done. I have too!! I just have too!



Aircraft designer's son quote!

Mark Brown, designer of the Pulsar told me this one day when I was down in Texas visiting. He did a lot of building and construction of various aircraft in his garage and after that was gone his son said to him: "Hey Dad, why is there a car in the garage, what happened to all the airplanes?"

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QUOTE OF THE MONTH

**Aviation will give new nourishment to the religious spirit of mankind.
It will add airspace to those other great heighteners of the cosmic mood:
the wood, the sea, the desert.**

- Christian Morgenstern.