



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

FEBRUARY 2004

JOHN SCHMIDT'S FORAY AT NEWSLETTER EDITOR

BY JOHN SCHMIDT

The turning point of my life was a trip to Oshkosh in 1985. I had never attended even a small, local fly-in before in my life, not the one in Aitkin where they serve some of the best wild-rice pancakes around; not the one in South St. Paul in beautiful classic arched hangars, too good to ever be reproduced, built for the WWII training effort; not the one in Glenwood City, Wisconsin, where, if you don't

appreciate what good hospitality they have on the field, you can literally walk 4 blocks into downtown Glenwood City and get yourself bar food fare.

No, at that point I was so aviation-ignorant that I had never even attended a fly-in. I had never uttered the words "Lycoming" or "Continental" before. I didn't know what an aileron was. I was not an EAA member, nor did I know anything about aviation or the art of flying. No one in my family had ever flown. I just knew that I had adventure in my heart. Heck, I had a motorcycle and a sleeping bag and tent! What could be more adventurous, more macho, more 'out there' than attending the world's largest fly-in that I had heard so much about! I was 26 years old.

This was in the days when you could pay two different levels of Oshkosh admission. There were guards standing by what is now the

big stone entrance and the war bird gate, checking to see if you had the right little cardboard tag hanging from a string, telling hem you had paid for flight line admission. I still have those cardboard tags, and now wristbands, of every Oshkosh since, saved as mementos.

I, of course, didn't purchase flight line admission right away, having not nearly enough money to attend/attack the Oshkosh Fly-In in a manner that I now consider proper. I had no idea how much this would cost, or could cost. I was working for the princely sum of \$11,300 per year back then, and I was squeezing my nickels.

Then, I listened, one of my favorite things to do that I don't do nearly often enough. I listened to pilots talking about airplanes and things to see on the flight line, and I knew I HAD to get there, even if it meant shortening my stay, or eating cheaper. I went back to the admission gate, got credited for my admission paid to that point, and became EAA member 250021. I saw the air show, stayed the next day, and left, two days earlier than I had planned. I had to charge-card my motorcycle gas and a few snacks on the way back; I had run out of cash. Got home at 3:30am. You haven't lived until you've ridden motorcycle on Hwy. 2 through the Upper Peninsula of Michigan, and across the Mackinaw Bridge, late on a clear summer night.

I came home and prepared for teaching in the upcoming school year. The thing that stuck in my mind was how nice Oshkosh attendees were to me, in the face of my own ignorance. Those guys sure were friendly, and didn't have to be. I wish to this day I

(Continued on page 4)

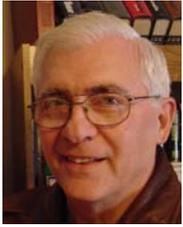
FEBRUARY 2004 THIS MONTH'S PROGRAM

MONDAY FEB 9TH, 2003

- **SOCIAL HOUR AT 7 P.M.**
- **MEETING AT 7:30 P.M. CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT**

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PRESIDENT'S COLUMN

BY PAUL HOVE

The past month has had precious few days that were favorable to recreational flying. At the Chapter House we have used these non flying days to prepare for this summer's activities. The Board of Directors met and approved a preliminary budget so that we can meet our operating expenses and begin to procure the needed items for the annual banquet and the fall pancake breakfast. We also created a written *Building Use Policy* for groups that wish to use the building on a non-interference basis. The policy states that the group must be aviation related or be involved in an activity that is a benefit to the Chapter or Lake Elmo Airport, have a Chapter 54 member or sponsor, and be prepared to make a donation to the Chapter sufficient to cover maintenance costs. This policy will be enforced at the discretion of the Housing Director with guidance from the Board of Directors. Copies of the policy and the minutes of the Board are available from the Chapter Secretary.

EAA Chapter 54 is again sponsoring a Private Pilot Ground School. These were immensely popular last year with about 40 applicants signing up for the two sessions. These classes are free to members and we encourage you to attend those sessions that may help keep you a current and a safe pilot. The next Ground School is scheduled for March 1st to May 11th 2004 and will be held on Monday and Thursday nights except for the two Monday nights that the chapter meets. The makeup classes will be held the following Tuesdays. Check the announcement in this newsletter or go to our Web Page for details.

Here is a piece of news from EAA Headquarters that may be of interest for several of our members:

“ January 23, 2004 - History was made Thursday morning when the first amateur-built designated airworthiness representative (AB-DAR) was officially and fully authorized to perform homebuilt aircraft inspections on behalf of the FAA. Suitably, the first AB-DAR hails from EAA: Joe Norris, senior aviation information specialist. Joe received his final orientation via telephone interview Thursday from the principal inspector at Minneapolis (MSP) Manufacturing Inspection District Office (MIDO)Builders who wish to contact the MSP MIDO can call 612/713-4366. Builders can contact the MIDO to request the Amateur-Built Certification Packet, which will include all the applicable forms and FAA advisory circulars. ”

Valters Aviation now has sectional charts for sale at \$8.00 apiece and is selling EAA Calendars for the Chapter at \$10.00. They also stock the Private Pilot Kit for our ground school. Stop by and have a free cup of coffee and a cookie. Be sure to tell them you are from EAA Chapter 54 and they will give you a discount on the ground school kits.

Lake Elmo Airport is closed evenings due to a problem with the runway lights. Be sure to check the NOTAM before planning a flight that will not terminate before evening hours.

I will be on two week cruise in the Caribbean during the first half of February (checking out the state of the airplane industry in South America) so I will not be at the February 9th meeting. Betty Seitzer will conduct the meeting with assistance from our able treasurer Paul Linnerooth. Our Vice President Dave Cross has arranged a presentation from one of our very own fabulous instructors. Don't miss it!



FLIGHT ADVISOR COLUMN

BY DALE RUPP

I am writing this on the first day of 2004. I hope that this year all I will have to do is fly my completed RV-6. I had hoped to have completed the test flight and the 25 hours of Phase I test period by now, but as many of you know I have been held up by paperwork. My suggestion for any one building or starting to build an airplane is to get started on the paperwork as soon as possible.

There are four governmental agencies that you have to deal with. The first is the State of Minnesota Tax people. Minnesota wants sales tax on parts that you buy out of state. Don't think you can get away with out paying, you can't. When you register your airplane with the FAA the State finds out and if you haven't been paying your taxes you will have to not only pay the back taxes but also interest on the amount. The best way to handle it is to call the Minnesota tax people and explain to them that you are building an airplane. They will send you the latest forms on how to report your taxes. This has changed since I last paid my taxes so I can not offer advice. Just pay the taxes and be happy.

The next office to contact is the Minnesota Department of Aeronautics on Plato Street in St. Paul. You will have to pay for a Minnesota sticker when your airplane is ready to fly. They are good people and can give you advice on how to keep the tax people happy.

Now you are ready to deal with the FAA. Visit the MIDO (Manufacturing Inspection District Office) at MSP and tell them you are building an airplane. They will give you a packet of forms and Advisory Circulars. In this packet is AC 20-27F dated 9/26/03. On page 2 there is a complete step by step flowchart for the whole process. I wish I had this last October when my paperwork battle began. My only advice is to again visit the MIDO office 120 days before you complete your project. There could be new forms or procedures you should be aware of. For example there is a new weight and balance form that just came out 6/11/03. This is best done at home, not as I did, at the MIDO. It took an hour because I did not have the proper tools with me.

The last FAA office to visit is the FSDO (Flight Standards District Office) which is in the same building as MIDO. They will give you a Repairman Certificate after your airplane has been inspected by the DAR and you have the "Special Airworthiness Certificate". I would advise calling them for an appointment. They are short of people. They will tell you what documents they need to issue the certificate. I just received mine on the last day of 2003. Now all I have to do is wait for it to warm up and we will see if the Rupp RV-6 will fly.



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Chapter member 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
TPA: 1932'
Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')

would've written down their names, to credit them with ... with... with what? With a little kindness? I doubt it. I don't think it's going overboard to credit them with nothing less than my pilot's license and everything I own or am in aviation, which I certainly wouldn't have earned had they not nurtured what was at the time my very seminal interest in aviation.

I received my first copy of Sport Aviation soon after that. Came to discover people in my local area, Saginaw and Bay City, Michigan, were EAA members.

Soon, I went to a chapter meeting, a terrible experience. Everyone there knew everyone else, and weren't interested in talking to the 'newbie' at all. They all spoke aviation, a language with which I wasn't familiar. I went home that night, wondering if I had what it took to do all the work it was going to take to get involved in this.

Now, dear reader, there are many things in this life that I don't do well, more than could be listed on this page. However, one thing I can do well is: DON'T GIVE UP.

I went back, made friends, listened, and the next thing you know, I'm writing a chapter newsletter. I came upon the job like many other EAA chapter newsletter editors; because no one else wanted to do it. I was terrible at it, and I even knew it then. Having no flying experience other than the odd ride I could bum every 6 months or so, I would read articles about aviation in the local library, trying to catch up on the subject about which I was to write. I would blatantly copy articles from other sources, and, even though I'd credit those sources, and told myself I hadn't broken copyright because I was using it for educational purpose without making income from it, I knew it still wasn't right. I didn't think I was doing a great job. I saw shortcomings.

Sometimes when a new guy would join the chapter in mid-year, I'd screw up and I wouldn't get him on the newsletter mailing list until October. That usually took 2 or 3 phone calls to straighten out. One time I forgot to put

the map or date of the next meeting on the newsletter (we always had meetings at chapter member's houses or workshops or hangars; giving accurate directions was important). Once in a while, I'd hear complaints about accuracy, or some guy getting his newsletter late, even though I had mailed his with all the others. The newsletter took at least 4 hours of copying, addressing, stamping, folding, and stapling, mostly done by hand, not to mention composing. Sometimes I'd stay up late to do it by the deadline.

I attended the meeting of chapter newsletter editors at Oshkosh one year, and couldn't believe what I was hearing. These guys had logos, and titles to their newsletters (like "The Beacon", as opposed to "The EAA Ch. 159 Newsletter") They were publishing photos, years before the advent of the computer (I typed the newsletter for the first 2 years on a portable electric typewriter, and when it came to including another article out of a magazine or newspaper, 'cut and paste' were more literal then than they are nowadays, on your average PC). They were interviewing famous people, exclusively! One guy told of, and showed the results of, interviewing Bob Hoover! They showed the winning chapter newsletter, and awarded the chapter newsletter editor with a nice plaque. I knew that I had a ways to go.

Slowly, I got better. The news was more accurate. I interviewed old-timers, and told their stories so that they'd read them and compliment me on the way I shared their story. I got more organized, and created systems and procedures. I spent more time at the newsletter, but it didn't seem like more time. I didn't have any after-school coaching responsibilities, no interest in volunteering in my community, no wife or kids. I didn't even have a house to tend to; I was living in a one-bedroom apartment. I had time to do this, and I did it. I could type fast, and I thought I could bring something to the job. Chapter members said nice things once in a while.

At one chapter Christmas banquet, I received a

(Continued on page 5)

little, home-made wooden box, containing little bits of epoxy, fiberglass, 4130 steel, wood, aluminum, rivets, and a square of stits. It was supposed to be the beginning of my first airplane building project, with a neat, etched label on it. It was entitled "The Eager Beaver Award". Someone took a picture of me when I won it, and managed to capture the look on my face. I have the photo somewhere. I'll bet I was the youngest guy there by 15 years, maybe 20. I still have the award on my shelf, of which I'm proud.

I still have copies in my files of every newsletter of EAA chapter 159 that I ever wrote. I haven't looked back on them in a long time. I still have the old mailing list, and I look at the names of guys once in a great while. Many of them are gone now. I managed to bum an airplane ride with at least 8 of them, rides for which I'm still grateful.

I haven't always been a newsletter editor since, but I've always been an EAAer since. EAA is the single most important change I've made in my life. It's made me a better person, a more adventurous person, a more self-reliant person. I'm still flawed, surely, and far from perfect, but I'll always be a member of EAA. And I'll always appreciate the chapter newsletter.

JANUARY EAA CHAPTER 54 MEETING MINUTES

BY BETTY SEITZER

The meeting was called to order and six guests were welcomed to the meeting. Two have joined, one is currently attending ground school. Vic Stout offered 40 years of EAA magazine back issues to anyone who would like to have them.

The treasurer's report was reviewed and approved. A full copy is on file for review by any member. The minutes of December's meeting were approved. A summary of the budget prepared by the board was presented and approved. A complete budget is available for review by request.

The board has prepared a written policy for use of the building by groups other than chapter 54. Groups wishing to use the building should make their request to the housing coordinator. An EAA chapter 54 member must be present any time the building is used. Uses will be restricted to aviation or community relations activities.

Art Edhlund, Education chair made his report. Ground school was set to begin January 22nd and will conclude in early April. Chapter 54 members are welcome to attend any sessions of interest to them. The schedule is available from Art. There will be only one ground school in 2004. Throughout the year, forums on specific topics will be offered as refreshers for our members. Please forward suggestions or requests for forum session topics to Art Edhlund or David Cross.

Al Kupferschmidt will be attending a meeting of Lakeland township in February and will provide a report in March.

Events Chairman Leif Erickson announced that the annual banquet will be held in May. Please contact Tim or Leif with feedback and suggestions regarding the banquet. The annual pancake breakfast will be held the 2nd Sunday in August. This year Valters will make their new building (the former Mayer Aviation Hanger) available for us to use.

Announcements: Valters has a new website and hotspot for electronic updating of Garmin GPS units. Valters is considering offering auto gas at their FBO; if you are interested in this service, let them know.

Housing chairman report: The building is always open on Saturday morning from 9 – 12, stop by and invite other potential members to join in the pleasant camaraderie – not to mention the coffee and cookies!

Another hanger break-in was reported on Kilo Lane. The lock was cut off or taken with a key. A toolbox, power tools and many other tools were missing. A reminder to all was given, we must look out for any strange people or vehicles on our airport. Get to know your hangar neighbors and watch for suspicious activity.

A motion to adjourn was made and seconded. 2 members of the sodbusters flying club presented an informative talk on radio controlled flying.

2004 EAA CHAPTER 54 PRIVATE PILOT GROUND SCHOOL

BY ART EDHLUND

Introductory meeting will be held on Monday, March 1st, at 6:30 pm, at the EAA Chapter 54 club house (the south (B) entrance to the Lake Elmo Airport under the beacon tower).

A course summary will be available. Students will sign up, order books, and join the chapter. Class size will be limited.

Class sessions will be held on Mondays and Thursdays from March 1st to May 11th, 2004 from 6:30 to 9:00 pm.

The ground school is free to EAA Chapter 54 members. Jeppeson course materials will be used. Student kits are available at Valters Aviation (at student's expense).

Any questions, check on the chapter 54 website <http://www.eaa54.org>. You may also call Art Edhlund (651) 439-5912, or email aedhlund@hotmail.com.

Chapter members are encouraged to audit classes in which they feel they could use a refresher.

Day	Date	Start	Jeppeson Ch.	ASA Ch.	Instructor
Mon	1-Mar	6:30 PM			
Thur	4-Mar	6:30PM	Ch 1 Discovering Aviation Pilot Training Av. Opportunities Human Factors		
Tues	9-Mar	6:30PM	Ch2 Airplane Systems Airplanes Powerplant Instruments	Ch 2	
Thur	11-Mar	6:30PM	Ch 3 Aerodynamic Principles Forces of Flight Stability Aerodynamics of Flight	Ch 1	
Mon	15-Mar	6:30PM	Ch 4 Flight Environment Safety of Flight Airports Charts	Ch 5	
Thur	18-Mar	6:30PM	Airspace Ch5 Communications & Flight Info Radar and ATC Services	Ch 11	
Mon	22-Mar		Radio Procedures Sources of Flight Information		
Thur	25-Mar	6:30PM	Stage I Exam		
Mon	29-Mar	6:30PM	Ch 6 Meteorology for Pilots Weather Theory Weather Patterns Weather Hazards	Ch 6	
Thur	1-Apr	6:30PM	Ch 7 Interpreting Weather Data The Forcasting Process Reports & Forcasts Graphics Sources of weather Information	Ch 7	
Mon	5-Apr	6:30PM	Stage II Exam		
Thur	8-Apr	6:30PM	Ch 8 Airplane Performance Predicting Performance Weight & Balance Flight Computers	Ch 8	
Tues	13-Apr	6:30PM	Flight Computers Cont'd		
Thur	15-Apr	6:30PM	Ch 9 Navigation Pilotage & Dead Reckoning VOR Navigation ADF Navigation	Ch 9	
Mon	19-Apr	6:30PM	Advanced Navigation		
Thur	22-Apr	6:30PM	Advanced Navigation Cont'd		
Mon	26-Apr	6:30PM	Ch 10 Human Factor Principles Aviation Physiology Aeronautical Decision	Ch 4	
			Ch 11 The Flight Planning Process		
Thur	29-Apr	6:30PM	Stage III exam & Review		
Mon	3-May	6:30PM	Final Review		
Thur	6-May	6:30PM	Final Review		
Tues	11-May	6:30PM	Final Exam & FAA Test Recommendation		

AIRPORT PLANS WORRY RESIDENTS

BY JENNIFER MCNEIL (TAKEN FROM THE LAKE ELMO LEADER, JAN 16, 2004)

Residents who live near the Lake Elmo Airport are hoping that proposed future expansion plans remain grounded.

Many West Lakeland Township, Baytown Township and Lake Elmo residents attended an informational meeting on Monday night to protest the expansion plans.

West Lakeland Township hosted the meeting at Oak-Land Junior High School on Jan. 12 and invited Metropolitan Airports Commission members and state legislators to attend.

Before opening the meeting up to questions, MAC officials explained the master planning process for the Lake Elmo Airport.

Part of MAC's reliever airport system, the airport is classified as a minor use, recreational/business airport. That means that typical aircrafts that utilize the airport include the Beechcraft King Aircraft and the Cessna 501 Citation, although Lear Jets can also operate safely from the airport.

The Lake Elmo Airport was established in 1949, when MAC acquired 160 acres in Baytown Township. Since then, the airport has grown in size and now encompasses 620 acres and two runways.

In 1976, the MAC developed a master plan for the airport and then that plan was updated in 1992. The 1992 update included several recommended improvements — construction of a new east building area, with additional hangars; relocating and expanding one runway; converting the existing runway to a taxiway; and expanding the other runway. Each runway would get about a 1,000-foot expansion.

There is currently a waiting list for private hangers at the Lake Elmo Airport.

Recently, the MAC adopted its Capital Improvement Program for the next seven years. The CIP included the east building area development and the runway expansions.

But Jack Lanners, commissioner of MAC explained that only projects slated for 2004 are firm, the rest are proposed projects that are reviewed annually.

For 2004, the only project scheduled for the Lake Elmo Airport is a pavement rehabilitation project.

But it's the projects that show up in later years, the east building area development in 2005 and 2006 and the runway construction and expansions in 2006 and 2007 that have nearby residents concerned.

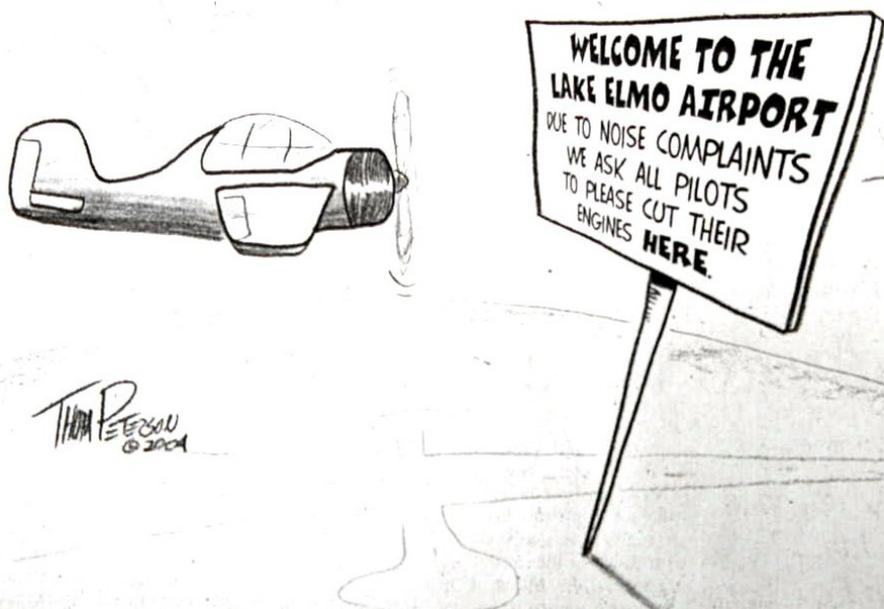
Those projects total more than \$13 million and are in no way set in stone.

"With the financial situation this is not in the cards right now, but it is on the map," Lanners said. "It's not going to happen without a lot more input and discussion."

Even if the MAC decides to go forward with the runway expansions, the projects still need to pass an environmental review, and that could bring into play the contaminated groundwater beneath the airport.

But area residents want MAC officials to know up front that they would not be in favor of any runway expansions at the airport.

And both Sen. Brian LeClair and Rep. Eric Lipman went on record during the meeting as saying they are opposed to the expansion project and would be in favor of legislation preventing it.



FBO TALK

BY IAN EDHLUND

There are a couple of key issues of concern this month.

First there is the issue of "Pattern Etiquette". We've all been in situations where someone has cut us off in the pattern or otherwise acted irresponsibly. Many of the instructors and those fueling at the pumps have noted recent increases in this type of behavior.

Perhaps no one in the chapter is causing the problems, but we can spread the word. Gatis has hopes of filling the pattern this summer. If we all practice defensive flying, we should all have a safe and fun trip. Pattern Rage should not be an issue (Okay, I'll quit with the puns).

Two main points of etiquette in which there is concern are as follows:

Announce your position and intentions. Always announce position when you are turning a leg or when someone is entering the pattern. Announce your intentions when you are departing (staying in the pattern, departing to the North, etc.).

When turning crosswind, be within 300 feet of pattern altitude. One of the issues is that pilots are turning their crosswind too early when there are others on downwind.

The other issue pertains to the Lake Elmo Leader article that I've included in this month's newsletter. Many citizens in Lake Elmo have a bitter taste when it comes to the airport. Jennifer McNeil writes in her article that residents are concerned about noise and air pollution from jets at the airport. She also writes that they are concerned about property values and the expansion of runways.

It is important for us, as aviators of Lake Elmo, to inform the public of the reality of the airport. We don't have jumbo jets landing at our airport. In fact, I can only remember one instance when I saw a small jet land at our airport. The airport doesn't cause that much noise either. The train tracks right next to the airport cause much more noise than the airport does (but we might not want to mention that and irritate the train folk).

Right now, a large portion of the public feels that it is them against the airport. We must demonstrate the benefits of the airport and the courtesy of the people therein. We need to be extra nice and avoid spreading the feeling that it is us against them.

TREASURER'S REPORT

BY PAUL LINNERTHOOTH

January's Financial Summary

Cash on hand	\$ 40.00
Checking Acct.	\$ 6,201.83
Investments	\$ <u>4,000.00</u>
Total	\$10,241.83

Income in January consisted of \$535.00 in individual dues, \$50.00 in donations, and \$30.00 in calendar sales for a total of \$615.00

Expenses for the same period were \$199.59 and consisted of \$142.75 for utilities and \$56.84 for newsletter publication.

BENSONS EAA HINKLEY SKI PLANE FLY-OUT

Our Fly out for February has been tentatively set for the last Saturday of Feb (2-28). Wheels up at 11 am going to the casino at Hinkley. Figure 11am - 4pm as times and those wanting to stay longer are welcome to stay. (Personally I am looking forward to a good buffet.)

I am told that the airstrip is not listed on the sectional but that the strip is about 3/4 of a mile South Southwest of the casino. I realize that not everyone has skis so it may be a smaller aircraft gathering until spring.

For those wanting to drive, I will be leaving from Bensons at 10:30am so that we can arrive about the same time as the aircraft. The cars are going to be doing follow the leader.

If there are questions please drop by Bensons, contact our VP Bob Lee, or drop me a line.

Jerry can be reached by phone at 800-756-8901 ext 77009 or by email at Jerry.Opp@Wellsfargo.com.

BOARD OF DIRECTORS MEETING MINUTES, 1/10/04

BY: BETTY SEITZER

Attendees: Paul Hove, David Cross, Alan Kupferschmidt, Pual Linnerooth, Bettie Seitzer, Leif Erickson, Dave Fiebiger, Scott Olson, Scott Olson, Art Edhlund.

The meeting was called to order at 9:30 A.M.

Newsletter Editor: Paul will investigate whether Bob Collins can be replaced as newsletter editor before his term is complete. Ian Edhlund has volunteered to complete the term.

Ground School: The instructors are willing to begin a ground school in late January or early February. They will offer one session per year. The club will sponsor forums on topics of interest such as Weather, trip planning, airspace rules, etc. Ground school students have become club members, resulting in an increase in income from dues,

Bettie suggested that the club offer a "Flying Companion" course in the spring. She will coordinate with Art on the investigation and planning of the event.

Membership: Membership received a boost from the two ground schools held in 2003. It is expected that membership will remain stable with new members replacing non-renewing members. There are two types of membership available in the club. A single membership is \$25.00; a family membership is \$35.00.

Budget: A budget was presented by Paul Linnerooth. The board of directors reviewed the line items with minor amendments and approved the budget as amended. A complete 2004 budget will be available at the chapter house for review by the membership. The board will meet midyear to review and amend if needed.

Building: Most repairs have been completed by volunteers using donated materials. The landscaping was paid for by directed donations. Phase two of the landscaping is planned for spring; donations will be requested to complete the project. A committee has been formed to look into expansion of the chapter house.

Kid Venture: Kid Venture activities will be offered at the pancake breakfast and at larger Young Eagle events. The club received a donation of jigs and supplies. Kid Venture is designed for children aged 5, 6 and 7.

Young Eagles: Expenses to the club are minimal. Al will continue to champion the program.

Pancake Breakfast: Valters Aviation has offered the use of their building for the pancake breakfast again in 2004. Those who donate items for the raffles will be recognized in the newsletter, with thanks for their generosity.

Valters Aviation: Valters has purchased Mayer Aviation and is making significant improvements to the services available including a card reader for gas, Y5 capability, a server including a forum board, an improved website, flight planning and onsite cables for link up to update Garmin GPS.

Use of Building: Use of the Chapter house by other groups was discussed. The board developed a policy outlining rules for use of the building by groups other than EAA Chapter 54.

The meeting was adjourned at 11:30.



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