



# EAA Chapter 919 Newsletter February 2008

Chapter President  
Chapter Vice President  
Chapter Treasurer  
Chapter Secretary  
Chapter Newsletter Editor

Rob Ossell  
Daniel Bass  
Marilyn Owen  
Walt Kelly  
Russell Marsolek

## MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 02-15-2008 at 7:00 PM at Tom Lee's Home, Winona, MN

\* = 2008 Paid Membership (\$15.00 annually)

Richard Adank  
Dan Bass  
Allen & Patty Berg  
Steve & Kathy Buswell \*  
Roger & Jean Braatz  
Russ & Denise Braatz  
Garey & JoAnn Cosentino  
Kevin Daniels \*  
Willard Davidson \*  
Donald Dutka  
Merle & Bette Evenson \*  
Doug Egeland  
Richard Exe \*  
Al & Ruthie Farner \*  
Lowell Finseth  
Fred Gleiter  
Jim & Groebner  
Bob Hawk  
Fritz Husser \*  
Walt & Jan Kelly \*  
Mike Kearns \*  
Bernard Kriesel \*  
Thomas Lee \*  
Russ & Helen Marsolek \*  
Denny & Karen Mills  
Dave & Roxie McCorquodale \*  
Dick & Linda O'Connor  
Rob Ossell  
Tom & Marilyn Owen \*  
Terry & Joyce Peterson  
Chris Shoaff \*  
Jerry and Susan Smith \*  
Carl Swanson  
Max & Carol Tentis  
Mike & Barb Thern \*  
Suzi & Bill Vietti  
Larry Ziemer

Contact this chapter at  
EAAONA@HBCI.COM

## FAA PRIVATE PILOT QUESTION OF THE MONTH....

What effect does an uphill runway slope have on takeoff performance?

- A) Increases takeoff speed.
- B) Increases takeoff distance.
- C) Decreases takeoff distance.

„B..“ is the correct answer.

# What aircraft is this?



Challenger II

# THE BUSINESS PAGE

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## Minutes of the last meeting...

### EAA Chapter 919 Meeting

January 18, 2008

The meeting was held at the Tom Lee home and manufacturing facility.

Meeting was called to order by President Ossell at 7:15 PM.

Tom Owen reported there was \$2449.72 in the bank on January 1, \$227 in dues had been taken in prior to the meeting, and a number of members were paying dues during the meeting.

Minutes of the December meeting were approved as read.

There was no official business needing a vote.

Meeting adjourned at 7:45 PM.

Discussion items included:

President Ossell reported that the EAA Chapter paperwork for 2008 has been filed. Secretary Kelly reported that the Minnesota Non-Profit Corporation annual renewal has been filed for 2008.

The March Chili Feed / Fly-In will be held on Saturday, March 22 at the Rushford Airport. Russ will advertise the event as he did last year. Chili will be prepared by Marsolek, Owen, and Ossell. Other members are asked to bring bars and cakes. Donation jars will be used instead of specified pricing. Serving will be from 8 AM – 1 PM. No rain date was planned.

A Thank You letter from St. Joseph's Church in Rushford was received expressing thanks for the \$250 donation from the Chapter for food services to flood victims;

March Program: A short Sporty's video on "Preflight Tips" and "Departing" followed by a bit of discussion.

April Program: "Airport Security" an AOPA DVD;

July: Rushford Days Fly-In

October: PPC & Experimental Aircraft Fall Color Fly-In at the Rushford Airport.

February 10 Winter Fly-In: Log Cabin (WS69) at Eleva 10 a.m. to ? Chili, hotdogs, beverages, served at noon.

February 15 7 PM Meeting to be held at the Tom Lee residence at 1329 W Wincrest Drive, Winona. Feel free to bring a snack to pass. Fred Peterson will give a presentation on "Bush Piloting In Alaska";

February 21: WINGS Program at the Winona Airport Campus

A great place to see and chat with most of the Winona area pilots!

From the FAA web site: the Pilot Proficiency Award Program (Wings) encourages general aviation pilots to continue training and provides an opportunity to practice selected maneuvers in a minimum of instruction time. After you've logged three hours of dual instruction under the program and attended at least one FAA-sanctioned safety seminar, you'll be eligible to receive a distinctive set of wings. You'll also earn a certificate of completion. If you successfully complete a phase of the Wings Program within the period specified by Section 61.56(e) of the Federal

Aviation Regulations, you don't need to accomplish the flight review for that time period.

Further details can be found at [www.faasafety.gov](http://www.faasafety.gov)

The AOPA would like volunteers from the Preston and Dodge Center Airports to keep the AOPA informed with political and operational updates. If interested, please look on the AOPA website and sign up.

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## **Eaa's announcement:**

### **EAA's E-LSA Exemption Request Approved!**

More time granted for aircraft already registered but awaiting inspection January 23, 2008 - FAA's senior staff arrived for the annual mid-winter EAA/FAA summit meeting at the EAA Aviation Center in concert with official approval of EAA's exemption request for the transition of ultralights and two-place machines to the Experimental-Light-Sport Aircraft (E-LSA) category after the January 31 deadline.

The exemption allows aircraft owners who have submitted their aircraft registration (n-number) application to the FAA Aircraft Registration Branch and had it entered into the FAA system on or before January 31, 2008, to complete the process, including issuance of an airworthiness certificate, beyond the deadline.

"EAA is very pleased that FAA saw the necessity of this exemption to meet the backlog of applications to the E-LSA category," said Earl Lawrence, EAA's vice president of government and industry programs. "Our good working relationship with FAA allowed us to understand exactly what these aircraft owners needed, what the FAA would allow within a request, and the time-essential nature of this exemption approval."

The exemption provides additional time for those already registered but awaiting inspection, and also provides relief for those facing certification issues beyond their control (i.e., severe weather preventing DAR travel, shortage of critical flight safety components from manufacturers, etc.) to complete the certification process beyond the deadline.

More information on the exemption is available from EAA Aviation Services at 877-359-1232.

The FAA senior staff is in Oshkosh for its annual session with EAA representatives, a unique gathering that allows for productive discussion of important aviation issues on many fronts, including homebuilt and vintage aircraft, sport pilot, warbirds, aerobatic flights, and more. This unmatched environment allows an active exchange of concerns and ideas with top aviation policymakers, and direct progress toward workable solutions.

More updates from the EAA/FAA summit session will be coming on the EAA website, e-Hotline and EAA publications.

8th Annual  
Ski Fly-In



# Log Cabin Airport



Sun. Feb 10th, 2008  
10:00 a.m. Refreshments  
Lunch at Noon

Doug Ward  
S149 Segerstrom Rd.  
Mondovi, WI 54755  
715-287-4205

44-34-29.8700N  
091-32-49.5600W  
Elevation 840'  
Frequency 122.9



## Do you have to use your anti-collision lights when flying?

Article by Walt Kelly

According to the regs, apparently you do. If you don't have one, you can fly, but if your anticollision light(s) don't work, can you fly? Maybe not! Here is the regulation, next comes the discussion. Anyone care to research it for a meeting discussion?

### Sec. 91.209

#### Aircraft lights.

No person may:

(a) During the period from sunset to sunrise (or, in Alaska, during the period a prominent unlighted object cannot be seen from a distance of 3 statute miles or the sun is more than 6 degrees below the horizon)--

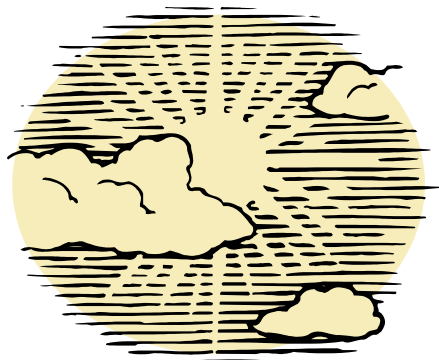
- (1) Operate an aircraft unless it has lighted position lights;
- (2) Park or move an aircraft in, or in dangerous proximity to, a night flight operations area of an airport unless the aircraft--
  - (i) Is clearly illuminated;
  - (ii) Has lighted position lights; or
  - (iii) is in an area that is marked by obstruction lights;
- (3) Anchor an aircraft unless the aircraft--
  - (i) Has lighted anchor lights; or
  - (ii) Is in an area where anchor lights are not required on vessels; or

(b) Operate an aircraft that is equipped with an anticollision light system, unless it has lighted anticollision lights. However, the anticollision lights need not be lighted when the pilot-in-command determines that, because of operating conditions, it would be in the interest of safety to turn the lights off.

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## Winona MN. Weather Almanac.

February average high temp 33°. February average low 16°. Record High 68° in 1981. Record Low -31° in 1996.



**Dear EAA MN Chapter Leaders:**

My name is Greg Reigel and I am representing EAA on the Minnesota Aviation Funding Task Force that has been established by the MN Legislature to review the current aviation funding mechanisms in place in MN.

In the most recent meeting of the task force, the Minnesota Business Aviation Association presented a proposal for restructuring the current revenue sources. I have attached a copy of their proposal to this message.

At this point, the task force is still in the investigation phase. However, if you could review MBAA's proposal and provide me with comments you or your chapter members may have regarding MBAA's proposal or aviation funding in general, that will assist both me and the task force in our investigation.

Thank you for your assistance. If you have any questions or would like to discuss the task force, please give me a call or send me an e-mail.

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**\*\*\*Editors Note\*\*\***

**Please see the next page for the  
MBAA's proposal.**



**MINNESOTA BUSINESS AVIATION ASSOCIATION**  
**3800 E 70<sup>th</sup> Street**  
**Minneapolis, MN 55450**

**TO:** Airport Fund Task Force Members  
**FROM:** Minnesota Business Aviation Association  
**DATE:** December 17, 2007

MBAA is respectfully requesting that the Airport Funding Task Force explore options to restructure the current Minnesota Airport Fund revenue sources. The current system was established in 1945 and should be modified in order to reflect the current status of aviation in Minnesota including, but not limited to, the following:

1. Establish an aircraft registration Fee-Cap or Weight Calculation Method, i.e. .50 cents per pound.
2. Increase State Fuel Tax in order offset lost aircraft registration revenue, which would increase contributions from aircraft that are registered and based out-of-state, but frequently utilize Minnesota excellent airports.
3. Transfer a portion or all of State Sales Tax revenue generated by sales of aircraft and aircraft parts to the State Airports Fund.
4. Recalculate Airline Flight Property Tax to Pre-2001 level.
5. Eliminate the Airline Flight Property Tax and recover lost revenue via an increased fuel tax with a cap that equals previous Airline Flight Property Tax, and then establish an annual inflation adjustment.

The MBAA would encourage the Task Force to exclude piston aircraft that burn 100LL fuel and that cost less than \$300,000.

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## **EAA Chapter 919 Monthly Meeting**

**When:** Feb. 15th, 2008  
**Time:** 7:00 PM  
**Location:** Tom Lee's home. 1329 W. Wincrest, Winona MN 55987  
**Phone:** 507-454-5927  
**Program:** ***Being an Alaskan Bush Pilot!*** By Fred Peterson