



EAA Chapter 919

January 2011
(Est. July 2001)

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

Russell Marsolek
Walt Kelly
Helen Marsolek
Diane Kohner
Russell Marsolek

MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 01-21-11 at 7:00 PM at the Winona Airport.

Membership (single or family!) (\$15.00 annually)

Rich Adank 2011
Wes Anderson 2010
Dan & Deanna Bass 2011
Enoch Bennett 2011
Al & Patty Berg 2010
Russ & Denise Braatz 2010
Bruce & Susan Bublitz 2011
Bill & Cheryl Davidson 2011
Mike & Edith Davis 2011
Randy Dutka 2011
Al & Ruthie Farner 2011
Lowell & Lori Finseth 2010
Ren Foster 2011
Fred Gleiter 2010
Helen Hermann & Theresa Villarreal 2010
Mike Kearns 2010
Walt Kelly 2011
Diane Kohner 2010
Bernie Kriesel 2011
Tom Lee 2010
Russ & Helen Marsolek 2011
Steve Marsolek 2010
Marilyn Matson 2010
Dave & Roxie McCorquodale 2010
Larry & Sandy Nelson 2010
Tom & Marilyn Owen 2011
Pdon & Glenda Pinkham 2011
Gregg and Patti Reick 2011
Myron & Darlene Schober 2011
Chris & Susan Shoaff 2010
Martin Stickney 2011 & 2012
Carl Swanson 2011
Max Tentis 2010
Mike & Barb Thern 2010
Allen & Laloni Thompson 2011
Daryl & PJ Thompson 2011, 2012, 2013, & 2014
LeRoy Thompson 2011
Pat & Lyn Webb 2011

Contact this chapter at
EAAONA@HBCL.COM

FAA PRIVATE PILOT QUESTION OF THE MONTH....

Which VFR cruising altitude is appropriate when flying above 3000' AGL on a magnetic heading of 185' ?

- A> 4000'
- B> 4500'
- C> 5000'

What aircraft is this?



Legal Eagle

www.ultralightnews.com

THE BUSINESS PAGE

EAA Chapter 919 Meeting Minutes of the Meeting December 10, 2010

The meeting was held on December 10th in conjunction with the Chapter's Christmas party held at the home of Russ and Helen Marsolek.

The meeting was called to order by President Russ Marsolek at 7:15 a.m.

Treasurer's report recorded a balance of \$3496.71.

Old Business:

It was decided that the Chapter will keep the current officers for next year.

New Business:

The Chapter Service Awards will be awarded at the January meeting which will be held on January 21, 2011 at the ONA airport at 7:00 a.m.

The annual Poker Run will be held this year on January 15, 2011, at the Rushford airport.

The Chili Feed will be held on March 19, 2011 at the Rushford airport. The serving hours will be 10:00 am to 2:00 pm.

The Snowshoe Walk was tentatively scheduled to be held Saturday, February 12, 2011. The Walk will be combined with the February meeting.

It was discussed if the group would like to see a different night for the EAA Chapter meetings. Let us know.

The meeting adjourned at 8:00 p.m.

Submitted by Diane Kohner, Secretary

The correct answer to the **QUESTION OF THE MONTH** is "B"

Winona MN. Weather Almanac.

January average high temp is 24°. The average low temp is 4°. The average precip is 1.3" of moisture.



While attending Oshkosh 2010, EAA 919 member Walt Kelly attended several seminars. Here are the notes from one such seminar that Walt wanted to share with everyone!

Notes From Oshkosh – Plexiglass Maintenance & Buffing

By Frank Poma of Micromesh

- Don't use petroleum, wax, or solvents on Plexiglas. Pledge will yellow plastic over time.
- Clean plastic with water. If really bad, use a drop of Dawn in water.
- No polish! It yellows. Wax fills in the scratches. Looks great temporarily, but scratches will lengthen and deepen.
- Rainex is a No-No. It yellows. Never, never use Windex with ammonia.
- No paper towels or shop rags. Only 100% cotton or miracle wipes. They can be washed and reused. Woolite is good.
- To refinish Plexiglas or polycarbonate (Lexan) follow these tips:
 - o A sanding disk is better than compound because it is more uniform.
 - o Compound may have more grit depending on how the bottle was shaken.
 - o Start with side windows for practice.
 - o Sandpaper consists of backing, glue, and grit.
 - o 120 grit at 55 grade means 45% of the grit can be oversized and will leave scratches.
 - o 3M is 95 grade. (Wal-Mart has 22 of its 27 jets in the air at one time). Wal-Mart mechanics do not use company products in maintenance.
 - o On a polycarbonate glass, if you can feel a scratch with your fingernail, you can't remove it. If Plexiglas, you can.
 - o When using a compound, use a lamb's wool pad at 1000 RPM. Spray water on glass when material starts to dry. High speed sprays the compound. Do not press down on the pad. Keep the glass damp and do not allow it to heat from friction.



EAA 919 Annual Poker Flight!



When: January 15th, 2011.

Where: Beginning at 55Y Airport (Rushford MN).

Time: Briefing at 9:00 AM. Ends at noon at 55Y.

Prize: Bragging rights for one year and a certificate!

SKI FLY-IN

**LOG CABIN AIRPORT 11TH ANNUAL
SUNDAY, FEB 13, 2011
10:00A.M.**

**LUNCH @ NOON
CHILI, HOT DOGS, REFRESHMENT, ETC.**

**DOUG WARD - JUDIE OHM
OWNER/OPERATOR**

**S145 SEGERSTROM RD
MONDOVI, WI 54755
715-287-4205**

logcabinairport@tcc.coop



**44-34-29.8700N
091-32-49.5600W
Elevation 850'
Frequency 122.90**

Why Re-registration & Renewal?

Re-registration of eligible aircraft takes place between October 1, 2010, and December 31, 2013, updating the U.S. Civil Aircraft Register with current data derived from recent contact with aircraft owners. Renewal of registration every third year, with other new tools, enables the Aircraft Registration Branch (Registry) to keep aircraft registration information current.

"These improvements will give us better knowledge about the state of the aviation industry, especially general aviation," said FAA Administrator Randy Babbitt. "We also are responding to calls from law enforcement and other government agencies for more accurate, up-to-date registration data."

About one-third of today's 357,000 registered aircraft have inaccurate records. At least 100,000 of these are not expected to re-register. Prompt reporting of a change in aircraft ownership, mailing address, or destruction has long been required by registration regulations. Without these reports from the owners the aircraft records could not be updated. The Registry has revoked registrations due to unreported changes; however, this process was slow and expensive. Registration would be revoked, but owners whose notices were undeliverable would be unaware and continue to operate their now unregistered aircraft.

Re-registration, renewal and expiration will clear inactive aircraft from the data base. The availability of on-line processing to many owners, and periodic FAA reminders to renew the certificate, should maintain the gains in accuracy and currency. This is essential to safety, regulatory enforcement, and all levels of law enforcement.

October 1, 2010, is the day that the changes in the new rule become effective.

Aircraft registration certificates issued on or after this date will show an expiration date. The first Re-Registration Notices will be sent on or shortly after October 1, 2010.

If aircraft registration has expired and a re-registration certificate has not been issued, received, and placed in the aircraft, then the aircraft is without authority to operate.

Aircraft Re-Registration Schedule

If the Certificate was issued in:	The certificate expires on:	The owner must apply for re-registration between these dates, - to allow delivery of a new certificate before expiration.
March of any year	March 31, 2011	November 1, 2010 and January 31, 2011
April of any year	June 30, 2011	February 1, 2011 and April 30, 2011
May of any year	September 30, 2011	May 1, 2011 and July 31, 2011
June of any year	December 31, 2011	August 1, 2011 and October 31, 2011
July of any year	March 31, 2012	November 1, 2011 and January 31, 2012
August of any year	June 30, 2012	February 1, 2012 and April 30, 2012
September of any year	September 30, 2012	May 1, 2012 and July 31, 2012
October of any year	December 31, 2012	August 1, 2012 and October 31, 2012
November of any year	March 31, 2013	November 1, 2012 and January 31, 2013
December of any year	June 30, 2013	February 1, 2013 and April 30, 2013
January of any year	September 30, 2013	May 1, 2013 and July 31, 2013
February of any year	December 31, 2013	August 1, 2013 and October 31, 2013

Aircraft registration issued under re-registration expires three years after the last day of the month in which it is issued.

Aircraft registration issued due to renewal expires three years from the expiration date of the previous certificate

Aircraft registration issued to a new, import, or reinstated aircraft entering or re-entering the U.S. Civil Aircraft Register expires three years after the last day of the month in which it is issued.

The cancellation of the N-numbers assigned to an aircraft will take place approximately 90 days after the expiration of an aircraft's registration.

If aircraft registration has expired and the N-number has been canceled, application may be made to register the aircraft under 14 CFR § 47.31, using the standard application for registration and payment of the regular registration fee.

When a post office or drop box is used as a mailing address then the street or physical address of the applicant must be entered on the aircraft registration application.

How does Re-registration Work?

- Approximately six months before an aircraft's registration expires, the Registry will mail a notice with instructions to the owner using the mailing address of record. The notice will identify the expiration date, and the three month window during which application must be made to ensure receipt of the new certificate before the old certificate expires.
- The fifth, fourth & third months before expiration make up the timely filing window. A code provided in the notice allows on-line re-registration and payment of the \$5 fee when there are no changes in ownership, address, or citizenship to report. If there are changes to report, the form can be completed on-line, printed, signed, and mailed with the \$5 fee.
- Two months before expiration, a second notice will be sent to those who have not yet applied for re-registration.
- Two months before expiration, the timely filing window and on-line re-registration closes. Remaining applications and fees must be mailed to the registry
- Upon expiration of registration the owner of an unregistered aircraft will be sent notice of the scheduled cancellation of the N-number and instructions for reservation of the N-number. Once canceled, the N-number will not be available for assignment or reservation for the next five years.
- Notices will not be sent to addresses from which mail has been returned as undeliverable.
- **Renewal follows the same process.**

For more information contact:

**U.S. Civil Aviation Registry
Aircraft Registration Branch**

<http://registry.faa.gov/renewregistration>

Telephone (405) 954-3116
Toll Free 1- (866)-762-9434

Other changes in the regulations

With these changes the Registry and other system users will be better able to distinguish between validly registered aircraft and unregistered aircraft as the time aircraft are in transitional statuses will be limited.

- When aircraft registration has ended in accord with §47.41 (e.g., expiration, ownership transfer, destruction, etc.) the assignment of an N-number is no longer authorized for use. (The exception remains for the 90 day temporary operating authority of the second, pink, copy of the Aircraft Registration Application, following ownership transfers under §47.31(c)).
- Six months after notice from the owner of an ownership transfer, if application for registration has not been made, the Registry will schedule the assigned N-number for cancellation.
- Twelve months after a purchaser has filed evidence of ownership and applied for registration, if the applicant or successive applicants have not met the requirements for registration, then the Registry will schedule the assigned N-Number for cancellation.
- 'Pink Copy' temporary operating authority will not be extended beyond one year from the date of the first application for registration filed.
- When Six months after a Dealer's Certificate holder has submitted evidence of ownership under Section 47.67, have passed and the Dealer has not met registration requirements then the Registry will schedule the N-number cancellation.
- When a Dealer's Certificate expires, any aircraft registered under that certificate would be without registration and must be registered under normal registration procedures of § 47.31 or §47.63; or the aircraft will be scheduled for N-number cancellation



**Federal Aviation
Administration**

Re-Registration & Renewal of Aircraft Registration

Changes are effective October 1, 2010

OK-10-4608