



## EAA Chapter 100 January 2008 Newsletter

<http://eaa100.org>

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### January 2008 EAA Chapter 100 Meeting:

The January 11<sup>th</sup> 2008 1930L meeting will be at the Dave Nelson and Doug Solinger hangar but hosted by Bob Bittner. They have one of the nicest hangars at the Rochester Airport (KRST). Drive past the FBO (Signature Aviation) and stop at the gate (heading west). Press the button and tell them you need to get to the EAA meeting in Dave Nelson's hangar. After the gate opens, drive through but stop about 2 car lengths on the west side until the gate closes behind you. Then continue until you get to the last hangar on your left (park to the right). To get out, you just need to press the open button on the post on the west side of the gate. Again, stop on the other side until the gate closes behind you.

### Agenda

1. Call to Order 1930-1935
  - a. Additions or corrections to agenda
  - b. Approve December 14th meeting minutes
  - c. Review action items from previous meeting
2. Treasurer's Report 1935-1940
  - a. Additions or corrections to Treasurer's Report
  - b. Approve December 2008 Treasurer's Report
3. Committee Reports 1940-1950
  - a. Hanger
    - i) Gordy Westphal
    - ii) Tom Hall
4. Flight Advisor / Tech Counselor 1950-2005
  - a. Dave Nelson
  - b. Walt Mount
5. Old Business 2005-2020
  - a. Adopt a Highway (Gordy Westphal)
  - b. Dodge Center terminal building (Gordy Westphal)
6. New Business 2020-2030
  - a. Banquet speaker
7. Adjourn 2030

EAA Chapter 100 is a nonprofit association involved in the promotion of aviation through adult and youth education, hands-on training, building and maintenance of experimental aircraft, and through community awareness programs.

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*Reader submissions and comments are strongly encouraged.*

## EAA Chapter 100, 14 Dec 07 meeting minutes

7:45

November minutes were read and approved.

### Treasurers' report-

Savings-	\$1817.15	
Deposits-	<u>0.00</u>	
Balance	\$1817.15	
Checking-	\$2889.60	
Deposits	0.00	
Withdrawals	<u>\$ 10.03</u>	Excel Energy
Balance	\$2879.57	11/30/2007

Cert. Of Deposit	\$5000	08/17/07
	\$5000	10/07/07

### Old Business

Chapter dues of \$15 are due. Send to Randy Bornhorst or contact at a meeting.

2008 EAA calendars can be ordered through Dwayne Hora.

Hangar ice build up in front of the hangar door is a problem after a recent ice storm. Removal is near to impossible and the buildup is high enough to make moving an airplane in and out very difficult. Tom Hall and Dwayne Hora will work on the ice mess and purchase some ice melt product to melt the ice. Thanks Tom and Dwayne.

### Committee reports- no reports

Adopt a Highway project details are final and Gordy Westphal will have more information at the January meeting. No new information on the proposed improvements to the airport AD building the Club uses occasionally for meetings. More possibly next meeting.

### Tech Reports

Walt Mount had some comments about the recent Cirrus accident in Faribault. He commented a possible explanation for the wingover on landing incident could have been caused by a run-a-way aileron trim. There was an almost 90 degree crosswind also and the combination of that and other factors could have contributed to the loss of control. Dr. Mayo had supposedly purchased the plane within the recent month or two. It will be interesting to read the NTSB report in the months ahead to see what they determine.

### New Business

Elections: A motion was made and seconded to accept the nominations for officers.

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The newly elected officers are:

President Dwayne Hora  
Vice President Tom Hall  
Secretary/Treasurer Randy Bornhorst  
Webmaster/Newsletter editor Dick Fechter

Jan 11-13 EAA Leadership Conference is fully booked with only 30 invitations available. Tom Hall and Dwayne Hora will not be able to attend as planned.

Name tags were used at the December meeting and it was beneficial to some to add a name to a familiar face of recent or new members.

Annual Banquet discussion about possible speakers to get for the program. Anyone having a suggestion should contact one of the officers, the earlier we get something set up the better.

Meeting places needed for 2008. Please sign up. The January meeting will be at the Rochester Airport. Bob Bittner will host it at the Nelson/Solinger hangar (see directions on page 1 of this newsletter).

Motion made to adjourn and exam Clair Johnson's Quickie 2 project.

### Meeting adjourned 8:25

As the web editor, I would like to update our website showing the projects and aircraft members are building and flying. I have some pictures, but most are old and I do not have any text on the project/aircraft itself, or on the person (bio). Please send me pictures and tell me about your project or the airplane you are flying. In those pictures, make sure at least one includes a picture of yourself. I have no problem with lots of pictures so if you have more than can be sent via email to [fech@aswebs.com](mailto:fech@aswebs.com), just send a CD to Dick Fechter, 139 13<sup>th</sup> St. NE, Byron, MN 55920.

If you are receiving paper copies of our newsletter, but have the capability to read it over the web, please tell me if I can cancel you from the paper mail newsletter list. As the newsletter editor, I'm slightly confused by the list of people getting paper copies of the newsletter. I will not attach the newsletter to anyone's email – so you don't have to worry me plugging up your email box. I'll just send members an email with a link to the eaa100.org web site and newsletter. The newsletters will be in PDF format so the file size should be small and so even if you have a dialup, it should download quickly.

The information below is from:

[http://minnesota.publicradio.org/display/web/2007/12/18/legion\\_honor/](http://minnesota.publicradio.org/display/web/2007/12/18/legion_honor/)

## Two Minnesotans receive France's Legion of Honor award

by [Tom Scheck](#), Minnesota Public Radio  
December 18, 2007

St. Paul, Minn. — The ceremony took place in the Capitol Rotunda. About 50 family members and friends sat and watched as politicians and Minnesota National Guard leaders thanked Walter Halloran and Merrill Burgstahler for their service. Minnesota's state flag was perched next to the podium. The French and American flags sat on the other side.

"It is a great honor and privilege to be in front of you today to pay tribute to the soldiers who sacrificed their lives for France and Western Europe," says France's Honorary Consul Alain Frecon.



### [Walter Halloran](#)

Honorary Consul Frecon delivered the medal to the two elderly gentlemen. He said the Legion of Honor medal is

awarded to those who gave outstanding service to France. Napoleon Bonaparte created the medal in 1802. Fracon said he and his countrymen would never forget the service of those who fought to liberate France.

"As a personal note and as a member of the first wave of the French baby boomers, I am a living testimony of your sacrifice and gift to France. I do owe you and your fallen comrades my freedom," says Frecon.



### [Alain Frecon](#)

Both veterans choked up while sharing their memories of their time in Europe.

Merrill Burgstahler, who lives in Minnetonka, served in the 777th anti-aircraft battalion in the 6th Armored Division Air Force. He said his battalion was responsible for shooting down 111 German planes during the Battle of the Bulge and during campaigns in Central Europe, the Rhineland, Normandy and Eastern and Northern France. Burghstahler said this was the second award that he received from the French people.

"My first one consisted of a little French boy standing on the hedgerows of Normandy pouring cider for all our crew. He also gave me

a pair of wooden shoes as a souvenir and I still have them," Burgstahler explained to the crowd.

Walter Halloran lives in Rochester. He was wearing his old Army uniform for the ceremony. He joined the Army in 1942 at the age of 19. He said the first time he set foot in France was on Omaha Beach on D-Day, June 6, 1944, which he said was under "rather tumultuous circumstances." Halloran was a member of the 165th Signal Photo Company that was charged with filming the Normandy invasion.

Halloran showed some boyish enthusiasm during the ceremony. He jokingly asked why he didn't receive a ceremonial kiss on both cheeks after the medal was pinned on him. He also joked about the benefits of his new medal.

"I don't know if this old soldier will ever see the lights of Paris again but if I do sir, I can assure that I'll be wearing a device indicating the presence of this high honor," says Halloran. "I will do that with the anticipation and expectation that some astute maitre de will recognize it for what it is and promptly show us a good table."

Halloran said this may be the last award he receives for his service during World War II. Both Burgstahler and he said they were accepting the award on behalf of all Americans who served in World War II. Minnesota's Commissioner of Veterans Affairs says now five Minnesotans have received the award in the past three years.

## ***EAA: Regional Fly-Ins Are Doing Okay***

Despite the recent decision by organizers of the Texas Fly-In (aka the Southwest Regional Fly-In) to cancel next year's event, no other regional fly-ins are expected to fold, EAA spokesman Dick Knapinski told AVweb on Tuesday. He said that in the past, the regional fly-ins -- which are individually managed events with various kinds of ties to EAA, but are not run by EAA -- have been helped by EAA to get insurance. They could apply for policies "under our umbrella," Knapinski said, though they paid for coverage themselves. That model has now become unworkable, and EAA is working with the regional fly-ins to help them negotiate their own individual coverage with insurers.

## ***Dick Rutan Safe After Emergency Landing***

Dick Rutan has piloted many challenging flights, including going around the world nonstop in his brother's Voyager aircraft, but this Tuesday he had a close call while flying one of the simplest airplanes around -- a Cessna 150. "It was sudden, catastrophic and inexplicable," Rutan told The Associated Press. A cylinder blew, and "the engine was totally

destroyed." Rutan, who was flying by himself from Mojave to Palm Springs to attend a memorial service for a friend, landed safely on a small road near Victorville about 9:30 a.m. Rutan said he was flying at about 1,000 feet when the engine died -- the AP said it was "fortunate" that he was so close to the ground, but pilots reading the story would likely wish for more altitude when the engine fails.

Rutan has faced plenty of dangerous flights in the past. He ejected from a burning F-100 in Vietnam, parachuted from a disabled balloon, and abandoned an airplane that broke through thin ice and sank at the North Pole. He told the AP he was lucky that he had clear skies and a good landing spot available when the 150's engine blew. "If I had been over the clouds and had to land on a mountain, my chance of surviving would probably be zero," Rutan said

***Last year Walt Mount briefed us on an alternate fuel from coal.*** On December 17th 2007, the Air Force flew a C-17 cross country on synthetic fuel made from coal. The B-52 bomber is already certified to use this fuel mix and full certification is expected for the C-17 in coming months.

The Air Force's goal, is to build the market so it can provide roughly 400 million gallons of synthetic fuel to the service by 2016.

### **Taxes, user fees still up in air for 2008**

By AOPA ePublishing staff

Congress passed and President Bush signed on Dec. 20 a \$14.6 billion appropriations bill for the FAA for fiscal year 2008. But that doesn't mean the FAA funding battle is over. Far from it.

That's because the Senate has yet to pass an FAA authorization bill that would set aviation

taxes – and possibly user fees—for the next four years. The way things sit right now, the government's authority to collect aviation taxes—and spend from the aviation trust fund—will expire at the end of February. And even though Congress appropriated \$3.5 billion for the Airport Improvement Program, it did not give the FAA the authority to issue new contracts to actually spend any of that money on airports.

"The Senate must put FAA funding at the top of its agenda next year," said AOPA President Phil Boyer. "We can't begin to resolve the issues of airport congestion and air traffic control modernization until the Senate passes an authorization and tax bill to complement the House FAA funding bill (H.R.2881) passed in September."

The FAA appropriations bill was rolled into the so-called omnibus funding bill for all federal agencies. Congress resorted to the omnibus bill because of disputes with the White House over the size of the budgets for various agencies, and funding for the wars in Iraq and Afghanistan.

As part of the omnibus appropriations bill, Congress extended the existing FAA authorization until Feb. 29, 2008. If Congress doesn't act by then, the federal government would have to stop collecting aviation fuel taxes and passenger ticket taxes. No new money would flow into the aviation trust fund. The FAA wouldn't shut down, but would likely have to scale back to its core functions.

"AOPA will jump into the new year with a renewed lobbying effort to encourage the Senate to finalize an FAA funding bill without any user fees," said Boyer.

## **Membership Information Update**

If you have not yet paid your 2008 dues of \$15, please send this information along with your check to: Randy Bornhorst, 4236 Arboretum Dr. NW, Rochester MN 55901.

First Name

Last Name

Address

City

State

Zip

EAA Number

Home Phone

Cell Phone

Email Address