

# Minutes for EAA Chapter 1397 Jan 11, 2019

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## Call to Order

We held a Regular meeting of EAA chapter 1397 on January 10, 2019 at BJI commons. We began at 7:04 PM.

## Attendees

Voting members in attendance included: Dan Leger, Brian Shaw, Harold Janssen, Rod Knudson, Duane Maki, Gardell Emery, Jon Blessing, Chuck Cravens, Dave Quam, Samuel Walsh, Dawn Cook, Arnold Kleinsasser, Paul Shough, Jim Bardwell, Rob Roed

Guest in attendance: Robert Mili?, Dale Ropp, Anton Imhof

**Secretary's report:** Christmas party was a success

**Treasurer's report:** approved as read

## ***EAA Chapter 1397***

### Treasurers Report - 12/13/18

Starting Balance		\$3,125.25
Deposits (1)		
Deposit	\$291.00	
	\$291.00	
Expenses (0)		
	\$0.00	
Ending Balance		\$3,416.25

## Starting Balance

\$3,416.25

\$0.00

### EAA Chapter Renewal

(\$359.00)

John Blessing - food

(\$59.03)

(\$418.03)

\$2,998.22

- Young eagles in early June

- Poker run in September

- January Bemidji hockey event. They are plowing their radar run strip. 4000ft x 200ft. No formal EAA activity.

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- Airport property opportunity

- Sam Walsh briefed us on a potential Bemidji community aviation center

- Potential multi-use: EAA chapter, flying club, high school aviation focal point, discover flights, aviation museum

- Potential presentation to airport authority next Wednesday
- Place for public to interact with GA in Bemidji
- Multipurpose: meeting center, maintenance facility,
- No hangar door, not a good access in the back right now, but will change within the year.
- Flying club is a 501C7 and cannot accept donations. EAA is a 501C3 and we can accept donations. (Note: we are currently NOT a 501C3 as our status lapsed)
- Grant money potential exists
- Any cost indication? Preliminary indication from the airport authority is a \$1/year lease. We would be responsible for maintenance and operational costs.
- We would have to get hangar keeper insurance.
- Paul asked if this chapter have a vision for young people involved in building an aircraft. Educational opportunities is a good plug.
- The RC club may be interested as well
- Parking is an issue right now. However, adjacent land lease expires in a year.
- Chuck Move to support exploration. Jon 2<sup>nd</sup>. All in favor.
- Brian Shaw and in flight oil loss
  - Engine failure over red lake. Got it restarted at 1500 ft.
  - Brian lost engine oil on the way back from Canada and landed on Rainy Lake.
  - Root cause: Spin on oil filter adapter failed. After the event he checked and found an AD on that device. This was a recently rebuilt engine with 25 hours.
  - Every time he parked he saw a drip of oil from the cowling and attributed to normal procedures.
  - He degreased the airplane, then found drips coming off the oil filter adapter. He inspected, found no anomalies.
  - Over Rainy Lake, oil gauge started dropping off, pulled to idle, then began hearing lifters, so he shut it off. Landed it in a bay. Added a quart of oil, took off and flew to a calm bay.
  - Fixed it, then went back to customs and checked in.
  - He took off and climbed to 4000 ft. Wife was staring at oil gauge and Brian was looking at the sunset. At 15 miles from rainy river the oil pressure started dropping. He immediately turned around and headed north. He explored his options.
  - He targeted the rainy river. He pulled the mixture and the prop stopped.
  - 1 mile out he identified a landmark and landed on the river. He put the floats on the boat ramp.
  - The following week he went back with parts. Installed parts, flew down the river to Baudette. Landed and checked everything. Then flew home.
  - Lesson learned: pay attention to engine out practice and procedures during your BFR. Plan for it.

## Adjournment

We adjourned at 7:49

*Daniel R. Leger*

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Secretary

EAA Chapter 1397

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Date of Approval