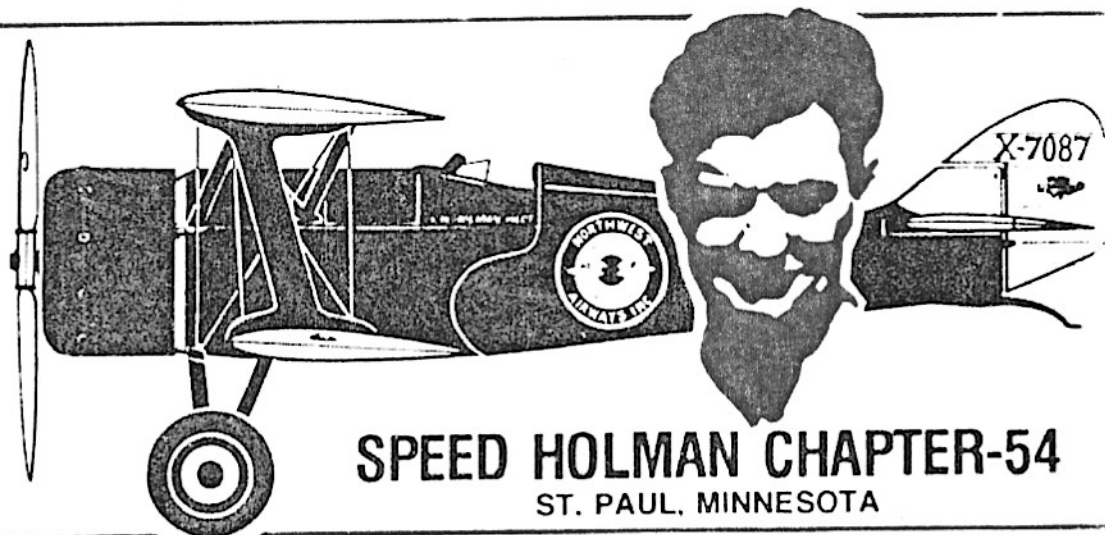




SPEED'S NEWS



YOUR LEADERS:

April 14, 1980

President: Gerry Laundry - 647-0259
Vice President: Sandy LeMire - 429-6422
Secretary/Treas.: Rosemary Frank - 451-8187
Designees: Roger Westerberg - 458-0708
Al Amsden - 484-4058

The 10th Annual MSAA Banquet held at the Sheraton Inn on April 19th was super-well-attended. Both the program and the food was good. STEVE WHITMAN, well known designer of aircraft, won a set of plans for an ACRO 2. Wonder what he will do with them!?!?

MRS. CHUCK {DIANE} LARSEN won a set of plans for a POBER PIXIE. When's the building start, Diane??

GERRY LAUNDRY turned his back and was unanimously voted in to take over the job of Vice President of Minnesota Sport Aviation. Congratulations, GERRY!

The HOLMAN HOB0'S PIPER COLT is temporarily out of the sky. It is in need of a new windshield and lift struts.

It is not too early to plan for OSHKOSH.

And speaking of Oshkosh - our marvelous hanger host, JOAN WYLAND, has asked me to put out feelers to see if Chapter members are interested in a pre-OSHKOSH Father's Day picnic this year. Please attend the next meeting and give us your vote or call Rosemary - 451-8187 or Joan - 439-3089.

p.s. Father's Day is June 15th.

DICK BECKER will be at this most important meeting with final plans for the Brookdale Mall Display. Five chapters will be participating and DICK would like to see a good showing on the part of Chapter 54. Anyone with anything - please call DICK - 429-1256. It is most important that we have alot of members willing to volunteer their time.

This is a shorty but a goodie - your newsletter editor has been pressed for time entertaining out of town guests - AND getting ready to fly off to RAPID CITY, SOUTH DAKOTA, on Tuesday morning.

SEE YOU AT THE MEETING!!

Rosemary

Section 5.

Removes references to obsolete sections. It also stipulates that the tax statements to owners of property qualifying for the reimbursement shall contain the amount of the reimbursement and specify that the reimbursement is paid by the state of Minnesota.

Section 7.

Provides an appropriation to the Commissioner of Revenue for the amount needed to make the annual payments.

Section 3.

Provides that the act is effective the day following final enactment. (However, due to the dates contained in the act, the provisions will take effect for taxes payable in 1981 and subsequent years.)

ARTICLE V

SALES TAX

Section 1.

Aircraft and parts purchased by nonprofit flying clubs are sales at retail (i.e., taxable sales), if they are used solely for leasing the aircraft to members of the club. However, leasing of the aircraft is not considered to be a sale subject to tax, if the tax was paid on the initial purchase. Effective June 30, 1980.

The purchase of an aircraft solely to be used for leasing to others is a purchase for resale (i.e., exempt from the sales tax). The leasing of the aircraft, however, would be a taxable sale. Effective November 1, 1979.

Section 2.

The following exemptions are added to the general

completed and it is still hoped to implement "something" very soon after March 20, 1980.

The comment period for the NPRM proposing a Group II TCA for HONOLULU closes on March 17 and for TAMPA on May 5, 1980.

The dates for the issue of NPRMs for proposed Group II TCAs in other areas are slipping but PHOENIX should be issued by late March 1980. The only other proposals currently scheduled for 1980 and their possible release dates are:

PHOENIX, AZ — late March
FORT LAUDERDALE, FL — late March
ORLANDO, FL — July
MEMPHIS, TN — September
PORTLAND, OR — November

Two or three more localities could be added before the end of 1980.

What can we do? . . . What should we do about these proposed TCAs and the issue of the relative NPRMs?

1. Keep in close contact with EAA Headquarters . . . let us know what is happening . . . ask our advice. Every situation is different and we cannot have a full discussion in SPORT AVIATION or the *Chapter Bulletin*.

2. Organize a small steering committee from the Chapters in the area and other "qualified enthusiasts" . . . don't let all the work fall on the shoulders of one volunteer.

3. Keep EAA views in front of the public — aviation safety is newsworthy and EAAers are vitally interested. Use safety as the No.1 issue — because we are so concerned we are speaking out on behalf of the airline passenger and pilot — we are not bound by party lines — we are not told what to say — **AND WE OBJECT STRONGLY TO IMPLEMENTATION OF ANY SYSTEM OF CONTROLLED AIRSPACE WHICH HAS NOT BEEN SHOWN TO BE EFFECTIVE IN REDUCING THE POTENTIAL FOR MID-AIR CONFLICT.**

In many ways our air traffic control system has grown like topsy — is it out of control? — do the systems devised to handle air traffic 10 and 20 years ago still provide the best answer? — should there be a complete review of air traffic flows and procedures?

Remember — **EAA IS VITALLY CONCERNED WITH AVIATION SAFETY.**

If we do not present a positive viewpoint to the media and public, we are fighting a lost battle. In San Diego, Pacific Southwest Airlines (PSA) is now reporting near misses each week in "death corridor" — so named by the media. These many "near misses" are not substantiated on further investigation but PSA's announcements are having the desired effect on the media and the public. The general aviation aircraft is always

at fault!! — There is no way the public in San Diego could ever be convinced otherwise.

4. Maintain a cordial working relationship with FAA personnel and state officials. Spend time with them and discuss your airspace.

5. Don't discuss alternative TCA designs — don't discuss corridors — if additional controlled airspace is not going to enhance safety. Discussions of a TCA concept is tacit agreement that a TCA of some design would offer a safety enhancement — it is virtual acceptance of a TCA when we support safety rather than tradition. Each locality and each situation is different and must be looked at in light of topography and traffic flows.

I am sure that I have said enough! More on TCAs next month.

AVIATION FUEL

also from Pete Strombom

Are we approaching a crisis — or is the crisis already here? The recent explosion and crippling of the Phillips Petroleum Refinery in Borger, Texas has projected us into a problem which otherwise may not have become so critical, or rather so noticeable, before 1981.

I recommend you advise all your members to read President Paul's March 1980 **HOME BUILDER'S CORNER** most carefully. It accurately summarizes present problems and discusses the possible future supply of aviation fuels.

What is EAA doing?

Again, your EAA is providing the impetus and leadership needed at this time.

During a GENEVAC (General Aviation Advisory Council) meeting in Florida in late January, President Paul discussed aviation fuel supply — an emergency committee was formed and since that time they have held two meetings in Washington, DC. A GENERAL AVIATION ENERGY COUNCIL has been formed with Paul Poberezny as Chairman. An emergency meeting and forum is scheduled for early March in Washington, DC. In attendance will be leaders of all general aviation organizations, power plant and airframe manufacturers, oil companies, the FAA, DOT and DOE. It is an important meeting but — more on this next month.

EAA is starting an immediate program of testing alternative fuels — particularly automotive gas and alcohol. Systematic testing of these fuels is an important step and EAA has donated \$30,000 to the EAA Air Museum Foundation to finance initial work. The AOPA Foundation is also providing \$25,000 to our Foundation in support of the program. Donations toward the cost of these programs will greatly assist progress — donations may be addressed to "Energy Research" at EAA Headquarters.



MARCH 1980

EAA HEADQUARTERS

CHAPTER BULLETIN

WORLDWIDE CHAPTER NETWORK

P.O. Box 229
Hales Corners, Wisconsin 53130

BULK RATE
U. S. POSTAGE
PAID
PERMIT NO. 1
RANDOM LAKE, WIS.
53075

062042
GERALD LAUNDRY
2167 ROBLYN
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55104

BANQUET DETAILS A mailing will go out to every EAA member in Minnesota and some along our borders, but you may want to share this with any Chapter members who are not yet members of EAA International.

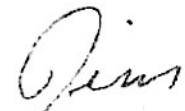
Date: Saturday, April 19, 1980
Time: 6:00 Social Hour, 7:30 Dinner
Place: Sheraton Inn, Northwest
Hwy I-94 and Hwy 53
Minneapolis (just north of Crystal Airport)
Menu: Roast Beef Dinner
Cost: \$12 per person (Reservations mailed by April 6)
Tickets: Held at the door for you. A limited number of tickets MAY be available at the door at \$14 per person.
Reservations: Mail name, address, phone and check or Money Order to
Jim Donaldson
15481 West Sunrise Circle
Eden Prairie, MN 55344
Program: Matt Wiederkehr with words and movies on the sport of hot air ballooning.
Boris Popov with films and descriptions of powered hang-gliders (ultralights or microlights)
Words from EAA HQ by Pete Strombom and Chuck Larsen
Awards: Chapter Award - for outstanding service
Speed Holman Award - for individual aviation achievement in Minnesota
Charles A. Lindberg Award - for achievement and potential by one less than 26 years old.

ROSS KRAMER FUND Another activity of MSAA is to furnish funds for partial support of the Aviation Representative (lobbyist, if you prefer) to the Minnesota Legislature, Mr. Ross Kramer.

We have asked that each Chapter contribute an amount of \$1 per member to this fund which is presented at the MSAA Banquet. Some Chapters collect this as a voluntary part of their annual chapter dues, some make a contribution from the treasury, some make a special collection. However you choose, we would like to receive the money by April 11 to close the bookkeeping. We will accept the money at the Banquet, but it does become a last minute burden on the Secretary-Treasurer. Please mail your Chapter's contribution to Mike Lenarz at the address on the letterhead.

WORK PARTY We have selected the dates of May 31 and June 1 for this year's MSAA Work Party. As you probably know, EAA HQ furnishes the sleeping space and the meals for the weekend, as well as some interesting work activities to prepare the Oshkosh site for the Fly-In. In years past we have built picnic tables, painted them, painted fences, cleared brush, split logs and built outhouses. This year there will be some significant carpentry projects as well as clearing woods for campground expansion. Carpool, fly down, hitch-hike, come Greyhound, but come to the Work Party and join in the fun and fellowship.

Sincerely,


James E. Ladwig
MSAA President

INTRODUCING . . .

Hello, I'm Chuck Larsen, YOUR Chapter Director. I say YOUR Chapter Director because Isabelle Wiske, the Chapter Executive Secretary, and I form a service unit for you and your chapter. Among our responsibilities we provide support for existing chapters and aid those organizing new ones. We intend to continue these present services while improving and expanding our effectiveness for individuals and chapters as well as state and regional organizations.

I invite your questions, comments and suggestions on any topics or activities affecting our membership. Your participation is necessary for maintenance and expansion of the EAA's programs to further sport aviation. I expect and look forward to your participation by personal contact, telephone and written communications.

A BRIEF AUTOBIOGRAPHY:

I am a 1943 vintage South Dakotan who, from the time I watched hawks float over my farm home, has had an active involvement with the fellowship of flight.

Soon after marrying Diane, my wife of eighteen years, I worked in the engineering and flight operations department of Raven Industries. During my time there I worked as a Technician on such diverse projects as umbilical cables for missiles, R&D work preceding the "Echo" balloon satellite, manufacturing hot air balloons and the launching, tracking and recovery of "Skyhook" high altitude research balloons. I was introduced to the EAA at the Rockford Convention of 1966 by a group of fellow police officers. My next years were filled with acquiring a Bachelors Degree in education and a Masters Degree in Media Technology while employed first as a police officer and then for eleven years as a teacher. I have also been an air guardsman since before my 18th birthday, functioning as a radio maintenance technician, a cargo handler and, most recently a C130 aircrew member.

My daughter Jennifer and my son Mark, who are 10 and 9 respectively, are "old timers" around airplanes having first toured Oshkosh in packs strapped to their parents backs. Mark found time in his busy schedule to fly in the AC Rally with me to Oshkosh last summer.

My chosen aircraft project is a Pietenpol Aircamper which has been slowly but surely progressing with the able assistance of the members of EAA Chapter 54 where I served as Vice-President and two terms as President. The Minnesota Sport Aviation Association honored me with the Vice-Presidency for the current year after several years involvement with that organization. I bring to EAA Headquarters a broad background of experience from which I can draw to the advancement of the EAA Chapter programs.

THE HOUSE OF MANY "HATS"

Before I'm totally absorbed by my duties here at Headquarters, I must speak briefly as an EAA member, Chapter Officer and state organization Officer.

I am amazed at the number of "hats" each of the staff members wear in their day to day activities. Each person routinely functions in several areas of responsibility. It is difficult for the uninitiated to understand how such a small group of enthusiasts can provide such a wide range of services. Their effectiveness can only be explained by unmatched experience, expertise and dedication to the EAA and the EAA Air Museum Foundation programs.

I'll step down from my soapbox to tell you that I aspire to prove as effective as the current staff. I know with the responsiveness they have already demonstrated and your support as members and officers it will come to pass.

— Chuck Larsen,
— Chapter Executive Director

WHAT'S YOUR CHAPTER'S STATUS?

As of February 28, 1980 the following Chapters have not submitted a 1980 Chapter Status Report:

EAA CHAPTERS: 1, 70, 86, 123, 137, 138, 161, 257, 258, 266, 296, 319, 321, 334, 342, 354, 367, 381, 394, 396, 412, 422, 436, 455, 465, 487, 517, 528, 530, 532, 534, 556, 562, 566, 568, 576, 584, 589, 591, 600, 623, 624, 626 and 641.

A/C CHAPTER: 1

IAC CHAPTERS: 9, 10, 12, 13, 22, 36, 40, 44, 50, 61, 66, 79, 80 and 99.

The following Chapters have submitted invalid reports because Officers listed have not renewed their memberships for the current periods:

EAA CHAPTERS: 55, 102, 107, 109, 112, 128, 142, 164, 297, 353, 391, 400, 415, 440, 490, 492, 501, 560, 565, 602, 620 and 644.

IAC CHAPTERS: 34 and 55.

And these have submitted invalid reports because Officers are not and have not in the past been members of EAA International:

EAA CHAPTERS: 71, 87, 132, 169, 184, 227, 297, 305, 393, 438, 445, 451, 485, 491, 492, 520, 521, 527, 555, 617 and 633.

IAC CHAPTERS: 23, 37, 38, 41, 69 and 94.

The Chapters listed above are not current and will not be included in the 1980 Chapter Directory. We know you're out there and we would like to hear from you. We will supply another copy of the Status Report form at your request. The Chapter Office spends a great deal of time in an attempt to keep the Chapters on an active status so you can continue to receive all of the benefits of your association with the EAA. We could be more efficient and effective for you if we could direct the extra, additional efforts expended toward securing chapter status reports toward improving our services.

EAA HOSPITALITY

My first project as Chapter Director is to verify and expand our listing of those interested in providing "hospitality" to fellow EAAers as they wing or wander through your area. EAA Hospitality could take many forms. It could be lodging as outlined in SPORT AVIATION for June 1979, transportation, information or fellowship. It could be a visit to another Chapter while you're travelling, exchanging newsletters or providing a program for another Chapter. If you are interested in providing or continuing any of these EAA Hospitality services, please send me a note indicating your NAME, CHAPTER, ADDRESS, TELEPHONE NUMBER and the SERVICES you or your CHAPTER can PROVIDE.

AIRSPACE UPDATE

by Pete Strombom, EAA Executive Assistant

The comment period on the proposed TCA for SAN DIEGO closed on February 5 and the FAA received a little over 1900 comments — not bad? — but did you know there are more than 50,000 pilots in California? As usual, a few must speak for the majority. Although the percentage of total number of pilots may seem low, it is still a good response to a proposed rule making. EAA members were well to the fore with a good percentage of the comments being from EAA members. Good work.

Today (February 22) the FAA advised the Administrator is expected to make an announcement on San Diego airspace within two weeks but . . . as they received many more comments than expected, their target dates are slipping. The review of comments has been