



EAA Chapter 919 Newsletter

Chapter President	Russell Braatz
Chapter Vice President	Merle Evenson
Chapter Treasurer	Barb Thern
Chapter Secretary	Denise Braatz
Chapter Newsletter Editor	Russell Marsolek

MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 10-13-2006 at 7:00 PM at Rushford Airport (55Y)

* = 2006 Paid

* = 2007 Paid

* = 2008 Paid

Membership
(\$15.00 annually)

- Allen & Patty Berg *
- Steve & Kathy Buswell ***
- Roger & Jean Braatz *
- Russ & Denise Braatz *
- Susan & Robert Briggs *
- Kevin Daniels **
- Donald Dutka *
- Ken & Arlene Erding *
- Merle & Bette Evenson *
- Richard Exe *
- Al Farner *
- Jim & Wanda Irvine *
- Walt & Jan Kelly *
- Bernard Kriesel *
- Thomas Lee *
- Russ & Helen Marsolek *
- Dave & Roxie *
- McCorquodale *
- Rob Ossell *
- Tom & Marilyn Owen *
- Martin Stickney *
- Max & Carol Tentis *
- Mike & Barb Thern *
- Daryl Thompson *
- Al and Lisa Wiebke *
- Larry Ziemer *

October 2006 EAA Chapter 919 Meeting, 7:00 PM at Rushford Airport Oct.13th 2006

By the time that you receive this newsletter, the 4th Annual Fall-Color PPC Fly-In will be upon us! And the colors of the leaves are looking spectacular! We should have a great turnout. Besides those who are attending our fly-in, we are being joined by the PPC Caravan. And currently there are 14 PPC'ers there!

Like all fly-ins...your help is needed. We are having a work day on Oct. 11th at the airport so if you can spare a couple of hours please come! Mike Thern will have a list of small jobs that need to be accomplished. So come on! Join the fun!

We hope to see many of you on Wednesday as well as Friday,



The **September 2006 meeting of EAA Chapter 919** was a blast! Many members as well as non-members showed up at "Hanger #8" for the annual Hot-Dog non-official fly-in held every September. Besides the food which everyone brought (and ate!) we had the usual business meeting, and also a program about "crashing an aircraft and surviving in the desert". Most found the program interesting as well as very educational I believe.

Denny Mills from Cedar Falls Iowa drove all the way to Winona so that he could give a report to the Chapter about the PPC Caravan which will be arriving at Rushford on Oct 13th as well.

All in all, it was a fun meeting. Made fun because of the people attending!



DUES ARE NOW "DUE"!

This chapter is now accepting 2007 membership dues. Cost for a family (or single) is just \$15.00! This \$15.00 annual fee helps this chapter with the Young Eagles program, two sponsored fly-ins, and various other activities. Please help us in EAA Chapter 919 by sending in your dues today to:

EAA 919
C/O Barb Thern
750 West Burns Valley Road
Winona, MN 55987

Thanks in advance for your support!



Federal Aviation
Administration

FAA.GOV DATABASE

Want to see what the FAA database has in your name? Go to the following website and find out!

<https://amsrvs.registry.faa.gov/airmeninquiry/default.asp>

I checked mine just to be sure that it was accurate and complete...and it was!

SAFETY BY THE NUMBERS:

SAFETY BY THE NUMBERS:

Almost **twice** as many people are killed each year by **recreational boating** than by GA, even though GA flies 166 million people a year!

SAFETY BY THE NUMBERS:

A GA airplane crash isn't the automatic death sentence many nonpilots believe it is. On average, only about **20 percent** of GA mishaps involve any loss of life

SAFETY BY THE NUMBERS:

Your odds of being killed in a car are 1 in 125.
Your odds of being killed in an airplane are **1 in 4.6 million**.

SAFETY BY THE NUMBERS:

Almost **five times** as many people are killed each year by **motorcycles** than by GA, even though GA flies 166 million people a year!

Why are there aviation accidents?

36 percent of All Accidents: Descent & Landing

In order for an airplane to stop flying, it must return safely to the ground. Taking an airplane from being airborne and level at its cruise altitude to being tied back down at a parking spot involves five basic steps: descent, approach, landing, go-around (an aborted landing), and taxi. Taken as a group, these five stages of flight represent 36 percent of all accidents.



18 percent of All Accidents: Taxi & Takeoff

In order for an airplane to fly, it must leave the ground. Taking an airplane from being tied down at a parking spot to being airborne and level at its cruise altitude involves four basic steps: preflight, taxi, takeoff, and climbout. Taken as a group, these four stages of flight represent 18 percent of all accidents.



15 percent of All Accidents: Mechanical Problems

Airplanes are made of thousands of precision moving parts. The design, manufacturing, and maintenance standards used by GA are higher than in any other field, with the sole exception of space flight. In spite of GA's world-class standards, mechanical problems will crop up with every manmade machine. Mechanical problems account for 15 percent of all accidents.



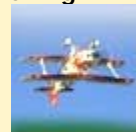
10 percent of All Accidents: Fuel Mismanagement

All airplanes except for gliders use some type of fuel to power their engines. Airplanes can have very simple fuel systems with only one tank and no fuel pumps, or more complex fuel systems with multiple fuel tanks, pumps, and fuel selector switches. In addition, most aircraft require a specific type of fuel. Fuel mismanagement, such as running a tank dry, selecting an empty tank, using the wrong type of fuel, or running out of fuel, represents 10 percent of all accidents.



7 percent of All Accidents: Flight Maneuvers

While flying, an airplane must maneuver through the air by speeding up, slowing down, making turns, climbing, or descending. Pilots often practice various maneuvers to enhance their skills. All pilots, and particularly student pilots, spend time mastering specific maneuvers, including techniques for recovering from unusual attitudes. Taken as a group, maneuvering flight represents 7 percent of all accidents.



3 percent of All Accidents: Weather

The atmosphere is the ocean upon which all airplanes fly. And the atmosphere is a very dynamic, rapidly changing, and sometimes forceful place. There are times when pilots misjudge the weather they face. In the vast majority of these weather encounters, the pilot escapes by turning back, changing course, or landing early at another airport. Weather accounts for 3 percent of all accidents.



11 percent of All Accidents: Non-Specified