



EAA Chapter 919  
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Stamp

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# 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. 11-17-2006 at 7:00 PM at Winona MN Airport

\* = 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 \*

## Night Fun...

by Walt Kelly



What's a neat way to spend an hour on a moon-lit night in the fall? One way is with Mike and his 172 shooting some "touch-and-go's" around the Rushford Airport.

I had that opportunity a week ago and it was fun as well as a good refresher. I hadn't done any night flying in a long time and needed a "counselor" in the right seat.

There were also four deer on the grass near the south end of the runway when we taxied out, but we didn't see them after that. They must not have thought we were something to watch! I wonder what they will think of the big bonfire during the PPC Fly-In.

Up in the air, the visibility was terrific – towns were distinctly visible right out to the horizon. If you know the area, you could go quite a distance and know exactly where you were. That is the kind of night Jan & I used to fly somewhere for dinner, sometimes with another couple. Memorable flights.

If you haven't done any night flying, you might find it very enjoyable. The air is usually very calm, making a flight more enjoyable for passengers.

The beauty of an evening dinner flight is easy to enjoy in Fall and Spring due to the early sunset when the temperature is still moderate.

We have heard that the Eau Claire Airport has a nice restaurant. Does anyone know of other airport eateries in the area? Is anyone interested in checking some out? How about a Saturday or Sunday brunch?

Russ Marsolek whetted my interest with his ideas for some "fly-outs." A bunch of local planes going somewhere together for something. There are some pilot-friendly airports within a hundred miles. Anyone interested in visiting some?

As Max Conrad used to say: "Let's Fly!"

## **SATELLITE PROCESSING OF 121.5/243 MHz EMERGENCY BEACONS TO BE TERMINATED ON FEB.1,2009**

The International Cospas-Sarsat Program, a program that uses a satellite constellation to relay distress alerts to search and rescue authorities, announced at its 25<sup>th</sup> Council Session that it plans to terminate satellite processing of distress signals from 121.5/243 MHz emergency beacons on Feb.1,2009. Mariners, aviators, and individuals using emergency beacons will need to switch to those operating at 406 MHz if they want to be detected by satellites.

The termination of 121.5/243 MHz processing is planned far enough into the future to allow users adequate time for the transition to the 406 MHz beacon. The Cospas-Sarsat Program has approved a plan for the phasing out of 121.5/243 MHz satellite alerting services that address practical aspects of the phase out. This decision is a follow-on to Cospas-Sarsat 's announcement last year that it would no longer carry 121.5/243 MHz search and rescue instruments starting in 2006 for Russian satellites and 2009 for the U.S. satellites, operated by the Commerce Department 's National Oceanic and Atmospheric Administration.

The Cospas-Sarsat Program made the decision to terminate 121.5/243 MHz satellite alerting services, in part, in response to guidance from the International Maritime Organization and the International Civil Aviation Organization. These two agencies of the United Nations are responsible for regulating the safety on international transits of ships and aircraft, respectively, and handling international standards and plans for maritime and aviation search and rescue. More than 180 nations are members of IMO and ICAO.

Another major factor in the decision to stop satellite processing of 121.5/243 MHz signals is due to problems in this frequency band which inundate search and rescue authorities with false alerts, adversely impacting the effectiveness of lifesaving services. Although the 406 MHz beacons cost more, they provide search and rescue agencies with more reliable and complete information to do their job more efficiently and effectively.

NOAA, along with the U.S. Coast Guard, U.S. Air Force and the National Aeronautics and Space Administration, is responsible for implementing the Cospas-Sarsat Program at the national level in the United States.

The implication of this Cospas-Sarsat decision is that users of beacons that send distress alerts on 121.5 /243 MHz should eventually begin using beacons operating on 406 MHz if the alerts are to be detected and relayed via satellites. Meanwhile, anyone planning to buy a new distress beacon may wish to take the Cospas-Sarsat decision into account.

The three types of beacons in use are: emergency locator transmitters (ELTs), used on airplanes; emergency position-indicating radio beacons (EPIRBs), used on boats; and personal locator beacons (PLBs) used by land-based persons such as hikers.

# The Pastor and the Pilot

A minister dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's wearing sunglasses, a loud shirt, leather jacket and jeans.

Saint Peter addresses this cool guy, "Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?"

The guy replies, "I'm Peter Pilot, retired Continental pilot from Houston ." Saint Peter consults his list. He smiles and says to the pilot, "Take this silken robe and golden staff and enter the Kingdom." The pilot enters Heaven with his robe and staff.

Next it's the minister's turn. He stands erect and booms out, "I am Joseph Snow, pastor of Saint Mary's in Pasadena for the last 43 years." Saint Peter consults his list. He says to the minister, "Take this cotton robe and wooden staff and enter the Kingdom."

"Just a minute," says the minister. "That man was a pilot and he gets a silken robe and golden staff, and I get only cotton and wood? How can this be?"

"Up here, we work by results," says Saint Peter. "While you preached - - people slept; while he flew - - people prayed."



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## ***2006 is almost over!***

Well the 2006 year is almost over. Two successful Fly-Ins, an active chapter membership, many flights by "919" pilots, "renewed/current pilots, an award for one of our members at Oshkosh and many other things. All in all, A GREAT YEAR!!!

Join the chapter for the last two meetings. Things to cover will be a recap of this year's events, a look ahead at 2007, and of course...election of Chapter 919 officers.

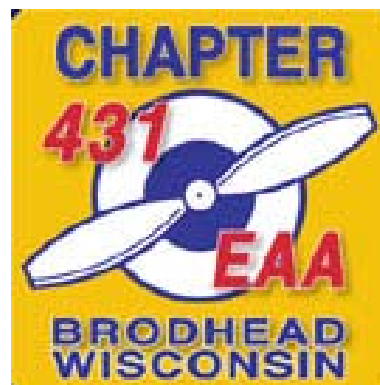
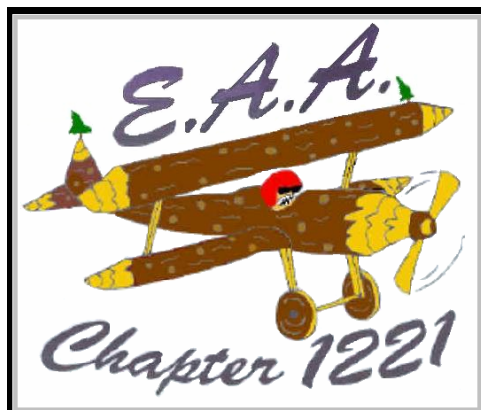
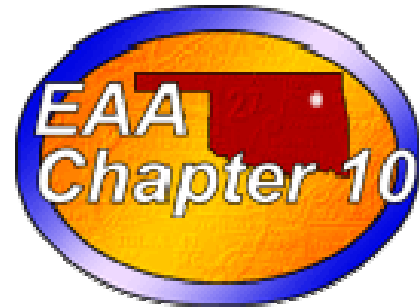
So for next year... Host the same fly-ins? Coordinate a monthly "fly-out"? Chili Feed? Trip to Oshkosh? Programs at the monthly meetings?

I predict that 2007 will be just as busy, AND FUN as 2006 was!

We'll see you at the November meeting!

## What are your thoughts about an EAA Chapter 919 Logo?

At the November 2006 meeting I will be making a motion that we have a “919 Chapter Logo”. Now the motion may not pass, or it might pass! And if it does, the motion will read that we vote in April 2007 from a logo idea submitted by our members. This give EVERYONE 4 months to help design a logo! Work together, or separately but help us come up with a logo that reflects the aviation makeup of this chapter. It can be simple, professional, graphic, “cute” etc. Below are just some of the examples that I have pulled from the internet, to give you a few ideas of what others have done. So get out your colored pencils, some paper and let your “creative juices” flow!



## The 4th Annual Fall Color PPC Fly-In was a success!

Well the weather could have been better as Friday and Saturday were quite windy, grounding all of the PPC's. However Sunday morning was BEAUTIFUL! There were close to 20 PPC's and a few G/A aircraft in the air on Sunday with some going east, and west. Most seemed to stay right in the scenic Root River valley though.

The EAA Chapter 919 did a great job serving these pilots and friends everything from a Taco-Bar on Friday night, to scrambled eggs and sausage's for breakfasts, and brats for lunch.

One of the highlights this year was the bon-fire. In this case it really wasn't the fire itself but rather the effort that it took to get it lit! Oh well!

We we're joined by the PPC Caravan II as well. Thanks to Suzi, Bill, and Denny for bringing this group to our local event!

Thanks to FBO Mike Thern for the use of the facilities. And a **VERY SPECIAL THANKS** to Helen, Marilyn, and Denise who really did a majority of the work. Thanks to all of the "919" members for their continued help and support. And finally...thanks to Russ B and Tom for fixing my generator! :-)

So the Chapter's fly-ins are now done for the year so we can all sit back and relax just a bit. Lets see what 2007 brings!



Photo by Diane Hoffman