



EAA Chapter 919 Newsletter

Chapter President
Chapter Vice President
Chapter Treasurer
Chapter Secretary
Chapter Newsletter Editor

Rob Ossell
Thomas Lee
Marilyn Owen
Walt Kelly
Russell Marsolek

MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 08-17-2007 at 7:00 PM at the SE T-Hangers in Winona MN.

- * = 2006 Paid
- * = 2007 Paid
- * = 2008 Paid

Membership (\$15.00 annually)

- Richard Adank *
- Dan Bass *
- Allen & Patty Berg *
- Steve & Kathy Buswell **
- Roger & Jean Braatz *
- Russ & Denise Braatz *
- Susan & Robert Briggs
- Garey & JoAnn Cosentino *
- Kevin Daniels *
- Donald Dutka *
- Doug Egeland *
- Ken & Arlene Erding
- Merle & Bette Evenson
- Al Farmer Earl Farmer *
- Lowell Finseth *
- Fred Gleiter *
- Jim & Groebner *
- Bob Hawk *
- Fritz Husser *
- Jim & Wanda Irvine
- Walt & Jan Kelly *
- Mike Kearns **
- Bernard Kriesel *
- Thomas Lee *
- Russ & Helen Marsolek *
- Denny & Karen Mills *
- Dave & Roxie McCorquodale **
- Dick & Linda O'Connor *
- Rob Ossell *
- Tom & Marilyn Owen *
- Terry & Joyce Peterson *
- Chris Shoaff *
- Martin Stickney
- Carl Swanson *
- Max & Carol Tentis *
- Mike & Barb Thern *
- Suzi & Bill Vietti *
- Al and Lisa Wiebke
- Larry Ziemer *

Contact this chapter at

EAAONA@HBCI.COM

FAA PRIVATE PILOT QUESTION OF THE MONTH....

Low-level turbulence can occur and icing can become hazardous in which type of fog?

- 1> Upslope fog.
- 2> Steam fog.
- 3> Rain-induced fog.

What aircraft is this?



Beechcraft RC 451

THE BUSINESS PAGE

EAA Chapter 919 Meeting

July 20, 2007

The meeting was held at the Rushford Airport and called to order at 8 PM.

The Treasurer reported that the finances were the same as last month: \$2532.83 in the checking account.

Minutes of the June meeting were not on hand.

No other old or new business was voted on.

Meeting adjourned at 8:30 PM.

Meeting Discussions

Fly-In Safety Coordinator Russ Marsolek, stated there will be several "marshals" around the airport during the fly-in with hand-held radios. Russ asked that if anyone sees anything unsafe to please let people know.

Young Eagle Flight will not be held on August 4, but may be re-scheduled in September when school is in session.

August Meeting: 17th at Winona Airport. Meeting program will be a demonstration of Amateur (Radio) Television (ATV) by Russ. Meeting will be in either Dave (You will love his new loft!), or Dan, or Al Berg's Hanger.

August 18 & 19: Aeromodelers Fly-In at 55Y. This is a Thern event, not an official EAA chapter event, but one worth visiting.

September Meeting: 21st at Winona Airport. Hot Dog fry-in at Russ' Hanger 8.



Private Pilot test correct answer is #2 (Steam fog) .

Volunteering Pays Off, Sort Of

(by Tom Lee)

It's probably fair to say that most of us in EAA like to fly in different kinds of aircraft. It's not that a flight in your typical Kitfox, Challenger or even a Cessna 172 isn't fun, but a change of pace once in a while does a person good. I had two such chances in the past couple of months.

The first occurred on May 17. Two of our chapter members, Russ Marsolek and I, are members of the Winona County Dive/Rescue Team. On Saturday, May 12 a family of four were drowned in a boating accident near the Dresbach Dam on the Mississippi River. This event launched a major recovery operation that went on for nine days. It was the largest operation of this sort that many of those participating in had ever seen. Well over 50 agencies including sheriff's departments, fire departments, police departments, conservation officers for both Minnesota and Wisconsin and many others got involved. On the sixth day of the search a Minnesota State Patrol helicopter was on the scene to help. With my background in the Civil Air Patrol I was able to talk my way in to riding along while the pilot and a Houston County deputy flew over the search area looking for the victims. The pilot was a former Marine Corps helicopter pilot and was very good. We had quite a ride as we swooped down along the shore and then up again to avoid power lines and bridges. I only wish the ride would have been longer.

The second ride occurred July 3. The La Crosse EAA chapter was hosting the EAA's B-17 appropriately named Aluminum Overcast. In order to have a base to work from the CAP squadron in LSE agreed to let the chapter use the CAP's building on the field. Since the general public would be using the building several CAP members, including myself, were required to be present at all times. Rides on the B-17 were being given at the cost of \$400 each. I commented to the friend that the only way I would pay that much for a ride is if I could ride along as second in command and have it entered in my log book. Each flight could handle ten passengers and early that morning it was made known that if a flight wasn't full we might be able to get a free flight. Sure enough, on the second flight of the morning only seven paying passengers were available and three of us got a free flight. There were no bad seats. Shortly after take off the crew chief signaled that we were free to walk around inside and each person that cared to could go anywhere they wanted to. I got a chance to explore the plane from the cockpit to the rear. B-17s look so big in the movies but it was amazing to me how small they are. The ride was bumpy and hot as we flew up the river. I was able to get my hands on the .50 caliber machine gun and shoot a few rounds at Tom and Marilyn Owens new house. It was great.

Volunteering paid off. Usually you just do your thing and take whatever satisfaction you can from knowing that you did a good job regardless of whether anyone notices or cares. This time there was a little payback.



When no more fuel reaches the engine, it stops running!

Take the case of a proud new owner of a turbocharged Beech Bonanza A36. As required by his insurance company, he had to log 15 hours of dual instruction before he could solo his airplane.



The new owner, an architect with 440 hours total time, hired a 15,000 hour CFII who held an ATP certificate with a multiengine rating and type ratings in the Cessna CE-500, Hawker Siddeley HS-125, LR-Jet (Learjet), and Israel Aircraft Industries (IAI-Jet).

Well qualified? You bet! This CFII had to be good!

Let's go flying . . .

On this particular day, the line serviceman pulled the airplane out of its hangar. Knowing that the pilots were en route to the airport, he visually checked the fuel tanks as a courtesy. He found them to be *"half full."* He offered to refuel the airplane but the pilots refused, saying they had sufficient fuel.

They launched, flew 1.25 hours to another airport and made two full-stop landings. Shortly thereafter, witnesses heard the engine *"sputtering and coughing."* The Bonanza descended into a residential neighborhood and struck a parked truck.

The aircraft then cartwheeled, exploded, and spun clockwise, coming to rest on its belly facing a truck. Both the airplane and the truck were consumed in flames.

According to the NTSB report, both deaths were attributed to *"multi-system trauma with 100 percent total body burn."*

What happened?

It goes without saying that these two guys did not have to die. They were flying a perfectly good airplane. Crash investigators found no defects in the fuel selector valve system. They simply ignored their fuel situation.

There is no training we can give to pilots that would have prevented this accident. The logic of managing fuel is too simple. Like lowering the gear prior to landing, ensuring our engine has fuel just makes sense. It's not rocket science. It does not require a Ph.D. in mathematics.

Duh no gas, no engine!

Are we being too hard on these pilots? Perhaps, but the consequences of not managing our fuel properly reverberate throughout the GA community.



First, two souls were lost. Families will grieve for the rest of their lives. Next, the public's perception of GA flight safety takes another major hit. Insurance rates for ALL of us will go up. Law suits will wipe out personal estates. Sadly, the consequences are all bad.

Not surprisingly, our large GA membership organizations will not be publicizing this tragic accident or any of the other 30 fatal GA accidents that occurred during the same month.

Sure . . . it's bad for business. It's not the kind of thing that builds membership. Let's not forget that membership translates to dollars and dollars translate to salaries. Membership translates to political muscle.

Membership is good. Fatal crashes are bad. Are we surprised?

So where do go from here?

If you were moved by the recounting of this tragic accident, imagine if every certificated GA pilot read it. Would we all think twice about our own fuel issues before our next flight?

No, AOPA nor EAA are not going to get word of this tragic event out to their GA memberships. Again, its bad for business.

This leaves you and me. We must work together to ensure that every GA pilot hears about tragic crashes like this. Then, perhaps we will all think twice about fuel and related flight safety issues. When this happens, these regrettable human failures will begin to diminish!

Bob Miller, ATP, CFII
rjma@rjma.com
716-864-8100

AN EDITORIAL.

By Russ Marsolek

On the presiding two pages is a story about “fuel management”. A great topic, and even more important if you are forced to fly with a limited fuel supply. As many of you know, I was very involved at one time in Powered Parachutes. And in all of those cases, the 10-gallons that I carried was VERY adequate. Heck...I’d need a restroom break well before I would ever use up the gas in my tank! But many PPC’s as well as experimental’s fly under the FAA Part 103 provision and that is...with 5 gallons of fuel max! If you are a “Part 103” pilot you must really know your aircraft, and what the actual fuel burn rate is (not the published rate...the actual!). It is so easy to be caught in a head-wind!

And now as I fly my Challenger II LW, I wanted to know where she stood as it pertains to gallons per hour. So in April I made a spreadsheet to keep the data (see below). And what I found was not surprising. That is....my fuel rate is best when it was cooler outside air temps. And also...I get a much better rate when I do short flights (area touch-and-goes etc). Why? Well the answer was very simple. Cooler air is more efficient for the A/C and If I use runway 12 at Winona, it would take me over 8 minutes to taxi over to it! And another 8 minutes to taxi back after the flight. And as everyone know, we all taxi at a low RPM. So in a 45 minute flight almost half was a third throttle or less!

There have been a few of my friends that state that I am a little “anal”, trying to get this information. And that is OK. But when I file a flight plan, and I state that I burn 4 gallons per hour, it is nice for me to know that I have a little “cushion” built in based upon ACTUAL MEASURED tests.

What is next for me and the fuel burn rate in the Challenger? Two things. I want to find out exactly what my fuel supply is upon fuel starvation and I’d like to know how much the fuel rate is affected by having the doors on!

So remember...you can’t use the fuel that you left in the pump. Keep the tanks full!

Be safe up there!

Date	Total Eng. Time / Hrs.	Gallons Used	Est. Avg. RPM's	Gallons per Hour	Est. Hours Available On 10 Gal.	Doors On / Off	Comments
4/24/07	0.60	1.40	5550	2.33	4.29	Off	Local photo flight.
4/27/07	1.40	4.30	5400	3.07	3.26	Off	REL photo flight.
5/1/07	0.40	0.90	5000	2.25	4.44	Off	Local photo flight.
5/1/07	0.35	0.80	5200	2.29	4.38	Off	Two T & G's.
5/9/07	0.85	2.60	5700	3.06	3.27	Off	Flight with Walt K.
5/10/07	0.50	1.20	5500	2.40	4.17	Off	Three T & G's.
5/25/07	1.15	3.40	5600	2.96	3.38	Off	Flight to 55Y
5/28/07	0.63	1.40	5400	2.22	4.50	Off	Three T & G's.
5/31/07	1.12	4.00	5800	3.57	2.80	Off	Two people to 55Y.
6/5/07	1.50	5.30	5700	3.53	2.83	Off	Flight with Lori S.
6/9/07	1.10	3.60	5800	3.27	3.06	Off	Ren & Tom flights.
6/10/07	1.05	3.50	5600	3.33	3.00	Off	55Y Flight.
6/14/07	0.92	3.10	5500	3.37	2.97	Off	Side View Flight
6/17/07	0.90	2.90	5400	3.22	3.10	Off	TOB Flight
Avg.	0.89	2.74	5511	2.92	3.53		

AUG. MEETING OF EAA 919

The Aug. 2007 meeting of EAA 919 will be held at 7:00 PM, SE T-Hangers in Winona MN. The program? ATV and aviation! ATV stands for Amateur Television.

We hope to be able to transmit, LIVE, to you, right to the hanger TV! This while flying about 5 miles away on 1.5 watts!

What we see in the cockpit, you'll see (hopefully) on TV while on the ground, and again...LIVE!

So bring a lawn chair and we'll see you then!

RLM



FOUR IN A DAY!!!

How many people get to fly in four different aircraft...**IN JUST ONE DAY!!!** Well Deanna Dienger (Dan Bass's girlfriend) did just that on July 22nd of this year!



Her first leg from ONA to 55Y was in a Challenger. Then from 55Y to FKA, it was in a Fairchild. From FKA, back to 55Y was a Cessna 172. And her final leg, from 55Y back to ONA was in an Ercoupe! **WOW!!!!!!**



Solo

By Ren Foster

Most pilots say they never forget their first solo and after completing mine, I can see why.



For me, June 16, 2007 will definitely be a day I won't forget. It started like most other flights except, had I known what was in store, there would have been more anticipation and perhaps nervousness.

It was as calm an afternoon as you could have hoped for to do a few practice touch and goes. To start with, the touch and goes went well and then on the third one Dan said, "Make this one a full stop and take the first taxi way." I knew I was getting close to solo so I thought well, this must be it!

As we stopped short of Runway 12, Dan said, "Well this is it." And kidding around like Dan likes to do from time to time, he said, "Well, I am going to get out before you kill me! Just kidding, take it around. We will do it 3 times, don't worry about a thing, the next 20 minutes will be some of the best in your life."

He sure was right about that and as soon as the airplane left the ground, any nervousness I had, left. I completed 3 pretty decent takeoffs and landings.



Afterwards Dan and Russ cut off my shirt-tail in tradition for soloing. The whole thing seemed to be over before I knew it. It was a terrific thrill, one I will never forget and Dan prepared me well!

Log Cabin Airport Fly-In



Sun. Sept 2, 2007
9:30 am
Lunch at Noon

Doug Ward
S149 Segerstrom Rd.
Mondovi, WI 54755
715-287-4205

44-34-29.8700N
091-32-49.5600W
Elevation 850'
Frequency 122.9