



# 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!**  
**June 15th 2007**  
EAA Chapter 919 Monthly  
Meeting. 06-15-2007 at 7:00 PM at  
Tom Lee's home in Winona

\* = 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
- Gary & JoAnn Cosentino \*
- Kevin Daniels \*
- Donald Dutka \*
- Doug Egeland \*
- Ken & Arlene Erding
- Merle & Bette Evenson
- Al Farner Earl Farmer \*
- Lowell Finseth \*
- Fred Gleiter \*
- Jim & Groebner \*
- Bob Hawk \*
- Fritz Husser \*
- Jim & Wanda Irvine
- Walt & Jan Kelly \*
- 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....

The correct method of stating 4,500 feet MSL to ATC is

- 1> "FORTY-FIVE HUNDRED FEET MSL."
- 2> "FOUR POINT FIVE."
- 3> "FOUR THOUSAND FIVE HUNDRED."

What aircraft is this?



Pietenpol

Private Pilot test correct answer is #3 ("FOUR THOUSAND FIVE HUNDRED.")

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## The following article was borrowed from a Canadian website.....

R.L.M.

The pilot of a Piper PA-18-150 Super Cub had just departed his private strip in Mattawa, Ontario, in good VFR visibility conditions. He intended to do a couple of local circuits alone as a first flight after having recently installed skis. He was to depart later with a passenger to visit a nearby fishing camp. After takeoff, the pilot flew circuits over the southwest area of the town. Simultaneously, the pilot of a Kitfox IV/A was flying local VFR circuits. The Piper Super Cub was observed flying northeasterly towards the town and the Kitfox was observed flying southwest-erly over the town when the two aircraft collided over Sid Turcotte Park.



*This is a worst case interception of about 90° to each other and possibly at the same altitude in level flight. This could have been prevented if one or both pilots were maintaining a scan that included good head movement to observe targets in blind spots, such as behind door posts, as would have been applicable in this case.*

*The collision angle fosters speculation that both were stationary targets near or behind a door post or window post and thus both remained invisible to each other until the collision. I could list numerous cases of this near airport/local flying type of mid-air collision; however, I would like to focus on avoidance.*

*There are several tools that pilots can use for local separation, including radios, prior discussions, landing lights or, in the case of ultralights, strobe lights a spotlight, pre-flight briefing with other area pilot or pilots doing simultaneous flights in a particular area and, last but not least, using proper procedures around airports. —Ed.*

Where do procedures apply? Procedures mean following the widely accepted doctrine for altitudes, tracks and, if applicable, radio calls while operating within or near a circuit, including the approach for over flying the airport or private strip for the purpose of landing. Private strips are no different from airports because other aircraft can be present. The circuit rules published in the A.I.P. are designed to protect pilots against such accidents by establishing set procedures to allow pilots to form an organized circuit and landing pattern. There are procedures for radio-equipped aircraft and for those operating NORDO. Last but not least is scanning out of the cockpit—LOOK OUT.

Do not focus on one area; look all around the aircraft and change the nose position of the aircraft to detect targets hidden by posts or other obstructions. Scan for ground shadows of other aircraft that might be above you and too close, particularly on VFR days. Leave in-cockpit chores, such as programming GPS or folding maps, until you are clear of the circuit and keep totally focused on the area all around your aircraft, allowing yourself to be interrupted only by necessary radio calls and response. This is defensive flying and, if practiced, can eliminate you from becoming a mid-air statistic. I also speak from my own many close encounters; during some of these encounters I actually observed that the pilot in the other aircraft did not see my aircraft or my avoidance maneuver.

# **EAA Chapter 919 Meeting**

**May 18, 2007**

The meeting was held at Russ' "Hanger 8" at the Winona airport and called to order at 7 PM.

The Treasurer reported that there was no financial activity in the past month and the balance remains at \$2502.83.

The minutes of the April meeting were approved as published.

On motion by Russ Marsolek and passed, Tom Owen will chair a Young Eagles event on Saturday, August 4, at the Rushford Airport.

Meeting adjourned at 7:45 PM.

## **Meeting Discussions**

The President reported that the EAA B-17 "Aluminum Overcast" would be in the Minnesota/Wisconsin area the end of June and the first part of July. Rides are available. EAA members with pre-booked tickets can fly for \$359. Date details are available on the EAA website.

## **Young Eagle Points**

At the April meeting, several requests from several teens were received asking that any YE points that were not dedicated be given to them. Points are good for one year, but there were no YE events in the past year, so the Chapter had no points to award. It was agreed that the Chapter should hold an event. Tom Owen agreed to chair an event on August 4 at Rushford. Details to be worked out.

## **New Hanger At Winona's Max Conrad Field**

Dan Bass mentioned that the city is planning to build a new hanger in 2008. The waiting list has grown and a number of people have talked with city staff encouraging the erection of another building. Even though the project is a "Go," Chapter members felt we should still send a letter of support to the city. Dan suggested we specifically mention the need for non-potable water for washing aircraft. Nothing fancy, just a sand-point well would be fine.

# **EAA Chapter 919 Meeting**

## **May 18, 2007 (Cont...)**

### **July Fly-In at Rushford**

Merilyn mentioned the need for advertising for the Fly-In on July 21 to raise the number of attendees. Other details include sending the appropriate information to the insurance company to ensure coverage. It was suggested that the information for the October Power Parachute Fly-In be sent at the same time. Russ Marsolek volunteered to handle the communications for the July Fly-In. There was some discussion about the menu. Rob Ossell will be in charge of the French Toast. There was some commentary that we could simplify the menu by eliminating the Brats. The past two events have had temperatures in the mid-90°s and the crowd that was there preferred cooler choices.

### **Flying Activities**

It was suggested that the Chapter have more events. Suggestions were made for BBQs at nearby airports such as Rushford, Dumphries, (South of Wabasha) and Mabel. Another suggestion was a Saturday shopping trip to Cabelas in Owatonna. No one had any information on the status of restaurants at airports. Other suggestions were air tours to Madeline Island and other locations, camp-outs there, at Solon Springs, WI (Helen Marsolek's family has a cabin there), or at Doc Matson's field near Spring Valley.

The Control Tower at Rochester is open for tours, preferably with advance notice and at non-peak times.

A possibility is to pick a specific day of the month, such as the second Saturday, for such events. Getting the information out was mentioned as a challenge. Using the Chapter newsletter was a possibility provided it was published shortly after the meeting in order to get the information out in a timely manner. Dan suggested starting a "Yahoo Group" for the Chapter. There is no charge and the service is excellent. For those who are not familiar with them, a special-interest group organizes and designates a moderator and people sign up as group members. Any member can post a message to the group. Members specify if they want to receive messages as they are posted, or as a "digest" once a day. Activity suggestions are posted, interested parties can respond, and events get done. At present, Russ M. has to send 5 separate emails to send out the newsletter. This is quite clunky to send more frequent messages. A Yahoo Group would be much simpler. It does require people to sign themselves up.

Dan Bass volunteered to set up a Yahoo Group for the Chapter.

The June meeting will be at Tom Lee's home/garage/aircraft assembly building (1329 Wincrest Dr, Winona) showing the progress on his 701. Planning for the July Fly-In will also take place.

# Hundred Dollar Hamburgers by Walt Kelly

Sunday was a great day for flying. We had booked the 172 and looked at the choices of places to go: Pancakes and Eggs in Portage, or check out the restaurant at the Eau Claire Airport. Jan said her preference was Eau Claire for lunch. I called the FBO to see if the restaurant was open. "You bet! Park at the "Ts" in front." We checked weather and found the wind was a bit higher than predicted, but still fine, especially after having had an hour of dual with Mike at Rushford on a day with 20 kt, gusting to 35, coming up out of the valley to the east, 15 at 30 degrees was easy, so off we went.

Lowell was shooting some touch-and-go's with his Champ when we arrived. We chatted a bit, then took off. A few bumps on the way, but we could see EAU by the time we passed Winona. Between the VOR and the GPS as well as knowing all the roads, navigation was no challenge, just confirmation.

A plane just ahead of us commented he was coming for lunch. The Tower/Ground (they weren't too busy) suggested parking by the FBO. We went through a turnstile to walk a block to the terminal where the restaurant – Connell's II – is.

Jan wanted a seat by the windows. I noticed a guy with an aviation cap sitting with a young girl and explaining pilot licensing. I asked if he had flown in, he said yes. The couple at the next table said they also flew in for lunch. We had a 3-way conversation through lunch. One was from Lake Elmo, the other from the Rochester Flying Club. Both pilots were enthusiastic about flying to other airports for both food and social nourishment. They were keenly interested in the coolness of Log Cabin Airport and the Challenger community at Bloomer. One was promoting the Father's Day Fly-In at Lake Elmo.

The waitress asked if we had flown in, and if we wanted, she would remind us of the key-code in order to use the door to get back onto the ramp. We got the code and the directions. Going out was like going through the staff area and the TSA crew room. Once outside, we could see the door was clearly labeled with the code to get back out. Interesting – anyone can walk in, but you have to know the code to get back out!

As we left, most of the Tower traffic was for planes coming and going from the restaurant. Fifty more minutes of sightseeing and we were back in Rushford. A Bonanza landed ahead of us, gassed up while we put the 172 away, and we had the place to ourselves for a while. Totally neat.

Next Sunday we may be doing breakfast at Reedsburg, WI. How about jumping in? The air is fine.





The restaurant at the EAU airport is in the far right part of the building. Park your plane in this area and use the door seen between the propeller and the truck. Note and remember the key-code to get back out!

## Jan Says "Go Flying!" by Jan Kelly

These past two weeks we've gotten back into a hobby I'd forgotten how much I've enjoyed! Walt & I have taken a few flights in a 172 and I've loved every minute!

When we were first married, Walt & I flew hundreds of hours building time for licenses. Time to spend relaxing and enjoying. Now those days are back and are even better.

We can enjoy the plane in flight – and each other. What could be better?



# **HOLLAND AIRPARK FLY-IN/DRIVE-IN**

**Presented by EAA Chapter 307**

**CHICKEN –QUE**

**SUNDAY, JUNE 17, 2007 FROM NOON TO 4 P.M.**

**COME AND ENJOY THE BEST BARBEQUED CHICKEN AVAILABLE, PREPARED BY EAA CHAPTER 307's FAMOUS GRILLER, AND SEE IF YOU DON'T AGREE THAT IT'S THE BEST YOU'VE EVER TASTED!**

**HOLLAND AIRPARK IS ON BOTH THE GREEN BAY AND CHICAGO SECTIONALS; IDENTIFIER IS 36WI.**

**RUNWAY 18X36 IS 3200 FT LONG, AND 50 FT WIDE. USE 122.9 TO ANNOUNCE YOUR ARRIVAL. LOTS OF PARKING.**

**CALL 608-526-3500 FOR ADDITIONAL INFORMATION or email ChuckY-oung@charter.net**

**PICS OF EXPERIMENTAL AND ANTIQUE AIRCRAFT EAT FREE!**





# WPPA

## 6<sup>th</sup> Annual Fly In

### June 21 - 24, 2007



## Mark's Park & Airfield - New London, WI

### Public Welcome - Free Admission & Parking

#### Fantastic Aviation Fun For All !!!

- Introductory, Powered Parachute Lessons
- Scenic Helicopter Rides All Day, Each Day
- US Army Blackhawk Helicopter Flies In For Display Friday 1:30PM
- Theda-Star Air Ambulance Helicopter



- Flies In For On Display Saturday 1 PM
- Northern Aces Radio Control Airshow Saturday
- Kid Shows with "Mad Scientist" Mike Lehman Saturday
- Rustic, Public Camping Only \$15
- All PPC Flights As Weather Permits

#### Pilots, Come Early &

- BFI's and Sport Pilots, Bring Your Certificates
- Sport Pilot Seminars
- Sport Pilot Aircraft Inspections
- GPS Flight Course & "Bomb Drop" Competitions with Prizes
- ICOM Radio Technician On Site
- LEAF's Head Rotax Technician On Site



#### Fly All Week

- Powrachute PPC Tent
- Infinity PPC Display
- Used PPC's, Parts & Accessories For Sale On Site
- \$30 Pilot Registration Includes All Field Access And Camping
- Fuel & Oil On Site

✈ **All You Can Eat Pancake Breakfast, Saturday 7-10am, Only \$5**

✈ **Great Food All Day Long by Bean City Bar & Grill**

✈ **FIREWORKS SHOW SATURDAY NIGHT**



For more information call us at 920-982-0891, email us at: [markz@athenet.net](mailto:markz@athenet.net) See the Wisconsin Powered Parachute Association (WPPA) web site at: [www.wisconsinppa.org](http://www.wisconsinppa.org) and Mark's Park & Airfield web site at: [www.marksparkandairfield.com](http://www.marksparkandairfield.com). Local accomodations: Ridge Mark 920-982-5820, Americinn 920-982-5700 Rainbow Motel 920-982-4550, Fox Valley RV Rental 920-757-1597.

We're easy to find. GPS: 44 18 13 N - 88 46 20 W

