



EAA Chapter 919 March 2007 Newsletter

Chapter President
Chapter Vice President
Chapter Treasurer
Chapter Secretary
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Rob Ossell
Thomas Lee
Marilyn Owen
Walt Kelly
Russell Marsolek

MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 03-17-2007 at 10:00 AM at the Rushford MN Airport (55Y).

* = 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 *
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....

Which condition is most favorable to the development of carburetor icing?

- 1> Temperature between 20° and 70° F and high humidity.
- 2> Any temperature below freezing and a relative humidity of less than 50 percent.
- 3> Temperature between 32° F and 50° F and low humidity.

What aircraft is this?



Monocoupe 110

THE BUSINESS PAGE

Minutes of the last meeting...

Meeting called to order at 8:40 PM Feb. 16th after the program by Fred Beseler titled "The Black Wolf Squadron".

Chili feed on March 17 starting at 10:00 AM. Tom L and Barb Thern, Carl Swanson, Kevin Daniel committed to bring chili.

Walt Kelly and Lowell Finseth will bring bars.

Tom suggested putting out a jar for contributions.

Barb will bring cheese, sour cream, and chopped onion toppings.

Need to check with Braatz' for any bowls and spoons. Tom will pick up anything needed at Sam's Club.

Apple cider, hot water/chocolate, coffee

Barb said there are at least 5 bottles of mustard, so no one should bring any.

Get drive directions out to area pilots.

Rob mentioned an email from the EAA on new FAA Rules that propose to increase gas tax, other fees, new restrictions on EAA Young Eagle aircraft and pilots. Suggests reading material and respond to your elected representatives.

Walt mentioned he has renewed the corporation with the Minnesota Secretary of State.

Mtg adjourned at 8:54 PM.

LAST MINUTE ADDITION!!!

The last page of this months newsletter talks about an upcoming Safety Seminar being held in Rochester MN. Please read that page for details.

I plan on attending the seminar however I will be leaving directly from work at Lewiston. I do know of at least two others from EAA 919 that are planning on attending so if interested call around. Car-pool or caravan!

This sounds like a super seminar!

Hope to see some of you there!

RLM / EAA 919 Newsletter Editor

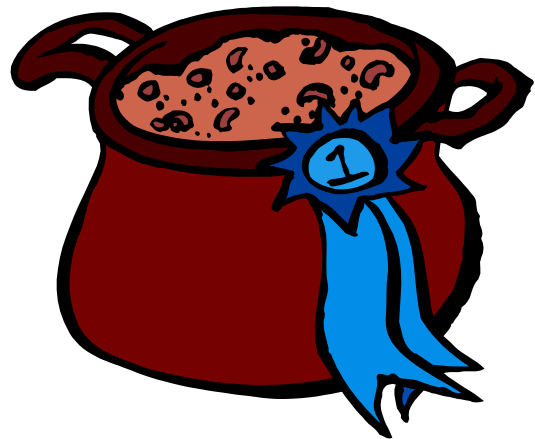
Private Pilot test correct answer is #1 (Temperature between 20° F and 70° F and high humidity.).



CAPTION NEEDED!

Remember the opening scenes from the movie Pearl Harbor? There were two boys pretending that they were flying in a home-made airplane. Well when I saw this photo of Rob Ossell's friend named Ellery, that is what it reminded me of! OK....your job is to come up with a cute caption for this photo! I'll take the best caption, add it to this picture, print it, and then Rob can give it to this young man! So email me the captions ASAP!

Good "Old Fashioned Chili" Feed!



Fly, drive, or walk to Rushford MN's (55Y) airport on March 17th, 2007 starting at 10:00 AM for a delicious **Chili Feed!**

EAA Chapter 919 is hosting the event in conjunction with their monthly meeting. Everyone is invited!!!

Area EAA Chapters please pass this word on to your members if you would, as we would love to see you all come here too!

It will be **HOT** and ready for you! So what are you waiting for... Join us in Rushford MN!

Attacking the Runway

Proficient pilots recognize that the key to a good landing is a stabilized approach. The proper power setting, flap/gear configuration, and pitch angle produces the desired airspeed for the final approach segment.

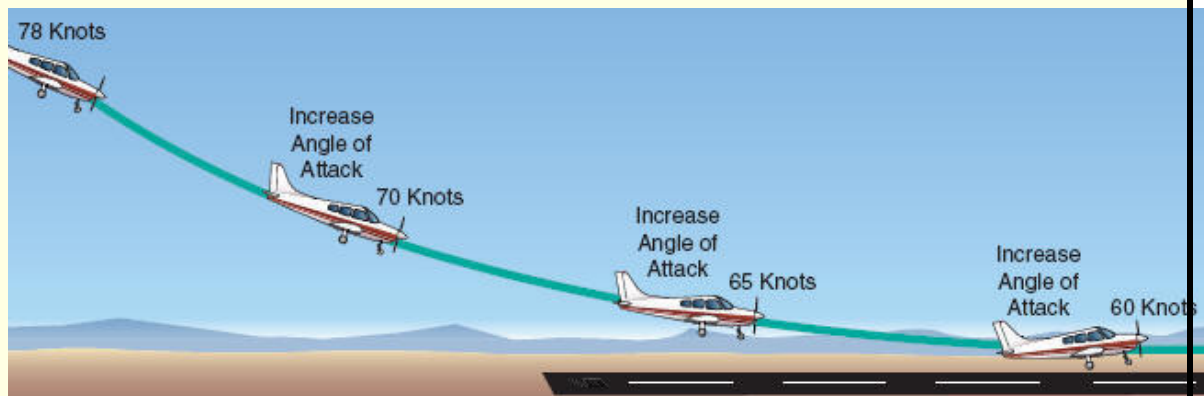


One of the key elements of the stabilized approach is speed control while keeping the nose pointed down at the runway until reaching the flare point. We call this *"attacking the runway."*

Note the sight picture in the illustration above. The approach end of the runway is clearly visible from the cockpit throughout the descent.

Without proper airspeed control, there is a tendency to descend with a pitch up attitude. This *"falling leaf"* or parachute-type of approach creates possible control problems, particularly when gusty crosswinds are present.

The graphic below illustrates the nose-down pitch attitude that should continue until directly over the runway.



Again, proper power, flap/gear configuration, and pitch angle are required to produce the desired airspeed to make this all work properly.

The above information was borrowed from www.overtheairwaves.com.
I encourage everyone to check out their web-site! (RLM)

How is this for a personal jet!!!

Noted French pilot Nicolas Charmont has installed 2 AMT Olympus turbines in his Cri Cri together with AMT on-board automatic start-up units and individual EDT's. (AMT is a company from Netherlands.) The Cri Cri weighs 170 Kg (375 lbs), and should have enhanced performance with over 36 Kg (80 lbs) of thrust available. The Cri Cri has made his maiden flight in the weekend of 7-8 March. Top speed at this flight was 240 km/hour (150 mph). Flying with only one engine the speed is still 160 km/hour (100 mph).



EAA OPPOSES USER-FEE PRO- POSAL AND FUEL TAX HIKE INCLUDED IN FEDERAL DOT-FAA BUDGET REQUEST

**THIS IS A
MUST
READ!**

February 5, 2007

What the Experimental Aircraft Association (EAA) and other general aviation groups had been predicting for months became fact today, as user fees were a centerpiece of the Fiscal Year 2008 budget request from the U.S. Department of Transportation and the Federal Aviation Administration.

EAA immediately reiterated its strong opposition to any user fees, as the budget proposal includes the framework to establish a user-fee program for various aviation services; a nearly four-fold increase in the fuel tax paid by general aviation operators (avgas and autogas); and a series of fees for access to the nation's busiest airports. It would also transfer control of agency funding and oversight away from Congress and dramatically reduce public control of how the FAA exercises its discretionary spending.

"DOT and FAA have attempted to distract from the user fee issue in their public statements by saying that revenue from general aviation would continue to be collected via a fuel tax, but they failed to acknowledge that the fuel tax would be increased dramatically and a whole series of user fees would be implemented for FAA services that today do not carry a charge," said Doug Macnair, EAA Vice-President of Government Relations.

"EAA remains categorically opposed to user fees. Such a system will not enhance safety, it will not improve services, and it will add barriers for thousands of recreational aviators while being a costly burden to the federal government."

The budget proposal calls for increased and or the establishment of fees for aircraft certification and registration, as well as appointment and designation of designees such as those used to certificate amateur-built aircraft and light sport aircraft, and airman medical certificates.

While EAA has strong indications of what the Bush Administration is proposing, the details of the new user fee and tax hike proposals will become publicly available when the FAA reauthorization bill is submitted to Congress in mid-February. EAA and the other general aviation groups will continue to fight this effort to burden individual aircraft owners with this new expense.

"It is an ironic twist that while DOT Secretary (Mary) Peters said the budget proposal as a whole will 'help get our freedom back' in the nation's transportation infrastructure, it severely threatens the freedom of our country's general aviation community," Macnair said.

Attend the AOPA Air Safety Foundation's FREE Safety Seminar

Say It Right! Radio Communication in Today's Airspace

March 5, 2007, 7:00-9:00pm, in Rochester, MN



No Registration Required! Qualifies toward FAA Wings Program!

Say It Right!

Radio Communication in Today's Airspace

Monday March 5, 2007 7:00—9:00PM

Rochester International Event Center

Ballroom "A" 7333 Airport View Drive

Rochester, MN

Ever heard a radio call that made you scratch your head - or, worse yet, cringe? Most of us, at one point or another, have struggled to find the right words on the radio. Attend this free seminar and increase your communication know-how with practical tips on communicating in today's airspace. You'll also get straight forward advice on common pitfalls for VFR and IFR operations, communicating in an emergency, and coping with challenges at both towered and non-towered airports.

Plus, don't miss a rare opportunity to take part in a Q&A session with a local air traffic controller: Be sure to bring the questions you've always wanted to ask!

You'll also learn:

- 1>The three magic words every pilot should know.
- 2>Some things that you should check before squawking 7600 for lost communications.
- 3>The popular phrase the 2007 AIM says should NOT be used under any circumstances.
- 4>And much more!