



EAA Chapter 919 Newsletter

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MEETING NOTICE!
EAA Chapter 919 Monthly
Meeting. 04-18-2008 at 7:00 PM at
Russ & Helen's Home
1176 West 5th, Winona MN

* = 2008 Paid
* = 2009 Paid
Membership
(\$15.00 annually)

Richard Adank *
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Dick & Linda O'Connor
Rob Ossell *
Tom & Merylyn Owen *
Terry & Joyce Peterson
Chris Shoaff *
Jerry and Susan Smith *
Carl Swanson
Max & Carol Tentis
Mike & Barb Thern *
Larry Thompson *
Larry Ziemer

Contact this chapter at
EAAONA@HBCI.COM

FAA PRIVATE PILOT QUESTION OF THE MONTH....

Airspace at an airport with a part-time control tower is classified as Class D airspace only

- A) when the prevailing visibility is below 3 statute miles.
- B) when the associated control tower is in operation.
- C) when the associated Flight Service Station is in operation.



A Starbuster Too!

When a flight goes "foul" ...

On March 15th 2008, and after a good pre-flight and run-up, I rolled out for take-off on "runway 35", Winona. With one passenger. Climb-out was fine and just when I was going to leave the pattern I noticed my RPM's dropping. From 6000, to 5500, to 5000, to 4500...they kept falling! I told my passenger that "something was wrong, I was losing RPM's. Did he by chance have his leg against the rear seat choke lever?". His reply was "no". OK...time for a precautionary landing. Banking to the left I completed a circle, and entered a right down-wind for "runway 30" at Winona. A right base and then "final". A little high so I added full "flaperons". And with that, a beautiful landing (a total non-event). I dropped off the passenger at the hanger and went back to "runway 30" to do some touch-and-goes. But during the run-up I found that the left mag, when switched, caused the engine to run very rough. Tested it again and "same thing". Very rough running.

So back to the hanger to check the plugs. And sure enough...I found one set of plugs almost perfect and the other set...badly fouled!

1 1/2 weeks ago I needed fuel from an airport so needless to say, I filled up with 100-LL. Granted I cannot "prove" that this was the cause but with over 650 hours flying Rotax engines,

I have never had plugs foul. And I do change plugs every 25 hours as well (it's cheap insurance!).

So what will I do different in the future? I'll stick to my non-ethanol fuel and use 100-LL only in the event of an emergency in the future.

Is this unique to two-stroke engines? Certainly not. Since this non-event I have learned of several (many!) incidents similar to mine involving general aviation...right here at the Winona airport!

The moral of the story? Be prepared. And always be ready and have a place to "put her down". **This could happen to you!**



Good front plugs

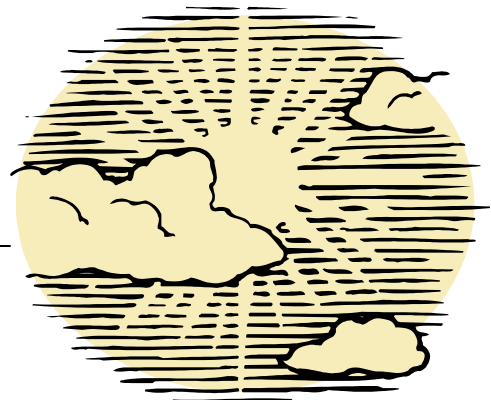


Fouled rear plugs

Winona MN. Weather Almanac.

April average high temp 60°. April average low 40°. Record High 96° in 1952. Record Low 4° in 1979.

Answer to the FAA Private Pilot Question Of The Month is "B".



EAA CHAPTER 919 MONTHLY MEETING REMINDER

Where: Russ & Helen Marsolek's Home
1176 West 5th,
Winona MN
507-452-6888

When: April 18th, 2008

Time: 7:00 PM

Program: AOPA's "Airport Watch Program"



WANT TO SPEAK DIRECTLY WITH PRINCETON FLIGHT SERVICE?

Lockheed AFSS issues?

- **1-800-992-7433**
- Enter 1, then 66, wait for the recording, then 1
 - This should get you PNM AFSS
 - Ask if it is PNM AFSS
 - if yes, proceed with your request
 - if no, ask to be Queue-Transferred to **9701**

Look at the Lockheed Website

www.AFSS.com

If you have comments/concerns give them written feedback...Joe should call you back



Federal Aviation
Administration