EAA Chapter 919 Newsletter

Chapter President	Rob Ossell
Chapter Vice President	Daniel Bass
Chapter Treasurer	Merilyn Owen
Chapter Secretary	Walt Kelly
Chapter Newsletter Editor	Russell Marsolek

MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 08-15-08 at 7:00 PM at Rushford MN Airport

*** = 2007 Paid**

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

Richard Adank *
Dan Bass *
Allen & Patty Berg *
Steve & Kathy Buswell *
Roger & Jean Braatz
Russ & Denise Braatz *
Kevin Daniels *
Willard Davidson *
Mike Davis *
Donald Dutka * *
Merle & Bette Evenson *
Richard Exe *
Al & Ruthie Farner *
Lowell & Lori Finseth *
Fred Gleiter *
Fritz Husser *
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 & Merilyn Owen *
Terry & Joyce Peterson
Chris Shoaff *
Jerry and Susan Smith*
Carl Swanson
Max & Carol Tentis
Mike & Barb Thern *
Daryl & PJ Thompson * *
LeRoy Thompson *
Larry Ziemer

Contact this chapter at

EAAONA@HBCI.COM

FAA PRIVATE PILOT QUESTION OF THE MONTH….

A steady green light signal directed from the control tower to an aircraft in flight is a signal that the Pilot

A) is cleared to land.

B) should give way to other aircraft and continue circling.

C) should return for landing.

What aircraft is this?

Newsletter ideas can be mailed to 1176 West 5th, Winona MN 55987 or emailed to rmarsole@luminet.net (507-452-6888)

Aerial Television!

Want to see a short video on combining aerial TV (ATV) and a Challenger? Go to my website www.hbci.com/~rmarsole/ and click on the Amateur Radio link (takes a little time to load!). Then just a little of the way down the page, click on <ATV>.

Every year there is an amateur radio "Field Day" where hams around the world setup and run "emergency radio stations". Beside being a great time, it is also a time to demonstrate various modes of amateur radio.

This recent June I was asked to do an ATV demo so...waiting for the weather clear (6 hours behind schedule!) I finally lifted off and transmitted on 1 1/2 watts. The short link (mentioned above) is just a 2-minute sample of the actual flight. But is was fun, and those on the ground seemed amazed at the clarity of the "live" television being sent to them, again, on 1.5 watts.

A wonderful set of hobbies...ham radio and flying!

Enjoy!

Russ Marsolek N0QK

Rushford Days Fly-In… A Success!

July 08 saw the annual Rushford Days Fly-In, held at the Rushford MN Airport and sponsored by EAA-919. Well, other then a little fog in the morning the weather was near perfect!

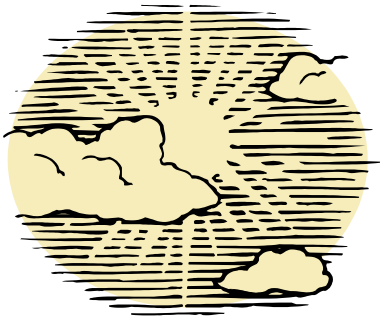
Helicopter rides and airplane rides were offered, while most came in for the delicious breakfast being served. And to top it off, Bernie K. even brought some hand picked raspberries!

And now...we can start planning for the October 2008 Experimental and PPC Fall Color Fly-In, also held at Rushford.

Boy how fast this year is already "***flying***" by!

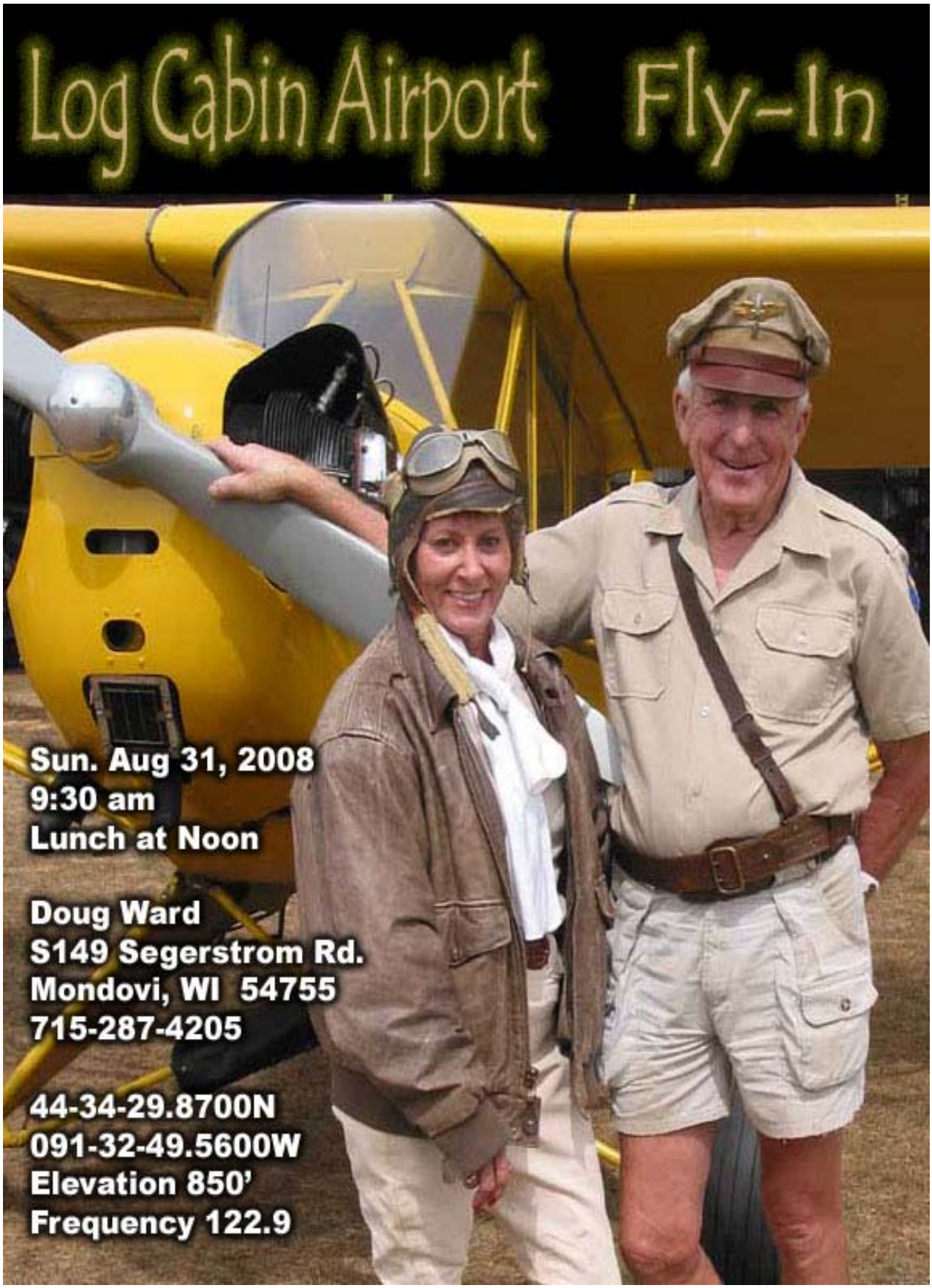
Winona MN. Weather Almanac.

August average high temp 83°. August average low 64°. Record High 103° in 1948. Record Low 40° in 1958.



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

Log Cabin Airport Fly-In



Sun. Aug 31, 2008
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

34th Annual Fly-In, Drive-In

Where: Red Wing Airport, Red Wing MN

When: Sunday, Aug. 3rd, 2008

Time: 8:00 AM—Noon

Description: Pancakes, sausage, juice, coffee. Airplane rides - $20. Vintage airplanes, historic warbirds.

VAAA Fly-In, Drive-In Breakfast!

Where: Viroqua Fly-In, Drive-In Breakfast, Viroqua WI

When: Sunday, Aug. 10th, 2008

Time: 7:00 AM—1:00 PM,

Description: Pancakes, french toast, eggs, sausage, coffee, juice, milk. PIC free

---

VOLK FIELD OPEN HOUSE

Where: Volk Field ANGB, Camp Douglas WI, (VOK)

When: Saturday, Aug. 16th, 2008

Time: 7:00 AM—5:00 PM

Description: "Volk Field Air national Guard will open to the general public at 7:00 AM. Those interested to fly into the airport are required to complete the registration forms and receive flying instructions prior to 1200L, 15 Aug. Pilots may call the 800 numbers or email their request to receive Registration material. Military static displays are being coordinated at this time. " Phone 1-800-972-8673 (volk.baseops@wicrtc.ang.af.mil) or go to www.eaa.org/calendar for addi tional details.

NE Iowa EAA Chapter 368 Fly-In Breakfast

Where: Monona Municipal Airport, Monona IA (7C3)

When: Sunday, Aug. 17th, 2008

Time: 7:00 AM—Noon

Description: "Annual "All You Can Eat" flight breakfast. Featuring Kermits home-made sausage, the finest you will ever eat." Contact Elmer Marting at 563-539-2640 for details, (marting@netins.net) or go to www.eaa.org/calendar for additional details.

Boyceville Annual Fly-In Breakfast

Where: Boyceville Airport, Boyceville, WI

When: Sunday, Aug. 17th, 2008

Time: 7:00 AM—11:00 AM

Description: 7am to 11am, National Guard, helicopter display, Mayo "heli" display, numerous aircraft that fly in including ultralight and support aircraft. .

Good news: FAA extends first, third class medicals (submitted by Walt Kelly)

By AOPA ePublishing staff

Pilots under age 40 can save a trip to the AME. On July 24, the FAA will extend the duration of third class medicals from 36 calendar months to 60 calendar months (five years) and first class medicals from six calendar months to 12 calendar months for pilots under age 40.

Current and expired medical certificates are grandfathered under this rule.

For example, a pilot under age 40 who has a third class medical that would have expired at the end of July 2008 under the three-year limit is now good for another two years. In other words, the medical won't expire until the last day of July 2010.

But what if you had let your medical expire? If you are under age 40, and the certificate was issued less than five years ago, it is now valid until the last day of the month, five years from its original issuance date.

Read the entire article at: http://www.aopa.org/flightplanning/articles/2008/080723medical.html

Lots of Fly-Ins this month!

So polish up the plane, fuel up the tank(s), check the weather and head out! It should be one of the best months all year! (see the previous two pages).

Hopefully we'll see you there!

RLM

General Aviation Safety Challenges 2008

By: Small Airplane Directorate, Federal Aviation Administration

In 2003 and 2005, the Small Airplane Directorate released informational articles for distribution through various flying organizations. These articles discussed General Aviation (GA) accident statistics and pointed pilots to tools that could help them improve their decision making and piloting skills. As the busy summer flying season is upon us, we wanted to update you on the fatal accident rate and also discuss one of the leading causes for accidents in general.

What is the latest fatal accident rate?

According to the National Transportation Safety Board (NTSB) aviation accident database, in the first 5 months of 2008 there have been 106 General Aviation (GA) and nonscheduled part 135 fatal accidents. This is 12 fewer fatal accidents than 2007, representing a 10 percent drop from the same period in 2007. So far, 2008 is shaping up to have the lowest numbers in the past 10 years, which is great news. It is important to maintain this downward trend. However we are seeing an increasing trend of these accidents as the warmer weather flying season settles in.

Is density altitude a cause of accidents?

When it comes to aircraft performance and pilot procedure, a historical problem area that continues to plague aviation is takeoffs and landings associated with density altitude effects. Aircraft performance can vary greatly based the temperature, air pressure and field elevation. We relate temperature to air pressure to obtain density altitude which is defined as pressure altitude corrected for variations from standard temperature. When conditions are standard the pressure altitude is the same as density altitude.

Takeoff performance

Aircraft performance charts are based on the "Standard Atmospheric Day." It is important for pilots to understand that a standard day is not typical. Temperature changes have a large affect on density altitude. At sea level, the "Standard Atmospheric Day" temperature is 59ºF and decreases at rate of 3.6ºF per 1000 feet for the altitudes the typical GA aircraft operates in. As an example, the temperature for a "standard" day in Albuquerque, New Mexico is 39.9ºF. Certainly a 40ºF day during the summer in Albuquerque would not be considered typical. Any higher temperature, without an offsetting increase in atmospheric pressure, will increase the density altitude. An aircraft subjected to the high density altitude will not give the performance anticipated by a pilot casually reviewing the performance charts. The last standard day in

Albuquerque this year occurred on April 28, 2008 at 3:59 AM. ALL operations at Albuquerque since that date have been at higher density altitudes. It will most likely be October before another standard day is seen in Albuquerque.

Even though the surrounding terrain may look wide open and relatively flat, on a typical summer day some light airplanes could be at or close to their service ceiling before they even leave the ground. Check the density altitude and the appropriate performance charts in the airplane flight manual (AFM) or the pilot operating handbook (POH). Remember no summer day is standard.

Density Altitude Display; ©Aero Info, Inc.

Landing Performance

The density altitude can also have a big effect on landing distances. Just as with takeoff and clime performance, your landing distances will be much longer in conditions with a high density altitude. Again, it is important that you calculate your landing distances from the appropriate performance charts and use the correct density altitude.

How are landing distances calculated?

We still have a significant number of runway overrun accidents. While these accidents are seldom fatal, we think it might be enlightening to share how the certification flight test world generates your POH performance numbers.

First and foremost to remember, POH landing distance numbers typically reflect the shortest distance you will ever be able to land your airplane. Neither 14 CFR part 23 nor part 91 require any margins or factors in the published landing distances that you as the pilot use. So whether you fly a Cessna 152 or a new part 23 multiengine jet, the landing distance calculation requirements are the same. They are generated using skilled test pilots in near perfect weather conditions. We require at least 6 landings for the POH performance charts –conducted on the same wheels, tires, and brakes. So if you want to know just how aggressive our landing distance tests can be… The tires, and sometimes the brakes, are generally worn out after just 6 landings.

The landing technique that is recommended in our guidance calls for power and speed to be stabilized by 50 feet on the approach. We also recommend a smooth flare to be made at the touchdown point. Smooth as used in our guidance does not necessarily mean slow as much as it means not abrupt. A typical flare used for landing distance testing is just short of an aircraft carrier landing. The flare technique that you and I would use to show off our flying skills to our passengers will add 10's of feet if not 100's of feet to your landing distance.

Finally, if you are landing on grass, your POH may use factors that you add or multiply to the dry, hard surface landing distance numbers. While these factors are generally conservative, they are based on flight testing where the grass condition was closely controlled. We found that for average height dry grass, distances increased about 1.2 times and about 1.6 times for wet grass. Unfortunately, it is impossible to account for all of the variables associated with non-hard surface runways so we would recommend these factors as a minimum.

So perhaps you are now more aware about how the landing distance numbers are generated for your airplane's POH. We hope this information will help you to better use the landing distance numbers when planning trips to airports with short runways. During his flight test days for a small airplane manufacturer, a test pilot would frequently fly into an airport with 1,000 foot markers on the long runway (for airliners). He would periodically challenge himself against the POH numbers. If you have access to a runway with these markers, you can check the book

landing distance numbers against an estimated real distance. However, the bottom line is, when you want to land on a short runway, add a reasonable margin to the POH calculated landing distance. If the runway is shorter than the POH plus some reasonable margin, even our certification test pilots would not try to land there.

We welcome your feedback on this article as well as the articles in the past releases. You can provide us your feedback using the Aviation Safety Customer Feedback Form available on the internet at:
http://www.faa.gov/about/office_org/headquarters_offices/avs/customer_feedback/air/field/.
Please choose Small Airplane (ACE) from the pull-down menu and provide your comments in the space provided.

A reminder!

Just a reminder that the next EAA 919 meeting will be held at the Rushford MN Airport, on Aug. 15th, starting PROMPTLY at 7:00 PM.

And the Sept. meeting (9-19-08) will be the “Annual Hot Dog Social”, hosted by Russ & Helen Marsolek at “Hanger #8” at the Winona Airport. Just bring a dish to pass and a chair to sit on. I’ll have the grill going with the Hot-Dogs on!

Hope to see you all there!