



EAA Chapter 919 January Newsletter

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

Rob Ossell
Daniel Bass
Merylyn Owen
Walt Kelly
Russell Marsolek

MEETING NOTICE!
EAA Chapter 919 Monthly Meeting. 01-18-08 at 7:00 PM at Tom Lee's Home, 1329 W. Wincrest, Winona, MN 55987

* = 2007 Paid
* = 2008 Paid
Membership
(\$15.00 annually)

- Richard Adank *
- Dan Bass *
- Allen & Patty Berg *
- Steve & Kathy Buswell **
- Roger & Jean Braatz *
- Russ & Denise Braatz *
- Gary & JoAnn Cosentino *
- Kevin Daniels *
- Willard Davidson *
- Donald Dutka *
- Doug Egeland *
- Richard Exe *
- Al & Ruthie Farner **
- Lowell Finseth *
- Fred Gleiter *
- Jim & Groebner *
- Bob Hawk *
- 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 & Merylyn Owen **
- Terry & Joyce Peterson *
- Chris Shoaff **
- Jerry and Susan Smith**
- Carl Swanson *
- Max & Carol Tentis *
- Mike & Barb Thern **
- Suzi & Bill Vietti *
- Larry Ziemer *

Contact this chapter at
EAAONA@HBCI.COM

FAA PRIVATE PILOT QUESTION OF THE MONTH....

An airport's rotating beacon operated during daylight hours indicates

- A) there are obstructions on the airport.
- B) that weather at the airport located in Class D airspace is below basic VFR weather minimums.
- C) the Air Traffic Control tower is not in operation.



THE BUSINESS PAGE

EAA Chapter 919 Meeting

December 14, 2007

The meeting was held at the Thern home and called to order by President Ossell at 7:55 PM.

Treasurer reported there was \$2449.72 in the bank.

Minutes of the November meeting were approved as published.

The nominating committee read the list of people who have agreed to stand for election for 2008. Tom Lee declined to run for re-election as Vice President. The remaining candidates were: President – Rob Ossell and Mike Thern, Vice President – Dan Bass, Treasurer – Marilyn Owen and Dr. Jerry Smith, Secretary – Walt Kelly and Al Berg.

Ossell, Bass, Owen, and Kelly were elected for 2008.

Meeting adjourned at 8:35 PM.

Discussion items included:

EAA Award certificates and pins were passed out;

Russ explained the rules for the December 15 Poker Run;

January meeting to be held on January 18 – the 3rd Friday – at the Tom Lee residence at 1329 W Wincrest Drive, Winona. Feel free to bring a snack to pass. Come early - Tom says his shop will be open for tours of his CH701 project at 6 pm;

January Program: A short Sporty's video on "Preflight Tips" and "Departing" followed by a bit of discussion.

Winter Ski/Fly-Ins will include Famous Dave's at Hayward in late January and Log Cabin (WS69) at Eleva February 8 10 a.m. to ? Chili, hotdogs, beverages, served at noon.

Program suggestions were made for upcoming meetings. A combination of entertainment and training was suggested. Possible topics include: Pre-flight; Take-off; Weather; Control Tower procedures.

WINGS Program

From the FAA web site: the Pilot Proficiency Award Program (Wings) encourages general aviation pilots to continue training and provides an opportunity to practice selected maneuvers in a minimum of instruction time. After you've logged three hours of dual instruction under the program and attended at least one FAA-sanctioned safety seminar, you'll be eligible to receive a distinctive set of wings. You'll also earn a certificate of completion. If you successfully complete a phase of the Wings Program within the period specified by Section 61.56(e) of the Federal Aviation Regulations, you don't need to accomplish the flight review for that time period.

Further details can be found at www.faasafety.gov

EAA Chapter 919 January Meeting Notice.

Where: Tom Lee's Home, 1329 West Wincrest, Winona MN

When: January 18th, 2008, at 7:00 PM

Phone: 507-454-5927

Slow, High Angle of Attack Landings Can Kill!

We all like to feel the main gear "*kiss*" the runway just before the nose wheel settles to the ground. Such feather-soft landings are also pleasing to the passengers. But we nary want to use this technique during strong, gusty crosswinds!



Strong, gusty crosswinds can take a perfectly stabilized landing and turn it into a nightmare in less than a second or two. The first thing that happens is a serious "*yaw*" created by crosswinds applying pressure to the vertical stabilizer (tail). The pressure on the tail causes the nose to swing in the direction of the cross-

wind like a weathervane.

When this happens, the hapless pilot instinctively (but incorrectly) turns the yoke or stick in the opposite direction to re-align the nose with the runway. This, of course, causes the upwind wing to lift high into the air. The pilot then swings the yoke or stick back into the opposite direction to level the wings and then applies full power to "*go around*" for another try.

The airplane is now at a very high angle of attack and on the edge of a power-on stall with all four left turning forces exacerbating the "*yaw*" forces created by the crosswind. The badly yawed and stalled airplane suddenly rolls completely over before hitting the ground inverted!

Can this REALLY happen?

Sure it can happen and it likely happens far more than many of us believe. In most cases, the pilot manages to get the nose back down before the stall/roll action is completed, but not without considerable damage to the airplane. Occasionally, however, the combined forces of wind and improper control inputs can produce fatal results.

While we know very little about the details, a fatal Cirrus SR22 accident occurred in Faribault Municipal Airport, Minnesota last Sunday that exhibits risk factors similar to those described in the above scenario.

Reported winds on the surface were 17 knots with gusts to 25 knots across the runway. The pilot was making his second attempt at landing when the accident occurred. According to various reports, the aircraft impacted the grass, inverted, on the downwind side of the runway. All four occupants were killed [see adjacent photo of crash scene].



How can this scenario be prevented?

Before discussing prevention, we need to understand what causes botched crosswind landings. The answer here, as always, is . . . poor training. At the great risk of sounding like a broken record, many flight schools and independent CFIs do not provide serious crosswind training. In fact, many shut the hangar doors anytime the crosswinds exceed 12 to 14 knots.

So where does the hapless pilot receive effective crosswind training? He doesn't!

As for the fatal part, the cause is the same . . . little or no serious power-on stall training. While many flight students can adequately demonstrate power-on stalls, they've seldom performed cross-controlled power-on stall. As such, they never experienced the attention-getting effect of a power-on, yawed stall!

So how can we guarantee the safe outcome of every gusty, crosswind landing? We can do this by altering our landing technique from that used in calm winds. Instead of landing slow with a high nose-up pitch attitude and flaps fully extended as the main gear touches the ground, we quite literally fly the airplane to the runway with minimal flap extension while reducing power to idle just as we cross the runway threshold.

Keeping the nose down or level with the ground, we lower the upwind wing slightly and maintain directional control with rudder. At no time do we allow the nose to raise back up and thereby subject the wings to sudden lifting by gusty winds. Extreme care must be exercised, of course, to prevent the nose wheel from impacting the runway before the main gear.



Important note: Runway length becomes a more important factor when making gusty, crosswind landings. With approach speeds slightly higher than normal and the use of minimal flaps, the

landing roll-out is substantially increased. Be sure to monitor remaining runway length when using this technique. When in doubt, go around!

There is no substitute for competent instruction. If your training experience exhibits serious gaps in gusty, crosswind landing experience, go out and hire an experienced CFI.

"...The previous story and information was from the "Over The Airwaves" website. Visit it for great flying tips!"

Winona MN. Weather Almanac.

January average high temp 26°. January average low 9°. Record High 64° in 1944. Record Low -32° in 1951.

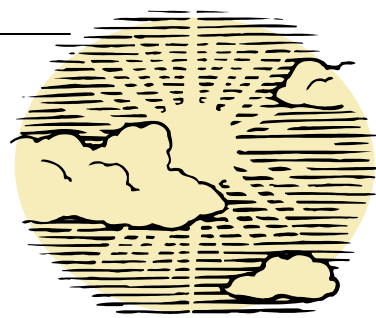




Photo taken at the Preston MN Airport

EAA 919'S POKER RUN DECEMBER 15TH 2007



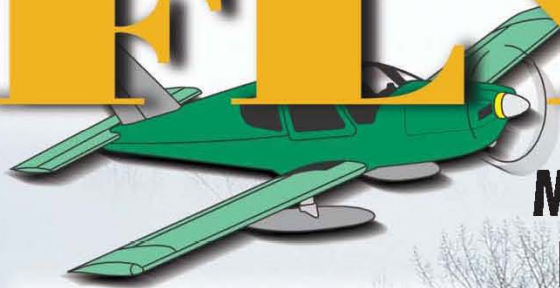
Seven pilots and co-pilots from the local area braved the cold air and had a blast!

Meeting at "55Y", the aviators had to fly to various airports to earn "playing cards", and to see who would have the best poker hand when it was all said-and-done. Co-Pilot Mike Kearns (member of "Team Fairchild") beat out everyone with two-pair. (so much for my four hearts!)

Airports visited included Chatfield 2C4, Preston FKA, Spring Valley 0MN6, Mabel private airport, Wikery Private Airport, and Rushford 55Y.

Everyone had a great time, and we all hope that you will join us also next December. Keep watching the newsletters!

Ninth Annual
**Ski Plane
FLY-IN**



**Meet the Pilots! See the Planes!
FUN FOR THE WHOLE FAMILY**

**N45° - 59.588'
W091° - 18.720'
SOUTH END OF BIG
ROUND LAKE
8 1/2 MILES EAST OF
HAYWARD**

**HAYWARD RADIO
FREQUENCY 122.8**

**Mingle in our
Northwoods
Pilots' Lounge**

**DOOR PRIZES
FOR PILOTS!**

**SUNDAY,
JAN. 20, 2008
9:00 AM - 3:00 PM**



**FAMOUS DAVE'S
LODGE STYLE BREAKFAST**

Served from 9:00 a.m. to 1:00 p.m.

LUNCH MENU AVAILABLE

Beginning at 12:00 noon

**For information, call Famous Dave's at 715.462.3352
Alternate Date is January 27, 2008.**

www.famousdaveshayward.com

**THIS EVENT WILL TAKE PLACE AS SCHEDULED, UNLESS WEATHER
CONDITIONS FOR FLIGHT ARE DEEMED UNSAFE**