



EAA
Chapter 919
Newsletter
OCTOBER—2008

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. 10-10-2008 at 7:00 PM at the Rushford Airport

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

Richard Adank *
Dan Bass *
Allen & Patty Berg *
Steve & Kathy Buswell *
Russ & Denise Braatz *
Kevin Daniels *
Willard Davidson *
Mike Davis *
Donald Dutka * *
Merle & Bette Evenson *
Richard Exe *
Al & Ruthie Farner *
Lowell & Lori Finseth *
Ren Foster *
Fred Gleiter *
Fritz Husser *
Walt & Jan Kelly *
Mike Kearns *
Bernard Kriesel *
Thomas Lee *
Russ & Helen Marsolek *
Dave & Roxie McCorquodale *
Allen & Sandy Nelson *
Rob Ossell *
Tom & Merylyn Owen *
Chris Shoaff * *
Jerry and Susan Smith *
Mike & Barb Thern *
Allen & Lonnie Thompson *
Daryl & PJ Thompson * *
LeRoy Thompson *
Larry Ziemer * *

Contact this chapter at
EAAONA@HBCI.COM

FAA PRIVATE PILOT QUESTION OF THE MONTH....

How long does the Airworthiness Certificate of an aircraft remain valid?

- A) As long as the aircraft has a current Registration Certificate.
- B) Indefinitely, unless the aircraft suffers major damage.
- C) As long as the aircraft is maintained and operated as required by Federal Aviation Regulations.

What aircraft is this?



The 5th Annual PPC / Experimental Aircraft Fall Color Fly-In!

When: October 10th, 11th and 12th.

Where: Rushford MN Airport (55Y)

Events: Breakfast Saturday morning, and a Taco Bar Saturday eve. Games (Spot Landings and more) during the day on Saturday. PPC'ers will start early! Local Cross-Country flights too!



The fall colors here in SE Minnesota should be at “peak” that weekend! Cool crisp air, a wonderful little airport, and great friendships abound ! Not to mention a big...no let me make that HUGE bon-fire on Saturday night!

This year we have included an invitation of experimental aircraft to the normal PPC's that arrive also. The more the merrier!

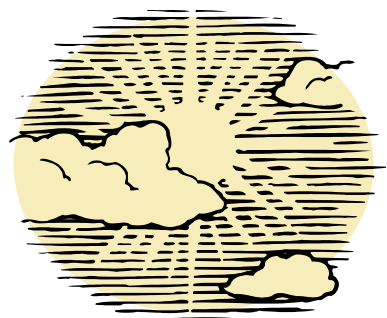
And “55Y” is just 2 miles from the famous Root River Bike Trail. So bring your bikes as well. Hope to see you all here!

Call Russ at 507-753-2980 for details!

Question of the month The correct answer is “C”.

Winona MN. Weather Almanac.

October average high temp 62°. October average low 43°. Record High 93° in 1997. Record Low 13° in 1972.



First Oshkosh Flight for me!

Roughly 35 years after my first visit to Oshkosh, and 20 since my last, I thought it was time to fly in! Especially after hearing that Alex (A Mike Thern trainee) was flying in less than a week after passing his private check ride.

I read the NOTAM several times, highlighted the main material, and headed over. There wasn't much traffic in the air at 9 am on Wednesday, and that was OK by me.

Saw a couple of planes from FISK inbound, and it seemed like there wasn't much room to stay between runway 27 and the gravel pit that I was told to stay inside of. After pulling power back on downwind, I noticed some activity on the taxiway. The controller told me to turn base, fine, but when I turned onto final, the runway was crowded with Warbirds taxiing out! I wasn't given "Land on the Green Dot" or the Orange one either. Was I supposed to land between the taxiing aircraft or ahead of them? Neither option seemed appropriate. Then the controller said I ought to go around. As I did, I snapped this picture. The runway was clear the next time as I turned final.



Getting a "Turn left onto the grass" command, I did, then got lots of time to observe the goings-on as I taxied – and taxied – past the far end, then across to the right side, then back most of the length of the runway just about opposite where I landed, and parked in front of Basler Aviation.

By about 6:45 PM I thought I better get myself from the Warbirds area back to the plane to get out by the 8 PM airport closing. It took a while to get to the shuttle, ride around to the north end of the "North 40", and pay for the gas. Thankfully I was parked near the departure end. The controllers in the "Tower" – the hay wagon in the grass to the right of the Orange Dot – still seemed chipper and friendly. I lifted off at 7:52 and had a beautiful sunset/night flight back to Winona.

A long, but superb day!

Story submitted by Walt Kelly



*...I was so
very impressed!*

At the September Hot-Dog Social, EAA 919 members Fritz Husser and Thomas Lee gave a short program on the “Legal Eagle”. I was so very impressed by their presentation that I have already ordered the plans along with two of the five construction videos! This seems like it would be a great project for many EAA 919 members, and it sounds like the price is right too! Where else can you take your time and build a nice single-seat aircraft for less than \$5,000.00?

Granted you may not necessarily fly long cross-countries but, in some ways this is “real world flying”. Low and slow! The “Good Old Fashion Way”!

Last week Dan Bass and myself were talking about this little aircraft. Can you imagine what it would be like to have three or four LE’s within this EAA chapter? And all flying at the same time towards some local fly-in? Almost like a small “squadron” of old-style aircraft!

I know of one other EAA 919 member that is planning on making one (and maybe even two!) Legal Eagles. Well...if there were even more members building their own “LE” we could share each others knowledge, jigs, forms, etc. Working together and helping each other out. Give it some thought. And if interested please give me a call as I would personally like to setup a LE group of builders within this chapter.

If you wish to see the LE in flight, go to www.youtube.com and search for Legal Eagle. You too might become “bit” with the fever!

Hope to hear from you!

Russ Marsolek / EAA 919 Newsletter Editor / 507-452-6888

\$ 2009 DUES ARE DUE!!! \$

Yes it is that time of the year when we start to finish up the years old business and we look forward to the next years new business. If you look at the front page of this newsletter, you'll see where you are at, and what year(s) you are current for ref. dues. This small EAA chapter really appreciates your support. And the \$15.00 (which is also the cost for a family membership!) helps us a lot. These dues cover the cost of the postage for this newsletter. As well as other expenses such as are incurred in the "Adopt-An-Airport" program. And fly-ins etc.

So please. Look into your wallets or write a check for \$15.00 to EAA 919. It truly does help keep the chapter very active.

Talk about a wonderful flight...

This past week I had the opportunity to fly along side Dave M. and his Capella. It was SOOOO great having someone in the air that was "my speed"! As most of you know, I am the "slowest duck in the flock" when compared to the other EAA 919 aircraft Don't get me wrong, I LOVE my Challenger. And she'll get in and out of airports that many others cannot even think of attempting. But fast, she isn't.

So after arriving at the hangar I saw Dave's other plane outside. So I knew that he must be up with the Capella. After I had my pre-flight and warm-up completed I tried to reach Dave on 122.800 Mhz. and sure enough, he was already in the air.

Twenty minutes later I was flying side by side with him. And with an airspeed of between 75—85 for the both of us I was starting to snap pictures. Only about 95 shots!!! (see the front cover of the newsletter!)

After the "photo shoot" we decided to head down to Rushford MN (55Y) where we actually had five (yes...five!) aircraft in the pattern at the same time! It seemed that everyone was headed there! No longer Rushford Muni. Airport...it is now **RUSHFORD INTERNATIONAL AIRPORT!**

Well fall is upon us. Cool, crisp, air and clear skies. So get the birds up soon and enjoy the peak colors here in SE Minnesota. And Dave. I really look forward to flying along side of you and your Capella again!

