



EAA Chapter 919 Newsletter November 2009

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

Rob Ossell
Daniel Bass
Helen Marsolek
Walt Kelly
Russell Marsolek

MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 11-13-2009 at 7:00 PM
(See information inside newsletter)

* = 2009 Paid

* = 2010 Paid

Membership (single or family!)
(\$15.00 annually)

Rich Adank *
Dan Bass * *
Al & Patty Berg *
Russ & Denise Braatz * *
Bruce & Susan Publitz *
Willard Davidson *
Mike & Edith Davis * *
Donald Dutka *
Al & Ruthie Farner * *
Lowell & Lori Finseth * *
Ren Foster *
Fred Gleiter *
Fritz Husser * *
Helen Hermann & Theresa Villarreal *
Mike Kearns * *
Walt Kelly *
Diane Kohner *
Tom Lee *
Russ & Helen Marsolek *
Steve & Barb Marsolek * *
Marilyn Matson *
Dave & Roxie McCorquodale * *
Larry & Sandy Nelson *
Rob Ossell *
Tom & Marilyn Owen * *
Chris Shoaff * *
Jerry and Susan Smith *
Mike & Barb Thern * *
Allen & Laloni Thompson *
Daryl & PJ Thompson *
LeRoy Thompson * *
Larry Ziemer *

Contact this chapter at

EAAONA@HBCI.COM

FAA PRIVATE PILOT QUESTION OF THE MONTH....

What preparation should a pilot make to adapt the eyes for night flying?

A> Wear sunglasses after sunset until ready for flight.

B> Avoid red lights at lease 30 minutes before the flight.

C> Avoid bright white lights at least 30 minutes before the flight.



*****Editors Note*** Tom Lee notified me about Fritz Husser's passing. Fritz was a long-time member of EAA Chapter 919, and this month's newsletter is dedicated to him. The following is the email from Tom.**

Our good friend Fritz Husser "Went West", as they say in the EAA publications, at approximately 8:10 pm, Friday, October 30, 2009. He was with his wife Jenine and son Bruce. Shortly thereafter his other son Brad arrived from Illinois. According to Fritz's wishes his body is to be cremated and returned to his property where the ashes will be scattered. There will be no memorial service but I'm certain the family would appreciate any cards and notes of sympathy you would care to send. He had turned 75 last January.

His death ends an ordeal which began on April 3 of this year when it was learned that he had leukemia. He had been in and out of the hospital numerous times for chemotherapy and for infections from April 3 until late August when it was decided that nothing more could be done. From that point he gradually went downhill. It was a blessing that he wasn't in one of those situations where he was in great pain. Many times, both during his illness and as recently as last Monday when I had a phone conversation with him from North Dakota, I would ask him how he felt and always he would say he felt fine.

Fritz wanted to die at home and got his wish. He died less than a hundred yards from the place he was born. That land along the river has been Husser property for a long time.

I first met Fritz when the first organizational meeting of Chapter 919 was held on a cold winter's night at the student union at WSU around 1989. Since I was nothing more than a private pilot (and remain so today) it was a relief to me to see some real aviation talent coming into the organization. Not long after that I started a Kitfox project which stalled after a year or so. It sat dormant until it was revealed at a July 1994 chapter meeting that I hadn't worked on it for more than a year. Fritz spoke up and said that he always got laid off in January and he would finish it if I brought it up to his house. I couldn't believe my luck and this started a friendship which lasted until now. He thought we could have the plane done in a month. It finally left his house for the airport in late June and finally flew in October 1995.

Most of you know that he was the primer mover on my recent CH 701 project. Without his mechanical skill and aviation knowledge I would still be looking at a bunch of parts and sheets of aluminum. Enough said.

I had been in constant contact with Fritz throughout his illness but had been in North Dakota hunting for the past two weeks. I called him several times while I was gone and he seemed fine and in good spirits. On the way home on Thursday I would usually take the I-494 route south around the Cities and down to Rochester. For reasons I won't go into here and took the I-694 north around the Cities and decided take Highway 61. (I simply never take this route but this time I did). As I was passing through Cottage Grove I got a call from Jenine saying Fritz wasn't doing well. Because of my mistake in routing I was ideally situated to stop by and see him and was there in little more than a hour. He was weak and tired and we had a brief conversation. Then I went up there for a visit in late afternoon yesterday and he was barely conscious.

I asked his wife to call me if anything happens and around 8:30 last night I got the call. I drove up there and arrived the same time as their son Brad from Illinois got there.

If I had to eulogize Fritz I would simply say that his was a life well lived. He did a lot of interesting things and his generosity and friendship touched many. He will be missed by many.

Thomas M. Lee MBA,CPA,NREMT-B
1329 Wincrest Dr.
Winona, MN. 55987



In honor of Fritz Husser

EAA Chapter 919 Member

The Business Page

EAA Chapter 919
Minutes of the Meeting
October 9, 2009
By Walt Kelly (Chapter 919 Secretary)

The meeting was held at the Rushford Airport.

Meeting was called to order by President Rob Ossell at 7:10 PM.

Minutes of the September meeting were not available, but several topics discussed at that meeting were mentioned.

Treasurer Helen Marsolek reported the balance on hand was \$2513.40. Helen also mentioned we have two new members: Bruce and Sandy Bublitz.

Old Business:

Upcoming meetings:

November 13: Larry Nelson Hangar near 55Y to see his RV-9A under construction. 7 – 7:45 PM meet at shop; 8 PM meeting at 55Y.

December 11: Marsolek Holiday Pot Luck. (1176 W. 5th, Winona).

Meeting adjourned at 8:00 PM.

Other discussions:

The EAA Fly-In Insurance package was discussed.

It was suggested that next year, the October fly-in be referred to as the “EAA 919 Fall Color Fly-In.”

Bill Davidson said he is getting scheduling information on the MetLife Blimp and can place requests for fly-bys or visits. If the blimp is in the area around those dates, there is a possibility it may be available.

Elections are scheduled for December and Walt Kelly was named to chair a nominations committee for next year’s officers. Any interested candidates are encouraged to let their interest in office be known.

Winona Airport activity:

Russ reported that bids have been advertised for new hangars at ONA, that there will be more trees cut on the east end of Runway 30, and that seal coating was being done on Runway 18-36

Russ commented on his experience making a precautionary landing at Caledonia and how he appreciated having a warm building and phone available while he waited for assistance. This was timely considering the discussion at the September meeting when Bill D. mentioned that many airports have such amenities and Winona should.

The correct answer to the **QUESTION OF THE MONTH** is “C”

Winona MN. Weather Almanac.

November average high temp 44^o. November average low 29^o. Record High 84^o in 1950. Record Low -11^o in 1977.



The 7th Annual Fall Color Fly-In.

Well, the weather could have been better but.....

Yes, the weather could have been better but I think everyone still enjoyed themselves. Some started to arrive with campers and motor-homes on Friday night while others arrived by vehicle or aircraft on



Saturday. But with snow falling just to the northwest of us, below freezing temperatures, and winds gusting to almost 30 MPH...well, that kept many pilots away as well as those that were here, on the ground. But there sure was a lot of wonderful hangar flying!



And the food? Well the ladies of EAA 919 did a fantastic job (as they always do in my opinion!) serving up a great breakfast Saturday morning. Followed up with a big taco bar Saturday afternoon and evening.

As for the Bon-Fire...the recent rains allowed us to safely "fire her up" , even with the winds!

So now I guess we have to just get ready for some nice fall flying...once the winds die down!

Thanks everyone for showing up. And we'll see you all again the 2nd weekend in October, 2010. Or sooner!



Runway Safety Tip Notice Number: NOTC1943

In this high tech world it's easy to forget that some aircraft don't have radios. These aircraft can operate legally at non-towered airports. Also, pilots operating at non-towered airports may not have their radios set for the proper frequency.

These pilots may be making great radio calls and since they hear no response, they think the pattern is clear and there is no other traffic.

Just because you don't hear other traffic, doesn't mean there is none. Always look for other traffic at both towered and non-towered airports.

A Fly-In Treat!!!

One very special treat at the fall color fly-in were the Apple Crisp bars that Merilyn Owen brought. Boy were they good! So we asked her for the recipe and well...here it is! Enjoy!

- 8 Cups sliced apples
- 1 1/2 Cups brown sugar
- 1 1/2 Cups flour
- 1 1/2 Cups oatmeal
- 2 Teaspoons cinnamon
- 1 Teaspoon nutmeg
- 1 Cup butter

Heat oven to 375°. Grease square pan, 9" X 13". Place apple slices in pan. Mix remaining ingredients thoroughly. Sprinkle over apples. Bake 30 minutes or until apples are tender and topping is golden brown. Serve warm and if desired with light cream or ice cream.

Thanks Merilyn!



A friend dropped off several old Popular Mechanic magazines so I copied a few of the covers. This one is from 1973! It is really fun looking some of these old ones!

EAA Chapter 919 Monthly Meeting. November 13th. 2009 Project viewing at 7:00 PM Chapter business meeting at 8:00 PM

The November meeting of EAA Chapter 919 will be unique. First we'll travel to the hangar of Larry Nelson where we can see his VAN's RV-9A project! Then at 7:45 PM we'll depart his hangar for the short trip back to "55Y" (Rushford Airport) where we'll conduct the business of EAA Chapter 919.

To get to Larry's Hangar from the Rushford Airport, go 2.1 Mi West on Hwy 30; Turn South (left) on Cty Rd 25 for 2.0 Mi; Turn West (right) on DeSoto Rd for .5 Mi; Where DeSoto Rd turns south, continue West on driveway about 3 blocks; Follow driveway to the south another block or two to the Nelson home. (or call 507-875-2863)!

FAA finalizes changes to '51-percent rule'

By AOPA ePublishing staff

Amateur builders should be happy with the [FAA's revisions to the amateur-built aircraft certification policy](#), or 51-percent rule. One of the controversial proposed changes that would have required builders to perform "20 percent of the assembly and 20 percent of the fabrication of the aircraft, with the remaining 11 percent falling into either category at the builder's discretion" was excluded from the final order. Currently, builders must complete the majority (51 percent) of the total work.

The FAA also released [Advisory Circular 20-27G](#), *Certification and Operation of Amateur-Built Aircraft*, which guides amateur builders on how to properly certify each step of the building process. Existing kits will be grandfathered in under the new rules.

"Thanks to a strong advocacy initiative from EAA, homebuilders can continue to design and build new and innovative aircraft," said AOPA Senior Director of Regulatory Affairs Rob Hackman. "They also now have detailed guidelines that they can follow when receiving professional assistance in the building process."

AOPA [supported EAA's efforts and submitted comments](#) on the proposed changes, explaining that they would add unnecessary complexity and place an unreasonable burden on individual amateur builders.

Leaving the comfort of a nice aircraft. At over 13,000!

Doing what Tom Lee did just a few short years ago....a couple of EAA members and friends decided to jump out of an airplane over a grass strip airport at Baldwin WI. At 13,000 feet!

For me, there are few, if any words that could describe this feeling of freedom. Reaching a top speed of 138 MPH, the freefall to about 4000' lasted just 39 seconds. And from there is was a nice, slow, smooth descent to touchdown.

Would I do it again? YOU BET! Hopefully next year!





































Gregg Reick ►
&
◄ Russ Marsolek

October 17th., 2009



Aircraft Sudoku.

You all know the rules....have fun! By the way. This particular puzzle is rated “easy”!
 PS: Thanks to Barb Thern for this idea!

| | | | | | | | | |
|--|---|---|---|---|--|---|---|---|
|  | |  | |  |  |  | | |
|  | | |  | |  |  | | |
|  |  | | |  | | |  | |
| |  | |  | | | |  |  |
| |  | | | | | |  | |
|  |  | | | |  | |  | |
| |  | | |  | | |  |  |
| | |  |  | |  | | |  |
| | |  |  |  | |  | |  |

CH-701



7

Six Chuter



6

Champ



3

Ercoupe



9

Blimp



5

Fairchild



4

Cessna



2

Grum-



1

Esqual



8