



# EAA Chapter 919

(Est. July 2001)

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## MEETING NOTICE!

**April 2010**

EAA Chapter 919 Monthly Meeting. 04-16-10 at 7:00 PM at the Winona MN Airport (ONA)

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

Rich Adank **2010**  
Wes Anderson **2010**  
Dan Bass **2010**  
Al & Patty Berg  
Russ & Denise Braatz **2010**  
Bruce & Susan Bublitz **2010**  
Bill & Cheryl Davidson  
Mike & Edith Davis **2010**  
Al & Ruthie Farner **2010**  
Lowell & Lori Finseth **2010**  
Ren Foster  
Fred Gleiter **2010**  
Fritz Husser **2010**  
Helen Hermann & Theresa Villarreal **2010**  
Mike Kearns **2010**  
Walt Kelly **2010**  
Diane Kohner **2010**  
Bernie Kriesel **2010 & 2011**  
Tom Lee **2010**  
Russ & Helen Marsolek **2010**  
Steve & Barb Marsolek **2010**  
Marilyn Matson **2010**  
Dave & Roxie McCorquodale **2010**  
Larry & Sandy Nelson **2010**  
Rob Ossell  
Tom & Marilyn Owen **2010**  
Pdon & Glenda Pinkham **2010**  
Gregg and Patti Reick **2010**  
Chris & Susan Shoaff **2010**  
Carl Swanson **2010 & 2011**  
Max & Carol Tentsis **2010**  
Mike & Barb Thern **2010**  
Allen & Laloni Thompson **2010 & 2011**  
Daryl & PJ Thompson **2010, 2011, 2012, 2013, & 2014**  
Roy Thompson **2010**  
Larry Ziemer **2010**

Contact this chapter at

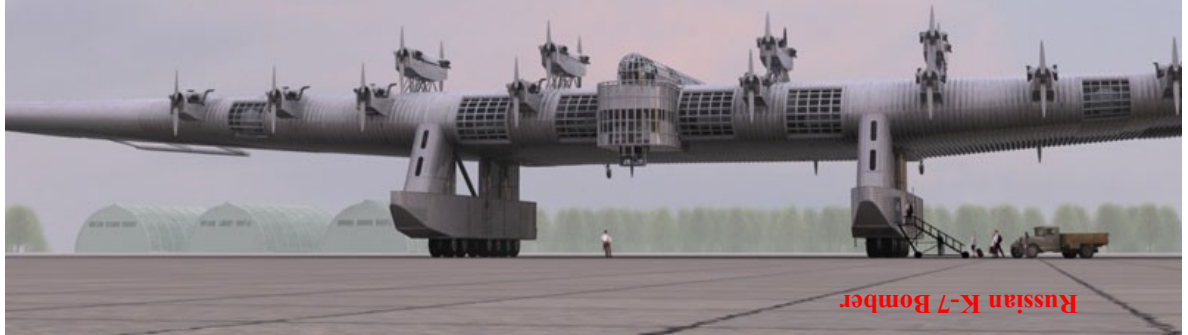
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## FAA PRIVATE PILOT QUESTION OF THE MONTH....

When must a current pilot certificate be in the pilot's personal position?

- A. When acting as a crew chief during launch & recovery.
- B. Only when passengers are carried.
- C. Anytime when acting as pilot in command or as a required crew member.

# What aircraft is this?



Russian K-7 Bomber

## Common Traffic Advisory Frequency Usage.

By Walt Kelly (EAA 919 Vice President)

There is an interesting article on the Dec 18 AOPA Training Tips on CTAF radio usage. It could stimulate some discussion. Here is one paragraph:

***”Basic procedures are straightforward: “Pilots of inbound traffic should monitor and communicate as appropriate on the designated CTAF from 10 miles to landing. Pilots of departing aircraft should monitor/communicate on the appropriate frequency from start-up, during taxi, and until 10 miles from the airport unless the CFRs (FARs) or local procedures require otherwise.” Making those broadcasts is known as the “self-announce” method, employing standard phraseology, of which examples are provided. The chapter also discourages certain radio practices that have entered use at some airports. For example: “Pilots stating, ‘Traffic in the area, please advise’ is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition,” it says.”***

I have mixed feelings about this on two counts: 1) Cluttering the frequency with taxiing comments vs. coming around one of the many blind corners by the “T” hangars; and 2) CTAF is for telling others where you are vs. asking others to tell you where they are.

On point 1, flying aircraft aren’t very much affected by taxiing aircraft, and taxiing aircraft are mostly affected when crossing runways and going around blind corners. Safety around the “T” hangars might be improved by installing some mirrors or using handhelds in our cars! I try to check on cars and planes when approaching the airport by air and by car, but have been surprised several times by cars or planes coming ‘round the bend.

On point 2, traffic ought to be using the radio when flying near airports. If a pilot does not have his radio on, asking “to advise” will fall on deaf ears. But will a pilot who listens, but doesn’t routinely talk speak up because you ask? Be nice if they would! I have been surprised to spot aircraft close to airports – and me – who didn’t talk and/or didn’t listen.

Another consideration for how often to identify position is how many others are in the area. If I am the only one around, is safety really increased by announcing every turn? How about when there are several planes doing TOLs? Tower controllers don’t routinely ask me for reports of every turn, even when there are a number of us in the area. I get the “You are number two to land behind the Piper.” When Lake Elmo airport is active, 122.8 can be noisy to the point of distraction. Is that safer? Is communication enough when we know how many aircraft are in our area and whether they are generally ahead of, or behind us? If we lose track of one, is it enough to ask them for a position report?

Give it some thought.

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

# The 2010 Snow-Shoe evening walk a success!



On the evening of February 28th, under a broken sky with a full moon, eight members of EAA 919 went for a beautiful six-mile snow-shoe hike!

Leaving from the “55Y Lodge”, Helen and Russ Marsolek, Mike and Barb Thern, PJ and Daryl Thompson, and Marilyn and Tom Owen hiked about three miles south to the trail that overlooks the town of Peterson. Once there a nice little campfire was made where we all could relax. Even the three dogs that came along settled down out there!

But all good things must come to an end. So back to the lodge we go. Along the way back we all were startled by some roosting wild turkeys. Boy do they make some noise in the dark of night!

At the lodge we had some spiced hot apple cider, popcorn, and homemade Rice Krispie bars. The perfect treat, for a perfect evening.....

See you all again in 2011!



## April 2010 EAA 919 Chapter Meeting

**When:** April 16th, 2010.

**Time:** 7:00 PM.

**Location:** Winona, MN Airport (ONA).

**Program:** “Idaho Trip”. A cross-country by Larry Nelson.

**Comments:** Should be a great meeting...bring a friend!



***And to think that it actually flew 11 times ...  
Wow.***

***Can just imagine being the pilot when they  
showed him the version with all the cannons.***

***You want me to do what?***

Built in Russia during the 1930s, it flew 11 times before crashing and killing 15 people.

The designer, Konstantin Kalinin, wanted to build two more planes but the project was scrapped. Later, Stalin had Kalinin executed. Evidently, it was not good to fail on an expensive project under Stalin .

It's got propellers on the back of the wings, too. You can count 12 engines facing front. The size would be equivalent to the Empire State Building on its side, with cannons. And you think the 747 was big... not only a bunch of engines but check out the cannons the thing was carrying.

In the 1930s the Russian army was obsessed by the idea of creating huge planes. At that time they were proposed to have as many propellers as possible to help carrying those huge flying fortresses into the air, jet propulsion has not been implemented yet.

Not many photos were saved from those times because of the high secrecy levels of such projects and because a lot of time has already passed. Still, on the attached photos you can see one such plane - a heavy bomber K-7.

Can you imagine what it would be like sitting in this thing when those cannons go off? Looks like something out of a Jules Verne novel.

The previous story was submitted by Steven Marsolek.



The temps were **cold** but the chili was **HOT!**



On March 20th, EAA 919 held its Annual Chili Feed. And even though the temps were only in the high 30's, a very nice crowd gathered at the Rushford Airport (over 25 aircraft!).

Served were about 10 different varieties of chili. Hawaiian Chili, Veggie Chili, mild to hot chili. Whatever your favorite "flavor" of chili was, I am pretty sure that it was served up!

Special thanks to EVERYONE from "919" that donated their time and talents in making this event a success! And most of all...special thanks go out to the pilots and friends that flew in. Some coming as far away as St. Cloud, the Twin Cities, and even Rice Lake WI!



**We hope to see you all again next year!**



# An adventure!

By Russ Marsolek  
EAA 919 President / EAA Flight Advisor #1605

After a lengthy search, a friend of mine named Gregg found what he was looking for, a beautiful Challenger II Clipped Wing aircraft. That's the great news! However the bad news was that it was located in Fulton MO...370 miles from Winona MN! Being one of the few that own a Challenger in our immediate area, I offered to assist Gregg in getting the plane back to Winona.

So, Gregg devised a great plan. "Let's rent a Cessna 172 and fly down on a Saturday (Gregg, myself, and Dan) to Fulton". This way he could gain some dual time and the 3 of us would get there much faster than to drive 8 ½ hours in a car! With Gregg and I would fly the Challenger back, the CFI would be a chase plane for us! That was a great idea if Dan could go during the week, and the weather cooperated for a weekend. That was not to be!

The option was #2, to either drive to MO with Gregg whereas I would fly "N924DG" back to Winona with Gregg being the "Chase Car Pilot". Or option #3, to drive to MO, remove the wings, and haul her back in a trailer. We both liked option #2 the best!

On Monday we decided to drive down to "Sky-Go" airport on Tuesday the 16<sup>th</sup> of March, and fly the plane back to Winona MN on March 17<sup>th</sup>. The weather looked good for the flight back, so we headed out at 5:00 AM Tuesday.

Once in Fulton we had hoped to meet with William (the owner), finish the required paperwork, do a little flying around the pattern, and maybe...just maybe, be able to start our flight north. We might even make it to Mount Pleasant IA the first day. Unfortunately someone forgot to tell the weatherman of our plan!

The trip down on Tuesday was 400+ miles of fog! None the less, Gregg and William took care of the official business while I looked over the aircraft. Nice workmanship, no damages; a very nice purchase! William did a few "fast taxi's" on the soft grass runway but the fog height, while legal to be flying in, kept him on the ground.

OK, my turn. Gregg asked me if I wanted to test her out a little so "what the heck", I was going to be the person flying her back! I hopped in, started it up, and did some slower taxis. Just getting use to her "feel". At the end of the west runway I thought I too would do a fast taxi. After I accelerated I decided that the time was right to test her in flight. At about 40 MPH I pulled back on the stick, and after a few additional seconds, the small tires broke the "suction" of the wet runway and off she lifted! I only did one round in the pattern this time and then brought her back to "Mother

Earth". One thing that I noticed was the sink rate; much faster than my Challenger II Long

Wing. Not at all a concern...just different! Other than that, it flew almost identical to my aircraft.

As I taxied up to William and Gregg I'm sure they noticed my "ear to ear" grin! We talked and I said that I wanted to try it again. And, it was the same story except that I held a little more power on final. Things went beautifully. The weather really was not good enough to start the flight home today. So we



decided that would have to wait until tomorrow.

Well, “tomorrow” brought fog again, even though we were at the airport at 7:15 AM and ready to go. Back to the motel where we sat in the guest lounge area and waited. You know no matter how much you wish for the fog to clear, it just will not leave until it decides to go on its own! For us, that was not until about 1:30 in the afternoon!

Before this trip, Gregg and I had developed a flight plan that we thought would be the best. Rather than to think of this as one big 370

mile trip, we both broke it down into about six, sixty-mile legs. From these plans we merged the two into one. We would fly from “Sky-Go” airport to Monroe City MO (K52), then to Monticello MO (6M6), Mount Pleasant IA (MPZ), Monticello IA (MXO), Waukon

IA (Y01), and finally...Runway 30 at Winona MN (ONA)!

With the late start on Wednesday we were only able to get as far as Monticello IA.

By the fourth leg of this trip (from Mt. Pleasant IA to Monticello IA), I was becoming pretty comfortable with the plane. The weather had cleared, the air became nice and smooth, and the sun was shining. I just wish I

would have had another two hours of light. It was already 6:45 PM with sunset swiftly coming.

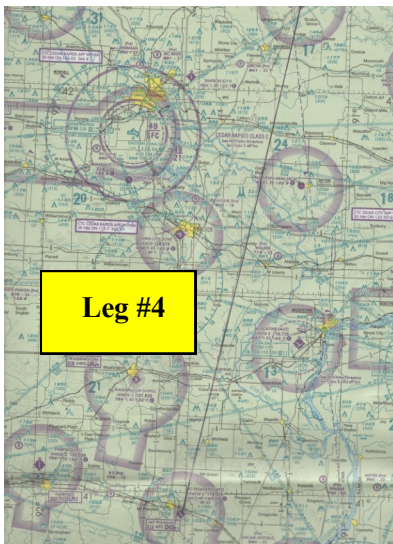
Gregg and I had a nice dinner that night and both commented on the clear skies, stars, and the moon. All were a good omen for the remaining two legs tomorrow! **WRONG!!!** We woke up to “less than ¼ mile ‘vis’, due to fog”. However by 9:30 AM it had cleared so off I flew to the next stop, Waukon IA (Y01).

Today the flight was a little more unpleasant due to some pretty bumpy and gusty winds. No matter what altitude I flew at, I just could not find the air that I wanted. Oh well, 1 ½ hours later (normally it should have only taken 53 minutes!) I arrived at Y01.

There I waited for Gregg in the chase car because the airport no longer sells fuel (as stated on-line). I did take a little break until Gregg arrived with the fuel. Time to go, just one hour left in this awesome adventure for me!

As I took off from Runway 25, and turning towards a heading of 348<sup>0</sup>, I looked down and saw Gregg. I sensed that he was pretty pleased at the progress being made, and also note that he would be in Winona MN in about an hour and a half.

On this leg I had to go to about 4500’ MSL to find smooth air. Any ideas as to how chilly it is up there? Over Minnesota in March? Without a heater in the plane, and without the doors on? Oh...I forgot to mention that the owner usually flew without the doors. So I did the same knowing that a Challenger fly’s very well in that configuration. But yes....it was a “bit chilly”!



Finally, ONA is in sight. As well as runway 30! On approach I saw two of my fellow co-workers taking photos of the arrival of N924DG. And then...TOUCHDOWN! 379 total flight miles. 6:08:13 flight time. 61.95 MPH average speed. For me, this adventure had come to an end.



Thirty minutes later Gregg showed up at the airport with a nice cold beer for me. And yes, it tasted so good! From a different perspective ask Gregg about the adventure that he had being a “Chase Car Pilot”. He too has interesting stories to tell about this trip! Not finding airports, gravel roads leading to “no where”, etc.



Would I do this again? Certainly. Am I sorry that I helped in this trip? Not at all! It really was a blast! The pre-planning, the drive, the flight back, and meeting WONDERFUL people at every airport that I had landed at (even the FAA man at Mount Pleasant IA!). However seeing the happiness in Gregg’s eyes when he pulled up and saw “his plane” sitting comfortably in his hangar said it all. That is really what it is all about. For Gregg (and his wife Patti), the real adventure is about to begin! Happy flying Gregg!





◀ Gregg taking ownership of “N924DG” from William, located in Fulton MO.

And now the real adventure is to begin!



◀ K52

6M6▶



◀ MPZ

MXO▶



◀ Y01

And  
**FINALLY,**  
home at  
ONA!▶

