



EAA Chapter 919

(Est. July 2001)

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

Russell Marsolek
Walt Kelly
Helen Marsolek
Diane Kohner
Russell Marsolek

MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 05-21-10 at 7:00 PM at Rushford MN Airport (55Y)

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

Rich Adank 2010
Wes Anderson 2010
Dan Bass 2010
Enoch Bennett 2010
Al & Patty Berg
Russ & Denise Braatz 2010
Bruce & Susan Bublitz 2010
Bill & Cheryl Davidson
Mike & Edith Davis 2010
Al & Ruthie Farnar 2010
Lowell & Lori Finseth 2010
Ren Foster
Fred Gleiter 2010
Fritz Husser 2010
Helen Hermann & Theresa Villareal 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 Tentis 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

EAAONA@HBCL.COM

EAA 919 Hosting a Young Eagles Event!



Please contact Russ Marsolek at 507-452-6888 if you are able to assist in a Young Eagles Event on May 22nd, 2010. Starting at 8:00 AM at the Winona MN Airport.

Should be a great time for all so please call now!

What aircraft is this?



THE BUSINESS PAGE

EAA Chapter 919 Minutes of the Meeting April 16, 2010

The meeting was held at the Win-Air Training Room in Winona.

Meeting was called to order by President Marsolek at 7:45 PM.

Treasurer Helen Marsolek reported the balance on hand was \$2973.51.

Old Business:

Helen reported that there were 10 batches of chili made for the Chili Feed and receipts were \$339.79. The batches were given aircraft-related names to make it interesting.

New Business:

It was moved and passed that the Chapter spend \$100 to sponsor 2 women for the Women Soar EAA program in July. Russ and Helen offered to take participants to OshKosh with them in their motor home on Saturday.

Meeting adjourned at 8:13 PM.

Other discussions:

Young Eagles: The Chapter will host a session in May. Anyone knowing leaders of boys or girls organizations is encouraged to make the YE program known to them and solicit participation.

Calendar:

- May 9: 9 AM Fritz Husser auction at Minneiska, MN
- May 9: FAAST program “‘Survival Medicine for Aviators’ and ‘How to Become an Old Bold Pilot’” 9 AM at the Red Wing Airport.
- May 15: International Learn to Fly Day – Chapter should have a program.
- May 21: Chapter Meeting at Rushford Airport.
- May 22: Young Eagles flights, Winona Airport.
- July 11: Winona Fly-In
- July 17: Rushford Fly-In: Volunteers needed. Lowell and Walt will work on it.
- July 25-27: Women Soar, You Soar @ OshKosh

Winona MN. Weather Almanac.

May average high temp 71^o. Average low temp 45^o. Average precip. 3.8”



CONSTRUCTION HAS BEGUN!

The new 6-unit hangar for the Winona Airport has begun with an expected completion date of July 1st, 2010!

BE ADVISED...there is a **NOTAM** issued with regard to this construction. Basically the **NOTAM** advises pilots that there are “personnel and equipment in the hangar area”. This **NOTAM** is in effect till July 1st, 2010.



I personally have noticed that there is less room for taxi now, as well as the potential for small rocks, sand etc. being on the black-top. Please taxi in the area slowly, as well as watch your prop wash!

Thank you!

RLM
Hangar #8

PUBLIC AUCTION

Many of you knew long-time EAA 919 member Fritz Husser. During his life Fritz accumulated many items such as tractors, shop equipment, old cars etc. These items (AND MORE!) will be sold at a public auction on May 8th, 2010 at his home in Minnieska MN.

Be watching the Winona Daily Newspaper for information or call Tom Lee for specific details. Tom can be reached at:

Email tlee.cpa@gmail.com
Home: 507-454-5927
Cell: 507-458-5236



THANK YOU!!!

I'd like to thank Larry Nelson for his recent presentation of “Back Country Runways”. This was a WONDERFUL program shown at the April Chapter 919 meeting!

Again....thanks!

Sunset and Moon Rise Times.

There has been a lot of discussion as of late as to “when the moon comes up, relative to sunset”. As you can see below, there are times that the sunsets BEFORE the rise of the full moon, and sometimes the sun sets AFTER the rise of the full moon. Check it out before you fly! (Add an hour for daylight savings time).

Month 2010	Full Moon Date	Full Moon Rise Time	Sunset Time	Civil Twilight
Jan	30	1813	1714	1745
Feb	28	1822	1754	1823
Mar	30	1948	1831	1900
Apr	28	1954	1906	1938
May	27	1953	1938	2013
Jun	26	2017	1954	2030
Jul	26	1949	1937	2011
Aug	24	1839	1856	1927
Sep	23	1746	1802	1831
Oct	23	1709	1710	1739
Nov	21	1623	1635	1707
Dec	21	1705	1631	1704

FLYING THE ALASKA HIGHWAY

Al Farner's Journal

PLANNING

Although the trip was thought about for many years, the first serious planning began in 1997 with a trip to South Dakota & Wyoming to learn what you really need and don't need for "under-wing" camping. Plus exposure to a little more sparsely populated areas and a little more remote airports.

Throughout the years, I have bought several videos and read every article I could find on flying to Alaska. The first attempt at making the Alaska trip was in late August of 1999. That attempt got nowhere. The plane was packed for days, but that was a season of many hurricanes on the East Coast that seemed to have the weather fronts stalled well up into Canada. I reluctantly gave up on Sept.9, 1999.

Looking back, I think I had the wrong philosophy on weather systems, I tried to find weather patterns that would bring good VFR conditions for several days. This just isn't going to happen. I think you are better off to worry about one day at a time, and if you can get in a couple of flights before the next weather, you won for that day. I also found that some of the TV channels like The Weather Channel have a tendency to dramatize and if you take them too seriously you will never leave home.

The next attempt would be in 2001. The plane (Cessna 172) was again packed, this time I had removed the back seat and built a plywood box/platform that is the same height as that shelf behind the luggage door. The box/platform had doors for storage and this gave me a flat area of over six feet. It happened that the box weighed exactly the same as the seat. It was now possible to sleep in the plane, this was my third choice, "under-wing" tent being second and a motel being first.

My survival gear list was made from a combination of Canadian & Alaskan required and recommended lists. The survival and camping gear weighed 152 #, and this included 4 1/2 gallons of water. The total weight was well within the aircraft useful load, but I still needed to keep the heaviest items forward as far as possible. The plane is equipped with dual radios and VORs, an ADF, a LORAN nav. and a hand-held GPS that was attached to the yoke. Plus the required transponder and emergency locator transmitter (ELT). It is equipped for instrument flight (IFR), but I'm only rated for visual flight (VFR).



FLIGHT Day One:

The trip finally began on August 23, 2001. But the excitement started to fade within the first 20 minutes out of Winona, MN. The oil temperature was above normal and going higher. I was at 4500 ft. west bound. There I tried changing the mixture & power setting, but neither helped. The temp. was now in the red, so with great disappointment, I descended to 3500 ft. and began to return to Winona. At this point the oil temp. dropped some, so I again turned west and back up to 4500 ft. With fuel stops at Montevideo, MN and Jamestown, ND, I finished the day at Williston, ND. The oil temp. was above normal, but improved as the day went on, good news, but in the back of ones mind, you loose a little confidence in the aircraft. Williston has two motels within walking distance from the airport, so that's a good stop.

Flight Day Two:

As day two began I was a little surprised that I needed to add a quart of oil so soon. Departing Williston, in route to the first fuel stop at Glasgow, MT, you follow the Missouri River with its many twists and turns. You can't help but think of the Lewis & Clark Expedition many years ago, and how they must have labored for miles just to gain each mile west. I had hoped to refuel at Havre, MT and then go on to Cut Bank, MT, but by the time I reached Havre the wind was too strong and worse at Cut Bank. I would need to wait at Havre.

I expected the LORAN nav. to quit working as I moved up through Canada, but I had already loss signal in Eastern Montana. Again the oil level seemed down too much, I began to think I may be trying to keep it too high. This was

later confirmed with a call to George Bolan of Win Air at Winona, also the temperature problem from day one may have been a stuck by-pass valve to the oil cooler. At any rate, a little more loss of confidence and the stress ratchets up a notch. The original plan was to fly to Cut Bank and then the short hop straight north to Lethbridge, AB. But as the wind increased even more, it became apparent I wouldn't be going anywhere that day. After talking with local pilots, I decided there really was no need to go through Cut Bank, but just fly from Havre diagonally across the border to Lethbridge the next day. This route would take me over nearly 150 miles of rather featureless terrain, so I best do some study. First I'll go out to the plane and check the route on the GPS and then mark-up my charts. What a shock to find I couldn't bring up any Canadian airports on the GPS. I found a phone number and got Garmin (manufacture) customer service. I had just had the database updated at Oshkosh, and he found the wrong software had been installed (no fault of Garmin). That very helpful gentleman talked me through the process of entering the latitude/longitude of missing airports. That night I spent many hours entering numbers into the GPS and studying charts, the magnetic correction was now up to 16 degrees. With that many numbers to punch in, you need to be very careful, one number mistake could be important. The stress ratchets up another notch.

Flight Day Three:

I was at the Havre airport early, I called Flight Service, filed my flight plan and made my appointment with Canadian Customs. Then I installed the GPS and found that all the numbers I had entered in the motel the night before were GONE, I had not saved them correctly. I re-entered the Lethbridge latitude/longitude, this time it was saved and the course/distance compared to the charts. I was beginning to think somebody was trying to tell me something about this flight. But, I still had one more event to make my Havre stay more memorable. The guys were nice enough to tie my plane down with some very secure straps, but in loosening the buckles, I took a small chunk off my finger. It just wouldn't stop bleeding, so I had to move some of the gear and dig out my first-aid kit. I had no practice yet on adjusting my Customs schedule so I was getting concerned about being late. About 1/3 of the route is in US airspace, so as I finally departed. My feeling was that if one more thing doesn't look right, I will just turn around. The flight was just fine, the oil temp. was normal, and I picked up the Lethbridge VOR 70 miles out, the GPS was right on and there were some terrain features. Your eyeballs are still the best navigation devices on-board. I arrived at Canadian Customs within 3 minutes of the scheduled time.

The process of going through Customs went very smoothly, I had a shotgun as part of my survival gear, but I had picked up the forms at Oshkosh and already filled out. Refueled and on to Flight Service. This is different for us US pilots. At most stops along this route you talk to a briefer face to face, where they are very familiar with the area and very helpful. More numbers into my GPS and flying northwest. The clearance through Calgary airspace was no problem, but that was the bumpiest ride of the entire trip. My assigned altitude became an average!

Next fuel stop was at Rocky Mountain House, AB, and it's starting to look a little more remote now. On to Grande Prairie. The Alberta plains go on forever, and always windy! Grande Prairie, AB, would be it for the day, after a rather pricey cab ride to a motel, I could see I need training in getting shuttle rides. But what started out shaky turned into a very good day.

Flight Day Four:

The oil consumption problem is under control. Shortly after departing Grande Prairie you cross into British Columbia, and the towns like Dawson Creek (start of the Alaska Highway) and Fort St. John start to appear. When flying in Canada, everyone monitors 126.7, but most villages have a mandatory frequency you report to when passing over. That way, even though there is no radar coverage, they still have a good idea how far you have progressed on your flight plan.



By this time, I have gotten accustomed to the rain showers. The light ones that you can see though, I would generally fly through. However the terrain is still flat enough here to go around showers. My first fuel stop was at Fort Nelson. These are all airports that were built at the start of World War II to defend Alaska from the Japanese and to move planes to Russia. Due to the weather at Watson Lake I would be at Fort Nelson for most of the day. By late afternoon it was improving, so I again headed northwest. Almost immediately, the terrain starts to get much more rugged, but the mountains are still only 4000 to

6000 ft. so you still have the option of flying over them.

I arrived at Watson Lake, YT well before sunset, refueled, and taxied to the other end. To the airport camping area where I would be staying. The weeds were a little taller than in the video but there were tie-downs, outhouses, fireplaces and a large gazebo. The camping area is at the edge of the lake and very isolated. The nearest building is a 15 minute walk, with one person on duty. What a unique experience, camping by a lake, in the Yukon, makes you feel really "up north". As it got dark, I could hear the sound of various birds and animals in the lake and the howl of a wolf in the hills beyond the lake.



Flight Day Five:

Last evening, the guy that refueled the plane suggested that as long as I was the only one in the camping area, I might as well put my tent inside the gazebo. What great advice, the morning of day five I awoke, awoke to the sound of a steady rain. The ceiling was only a couple hundred feet so there was no decision to make. Not much to do, not even a radio station, the rain continued all day.

As evening approached, it began to clear, a breeze off the lake so I should be able to fly tomorrow. I just had build a fire and started to read a book when that breeze became much stronger. In a few minutes it was a very

strong wind blowing at the tail of the plane. I called flight service, they said it was now 35 mph and expected to go to 45 mph! There are permanent anchors for the wings, but not the tail. It was too late to turn the plane around and retie it by myself. I had installed a screw-in anchor, but it barely went into the gravel at all. I tried to install two more screw-in anchors as best I could. Even though the gust lock was installed, the control surfaces were banging back and forth badly. I began to wrap ropes around just to dampen the banging. In the meantime, I seen my tent trying to blow away, but a few blocks of wood on top of it helped. The wind continued until dark, a LONG DAY!

Flight Day Six:

Good flying weather today, I departed up the Alaska Highway. For the next 800 miles you have no choice but to follow the highway, for mountain peaks run as high as 17,000 ft. The Alaskan Highway was also built during World War II for the defense of Alaska. The 1500 very difficult miles were built in less than 11 months. The route was well chosen, and most of it still lies where it did in 1942.

The first fuel stop was at Whitehorse, where the briefer said to expect winds, but to my surprise, I had a tail wind of about 45 mph! This is believed to be the most scenic route in North America, so I throttled back to enjoy the ride, and I still had a ground speed of over 130 mph. What a view The route follows long narrow lakes and the snowcapped mountains are on your left. The poor guys traveling the other way didn't have it as good. I could hear a couple landing at small gravel strips to look for fuel. The next stop was Northway, Alaska for fuel and to clear US Customs. Then on toward Fairbanks. This part of the state is loaded with Special Use Airspace (military), so you contact Eielson Range Control as you pass between the restricted areas.



My arrival at Fairbanks was somewhat less than triumphant, looking back it seems a little humorous. Almost immediately after clearing Range Control, you need to contact Fairbanks Approach. I was given instructions to report entering right downwind for "01 Right". Shortly, I could see the runway, where I was lined up perfectly. This will be a piece of cake! A moment later Approach came back with "50 Romeo turn left 30 degrees you are approaching Fort Wainwright Field". Oh oh, first pilot to ever have that happen? After landing at the right airport, I found self service fuel and restarted the motor to taxi to parking. Whenever my radios are repowered, they come on the emergency frequency and I could hear an ELT going off very loudly in my headset. An ELT is a transmitter designed to emit a signal to the satellites when it receives an impact (crash). I thought my landing was pretty decent, but I

needed to know if it was mine, so I had to move my gear around, crawl into the tail and remove the cover. It wasn't mine! After tying down, I found the pilots lounge. It was early evening but there wasn't a soul around on the general aviation side of the airport. I needed to get a motel and a car, and I had three US quarters (no change machine). I got a room with an 800 number, so I had one score. My first quarter went to Avis, no car, the next to National, no car, the last to Budget and got an answering machine. I waited for a call back. You can not walk from the general aviation side to the commercial side of the airport. Budget called back shortly, they had a car and they would be over to pick me up. I had finally won the battle.



Flight Day Seven:

I would be on the ground at Fairbanks, sightseeing, doing laundry and planning for the return trip. And there is always one thing missed, like a spare set of keys for the plane. So a trip to a locksmith made for one less worry.

Flight Day Eight:

The weather looked good to start the return trip, but I got a little late start. It took a while to return the car and get a ride over to the general aviation side of the field. After start-up I contacted Ground Control for clearance to taxi for departure, and I was asked a question I hadn't heard before. "asphalt or gravel"? About half of the east runway is used for ski-planes so it is just gravel in the summer and the people with the big tundra tires would rather use that. De-

parture and the flight through Special Use Airspace went smoothly. I would be stopping at Northway for fuel and to schedule Canadian Customs. Again I found clear skies at Northway. They're in a low area surrounded by small lakes and ponds. And the last couple of years, whenever I checked weather, they never seemed to have weather this good. On into the mountains to follow the highway to Whitehorse. The ride was again great! I was afraid I might have to pay for that tail wind I had coming up, but there was little or no wind. I would spend the night at Whitehorse.

Flight Day Nine:

I waited a couple hours at Whitehorse for the weather to clear at Watson Lake, and then off again following the Alaska Highway. Watson Lake would be a short stop this time Fuel and to discuss weather with the briefer. The Fort Nelson forecast looked good, but there was a front moving from the southwest. About halfway to Fort Nelson the highway loops to the south toward Muncho Lake and toward the front. The briefer felt some of the passes in that area could be a problem, so the plan was to follow the highway until it turns and then fly the airway straight to Fort Nelson.

The first hour went about as planned. The highway curved off to the right, but the weather front was a little closer than I thought it would be. After entering the airway the front seemed to speed up where it had closed behind me, but still looked good ahead. After another half hour it didn't look good ahead either. I have read all the stories how pilots have gotten trapped by weather, and here I was with very few options. Some of the mountain peaks are 7000 ft. and the ceiling was well below them, so I had to look for the most space between the surface and the ceiling. The rain was of course pushing in from my right. This is a completely remote area. No buildings or roads And turning northeast (left) farther into wilderness didn't seem like a good idea. Also going up into the clouds is probable more dangerous for a VFR pilot than where I'm at.

The slots that I was aiming at had gotten awfully small. A briefer on the way up had shown me where the Liard River makes a big loop up and around back down to Fort Nelson. The local guys scud run the river in bad weather. So if I could just make the river I would have an escape route. This dangerous game of pick and choose probably only lasted 20 to 30 minutes, but it seemed like hours. By the time I reached the Liard River, the weather had improved somewhat, plus the terrain had flattened a little, so I could stay on course. When I reached Fort Nelson, the weather was just fine, just like forecasted, but that would be enough for today. This would end up being by far the most difficult flight of the trip.

Flight Day Ten:

That weather front was still just to the west. I think it stopped overnight and waited for me. But this time the rules were different. Most of the mountains were behind me and every hour there will be more towns, airports and roads. I departed Fort Nelson with my first fuel stop to be Fort St. John. As you pass Dawson Creek you will see the Alaska Highway for the last time. At Fort St. John I paid \$7 for the "privilege of stopping to buy fuel". Back on my way, as I approached Grande Prairie there was a real thunder storm building to the west. This would be a good place to spend the night. After I was tied down and indoors, that front that had been lurking at me for the last two days finally attack. There was rather heavy rain and lightening, but it moved on quickly, good riddance!

Flight Day Eleven:

I was able to get an early start out of Grande Prairie. And the first stop would be Rocky Mountain House. This is a unique place. There doesn't seem to be any town around, but it is a firefighters base. The bright yellow bombers are lined up along one end of the field. And it is not only self service fuel, but also honor-pay.

Heading south, again through Calgary airspace with no problems. The weather was clear, but as I approached Lethbridge, the smoke from the forest fires in Western US was getting to be a problem. It seemed worst right over the airport, but I was able to spot the runway and land. I was hoping to cross the US border yet today, when I phoned US Customs, and asked about crossing at Cut Bank, MT, He replied "closed on Sunday". I ask about Havre. "Not today". I could see he was much more willing to tell me what I couldn't do than to help. So with plenty of daylight, I decided to fly east across Canada. Besides, I was anxious to leave the smoke. And after 20 minutes of flying east the smoke had disappeared. Past Medicine Hat, and on to Swift Current, SK for the night. Swift Current airport is several miles out a very dusty road from town. But I was able to get a ride in and find a motel.

Flight Day Twelve

It's Labor Day. And after phone calls to both Canadian and US flight service it looked like I could enter the US at Williston, ND. I got a taxi out to the field, and was in the air by 8 AM.

The weather was excellent for the three hour flight to Williston where the US customs guy was waiting. He was very professional and helpful. He helped me find a guy to call in for fuel. It looked like fuel would be a problem to find today but by noon I had cleared customs and refueled. I decided to try Jamestown for fuel. Flying conditions were as good as it gets, smooth and visibility forever. When you drive through North Dakota you don't realize how many ponds and wetlands they have, it goes on for many miles. Arriving at Jamestown there was no one around, but they had self service fuel. I was doing so well if I could find one more fuel stop, I might be able to make it home yet tonight. I made several calls and found no fuel, but according to the airport directory, they should have self service pumps at Redwood Falls, MN. So I filed for Redwood Falls. I filed a flight plan for every leg of the trip!

My luck today was holding. Redwood Falls had self service pumps. I would now have plenty of fuel to make it home. What a flight this would be. There wasn't a cloud in the whole upper Midwest, it was a warm day, but the temperature at 5,500 ft. was just right. My ears were sore, so I took off my headset and cap and enjoyed the nice breeze from the vents. All I had to do was keep two fingers on the yoke and watch the now familiar towns drift by.

The plane and everything on it was working perfectly. As I was nearing the Fairbault area, the sun was getting low in the sky behind me But I was puzzled by two white objects on the horizon. A moment later, I recognized them. they were Dairyland Power's stations at Alma, Wisconsin. 75 miles away! I could soon recognize the voices of people landing at Winona.

As I turned final for 29, the sun had just set in the valley, my thoughts were, "don't relax too soon and make a mistake now". What a day this has been, I flew 9 hours, made 4 stops plus clearing customs, and I'm not the least bit tired.

SUMMARY

I think the satisfaction of completing the trip was greatly increased by the fact that I had waited so long for everything to fall into place. The interest of friends and family was greatly appreciated, especially the support of my wife, Ruthie. Throughout the trip I logged 60 hours, made 26 landings and traveled somewhat over 6000 miles.

The trip is not easy, physically it was about what I expected. The stories I've read said to expect to lose 10 to 20 pounds. I only lost about 6. But the mental stress was way more than I expected. The most relaxing time was when I was in the air, without weather problems. Of course there is always a few things you would do differently. Obviously I would check my GPS software for every airport I could think of. And I probably would start with Shell Oil in the motor because that's all you will find in Canada. You also pick up on things. Like when you are forced to fly low over unfamiliar terrain. You learn a lot by watching the streams. They're never going to flow uphill. And keep up on your dead reckoning skills! I know, it sounds like something from Lindbergh's day, but I had it happen that I was between VOR's and lost GPS signal for 15 to 20 minutes. It's nice to have had noted your heading and what time you expect to see your next waypoint.

Is the trip worth it? As an investment, of course not. You can fly to Fairbanks by commercial airlines for a lot less money. But as a challenge and adventure it's worth it many times over. I know dozens of people make this trip each year, but I'm sure it will be the highlight of my flying years!



SALUTE TO VETERANS

10:00 am - 4:00 pm

SATURDAY, MAY 29TH, 2010

Airplane Display *Car Show*

GREAT FOOD

American Cancer Society - Mississippi Shuffle of Red Wing will be selling food and refreshments, along with other vendors.

GREAT FUN

Come See - Military vehicles, military aircraft, experimental airplanes, radio control planes, an eagle from the National Eagle Center, free activity books for kids from the MN/DOT Office of Aeronautics and lots of other events for the family to enjoy.

GREAT PRIZES

Raffle ticket prizes include: a ride in a T6 World War II era plane, a Bed and Breakfast Package from the St. James Hotel, and a framed print donated by Wild Wings.

Free Admission
Donations Accepted



RED WING REGIONAL AIRPORT

Bay City, WI

For more details visit our website at:
www.eaglevalleysquadron.org



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