



# EAA Chapter 919

February 2011  
(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. 2-12-2011 at 7:00 PM at the Rushford Airport lounge (55Y).

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

Rich Adank 2011  
Wes Anderson 2010  
Dan & Deanna Bass 2011  
Enoch Bennett 2011  
Al & Patty Berg 2010  
Russ & Denise Braatz 2010  
Bruce & Susan Bublitz 2011  
Bill & Cheryl Davidson 2011  
Mike & Edith Davis 2011  
Randy Dutka 2011  
Al & Ruthie Farner 2011  
Lowell & Lori Finseth 2011 & 2012  
Ren Foster 2011  
Fred Gleiter 2011  
Helen Hermann & Theresa Villarreal 2010  
Mike Kearns 2010  
Walt Kelly 2011  
Diane Kohner 2011  
Bernie Kriesel 2011  
Tom Lee 2010  
Russ & Helen Marsolek 2011  
Steve Marsolek 2010  
Marilyn Matson 2010  
Dave & Roxie McCorquodale 2010  
Larry & Sandy Nelson 2010  
Tom & Marilyn Owen 2011  
Pdon & Glenda Pinkham 2011  
Gregg and Patti Reick 2011  
Myron & Darlene Schober 2011  
Chris & Susan Shoaff 2011  
Martin Stickney 2011 & 2012  
Carl Swanson 2011  
Max Tentis 2010  
Mike & Barb Thern 2010  
Allen & Laloni Thompson 2011  
Daryl & PJ Thompson 2011, 2012, 2013, & 2014  
LeRoy Thompson 2011  
Pat & Lyn Webb 2011

Contact this chapter at  
[EAAONA@HBCL.COM](mailto:EAAONA@HBCL.COM)

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

Which wind condition would be most critical when taxiing a nose wheel equipped, high-wing airplane?

- A> Quartering tailwind.
- B> Direct crosswind.
- C> Quartering headwind.

# What aircraft is this?



Fieseler Storch FI-156

# THE BUSINESS PAGE

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## EAA Chapter 919 Meeting

January 21, 2011

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

Meeting was called to order by President Russ Marsolek at 7:00 PM.

Treasurer's report listed a balance of \$3,284.71.

### Old Business:

February 12, 2011, the Snowshoe/Walk will be held at the Rushford airport. The time is scheduled for 3:00 PM.

February 12, 2011, the February Chapter Meeting will be held at 7:00 PM at the Rushford airport.

April 2, 2011 will be the re-scheduled day of the annual Poker Run that was cancelled earlier due to weather.

### New Business:

The Log-Cabin ski-plane fly-in will be held February 13, 2011.

There are three (3) hangars available for rent in the new building at the Winona airport.

Discussion and suggestions were made regarding water in the fuel system of airplanes.

Because of the heavy snow amount this winter, the group discussed possible flooding at the Winona airport. A plan needs to be put in place for plane and equipment that is kept in the hangars.

The meeting adjourned at 7:40 PM.

Submitted by Diane Kohner, Secretary

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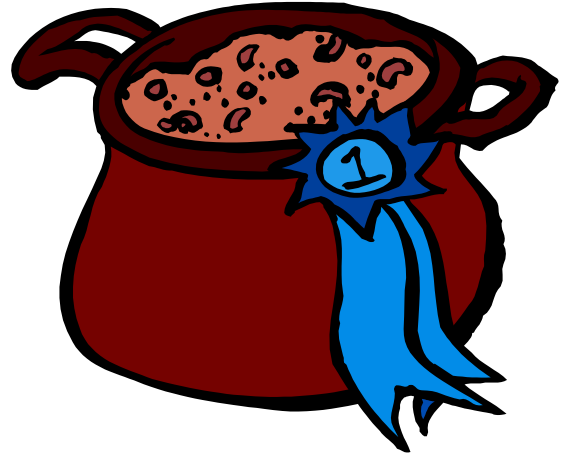
The correct answer to the **QUESTION OF THE MONTH** is "A"

## Winona MN. Weather Almanac.

February's average high temp is 30°. The average low temp is 8°. The average precip in February is 0.9" of moisture.



**EAA**  
**Chapter 919**  
**Annual Chili-Feed**  
**Fly-In!**



**When:** March 19th, 2011

**Time:** 10:00 AM—2:00 PM

**Where:** Rushford MN  
Airport (55Y)

**Contact:** Helen at 507-452-6888 or Diane at 507-454-1407 for details.

**Email:** [rmarsole@hbc.com](mailto:rmarsole@hbc.com)

*This annual Chili-Feed Fly-In has become a very popular winter's event for EAA 919. Come and find out why! We offer many different flavors such as "Challenger Chili, Skyhawk Chili (172° hot!), Missing Man Formation Chili, Touch-and-Go Chili", and many more!*

*So what are you waiting for! Walk, drive, or fly to "55Y" for a bowl of great tasting, **HOT**, home-made chili at the friendliest airport in SE Minnesota! A perfect meal for these long Iowa, Wisconsin, and Minnesota winters!*

## SKI FLY-IN

**LOG CABIN AIRPORT 11<sup>TH</sup> ANNUAL  
SUNDAY, FEB 13, 2011  
10:00A.M.**

**LUNCH @ NOON  
CHILI, HOT DOGS, REFRESHMENT, ETC.**

**DOUG WARD - JUDIE OHM  
OWNER/OPERATOR**

**S145 SEGERSTROM RD  
MONDOVI, WI 54755  
715-287-4205**

[logcabinairport@tcc.coop](mailto:logcabinairport@tcc.coop)



**44-34-29.8700N  
091-32-49.5600W  
Elevation 850'  
Frequency 122.90**

# EAA 919 Annual Snowshoe Hike!

The EAA 919 Annual Snowshoe Hike is set....**AND WE CERTAINLY HAVE PLENTY OF SNOW THIS YEAR!**

Join us (everyone is welcome to come!) on February 12th, 2011. We'll be leaving the 55Y Airport lounge (Rushford MN) at 3:00 PM, where we'll hike to the south for a bit. There we'll have a nice bon-fire to relax by, before the hike back. And back at the lounge there will be hot spiced apple cider waiting for everyone! Just in time for the Feb. chapter 919 meeting!



This event has grown every year. Don't have snowshoes? Give us a call (507-452-6888) and we might be able to line up a pair for you to use.

Hope to see you all there, so get ready for some fun!

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## For Sale:

A Six-Chuter Spirit two-seat 2004 powered parachute. 67.5 hours with a Rotax 582 engine. Engine Information System. Frontal Bars. Apco 500 chute. Three blade Power-Fin prop with "prop socks" and prop spinner. Extra set of blades. Tundra tires with roll through skis. GPS. Two helmets with intercom. Icom IC-A5 radio, and MUCH, MUCH, MORE!

Located in east central Minnesota (Finlayson). Asking \$12,000. An enclosed trailer will be included for an extra \$3,000.00.

Contact Chuck Dodge at 612-210-3987 (cell) or 320-233-6719 (home).



**A reminder**.....the EAA 919 Monthly meeting will be held on Feb 12th, right after the snowshoe Hike at 55Y airport lounge (approx. 7:00 PM). Hope to see you all there!

[An article from Tom Lee.](#)

**I mentioned to Russ** that I was going to south Alabama to visit some friends I have made in the Red Cross and told him I was planning to visit the Naval Aviation Museum in Pensacola while I was there. He asked that I share my experience with you.

The museum is in a new building and is truly impressive. My understanding is that it is run by a foundation so apparently there is little cost to the taxpayer. Admission is free, the guides are all volunteers and the proceeds from the I Max theatre help defray costs. The lobby is very impressive with life size bronze castings of five generations of Naval aviators - WWI, WWII, Korea, Vietnam and current day pilots. Hanging from the ceiling directly above the castings was a replica of the first, or very close to the first, plane to ever fly off the deck of a ship. When I got home I was reading the January 2011 issue of Sport Aviation and noticed that the cover was commemorating the 100 anniversary of Naval Aviation. On page 21 there is an article about this type of plane. I say type of plane because the plane referred to in the article is still flying and may appear at Oshkosh this summer while the plane in the museum obviously will not. Just the same, from what I can remember, the museum plane looks exactly like the plane featured in Sport Aviation.

The tour included inside and outside parts. The inside part was conducted by an old WWII vet that looked to be as spry and energetic as someone in his 50s. My Red Cross companion and I were the only two civilians on the tour. The remainder were young Marines, including one woman, who were fresh out of boot camp and at Pensacola NAS for training in various flight related areas such as avionics repair and so forth. They were fine bunch of young people and I will frankly have to admit I was a little jealous of them - young, strong, eager to serve their country with all the optimism and energy one has at that age. The tour started by showing some WWI planes including German planes. As we toured we found everything there from WWI to the present. I found the Korean and Vietnam vintage planes to be the most interesting. I kind of felt a little bad for the tour guide since despite his enthusiasm for his job he was woefully short on his knowledge of planes. At one point in his presentation he was showing us a radial engine and calling it a rotary engine. He said that these engines (radials) weren't good engines because they didn't have carburetors and only had two speeds, off or full speed. Later one of the Marines asked him what the tube on the side of an older plane was (a venturi) and he didn't know. I'm sure you will be pleased to learn that I didn't attempt to correct him.

The inside part of the tour lasted about an hour after which we boarded a bus for a look around the grounds. We were able to briefly tour the repair facility where museum planes were brought back to life. During WWII much of the aviation training was done at the Great Lakes NAS by Lake Michigan. With all the German submarines in the Gulf Great Lakes NAS was deemed a safer place to train. As you might suspect there are a bunch of WWII vintage planes resting at the bottom of the lake and a number of them have been fished out for restoration at Pensacola. I believe Pensacola is the primary Naval aviation training facility. Naval, Marine and Coast Guard personnel all train there. As we drove around we came near the runway. You could see numerous training aircraft, both prop and jet, waiting in line to depart. I got jealous again. We spent about 3 hours at the museum including a hour at the I Max theater. We could have easily spent all day and if I ever get down that way again I will build more time into my schedule.





## “Flight in a CT”

by  
Russell Marsolek

On January 9th of this year I had the opportunity of flying in a new “CTSW”. And to think that I almost turned down the chance! That is until Mike and Barb Thern checked to see if I was running a fever as I don’t hardly ever remember turning down a chance to fly!

First let me explain my personal policy regarding this EAA 919 newsletter. It is to be non-commercial. But after some thought I decided that there is nothing wrong with going on a flight in any aircraft, and writing about “how it felt to me”. It’s strengths and weaknesses. Now I doubt that I’ll ever become a writer for some aviation magazine where I would be required to “evaluate” aircraft. But in this newsletter I’ll keep my comments “as I see them”, without promoting any one particular aircraft.

Scott Caverly and Kim Frizzell from LAS North were at 55Y explaining and demonstrating this aircraft. Flight Design CTSW has been in production since 1997 with more than 600 CT’s delivered worldwide. And according to Scott & Kim, 30 are located within their region! And this particular plane, N98CR was all decked out. 2 axis auto-pilot, full glass panel and much, much more.

As many of you know, my flying over the past 10 years has been all experimental. And in those aircraft that I have flown, you have to “fly the plane”. Well N98CR seemed to fly herself! Smooth, and easy. The throttle and brake setup was neatly designed to use with one hand (no toe/foot brakes). Side by side seating with lots of window and door “glass” giving great visibility to the outside. That would be a big plus for a guy like me, that takes tons of photos!

As for the flight, I went to full throttle on “34”, and just kept the nose-wheel “light”. As soon as it lifted off I raised the dash to just a couple of inches above the horizon where we were now climbing out at 700 FPM. I know that she could have done more if we wanted her to! Leveling off around 2000’ MSL I put her into some nice easy turns. This plane seemed to “sense” what I was doing and turned, coordinated, effortlessly!.

A little later I did a couple of stalls. You could ask yourself “what stalls”. No big drop of the nose or loss of control with the wings. Unbelievable! But now...time to land. Coming in a tad high I put her into a slip. Over the runway, and just a little squeak, then back to the ramp.

In closing, what did I think of the CTSW? Well...if I were in the market for a new LSA, this would be one of several that I would check out further. I truly enjoyed the 20 minute flight. I mean that I TRULY ENJOYED THIS FLIGHT AND THE PLANE! A great plane that seemed very forgiving! If you are interested in learning more about the CTSW, go to

**[www.lsanorth.com](http://www.lsanorth.com)**

Thanks Kim and Scott!

**Safety Tip: Keep it down!**  
Notice Number: NOTC2671

## Approach and Landing Safety Tip January 2011

When rolling out from a crosswind landing, more and more aileron should be applied to keep the upwind wing from rising. Since the airplane is slowing down, there is less airflow around the ailerons and they become less effective. At the same time, the relative wind is becoming more of a crosswind and exerting a greater lifting force on the upwind wing. When the airplane is coming to a stop, the aileron control must be held fully toward the wind.

Remember, if the upwind wing starts to rise during a crosswind landing roll you should immediately apply more aileron pressure toward the high wing in order to maintain directional control.

Do you want to know more? The Airplane Flying Handbook and other FAA manuals are available [here](#).

*This Approach and Landing safety tip is provided by the FAA Safety Team because loss of control on landing is one of the top ten reasons reported for accidents or incidents.*

**Editors note**....Thanks to **Mike Davis** for providing this FAA safety tip!

RLM

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**Dennis Mills** sent us the following story....

This is just south on Hwy 75 south. A farmer does it with his tractor and not sure if he uses a plow or a disc He uses GPS to get the letters readable. He has done this every fall for several years now.



This is the view from the flight pattern into **OFFUTT AIR FORCE BASE** (Bellevue, NE just south of Omaha). And it is what our servicemen see when landing at Offutt AFB.

Hat tip to the Bellevue farmer who made it happen!