



EAA Chapter 919 Newsletter June 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. 06-20-08 at 7:00 PM at Winona Airport (ONA)

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

Richard Adank *
Dan Bass *
Allen & Patty Berg *
Steve & Kathy Buswell *
Roger & Jean Braatz
Russ & Denise Braatz *
Kevin Daniels *
Willard Davidson *
Mike Davis *
Donald Dutka * *
Merle & Bette Evenson *
Richard Exe *
Al & Ruthie Farner *
Lowell & Lori Finseth *
Fred Gleiter *
Fritz Husser *
Walt & Jan Kelly *
Mike Kearns *
Bernard Kriesel *
Thomas Lee *
Russ & Helen Marsolek *
Denny & Karen Mills
Dave & Roxie McCorquodale *
Dick & Linda O'Connor
Rob Ossell *
Tom & Merylyn Owen *
Terry & Joyce Peterson
Chris Shoaff *
Jerry and Susan Smith*
Carl Swanson
Max & Carol Tentis
Mike & Barb Thern *
Daryl & PJ Thompson * *
LeRoy Thompson *
Larry Ziemer

Contact this chapter at
EAAONA@HBCI.COM

FAA PRIVATE PILOT QUESTION OF THE MONTH....

Consistent adherence to approved checklists is a sign of a

A) disciplined and competent pilot.

B) pilot who lacks the required knowledge.

C) low-time pilot.



It is a Kolb Firefly

Three excellent local fly-ins...lets go!

EAA 509 Breakfast Fly-In

June 14th, 2008 (Rain Date of June 15th 2008)

Chippewa Valley Airport, Eau Claire WI (EAU)

8:00 AM—Noon

James Grundy 715-877-2406



A pancake breakfast will be held at the EAA 509 clubhouse at the Chippewa Valley Regional Airport (KEAU) on the morning of Saturday June 14, 2008. The rain date will be June 15, 2008. Fly-ins and drive ins are welcome.

EAA Chapter 100 Pancake Breakfast Fly-In

Dodge Center MN Fly-In (TOB)

June 15th, 2008

7:00 AM—Noon

Bob Bittner
507-253-6664



Annual EAA 307 Fly-In / Drive In "ChickenQue"

June 8th, 2008

Holmen WI.

Noon—4:00 PM

"Grilled Chicken and all the fixins!"

Contact
Chuck Young
at
608-526-3500
for details.



Houston County Fly-In

June 29th, 2008

Caledonia, MN (CHU)

"Free to the PIC"

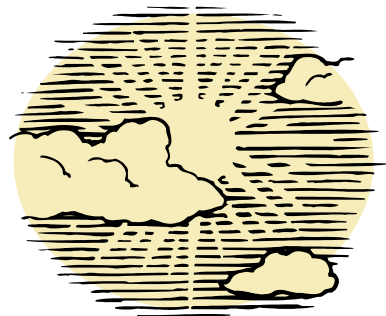
Contact 507-450-2095 for details.



Winona MN. Weather Almanac.

June average high temp 81°. June average low 61°. Record High 104° in 1988. Record Low 35° in 1937.

The answer to the "FAA Private Pilot Question Of The Month" is "A".



**Photos from the EAA 919, May 17th, 2008 Young Eagles event.
18 new Young Eagles were logged!**



And Finally!

On May 5th, 2008, EAA 919 members, Walt and Jan Kelly receive their new aircraft! They found and purchased a nice 1964 Cessna 172 from near the Twin Cities.

Way to go Walt and Jan!

Now you are really in for some fun!



The story of aviations, “Sacred Cow”

When President Franklin D. Roosevelt flew to the Casablanca Conference in 1943 on board a commercial Boeing 314 Clipper Ship, he became the first U.S. president to fly while in office. Concerned about relying upon commercial airlines to transport the president, the USAAF leaders ordered the conversion of a military aircraft to accommodate the special needs of the Commander in Chief.

After encountering difficulties with converting a C-87A transport, the USAAF arranged with Douglas Aircraft to construct a new transport aircraft specifically for presidential use. Nicknamed the *Sacred Cow*, this VC-54C became the first military aircraft to transport a U.S. president when President Roosevelt took it to the USSR for the Yalta Conference in February 1945.

The first purpose-built aircraft to fly the president of the United States, the *Sacred Cow* is the only VC-54C ever constructed. To an untrained eye, it looks like any other C-54, but the *Sacred Cow* is unique. Beginning with a C-54A fuselage and C-54B wings, Douglas made numerous modifications. For example, the ailerons are different from any B model. Furthermore, the *Sacred Cow* underwent extensive interior modifications. One special feature is an elevator behind the passenger cabin to lift the president in his wheelchair in and out of the plane -- an otherwise difficult procedure. The passenger compartment includes a conference room with a large desk and a bulletproof picture window.

President Roosevelt used the *Sacred Cow* only once before his death in April 1945; however, the *Sacred Cow* remained in presidential service during the first 27 months of the Truman Administration. On July 26, 1947, President Truman signed the [National Security Act of 1947](#) while on board the *Sacred Cow*. This act established the Air Force as an independent service, making the *Sacred Cow* the "birthplace" of the USAF.

The USAF later assigned it to other transport duties, and the airplane was retired in October 1961. In 1983 the *Sacred Cow* was shipped by truck to the National Museum of the United States Air Force. The monumental task of restoring the aircraft began in August 1985, and it took 10 years and more than 34,000 hours of work to complete. Appearing as it did during President Roosevelt's trip to Yalta, the *Sacred Cow* provides a wonderful exhibit for visitors and a superb example of the craftsmanship, skill and perseverance of the museum's Restoration Division staff and volunteers.

SPECIFICATIONS:

Span: 117 ft. 6 in.

Length: 93 ft. 5 in.

Height: 27 ft. 7 in.

Weight: 80,000 lbs. loaded

Armament: None

Engines: Four Pratt and Whitney R-2000 engines of 1,450 hp each

Crew: Seven (plus 15 passengers)

Serial number: 42-107451

PERFORMANCE:

Maximum speed: 300 mph

Cruising speed: 245 mph

Range: 3,900 miles

Service ceiling: 30,000 ft.



This is an interesting item, worth watching!

“.....This may solve our ethanol problem.

Cleaning Up Avgas: Company Designs Less-Expensive Alternative

Product Conceived As Renewable Replacement for 100LL. A new general aviation fuel claiming to be less expensive, fuel-efficient and environmentally friendlier than any on the market was unveiled this week by Swift Enterprises of West Lafayette, IN.

Data on Swift Enterprises' 100 percent renewable general aviation fuel was presented April 28 at an annual meeting of an international committee that oversees aviation fuel standards. Unlike current biomass fuels, the product named SwiftFuel, is comprised of synthetic hydrocarbons derived from biomass. Co-founder John Rusek said it can provide an effective range (distance between refueling) greater than petroleum while its projected cost is half the current petroleum manufacturing cost.

The fuel created by Swift Enterprises' propulsion and energy researchers meets or exceeds the standards for aviation fuel as verified by nationally recognized laboratories, said Rusek, a professor in Purdue University's School of Astronautics and Aeronautics Engineering.

Swift Enterprises, founded seven years ago at Purdue Research Park, is led by Rusek and his wife, Mary, who have been involved in the field of energy more than two decades. The meeting was held by the Coordinating Research Council of ASTM International in Alexandria, Va. ASTM International is one of the largest voluntary standards development organizations in the world.

"Our fuel should not be confused with first-generation bio-fuels like E-85, which don't compete well right now with petroleum," Rusek said. "For general aviation aircraft, range is paramount. Not only can our fuel seamlessly replace the aviation industry's standard petroleum fuel, it can outperform it."

The general aviation industry each year uses nearly 570 million gallons of 100LL aviation fuel, which contains lead, is becoming increasingly expensive and is non-renewable. In contrast, testing has shown SwiftFuel is 15 to 20 percent more fuel efficient, has no sulfur emissions, requires no stabilizers; has a 30-degree lower freezing point, introduces no new carbon emissions, and is lead-free, John Rusek said. In addition, he said, the components of this fuel can be formulated into a replacement for jet/turbine fuels.

The aviation industry has been the only form of transportation to use leaded fuel (tetraethyl lead) since an Environmental Protection Agency ban went into effect 30 years ago. However, that lead-free exemption will cease in less than two years.

"The general aviation industry, both domestic and foreign, is demanding a solution to this dilemma," said Mary Rusek, Swift Enterprises' president. "Our new, patented technology can provide the 1.8 million gallons per day required by the industry in the US by utilizing only 5 percent of this country's existing bio-fuel plant infrastructure."

Swift Enterprises officials are in discussions with the Federal Aviation Administration, which has initiated a cooperative agreement with the company to evaluate the fuel.....”

For more information, go to: <http://www.swiftenterprises.com/Swift%20Fuel.html>

EAA Chapter 919 Meeting

May 16, 2008

The meeting was held at the Russ & Helen Marsolek's Hanger 8 at Max Conrad Field, Winona.

Meeting was called to order by President Rob Ossell at 7:19 PM.

The treasurer reported that there had been no financial activity this month and the balance on hand was still \$2437.18.

Minutes of the April Meeting were approved as read.

It was moved and seconded that the club sponsor up to three \$50 registrations for participants at the EAA's Women In Aviation SOAR program. A press release is to be prepared and given a June 10th deadline for application. Motion passed.

It was moved and seconded that EAA Chapter 919 make an application in the MnDOT "Adopt An Airport" program to "adopt" the Rushford Airport. Mike Thern, Airport Manager, expressed his support. Motion passed.

It was moved and seconded that the Chapter repair the Airport's picnic tables. Russ Marsolek will "chair" this project. Motion passed.

Meeting adjourned at 7:55.

Discussions included:

The Young Eagles Flight is scheduled for May 17th with a rain date of May 18th from 9:00 AM till 1:00 PM. Mike Thern reported that two Fourth Grade classes from Rushford had been invited. Dick Adank suggested pilots do a walk-around with students to explain control surfaces and the basics of aircraft control. Mike said there is a potential for up to 44 students to participate, but at present, numbers are unknown. Dan, Walt, Russ, and Mike are planning to fly. Russ will bring a laptop and printer for preparing certificates and other EAA records.

Airport Clean-up will be Wednesday, July 16. The Fly-In will be July 19th.

June EAA 919 Monthly Meeting

June 20th, 7:00 PM at the Winona MN Airport, Max Conrad Field (ONA). Admin Building.

The program this month will be a video titled "**Pre-Flight Tips**". Twenty minutes long and full of great information. See you all there!



Dates for area "Powered Parachute" events!



June 12th—15th

Steve and Linda's Chute Yourself Fly-In
Wausau WI
715-675-4815

July 10th—13th

"Summer Sizzler"
Grand Rapids MN
218-245-1014



August 14th—17th

Gypsy Tour
Superior WI—Bayfield WI—Ironwood MI
Camping available at all locations
Each location is known for its scenic views!
218-245-1014 (Doug Maki)



Sept 4th—7th

Prairie Pot Hole Fly-In
Fergus Falls, MN
218-589-8567



October 10th—12th

6th Annual Fall Color PPC and
Experimental A/C Fly-In
Come and see the beautiful fall
foliage of SE Minnesota!
Rushford MN
507-753-2980 (Russ Braatz)
507-452-6888 (Russ Marsolek)

