



EAA Chapter 919 Newsletter

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MEETING NOTICE!

EAA Chapter 919 Monthly Meeting. 02-20-2009 at 7:00 PM at Rushford MN Airport (55Y)

* = 2009 Paid

* = 2010 Paid

Membership (single or family!)
(\$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 Farnar
Lowell & Lori Finseth * *
Ren Foster *
Fred Gleiter
Fritz Husser
Walt Kelly *
Mike Kearns
Bernard Kriesel
Thomas Lee
Russ & Helen Marsolek *
Steve & Barb Marsolek *
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

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FAA PRIVATE PILOT QUESTION OF THE MONTH... THE GREATEST VORTEX STRENGTHS OCCURS WHEN THE GENERATING AIRCRAFT IS:

- A> Light, dirty, and fast.
- B> Heavy, dirty, and fast.
- C> Heavy, clean, and slow.

What aircraft is this?



AOPA SEMINAR “GPS, FROM THE GROUND UP” IN ROCHESTER MN.

This GPS seminar discusses GPS operations as a whole, and not just individual unit specific functions. It's no longer about a GPS unit, it's about an entire operation that includes the pilot, ATC, Flight Service, etc. The pilot should not only use the GPS as a supplemental means of navigation and situational awareness, but as a method to help manage the entire flight. The seminar will start with some brief compare/contrast of specific units and how technology has evolved, and then move into meaningful tips and advice for every phase of flight: Flight planning, preflight, departure, enroute, and much more. We'll also discuss real pilot “gotchas” that GPS users got themselves into due to lack of proper training, etc. You will not want to miss this seminar to be held at the Airport Conference Center at the RST Airport on Monday, March 2nd, from 7:00 PM to 9:00 PM.

SPECIAL EVENT!

Bring the snow-shoes for a winter, ALMOST FULL MOON evening walk!



February 7th, Saturday night, leaving the 55Y (Rushford MN Airport) Pilots Lounge at 6:30 PM we'll take a nice walk down from runway 34 south, across the open ridge line to various points. And afterwards we'll all gather back at the lounge for some hot spiced cider!

There are several people that have some extra snow-shoes that you might be able to borrow for the evening so, even if you do not own your own set, give me a call me at 507-452-6888 and I'll see what we can do to help!

Hope to see you there! (This little hike is open to non-EAA 919 members too!).



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

Winona MN. Weather Almanac.

February average high temp 32°. February average low 15°. Record High 68° in 1981. Record Low -31° in 1996.



Oldest Boeing Airliner In Flying Condition

This is as it should be - passengers in a closed cabin, pilot in open cockpit so he will stay awake. The airplane is in Spokane, WA and is the oldest flying Boeing in the World.

After 8 years of repair and rebuilding and 8,000 hours of toil the Boeing 40C rolled out last winter as a finished airplane. They had to wait a few weeks for the snow to melt to fly this baby. They received their Standard Airworthiness Certificate from the FAA and completed the engine pre-oil and fuel flow tests for the first of the taxi tests.

Facts for the Boeing 40 project:

221? gallons of dope/reducer and 120 yards of 102 ceconite fabric. 12 gallons of poly urethane paint for the sheet metal. The wings have 33,000 individual parts in them. The airplane weighs 4080 lbs empty, has a gross weight of 6075 lbs. It is 34 ft long and 13 feet tall with a wing span of 44? feet.

Wing loading is 10 lbs per sq ft and power loading is 10 pounds per HP. It should cruise at 115 mph using 28 GPH, and 32 GPH at 120 mph. It carries 120 gallons of fuel in three tanks.

350 - 2 inch brushes were used to apply 6 gallons of West Systems epoxy, and 181 rolls of paper towels for cleanup.

There were a total of 62 volunteers who worked on the project to some degree. 21 of the volunteers did a significant amount of work, and 9 of the volunteers worked continuously during the 8 year project.

*****Editors note*** Thanks to Kent Erding for this story!**



Boeing 40C



COLD ENOUGH FOR YOU?

Here is a photo submitted by Mike Thern. It is of course a nice "WARM" photo of his Fairchild parked at the Van Norman Airstrip near St. Charles MN.

Beautiful! Hurry up summer!!!

Do you take what your flight instructor says at face value?

Do you ever test his statements? Forty-plus years ago, I did.

My primary flight instruction was in a Cessna 140, a tail-dragger. On my Private Pilot check ride, I didn't plaster the nose down on wheel landings as hard as the examiner thought I should. He told me, "Walt, you can shove the yoke all the way forward. There is no way you can push it hard enough or fast enough to hit the prop on the ground."

Several years later I was giving flight instruction in a Cessna 140 and the student was anemic in plastering the nose down on wheel landings as hard as I thought he should. I told him, "You can shove the yoke all the way forward. There is no way you can push it hard enough or fast enough to hit the prop on the ground." On the next landing, I added: "Let me show you." There was the coolest "Tick, tick, tick, tick" sound on the sod. In that instant, the reputation of two generations of flight instructors took a beating!



I went back out to the runway to snap this picture. The ground speed of the 140 perfectly matched the pitch of the prop – the tips of which had a quarter-inch of polished aluminum. I was thankful I had not done this demo on a hard surface!

After that, my trust in advice was less accepting. It was more "Trust, but verify" punctuated with "Show me."

Story by Walt Kelly