

Presidents Corner.

Mark Weyer did a great job of explaining the ins and outs of aviation insurance at the last meeting. He made me go home and read my insurance policy again.

Memorial Day weekend the cross wind at the EAA Pioneer Airport in Oshkosh calmed down enough to begin my check-out in a 1929 Travel Air E4000. It is an open cockpit biplane built by Travel Air Inc. The founders of the company were Walter Innes Jr., Walter Beech, Clyde Cessna and Lloyd Stearman. You should recognize three of the four names. The E4000 came with a Wright J-5 engine originally and the one I flew was converted to a 220 HP Continental. The E4000 is a three place airplane soloed from the back seat so that there are no instruments or brakes in the front seat. There is a stick, throttle and rudder pedals. First flights were from the front seat and the only way I could judge my approach speed was the sound of the wind in the wires and the engine noise. I started out with air work to get the feel and sound of slow flight and stalls. Then the instructor made a few landings to show me how it looked and sounded on landing. All this time we could not communicate because there is no intercom. Before I attempted a landing, we stopped and discussed it for a few minutes and then it was land by feel and hearing. I made three landings: two not very good and one OK. All this was on the hard surface runways at OSH. We then switched over to the grass runway at Pioneer where my instructor showed me the sights and sound of landing on that runway. About that time the cross-wind got above our limits so we called a day.

Memorial Day I made three landings from the front seat at Pioneer Airport and then switched to the back seat. Now I had instruments, trim, brakes and all sorts of things to watch. I figured that I could really control the landings now by getting the approach speed of 60 MPH nailed before short final. The only problem was that at 60 MPH my angle of attack was so high that the nose blocked out all of the runway. All this time the instructor couldn't help me because we didn't have an intercom, so I did the right thing, I went around, in fact three times. I finally landed by using a very short final so I could see the runway, level out and then land. The cross-winds picked up again so we called it a day. After talking to the instructor, I found that I should have been using 70 MPH on final to lower the angle of attack, which lowers the nose and would have let me see the runway. I am also going to take off the radio headset so I can hear the wind in the wires. The E4000 is a pleasure in the air and it has very good directional control on roll out and taxiing. The brakes are positioned to the side and are difficult to use but you only need them to slow down the landing roll. In a few weeks we will see if I can tame the Travel Air.

The July meeting will be at Stanton Airport near Northfield, Minnesota, on July 16th. That is a Saturday so we can make a picnic out of it. Some of us will fly and others will drive. The objective is to see gliders fly and maybe even get a ride in one. More information will follow.

Don't forget June 11th is Young Eagles day at Lake Elmo. Contact Gene Frank for details, times etc.

Date

Dale

P.S. Gene says pilot's report at 0900
at the MAC building.

MINUTES

MEETING - MAY 9, 1994

SECRETARY'S REPORT

The MAY MEETING was brought to order at approximately 7:30 P.M. with 10-15 members present. A small group considering we had an excellent speaker on aircraft insurance. MARK WEYER told us all about the cost of insurance, the different companies to buy from, and more inside information on terminology, hidden facts, musts, and must nots - - - he was very, very informative - an excellent person to have a one on one with if you have any question at all regarding aircraft insurance or coverage. If anyone has any need for his services, please call DALE RUPP at 653-1054 for Mark's number.

THANKS! MARK! GREAT! TRIVIA INFO - there are 206 home-built aircraft in the state of Minnesota!

YOUNG EAGLES all set for June 11. See next months newsletter for recap.

The work party was nailed down for this year. ROSEMARY will see to it that volunteer patches are received by these loyalists!

JULY meeting will be a SATURDAY picnic at STANTON AIRPORT. July 16. Drive in or Fly in but Come on in and have a great picnic and lots of fun!

One guest at the meeting - ROB BARNARD. Welcome Rob!

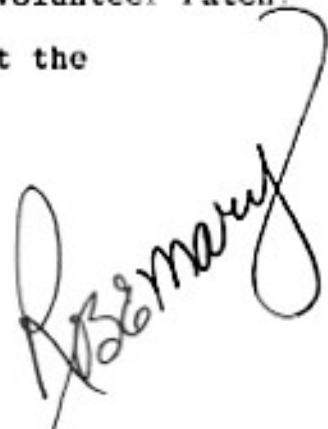
JON-ENQUIST brought a very young guest, son DUSTIN. Welcome! Come back again!

WHERE'S JAMES BERTHRAMI?

JAMES, please call Rosemary for your EAA Volunteer Patch!

Our meeting was then adjourned. See YOU at the

NORTHERN SUN ULTRA LIGHT PATCH!!



Rosemary

ALBERT LEA AIRPORT - June 12 - 18th Annual Cloverleaf and Lakeview
Lions Club Flight Breakfast - 7 AM to Noon

BUFFALO AIRPORT - June 12 - Fly-In Breakfast 8 AM to 11:30 PM

Lets all Go!

PRINCETON MUNICIPAL AIRPORT - June 19 - Lion's Club Fly-In Brunch
7 AM to 1 PM. Arts, Crafts, Radio Controlled Models,
Antiques, Classics, AFSS Tours.

STANTON AIRPORT - June 19 - Father's Day Fly-In. Homemade maple
syrup and a full breakfast served by the Cannon Falls
Lion's Club - 7 AM to Noon. PIC's free!

Lets all Go!

PIG ROAST - June 25 - Benson's Airport - White Bear Lake

FARIBAULT AIRPORT - June 25 - Faribault Area Pilot's Assoc Fly-In
Breakfast - 7 AM to 1 PM - Chris Cakes PIC's free!!

FAIRMONT MN AIRPORT - June 26 - Fairmont Lion's Club Fly-In
Breakfast - 7 AM to 1 PM - All You Can Eat - PIC's free!

See you there !!