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## MINUTES OF May 1, 2006 MEETING

Jon Ogle called the meeting to order at 7:35 PM.

**FLYING STORIES:** Larry Jacobi reported that the Noblesville Airport now has a Rans Coyote (tricycle gear) available for sport pilot training.

**EAA NEWS:** Dale Gustafson reported that Scott Crossfield was in contact with Atlanta Center when he lost control of his Cessna 210. Reportedly Crossfield was at 11,000 feet and mistakenly turned towards a thunderstorm cell instead of away as directed by ATC.

Dale also reported on several recent GA accidents.

Finally Dale suggested that older pilots consider allowing their valid medicals to lapse and go to Sport Pilot rather than risk being declined for an FAA medical certificate.

### PROJECT REPORTS:

**PANCAKE BREAKFAST:** The Pancake Breakfast is scheduled for June 10. Lynn will work with Don Roberts on others to get posters out and start publicity. Rick Hixson will call Bryce Bowman on the status of the printed inserts for the posters.

**YOUNG EAGLES:** The club has scheduled a Young Eagle event for Saturday, August 12, at the Mt. Comfort Airport. Rick will follow up with posters to invite students.

**BUY SELL OR TRADE:** Jon Mynderse recently purchased a Piper Arrow. Doc Swenson has sold his recently restored Aeronca Chief.

Doc has two tickets for the Indy 500 for sale for \$70 each. The tickets are in top row of section J.

Dan Daubenspeck reported on a '58 Bellanca CruiseMaster project that is available for sale. It is located at Cooper Field.

**BUILDER'S REPORTS:** David Waters was looking for help in relocating his Titan T-51 project from his garage, to his hangar at the Sheridan Airport.

Phil Brown described a Bloomington, IN project for a scale model Scout SC5-A

**BOOKS AND VIDEOS:** Jon Ogle offered the following books and video for loan:

Boyd, Pat Nellis. Biographer of a controversial Air Force instructor pilot from the '50s.

The American Fighter. A reference book with information on all American fighter aircraft from the beginning through the '90s.

Midway. A video documentary from the History Channel.

**TRIVIA QUESTION:** The flight engineer sat on a small seat above the flight deck in the PBY Catalina, Flying Boat.

**NEXT MEETING:** The next meeting is Monday, June 5, 2006 at 7:30pm.

**PRESENTATION:** Larry Jacobi gave a presentation on his flight training and type rating for a Westwind jet. A few facts:

At 23,000 pounds gross weight, the Westwind is considerably heavier than the 6,600 pound Cessna 414 that he frequently flies.

The 2.5 week course cost \$16,000. Larry estimated that he devoted 250 hours in classroom, simulator, and study time.

Training took place at SimuFlite in Dallas. SimuFlite has 350 instructors and 36 full motion simulators.

Westwind is a two crew aircraft. On takeoff the pilot controls the nosewheel tiller up to 90 knots. The copilot manages the yoke.

Standard cruising altitude is 39-41,000 feet. Service ceiling is 45,000 feet. Normal climb is 4,000 per minute. With a single engine the jet still climbs at 1,000 feet per minute.

V1 (Decision Speed) is 120-130 knots based on weight. VR is another 10-12 knots.

The aircraft holds 1,330 gallons of jet fuel. It burns 300 gallons per hour in initial climb out and 200 gallons per hour in cruise.

Cruise is approximately 430 knots.

The Westwind was last manufactured in 1986. It is a relative bargain in used jets.

Average retail is under \$2MM. However, the aircraft can take 8-10 passengers non stop from Indiana to the West Coast without refueling.



Submitted by Richard Hixson