

LOUD AND CLEAR

EAA CAPTER 319

May, 2009



EAA chapter 319 meets the second Thursday of each month at the Aerospace Center, 5060 Cirrus Dr Medford, Join in the fun with us!

NEXT MEETING

May, 14 th

7:30 PM

Board of Directors will meet at
6:30 PM

Spring has sprung folks. It is time to wander about and check out whats new at the old haunts. This photo was taken at the McMinnville Air Museum. When we were there the place was crowded with space junk. Let me explain. This grand building houses many important aircraft such as the B-26, B-17, F-4, F-100, SR-71 Blackbird, and the Spruce Goose. Truly a huge building. Next door they were finishing up a larger and grander building to become their Space Museum. Up and down the isles were Rockets, Satellites, and all sorts of cool junk just waiting to be setup next door. If you haven't been to McMinnville lately. It is a short hour and fifteen, that is in a Cherokee. Oh yeah... the reason for this particular photo... I painted the blue D-17 Staggerwing way back in the eighties. It has since been donated to the museum.
Doug Dunn, Editor

Our next meeting

The Thursday May 14th meeting of EAA Chapter 319 will have a Technical Topic for the program and will be a first hand review of how large wood and fabric aircraft were rebuilt fifty years ago. A running dialog will be conducted by the presenter with those who have experience with the more modern approach to dope and fabric work in this decade. It should prove to be a very interesting topic especially in light of the current restrictions relating to personal protection, material handling and toxic disposal requirements.

Dan Pike, President

From the Left Seat



Basic flight training in the United States prior to World War II was generally provided in light biplanes, which tended to be slow, stable and tolerant of fledgling pilots. Thus, the majority of U.S. Army Air Corps primary training in 1940 was still being done in biplanes like the Boeing-Stearman PT-13/17 series. However, given the increasingly high-performance nature of the world's combat aircraft, the Army reasoned that the primary training was too easy, giving the beginner a false sense of mastery that could, on the next leg up, slow down his learning, or even cause him to fail, when he was prematurely thrust into more demanding aircraft. Experienced instructors wanted the primary trainer to be a monoplane, with higher wing loading that demanded more careful flying. Such reasoning led the USAAC to evaluate the Fairchild M62 two-seat monoplane in 1939.

With a wing loading factor roughly 43 percent higher than the Boeing-Stearman PT-13, the Fairchild had a higher stalling speed and required a good deal more care at low speed, making it exactly what the Army was looking for, a trainer that would more nearly resemble the fighter aircraft the trainees would eventually fly. Following its evaluation, USAAC ordered 270 of the craft, with two open cockpits, as the **PT-19** "Cornell," powered by a Ranger L-440 six-cylinder, inverted, air-cooled inline engine of 175 horsepower.

When the Army placed massive orders for primary trainers, Fairchild increased the plane's power with an upgraded, 200 hp Ranger engine, and the plane became the **PT-19A**. To meet the increasing demand, the PT-19A was also built by the Aeronca and St. Louis aircraft companies, with a total of more than 3,700 built.

More than 900 of a blind-flying version, the **PT-19B**, were also built. With its instruments for blind flying, the PT-19B could be fitted with a hood over the front cockpit to simulate blind flying conditions. Fairchild built 774 of the B models, with Aeronca building another 143.

When a shortage of Ranger engines developed, Fairchild installed a Continental R-670 radial engine of 220 hp on the PT-19 airframe, that variant being designated **PT-23**. While the less-streamlined engine cowling reduced the plane's performance slightly, for the training role the loss was not significant.

The final version of the PT-19 series, an enclosed-cockpit version designated the **PT-26**, was designed for the Royal Canadian Air Force in 1942 with a canopy over the two cockpits. 670 of the PT-26s were provided to the RCAF through Lend-Lease and, in a variation on the Lend-Lease theme, the U.S. Army Air Force ordered 1,057 PT-26s from the Canadian manufacturer, Fleet Aircraft, Ltd. All PT-26s were equipped with the 200 hp Ranger engine.

A total of 7,742 Cornell's were manufactured for the AAF, 4,889 of them PT-19s, with additional Cornell's being furnished to Canada, Norway, Brazil, Ecuador and Chile.

Dan Pike, President

Taco Tuesday

You are invited to join us for another Taco Tuesday at *Superior Aircraft Maintenance, Inc.* This will be May 19th at 6pm

Our guest speaker is Wayne McGee, Regional Sales Manager from Garmin. We'll showcase the Garmin 600, 696, and the G1000. A King Air C90 Will be on display with a G1000. There will also be desktop Demos of other Garmin products.

Bring your appetites and Questions. Authentic Guadalupe Tacos and beer from the Southern Oregon Brewery will be provided.

PLEASE RSVP by Thursday, May 14th 541-842-2250
The first 30 people who RSVP will receive FREE tacos

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Vari-Ezi-Jet

Paul Martin is in need of up to date Computers for the VEJ. Also a monitor that would fit in the cockpit. A better option would be a heads up helmet. That cost is unknown at this time. We need to have a person that is good at fund raising to step forward, we need your help. If you possess that capability please contact Paul Martin. There is another VEJ work day planned at the Sky King Hanger. Come to our next EAA 319 meeting and find out what we need and how you can help. The Central Point Parade is July 4th . If you haven't participated in it with us in the past then it is time now. It is a lot of fun for all, bring the kids, grand kids and spouses. We will have room for some to ride on the VEJ trailer.

The Varieze will have at least one cockpit running a flight simulator by then, it's pretty close to running right now. The second cockpit will need \$200 for a monitor, cables, and control stick. It's currently running an older simulator program (not as realistic) because I would need the clubs approval to buy a better computer. I am

not good at asking the club for money so I'll leave that to someone who is :-). I should be able to bring the running Varieze to the meeting next month but that may not leave enough time to build the second cockpit's system before the Ashland event. It takes a few weeks of cutting, drilling, mounting, and running wires to get the components working

Perhaps we could have another work party at Fly By Night to add the final touches. Any thoughts? It needs little stuff like non-skid tape on the left wing root area where kids will walk, we need to modify a good, solid step ladder to fit our cockpit rail height, a better canopy catch strap, a jet exhaust cone cover, and a portable stereo in the engine bay making jet sounds (I just haven't made that a priority yet).

Paul Martin

Hello All,

This empty page is just not supposed to be here. I should be filled with your stories from a great flying trip. 'A Never Again' from your personal experience. How I learned to fly. Why I became a pilot. My Spouses role in my flying. Come on please send them in, This is your newsletter and it will truly capture the interest of all of us to read the stories of our members. Address them to Editor@eaa319.org

Thank you

Doug Dunn Editor

Next month we will feature a series of photos from Bud Liberatore collection of Aircraft. The story includes how it has... Just come to this page nest month and see for yourself.

Hi Doug,

Just wanted to let you know we're inviting the local chapters for breakfast on Sat. June 20. If you fly in , you eat for free. Please pass this along to your chapter and put us on your list of places to go this summer. Hope your airplane is working ok now. Seems like you had some engine problems or something last summer. If you folks have any scheduled events, let me know as early as you can and we'll put them in our newsletter. We'll send out another reminder closer to the date. Thanks,

Chris



Montague Fly-in is set for June 20, EAA Local chapter puts on a great feed and always has many fun and knowledgeable people to chat with. Lots of fun planes to look over. Sometimes they have Glider rides and Submarine races. The flower bombing had to stop because they ran out of flowers.

This is truly a nice laid back affair with lots of nice people, good food, and good conversations. Don't miss this one.

Doug Dunn, Editor



Minutes, March 12, 2009

Board meeting

Discussion of the Ashland 4th of July Parade Fly-over.

Ashland Airport Appreciation Day date has not been set yet.

Mucky Flats Fly-in Drive-in is set for Saturday August 1st.

Paul Martin-- is still looking for computers. OSH has sent a couple but they are too old to be of use.

Paul is considering using headset displays for the VEJ as the screens are too big for the VEJ's panel. New monitor and processor is about 400. Paul is looking for donations and fund raiser type people to help out here.

There is a work party set for the VEJ at Fly By Night hanger March 21st

Joan Pankonin-- will have the paper airplanes ready for the Central Point Parade (July 4). She will not be able to participate due to other obligations.

Discussion on food service and related costs are to

Minutes, April 9th, 2009

Board meeting

Minutes read. Move to accept by Donald Ross, second by Joan Pankonin. Passed

Financial Report read Move to accept by Joan Pankonin, Second by Steve Pankonin. Passed

Joan Pankonin-- getting names for the NON emailed Loud and Clear. Will have the paper planes ready for the Central Point Parade.

Will write up an announcement for the Parade officials announcements.

Art Lumley-- Previously the Board had agreed to pay for Siskorski to come to Medford to speak, He is not coming. Noted that the Medford Air Service open house is set for September 26th and 27th. Stated that TSA is on the attack against General Aviation. See EAA Hotline for the details.

Chuck McGilvary-- Now locking the back door of the Sky King Hanger due to TSA.

Dan Pike--

Looking for a chairperson to be in charge of the

be left as is. Sherri will see if a budget can be set in the fifty dollar range.

General meeting

Art Lumley-- Talked about Art work photos for sale. Jacksonville will have a Parade on June 15, we can set up a booth, some discussion no conclusion reached. Ashland Airport Appreciation Day date not set yet, Mucky Flats date set Aug. 1st.

Paul Martin-- Said many airplane rides were given by Bud, Richard and himself. Announced work party set for March 21st.

Brad Pankonin-- Talked about the New website, how to access it and the future.

Gene Johnson came forward to become our new Program Chairman.

Introduction of our speaker

Mighty Bright light sales & shipping. Brad Pankonin will set up and collect PayPal monies, Glen Finley will take care of the shipping.

"EAA Chapter 319 Fundraising merchandise" T-Shirts Donations etc.

Dan to get JPEG to Brad.

General meeting to contain the same info.

Speaker was Dan Pike. His experiences flying a PT-19

FROM THE EDITOR

We invite all of our readers to submit letters to the editor@eaa319

We also encourage articles that are both timely and aviation oriented. Photos relating to your article may also be published.

Newsletter deadline - Two weeks before a meeting. Please submit your articles or letters to the editor as early as possible. Editor@eaa319.org

Deadline for the JUNE Loud and Clear is MAY 30, 2009

Doug Dunn, Editor

Dues Dues Dues Dues Dues Dues Dues Dues Dues Dues

Dues are due folks, they are one of the many things that keep EAA Chapter going and green. The Dues are still only \$20. per individual or \$30. for a family membership. Please make your checks out to 'EAA 319' and bring them to the meeting or send them to

Joan Pankonin
15373 Jones Road
White City, Oregon 97503

Calendar of Events

May 14th EAA 319 Meeting see page 1 for details

July 4th EAA 319 Parade Central Point Or.

July 4th EAA 319 Fly-over Ashland

Officers and Board members

President – Dan pike
541-855-8721
Vice President - Steve Pankonin
541-826-9729
Secretary – Bud Liberatore and Doug Dunn
541- 826-6994 541-776-3444
Treasurer - Glen Finley
541-830-4406
Webmaster - Brad Pankonin
541-821-4356
Board member at large –
Joan Pankonin and Donald Ross
541-826-3200
Young Eagles Coordinator - Paul Martin
541-944-6076
Newsletter Editor - Doug Dunn
541-776-3444 Doug@EAA319.org
Immediate Past President – Art Lumley

Committees

Social Director Team -
Sherri Shusterwitz & Carole Dunn
541-779-4399 541-776-3444
Fly out - Open
Membership - Joan Pankonin
541-826-3200

Other Positions

Librarian – Bud Liberatore
541-826-6994
Technical Counselor - Gary Edwards
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