



Editor: Pat Riley Sept 29, '77

SPEED'S NEWS

SAINT PAUL

OCTOBER MEETING

MONDAY, OCT. 10
7:30 At Sanborn Aviation

OCT 10 1977

E.A.A.

54



PRES: CHUCK LARSEN 459-8757
Vice P: GERALD LAUNDRY 647-0259
Secretary/Tres: ROSEMARY FRANK 451-8187

DESIGNERS: Roger Westerberg 735-3158
Al Amdden 484-4058

SPECIAL NOTE: If you get YOUR newsletter before on on OCT 8th - THE FALLING Leaf Ranger Dance is Saturday Night, Oct 8th, At 8p.m. at Wyland's hanger at LAKE ELMO airport. Music will be records from the "swing" era and Fifties. Bring your drinks, mix, chairs, and one small plate of Hors d'oeuvres.

I JUS' DON'T GET ANY RESPECT... Aussie Clive Canning flew his Thorpe T218 From Australia to England last summer. While flying over Syria a MiG shot a missile at him at 6,000 feet. The missile missed and Clive dove for the deck. He circled over a nearby town until the MiG left, figuring the Syrian wouldn't waste one of his own villages. (From Flying)

SLIDE SHOWS can be great! At our last meeting we saw plenty of neat slides of Aircraft at Oshkosh '77. CHUCK LARSEN's collection featured plenty of Pietenpols. BOB COON had some nice shots too. The election of Chapter officers was discussed. Your editor, Pat Riley threw his hat into the Ring for the office of President, provided he can get Bob Coon to take over the newsletter duties. Pat will run against GERALD LAUNDRY, current Vice President of Chapter 54. ROSEMARY FRANK says she's happy with being Secretary/Treasurer; Rosemary knows where the power is..... in the treasury! More new faces show up at every meeting, either friends of the Chapter, or new members stepping up to be counted. Matt Wiederkehr, who flies the MINNESOTA FEDERAL blimp said anyone interested in working ground crew should give him a call at 225-5666. Matt was also seeking "idea people" with suggestions for solving some control problems on the Blimp.

Sung during WWI:

"A pilot lost doesn't very much count.
(But don't tell his girl or his mater this!)
There's always another to take his mount,
And push the old 'bus where the Archies miss."

"But a 'bus that's lost you Can't renew,
For where one works there's the want of two
And all they can make are still too few,
So we must bring home the bus."

50 Years of FLYING

Many of you may not be regular subscribers to FLYING, but the 50th anniversary issue is worth getting your hands on, especially if you are keeping a library of sorts on flying literature. This superthick mag has many articles on various faces and phases of aviation. Good stuff. You'll

find articles by Gann, Isaac Asimov, Dick Bach, Bill Buckley, Jr., and others. FLYING has included a Genealogy of Airlines, handy "roots" of American manufacturers, and also of foreign manufacturers; all extremely handy for the history buffs. There's a beautiful little tribute to the Cub by Langewiesche, stunning artwork - even in the ads - and you'll find something of interest, Burt Rutan listed under "Men of The Future". It's the September Issue of FLYING.

Page two - more of Pat Riley's Comments

OFF THE BOOKSHELF - Sky Guys and Spys or How to Wreck a Summit Conference. The way the now deceased Gary Francis Powers tells his story (with writer Curt Gentry) many readers will agree that when Power's U-2 was shot down, the credibility gap yawned open. In OPERATION OVERFLIGHT (Holt, Rinehart, and Winston, 1960) Powers tells of the events leading up to May 1, 1960, when he was shot down 1200 miles inside Russia. His capture, questioning by the KGB, spy trial, and imprisonment are related. Powers' release in exchange for Soviet spy Rudolph Abel brought him back to a partially hostile America. Many believed Powers had failed in his duties and betrayed us. When Powers name was eventually cleared, it was back page news, hardly enough to clear a reputation smeared by headlines. OPERATION OVERFLIGHT will help you get a grip on what really happened.

ELVIRA is taking her annual rest. G. LAUNDRY reports that the Bug has an air worthiness certificate. JIM TOME's new tax shelter is at 831 Rimbly Road, Woodbury, Mn. 55119. Jim confesses that he is across the tracks. He says Rutan is coming out with a new prop by Bill Cassady. JAMES ANDERSON tells us the N3N3 is now licensed and flying, flies well but there is still some painting to be done. They are enjoying it while the weather is nice. MID-MONTH at LAKE Elmo. JIM ANDERSON's hanger - first row behind Mayer Aviation at 7 PM. Tuesday night, October 25. Jim thanks ALL the chapter members and EAA'ers who helped. NOT A LIFEJACKET? BOB COON has the templates made for the wing ribs of the "Super Floater." ROGER WESTERBERG is waiting for his propeller from Bill Cassady.

The Lindberg Tour is going well according to the National Bulletin.

If you can read this, you're flying too close! The only numbers required on aircraft now are 3 inches in height on the vertical tail or the side of the fuselage. This applies to aircraft operating at speeds less than 180 knots. More about this in Dave Scott's Washington Report.

Anyone interested? How would you like to be Chapter 54's Schoolflight Tech Rep? Contact Chuck Larsen or Gerry Laundry.

You can't imagine flying with electric power, however, this has already been done in Europe with a system designed by a man who pioneered electric motors for model airplanes. So picture this: You leave your electric airplane plugged to a charger powered by solar cells which doubles for a hanger roof. You come out on weekends, fly a little on a long wing, slow climbing floater airplane, come down and plug it in again on slow charge for another week. This may sound too restrictive now, but what if fuel prices inflate wildly? What if some (expletive deleted) bureaucrat decides those "wealthy, affluent, indulgent" sportsman pilots should pay a super high luxury tax on this fuel? And don't forget possible unreasonable noise and pollution standards. Under these conditions, electric flying may be more practical.

p.s. to Pat Riley: "h'odeuvers" is spelled: hors d'oeuvres

REMINDER: Saturday, October 8, The Falling Leaf Hanger Dance, Wyland's Hanger, 8 PM

Thank goodness - this is the end.