



# SPEED'S NEWS

SAINT PAUL



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V-PRES  
SEC-TRES

Gary Wirth  
George Smythe  
Harry Dahlquist

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EAA CHAPTER 54  
St. Paul, Minn.  
January 1971

### JANUARY MEETING

The January meeting will be held at 7:30 PM on Jan 11. Location will be the Mercury Aviation lunch room, Holman Field, Downtown St. Paul. Mr. Bill Stuart of the local FAA office will be our speaker. He will cover such topics as initial registration, pre-cover and pre-flight inspections, annual re-licencing, sale or transfer, instalation and use of electronic equipment, and other topics of interest to the amateur builder. The information presented can save the homebuilder a great deal of trouble and needless delays by enabling him to follow the correct procedures in dealing with the FAA. Mr. Stuart will also be available for questions and has promised to bring some FAA literature to be handed out.

### DAHLQUIST FLUTTERBUG FLIES

In late November Flutterbug 9442D successfully made it's first flight with Bob Larson at the Controls. No problems were encountered and the final O.K. was given by FAA inspector Fred Becchetti. All that remains is completing the 50 Hours restrictions time. In a direct quote from owner-builder Harry Dahlquist "Pilot was praying, but not half as much as the guy on the ground with the camera" A total of 3.1 hours have been accumulated and all is still going well. Harry plans several changes, but they are for improving appearance in several areas and not to correct problems. Very soon Harry hopes to be flying it himself, and then the hours will pile up. We all congratulate Harry on his accomplishment. The successful completion and flight always serves as a real morale booster for those of us who are so near and yet so far from that big day.

### NEW OFFICERS TAKE OVER

With the January meeting the new officers have taken charge and now have the responsibility of leading our chapter. As members our responsibility is to assist them in whatever manner we can.

PRESIDENT Gary Wirth  
V-PRES George Smythe  
SEC-TRES Harry Dahlquist



## 1971 CHAPTER DUES

Chapter dues of \$5.00 is due and can be paid to Harry Dahlquist at any time. We have received a new Chapter Charter from headquarters, and all members whose dues are paid up by the Feb. meeting will be enrolled as charter members.

## SPORT AVIATION ASSOCIATION

Headquarters has registered the name "Sport Aviation Association" as a corporation-- so as to protect the name and reputation of the existing organization. It had been feared that some group might try to take this name for another organization or publication and capitalize on the EAA. It is also considered possible that the name EAA might be changed to SAA at some future date. This action protects this name in case such a change would become desirable.

## REGIONAL CHAPTER OFFICERS MEETING

This year the chapter representatives meeting will be held on a regional basis rather than one big national meeting. Chapter 54 representatives will attend a meeting at Hales Corners April 17-18.

GYROCOPTERS As a result of 4 recent fatal gyrocopter accidents in England the British Board of Trade has banned the flying of such machines at air shows and has restricted their use in turbulent air and placed maximum limits on air speeds. In this country the FAA is taking a very close look at the gyrocopter industry as the accident rate on these machines continues to be very high. It is probable that the FAA will follow the British lead in restricting the operation of these small rotary wing aircraft.

BURBICK RETIRES Bob Burbick, EAA 302, has retired as Chief of the Regulations and Directors' Branch of FAA and now resides in Sun City, Arizona (near Phoenix). Well known to EAA members as the author of the original FAA rules governing amateur-built aircraft, Bob has been an unswerving supporter of EAA since its inception. He has built several planes, been an EAA Chapter president, and has never missed an EAA fly-in. All EAA salutes Bob, and wishes him many, many years of happy, contented retirement in sunny Arizona -- but not too contented. We expect him to be out there butchering wood and/or bucking rivets again -- and we expect to see him at Oshkosh again in 1971!

THE CHAMP IS BACK! Bellanca Aircraft has just confirmed the rumors that have been floating about in recent months concerning the re-introduction of the old TAC Champ. Everything is "go" for early 1971 production -- in fact, \$500 deposits are already being accepted to reserve a production slot. Powered by the 60 hp Franklin 2A-120 B two cylinder engine the new Champ will have performance almost identical to the 1940 - 65 hp Continental version: 56 mph cruise, 91 mph top, 400 climb, and a cruise range of 310 miles. The little Franklin only burns 3.6 gph at cruise power.