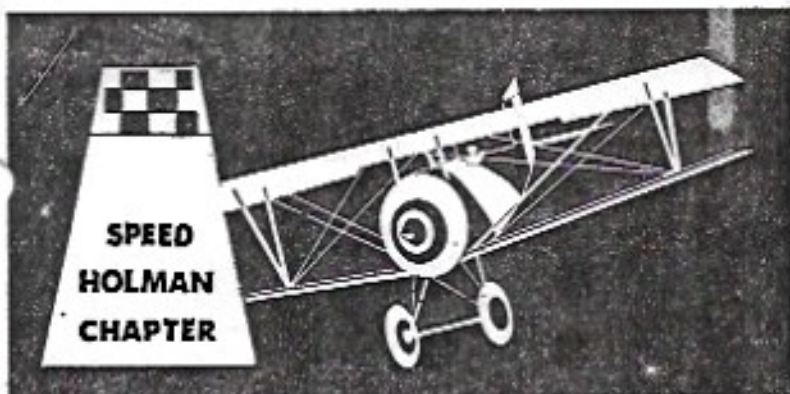


Chapter Designees: Al Amsden 484-4058
Rodger Westerberg 755-1158



SPEED'S NEWS

SAINT PAUL



FEBRUARY 5th, '77

Feb. Meeting: Mon., Feb 14
Sanborn Aviation Hanger
Downtown St. Paul Airport

54

President: CHUCK LARSEN 459-8757
Vice Pres: Gerald Laundry 647-0259
Secretary/Treas: Rosemary Frank 451-8187

*the Proper Attitude (from Legal Eagle News) The Airline Transport Pilot leaps tall buildings in a single bound, is more powerful than a 747, is faster than a speeding bullet, walks on water, and gives policy to God.

From the last Meeting: the Chapter 54 Banquet is set for Feb 19th, see the enclosure. The group watched two short films; one outlining precautions to take when buying an aircraft, the other

** The Multi-engine pilot leaps short buildings in a single bound, is more powerful than a 707, is just as fast as a speeding bullet, walks on water if it is calm, and talks to God.

At the NEXT MEETING, The featured speaker will be Noel Allard, author of the book "Speed". You'll want to attend to hear what went into the research and various highlights of Speed Holman's career.

TAX TIP- you can buy a "Sport Aviation" subscription for \$10.00/yr for your favorite library, and it's tax deductible.

--WILEY POST, in 1934, set out to fly cross-country at 36,000 feet. He flew to nearly 50,000, and discovered the Jet Stream.

*** The Instrument Pilot leaps short buildings with a running start and favorable wind conditions. He is almost as powerful as a Lear Jet, and faster than a speeding bullet, walks on water of an indoor pool, and talks to God if special request is approved.

Around the Chapter: G. Sniess returned from vacation in Mexico, and is glad to be back. Norm Schwiets'KR-2 was the focus of the January Mid-Month out at Mariner High. Work is progressing nicely on the fusilage and tail sections. The cake and coffee were great too! Jeff Nelson has all the ribs pounded out for his T-18, and is looking to skin the wings in late may. Jeff is hoping to have the wings completed, except for the flaps, by the end of the school year. All his machined parts are done, and the engine is out of the GPU and ready for work. The kids at the school are putting together a Stevens Akro.

VERI-EZE fans: Jim Tome got his canopy, an eight-footer! One Jerry Kibler of California has a turbo-charged Honda CC engine in his VE. The WICKS ORGAN Veri-Eze is flying, with spoilers and airbrakes for those "land on a dime" adjustments usually exclusive to gliders. The landing gear has gone up \$80.00. Jim Tome has his eleven glassed, and his winglets only need rudders. Nat Puffer - one of the VE builders - is putting the landing gear on. It looks like we'll be seeing a lot of these nifty birds flying soon.

The Next meeting is on Valentine's Day...treat your wife; bring her too! ♡

**** The commercial Pilot barely clears a cuonset hut, loses tug-of-war with Twin Engine Aircraft, can fire a speeding bullet, swims well and is occasionally addressed by God.

If anyone would like a picture taken of their project call Gene Frank;451-8187. "You sure can crab good," quote Rosemary Frank's instructor.



For years the American Press and the U.S. Army have been chided and laughed at for not recognizing what the Wrights had done, and having been "so slow to see the light". At last someone figured out that there must have been more to it AND researched it. In "ONE DAY at KITTY HAWK" John Evangelist Walsh explains why it took the world so long to recognize that the Wrights had really invented a 'flying machine'. Walsh also explains the parts each brother played, the probable reasons for Wilbur's enigmatic drive to solve the puzzle of flight, and the extent that true 'scientific method' played in their work. You may not believe in the 'conspiracy theories' of history, but Walsh, in "ONE DAY at KITTY HAWK", shows how the Wrights manipulated the press, the military, and governments to some extent. Of this book, Ernest Gahn said, "At last someone of great talent and integrity has told one of the great stories of the world as it should be told." "ONE DAY at KITTY HAWK" will become one of the most important books on aviation history.

***** THE private Pilot makes high marks when trying to leap buildings, is run over by Piper Arrows, and sometimes handles an airplane without inflicting self injury; can dog saddle, and talks to animals.

FOR SALE: One set of complete, unused, VP-1 plans, illustrated brochure, VP-1 Pilot's Handbook, and full-sized paper templates for all airfoils - wing, rudder & stabilizer - a \$365.00 value priced at \$50.00...call 432-1073

A T-craft that had a hanger door closed on the tail. It's a BC 12D with a 65 Continental and a metal Prop... call Dan Cuke of Rosemount.

A 4-Cylinder Lycoming O-235C (108 h.p. or thereabouts), with Bendix SF series mags, Carb, Generator, starter, starter ring gear, is now apart, has been cleaned, manufactured & zyglood, certified standard crank, the cylinders must be bored out oversize. Includes brand new cam followers, gaskets and bearings...\$750.00 call Jerry Laundry.

ELECTRICAL WORK: If you've got stereos, radios, or other electrical repairs, call BOB COON at DOC AUDIO 645-5244.

Lycoming oil cooler for 115 h.p....Courtney Kuckler in Hugo; a 65 h.p. engine & odds and ends.... Bob Little.

*****The Soloed Student Pilot runs into buildings, recognizes a Cessna 172 2 out of 3 times, can stay afloat if properly instructed, and talks to water.