



SPEED'S NEWS



SPEED HOLMAN CHAPTER-54
ST. PAUL, MINNESOTA

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CHAPTER 54 MEETING: MONDAY, JULY 8, 1985 7:30 p.m. SANBORN AVIATION

* * IN MEMORIUM * *

Yes, I've left his name at the top as my personal gesture to what Ray has been to me. In his quiet and humorous way, he was always a part of the EAA in Minnesota, both as a chapter officer and as a MSAA officer. He was quick to volunteer his time and abilities for all occasions. It is a true privilege to have known him; I know we will all miss him greatly.

Dear Chapter 54 Members and Friends:

I am sure that you have heard of the loss of our Chapter Vice President, Ray Wyland. Sandy and I drove to Duluth on the following weekend to visit John Joyce, and to look at the Seabee. I wondered how anyone had survived. My drive home consisted mostly of bewilderment and prayers of thanks for not losing both of my good friends on that flight.

Monday's meeting will see the drawing for "Oshkosh on a Buck." There are two members with their names in seven times each. This is your last chance to catch up with them. Good Luck!

JIM

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PIG ROAST: The weather was fine and stayed that way until it was time to be inside anyway. It was great to see friends and acquaintances, and to look at airplanes, do a little eatin', some drinkin' and a lot of dancin'. (That Gene Frank sure is a sweet dancer.) I'd say the MSAA Pig Roast at Benson Int'l was a huge success. Winner of the Lindbergh Trophy was Jody Eide, a lady with a lot of talent; nationally recognised as a pilot, and someone with a lot to contribute to aviation. The Holman Award winner was Ben Wiplinger, a Minnesota genius who has made many innovative contributions to aviation - including the Wipline float.

OSHKOSH: My bag is packed, ready to grab as I head out the door. Hope your plans are all in line, and that I'll see you there. Can we have a chapter party again, hm? I can hardly wait to see the museum again, to find out what wonderful things our springtime projects during the trip in April turned out to be!!

Again, in keeping with my established tradition, there will not be a newsletter because of the trip to Oshkosh. The August meeting will be on Monday, the 12th. Bring your pictures and mementoes to share. Of course, we all love to hear about the bargains you found. How many plan to ride the Concorde?

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Gleaner

Facts About the Concorde

The Concorde is 204 ft. long and has a wingspan of 84 ft. The height of its tail is 38 ft. Its empty weight is 200,000 lbs.; maximum takeoff weight is 400,000 lbs.; payload is 28,000 lbs.

Power for the Concorde is generated by four (4) Rolls Royce/SNECMA Olympus 593 engines, each capable of 28,000 lbs. thrust, which are mounted in pairs under each wing.

The Concorde can cruise at an altitude of 55,000 to 60,000 feet. Cruising speed is approximately 1,250 m.p.h. (Mach 2).

The fastest recorded Concorde trip from New York to London was 2 hours 56 minutes.

The British Airways' Concorde can seat 100 passengers (all First Class seats).

The Concorde is fitted with duplicated auto pilots, auto throttles and air data computers together with three inertial navigation systems.

The Concorde actually began in 1962 with the signing of the Anglo-French Concorde Treaty, which led to a cooperative program between the British Aircraft Corporation and Aerospatiale France for the design and manufacture of the aircraft.

Regular commercial flights began in January 1976, with U.S. to London service beginning in May of that same year.

The Concorde is the most extensively tested aircraft ever to be placed in commercial service.

The aircraft is built in Britain and France by the British Corporation and Aerospatiale France.

There are 25 U.S. corporations providing components for the Concorde.

The Concorde is capable of regular, sustained operations at Mach 2 speeds with ease.