



# SPEED'S NEWS



**SPEED HOLMAN CHAPTER-54**  
ST. PAUL, MINNESOTA

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CHAPTER 54 MEETING: MONDAY, FEBRUARY 9, 1987 7:30 p.m. SANBORN AVIATION  
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Dear Chapter 54 Members and Friends:

Please mark your calendars for upcoming mid-month meetings in March and April. The enclosed brochure gives you details for the March expedition. In April, John and I hope you will come to our new house for a tele-conference with EAA Senior Project Engineer Dick Roemer, subject of auto fuel STCs. Final time and date will be sent to you in the next newsletter. Hope you can all participate in these events.

Special event for February is our chapter banquet on February 14th. Get your last-minute reservations in to Rosemary Frank real soon now. It looks like a fine line of entertainment is scheduled. See you there!

FROM HEADQUARTERS: The EAA Air Museum is in need of engines and engine parts for two aircraft which are being restored to flying condition. If you know of anyone who would be interested in donating an OX-5 or Hisso 150 or 180 horsepower engine to the museum, please put them in contact with Paul. The museum's restoration staff is currently working on a 1917 J-1 Standard and a PT-1. The donations are, of course, tax deductible.

PIPER blasts auto fuel: In a contradictory and misleading service bulletin issued on January 14, 1987, the Piper Aircraft Corporation states that, "The use of automotive fuels is prohibited in Piper airplanes." Paul has challenged the validity of the service bulletin in a letter to Piper President Frank G. Manning. In his letter, Paul describes the lengthy, detailed and highly successful auto fuel test program conducted by the EAA Aviation Foundation. He notes that current "aviation" gasoline (100 LL) has never been tested to the extent to which EAA tested mogas and that, to our knowledge, FAA has never defined any fuel specifications for 100 LL. The FAA has approved the use of mogas as an aviation grade gasoline for over 350 different airframe and engine combinations.

When mogas is used in conjunction with an FAA approved STC, it is for all intents and purposes, aviation grade gasoline. Any other conclusion is illogical! You will certainly read more about this issue in SPORT AVIATION in the future. Many HQ staff members suspect Lear-Siegler of preparing a future "product liability defense."

*Pleasant*