



# SPEED'S NEWS

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

July Meeting: Monday July 10 - 7:30 P.M. Sanborn Aviation  
President: Gerald Laundry 647-0259  
Vice President: William Schanks 645-2420  
Secretary/Treasurer: Rosemary Frank 451-8187  
Designees: Roger Westerberg 735-3158  
Al Amsden 484-4058

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**LAST MONTH'S MEETING:** Designee Roger Westerberg had a few things to say about the use of wooden trailing edges on fabric covered wings - like don't do it. Rog claims that moisture and rot can weaken the trailing edge and seriously effect the structural integrity of the wing which, under certain circumstances, is enough to ruin your whole day. George Mathieson announced that he is anxious to put his recently renewed CFI ticket to work and that he is willing to offer chapter members good rates. Contact George for more info. Jim Tome informed the group that the first Minnesota built VariEze is under going trial flights in Redwood Falls. The , powered by a C-85, was constructed by Ed Wheeland and Leo Zoid. The results are Vari favorable and we will probably hear more about it at the meeting. Pat Riley is looking for someone who would like to share the cost of a one-weekend trip to shkosh by gosh. Our keeper of the books, Rosemary, announced that Chapter 54 now has 42 official dues paying members. Remember, friends, no dues means no news.

**AROUND THE CLUB:** Ron Voelkner reports that work on his two place Zenith is progressing slowly but surely. Ron has completed the wings and the tail group and about 80% of the fuselage. At the moment he is working out a few "minor" problems (right, Ron?) regarding involving the engine mount and nose-gear assemblies. The engine, wheels & brakes, and many of the fittings Ron is using in the Zenith are parts recovered from a hashed Cessna 150. How the 150 got that way is a gem of a story in itself.

**CHUCK LARSEN** reports that he has stumbled across the Elderado of junked Corvaair engines. On his way to St. Cloud one day, Chuck decided to puruse a couple of auto junk yards with the slim hope of finding something useable in the way of engine parts for his Piet. Lo and behold there on the scrap pile lay a couple Corvaair engines that turned out to be precisely what he was looking for. He picked them up for a song (and if you've ever heard Chuck sing, you know he got them cheap!) and he now has enough parts for a complete engine. Actually, Chuck says the scrap yard guys consider old Corvaair engines to be totally useless because they are mostly aluminum. Little do they know, Chuck reports,

that he has a crank shaft at Pietenpols being machined for a prop hob and that most of his overhaul parts are coming straight from J. C. Whitney's. Chuck says the Piet will be going to Oshkosh next year for sure. (Now where have I heard that before?)

THE VARI-EZE goes to NASA: Well, not exactly. In between all the other projects Burt Rutan has going he has been doing some design work for NASA. The result is a small, jet powered pivot wing research aircraft that will be built using composite methods and materials very similar to his Vari-Eze. It must be nice to be able to throw the NASA boys an occasional crumb or two.

JOKE OF THE WEEK: Henny Youngman - a dumb guy is learning to fly a helicopter. He's at 800 feet. Down he comes. The instructor asked him what went wrong. He tells him it was chilly up there so he turned off the fan!!

AUTO GAS in your airplane or shoot me the lead, Fred!! Mario Bourquette a 3M chemist who also happens to fly, has been doing some interesting experiments comparing regular auto gasoline with 100 octane low lead aviation gas. At a mid-month meeting not long ago, Mario armed with charts and graphs to prove his point, brought up the following points. Using 100 L.L. in an engine that was designated to run on leaded 80/87 can raise hell with certain vital parts such as the exhaust valves. It seems these older type valves rely on a thin layer of lead molecules to provide lube and insulation to keep them working. Without the lead, the valves can literally spot weld themselves to the seats and you can probably guess what that will do to your performance. The engine manufacturers have tried to alleviate this problem by using stellite valves but not everybody has stellite valves, right? Although Mario did not specifically recommend using regular auto gas in your aircraft, he did say that in a pinch, if it came down to using low lead av gas or car gas in an engine designed to run on leaded fuel, he would opt for the regular.

As for the vapor lock problem, it all boils down to this (heh, heh) the problem will manifest itself only under the most severe temperature/elevation situations. Mario pointed out that they have been flying on leaded auto fuel for many years down south of the border, because in many cases, that's all that is available. He should know because he's done alot of flying down there.

THE PERFECT MURDER: Put Gerald Laundry, Bob Hilliard and Pat Riley in the same room and let 'em talk each other to death.

bob coon