



SPEED'S NEWS

SAINT PAUL



PRESIDENT	Gary Wirth	DESIGNEE	Floran Sullivan	SEPTEMBER 1970
V-PRESIDENT	Gus Limbach	LIBRARIAN	George Smythe	
SEC-TRES	Gil Leiter	EDITOR	Gil Leiter	

SEPTEMBER MEETING

The September meeting will be held at Mercury Aviation, Holman Field (Downtown St. Paul) on Sept 14 at 7:30 P. M. As most of you know, the Twin Cities chapters have started a program to obtain plans and aircraft evaluation for use by a prospective builder. This is not intended to conflict or compete with the official headquarters program lead by Mr. Pazmany, but is an attempt to get some information quickly. This is based on a questioner to be filled out by a person who has actually built and flew the aircraft in question. While this will not be as technically complete as the official program, it will be fast. Many of these forms were handed out at the recent fly in at Oshkosh, and the response was very good. These forms must now be analyzed and tabulated into a useful form for publication. The meeting will be devoted to this task and to discussion as to the best way to accomplish our goal.

ELECTION OF OFFICERS

Election of officers will take place at the October meeting so that headquarters will have results in time for publication in early 1971. Nominations will be made both this month and just prior to the election in October. We will elect a president, v-president, and a secretary-treasurer. The positions of librarian and editor are appointed by the president. We should all consider the possibility of running for one of these offices. Our goal should be to have at least two candidates for each office so that our chapter can have a real choice of its leaders.

GPU NOTICE

A warning has been received warning of the weakness of the flange on the GPU crankshaft. This flange is thinner than that on the C-290-D, and a back up plate or a ring gear has long been considered a must. Recent evidence has established that even this is not sufficient for use in aerobatic aircraft. Aerobatic maneuvers place such stress on this area that it is not considered advisable to use this crankshaft for this purpose. If it is it should be inspected very frequently. Cracks were recently detected in a flange only five hours after magniflux tests revealed no problems.

MEET THE MEMBERS

Vern Clark

Vern was first introduced to the world of aviation during WW 2, serving as an aircraft mechanic in the Air Force. After discharge he learned to fly on the G.I. Bill, but was unable to get in much flying for a number of years until his children were out on their own. A few years ago he became active again, and now with his new house completed he is free to devote more time to his hobby. He also found his military background would serve as the practical experience requirement, so he took the necessary tests and now has his A + P license. He will be retiring from the Postal Dept in a few years, and then hopes to be able to work on aircraft maintenance and repair at one of the local airports. He started construction of a Falconer Teal, only to learn that it had serious design defects. Fortunately it was not too far along, so the loss was not as great as it might have been. He has since started construction of a BD 4, and has most of the fuselage and tail members completed. He has been held up somewhat by delays in receiving orders, but expects to have all needed parts soon.

OSHKOSH FLY IN

Received notice from headquarters that the total number of aircraft attending was up significantly from the record of the previous year. While the number of amateur built aircraft decreased slightly (about 8 to 10) the number of antiques was up sharply. Although some problems did turn up, the fly in went very smoothly. The number of problems was really amazingly small when one considers the magnitude of moving an event like this in such a short time. Most of the problems were quite small, and have already been worked out for next year.