



# SPEED'S NEWS

FEB. 1979



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

Feb. Meeting: Monday, Feb. 12, 7:30 PM. Sanborn Aviation  
President: Gerald Luandry 647-0259  
Vice President: Bill Schanks 645-2420  
Sect/Treas. : Rosemary Frank 451-8187  
Designess: Roger Westerberg 735-3158; Al Amsden 484-4058

Last Month's Meeting: We had an excellent turn-out for Jan.'s meeting despite the nasty cold weather we've been having. Talk centered mostly around the FAA's proposed rule changes and the negative effects these laws will have on general aviation should they be allowed to go into effect. By now everyone in the Chapter should have received copies of these proposals through chapter and headquarter mail. It should be quite clear what effect the rule changes will have upon you're flying activities in the near future. Gerry has suggested that we dedicate some time at the forthcoming meeting to write our Congressional Representatives and register our disapproval for these unwarranted encroachments of our (that's right, our) airspace. The Chapter will supply the materials and postage so try to attend the February meeting if you possibly can do so.

Around The Club: The Flying Franks say they recently received a phone call from Bob "Texas Flash" Hilliard. Bob says to say howdy to all the folks in Chapter 54 and that things are rolling along smoothly in the great southwest. The Texas Flash is continuing work on his KR-2 but he says he will be making a few changes in design along the way such as going to uni-directional fiberglass instead of the usual Dynel fabric. A little heavier but a lot stronger, he claims. The Texas Flash is also thinking about powering the KR with the new Rotorway engine. A hundred horsepower KR-2..... now you know why they call him the Flash!

The Annual Chapter 54 Banquet will be held on the 17th of Feb. this year at the Piccadilly. The festivities usually begin somewhere around 7:30 PM, we will be ordering from the menu, maybe sip a little sauce and all in all have a heck of a good time. More details will be supplied at the meeting.

A while back, Chuck Larson sent me a National Transportation Safety Board news-letter that contained some chilling information. Over the period between 1973-77 were reported twenty-seven hand propping accidents, five of which were fatal. We all know that there are many more of these type of incidents that go unreported every year. In almost every case, the Board noted, the pilot attempted to start the engine without "proper assistance" or "secure chocking" of the aircraft during the starting procedure. Its easy to get a little rushed or to rely on the false security of having "done it a million times before", and maybe let the precautions slide a little bit. But the results can be tragic and are, never worth the few minutes it would have taken to do the job right. The best pilot is a safe pilot.

KEEP BUILDING, KEEP FLYING!

bob coon



E.A.A.  
CHAPTER  
54

'79  
BANQUET

WHERE

Piccadilly

I'D RATHER BE FLYING

MANTOMEDI

when

FEB-17

ACHTUNG

6:00

WHERE IS  
WILKEY

SEE  
LOOK AT THE  
STACKS  
ON THAT!

