



SPEED'S NEWS



PRESIDENT: Gene Frank 451-8187
 VICE-PRESIDENT: Ron Wettleson
 SECRETARY-TREASURER: Rosemary Frank 451-8187
 DESIGNEES: Roger Westerberg 458-0708
 Al Amsden 484-4058
 NEWSLETTER EDITOR: Eleanor Renwick 888-7233

 CHAPTER 54 MEETING: MONDAY, APRIL 14, 1986 7:30 p.m. SANBORN AVIATION

Dear Chapter 54 Members and Friends:

Hello; is it spring yet? Based on the restless feelings I've had lately, and my inability to not look out over the airport during the day and watch airplanes, I'd have to say "maybe so." Even if they are 747's and DC-10's and BIG, they're gorgeous in the bright sun!

UPDATE: Seats are filling for the trip to Oshkosh the first weekend in May. So far I have half of the committed reservations needed. There are a number of other chapter meetings this week and next to visit and make the announcement and distribute flyers. IF ANYONE HAS THE TIME TO HELP ME ON THIS, I'D CERTAINLY APPRECIATE IT! No, I don't know yet what the projects will be; I do know it will be fun! So give me a call and reserve your seat!

I'd like to share Jim Olson's comments on our trip to Little Falls last January with you. These are included on a separate sheet. Those of us who have been able to take these trips have such a fine time - perhaps Jim's comments will convince others to come along for the fun.

Now on to the rest of the goodies enclosed

Prop Wash →

Planner



ENGINE FAILURE: A condition which occurs when all fuel tanks become filled with air.

The date was Saturday, January 11, 1986.

The time was 8 a.m. Temperature was 10° F. above 0. The place was St. Paul Downtown Airport.

There was a gathering of eagles - mostly members of EAA Chapter 54 with their families and friends, plus two from Chapter 745. We were all waiting for a bus. A bus to take all 44 of us to Little Falls, MN to see the nest of the Lone Eagle.

To most of us it was a new exciting adventure. To a few others, it was an old exciting adventure. By 8:15 the birds became restless. Transportation was 30 minutes late. By the time somebody decided to call the office, someone yelled, "Yeah, come da bus."

Once aboard and seated, one could determine by the crayon pictures on the walls who had occupied this bus before us. The 2-hour trip consisted mostly of light chit chat and newspaper reading (maybe some napping too.)

On arrival at the Lindbergh Interpretive Center, we were greeted by the manager, Chuck Stone. A table was filled with a never-ending supply of chocolate chip cookies and pots of hot coffee, tea, and hot chocolate. Taking full advantage of this situation, we were briefed on the day's schedule. After refreshments, we entered the theater for an outline of Charles Lindbergh's life. I had never realized what a natural mechanical ability he had. At the age of 14, his father bought the first family car, and Charles was the sole driver. He drove his family to California. Considering the roads, ruts, and MANY flat tires, he reached his destination a mere 30 days later. On the return trip, his father chose to take the train. (Makes our bus trip seem quite simple.)

Next we viewed a film on Lindbergh history, and spent some free time touring the museum displays.

After a break for lunch, we went outside (in shirtsleeves, mind you). It was a beautiful day! The rest of the afternoon was spent watching excellent movies in the center theater.

We boarded the bus for the return trip home after a snack break. We had a great time! We missed seeing the Lindbergh house tour (because of the season) but could walk the trails nearby and view the Mississippi.

Before we got out of town, there was a lady in the back of the bus who got so upset that she actually flipped her top. Our trip home was going well until Rosemary came up with a surprise for us all. Not to be outdone by Eleanor and the trip to Oshkosh last spring, this trip, too, had a bang of a time! Outside of Elk River, one of our dualrear tires blew its' retread. The driver continued on after examination. We limped back and still made it home on time.

I had a fun and exciting time; I'm ready to go back this summer any way I can!

JIM OLSON

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

EMERGENCY AIRWORTHINESS DIRECTIVE
AVIATION STANDARDS FIELD OFFICE
OKLAHOMA CITY 73125

Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, the following priority letter Airworthiness Directive (AD) No. 86-06-09-12 applicable to Contemporary Concepts, Inc., is effective immediately upon receipt.

This AD is necessary to detect calendars which could display erroneous information to the calendar owner. Several reports have been received stating that upon viewing the months of June, September and December could detect two 21st of the month. This AD requires an immediate check of your calendar to determine if this is correct. Regardless of the results of this check this AD is NOT REQUIRED.

For additional RETROFIT KITS - AD 86-06-09-12 - please contact the home office at 451-8187 or in the case of an emergency contact 228-5246.

Respectfully submitted,

Rosemary Frank
Secretary

AN EVENING OF SONG AND DANCE

See Eleanor!



the Live!

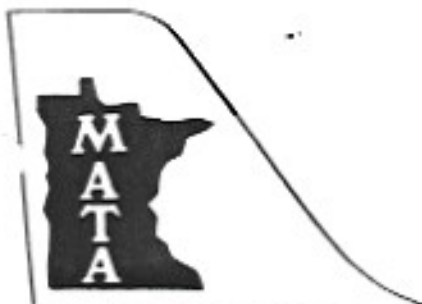
Showstoppers

APRIL 25-26-27
~~FRI~~ · SAT · SUN
8:00 P.M. 7:00 P.M.

Tickets: Adults - \$4.00
Students - \$3.00

Sing it Swing it

NORTHWESTERN COLLEGE OF CHIROPRACTIC
84TH & PENN Bloomington, MN



Minnesota Aviation Trades Association, Inc.

P.O. Box 23164, Minneapolis, Minnesota 55423

(612) 869-7026

Feb. 15, 1986

Reference: Aeronautical Study No. 85-AGL-1827-DE

From: Minnesota Aviation Trades Association

The proposed 1040 foot tower AGL is a clearly defined hazard to both aviation and the tower owners. It is located in a position to be in the path of numerous and continuous VFR flights operating in the Twin City area. Aircraft are crossing from one airport to the other through the area of the proposed tower, all hours of the day and night. Aircraft navigating into or out of the Farmington VOR on a VFR flight plan will pass through the area many times a day. In low visibility conditions, the tower would be a menace to the airplane and to the tower owners. An aircraft operating under VFR condition in that area, would be unable to stay above the tower without entering IFR airspace.

The proposed location of a tower of that height is an unquestioned hazard to aerial navigation, and the use of airspace. Aircraft on either VFR or IFR flights rules are vectored around the International Airport and its high density traffic, and also vectored to stay clear of other airports in the area, except the airport of destination. The location of the proposed tower will be exactly in the path of such flights.

The Minnesota Aviation Trades Association, which represents the General Aviation industry of Minnesota, strongly objects to the construction of the proposed tower on the grounds that it is not only a deterrent to aviation in the Twin City area, but a hazard and a menace, not only to aircraft, but to the tower owners, and the property on which it is located.

The MATA requests to be kept advised of the progress of this study and of any hearings that are scheduled.

Yours truly,

Darrell Boloue
President
Minnesota Aviation Trades Association.