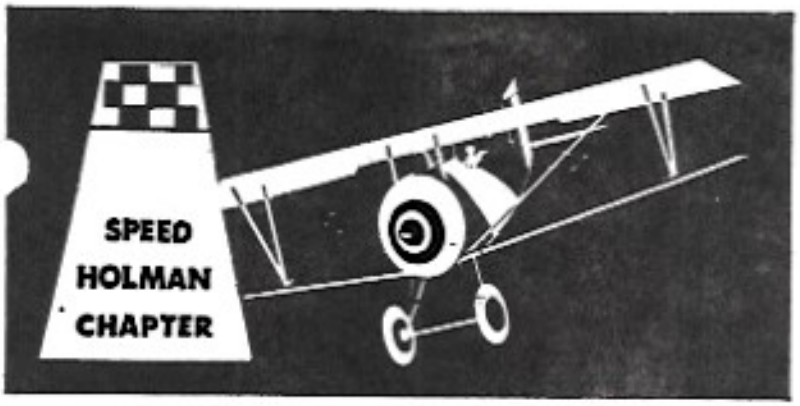


SPEED'S NEWS

SAINT PAUL

EXPERIMENTAL AIRCRAFT ASSOCIATION

54

Newsletter: Ray Wyland - 437-3089
Joan Wyland - 437-3089
Kathleen Magyar - 459-1995

PRESIDENT: Jack Hickey - 225-6972
Vice Pres: Roger Gillerman - 699-3409
Designee: Floran Sullivan - 739-8658

MONTHLY MEETING: Monday, April 9th at Northern Aeromotive, St. Paul Downtown Airport

MIKE SULLIVAN will show a few selected parts from the BD-5 he is building at this months meeting. Although the engine is lacking we understand Mike has his kit and is proceeding with construction.

NOTICE: All 1973 paid members of Chapter 54 will continue receiving this news letter, others see Harry Dahlquist, he's the treasurer. 484-4238.

STINSON N-97260: Has one wing completed. The second cover will go on shortly. Anyone interested in observing this Ceconite application (and perhaps getting some glue on his fingers) call Ray Wyland for time and place; 439-3089.

HEADQUARTERS BULLETIN this month advises of upcoming FCC Frequency Rules change regarding Aircraft Frequency Spacing. This is currently 50, and 100 mHz and is being changed to 25mHz. Since this is something that is, not might change, members should make themselves aware of these requirements before installing radios.

JIM OLSEN was the member interviewed this month. The idea is to get to know each other a litter better. Jim lives at 406 Judith Avenue in Roseville with his wife Sandy and his five children; Jimmy, Denny, Patricia, David, and Joey. Jim is building a Coot Amphibian; Model B. He holds a private pilot license, with 98 hours. In his liesure time he enjoys hunting and fishing.

HOSPITALIZED this month were Frant Magyr; March 22, who is now home, and Joan Hickey, now at Bethesda Hospital. We all hope you both are doing fine and we will see you up and around soon.

BUY AND SELL nothing this month; If anyone is looking for parts, a comment here could perhaps help you.

WIDE WHITE WINGS WISK WON WEST or
You Have To Get Over That Hill To Get There - Don Moulin

The portion of my recent trip to California I wish to share was the various aspects of mountain flying that are seldom experienced by Minnesota pilots.

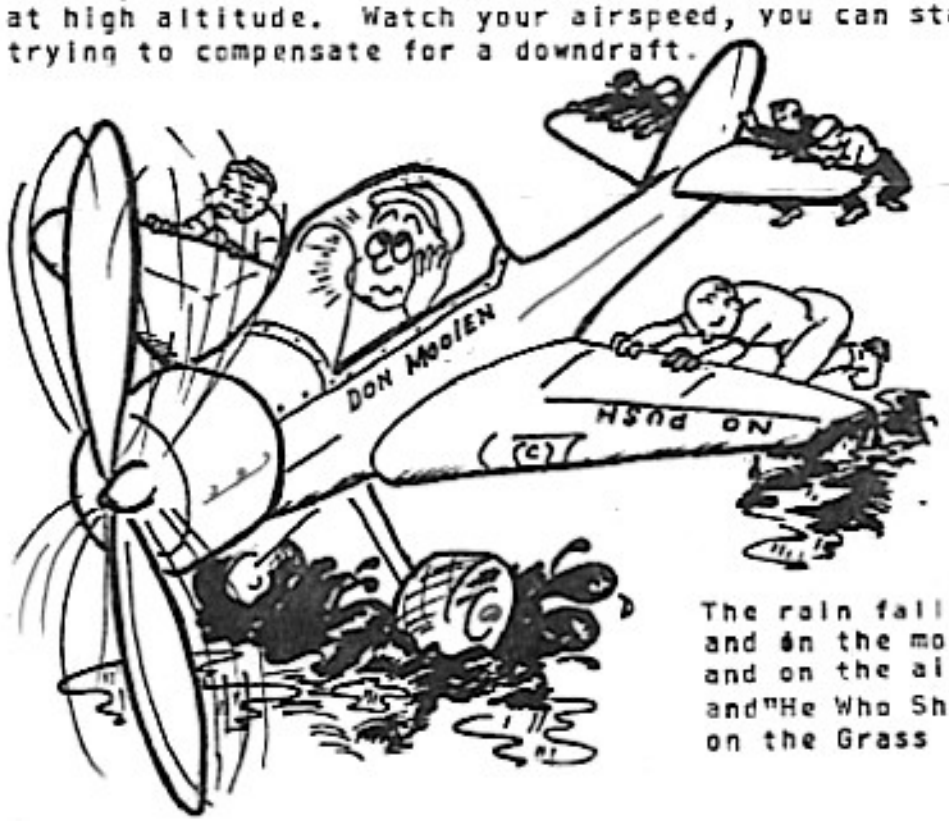
A mountain checkride by a qualified instructor is essential before trying it on your own. Mountain ridges or passes are approached at a 45° angle so you can turn away if you encounter an excessive downdraft. My instructor told me that if you can see the hollow of the valley on the other side, you can make it, but I still wonder. Once over, head away at 90° until ground clearance is gained.

Some pilots belittle downdrafts because they lose strength closer to the ground. This is true, but your airplane may end up at an altitude lower than the ridge and the slope of the land may exceed the maximum angle your aircraft can climb at, especially at altitude.

When flying mountain valleys in marginal westher, use a lower airspeed and fly to one side of the centerline of the valley. If a 180° turn is necessary, an aircraft flying 120MPH will have a turning radius 2.25 times that at 80MPH. The minimum radius of turn is limited by the load factor the plane and pilot can stand, and stall speed increases as the load factor increases. Turning radius is also dependent on True Airspeed not indicated Airspeed, a turn at high altitude will result in a larger radius turn for the same IAS than one at low altitude.

On a different trip we encountered updrafts exceeding 1000 ft/min and downdrafts in excess of 1500 ft/min even with the aircraft in climb ar glide configurations. The winds aloft on that occasion were 25 knots.

Some of the basic rules for mountain flying are: Know the limitations of your airplane and and airspeed for the maximum rate of climb for Density altitude and weight. Be profecient in steep coordinated turns at high altitude. Watch your airspeed, you can stall the airplane trying to compensate for a downdraft.



The rain falls on the plain
and on the mountains
and on the airport
and "He Who Shall Trespass
on the Grass Shall Not Pass"