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MEETING: April 13

APR 11 1977

SPEED'S NEWS

SAINT PAUL

April 13, '77

April Meeting: Mon, April 11
 Sanborn Aviation hanger
 Downtown St. Paul Airport

Designees: Roger Westerberg 735-1158
 Al Amoden 484-4058



**** FROM THE TEN ELECTRO-COMMANDMENTS: BEWARE THE LIGHTNING THAT LURKETH IN AN UNDISCHARGED CAPACITOR, LEST IT CAUSETH THEE TO BOUNCE UPON THINE BUTTOCKS IN A MOST UNSKEMLY MANNER.**

AT THE LAST MEETING: Members present filled out EAA Design Contest questionnaires. If you haven't filled one out yet, you'll find the questionnaire in the Jan issue of Sport Aviation. (They'll be used to help determine the guidelines for the next design contest) There is Nothing new to report on the Mandatory Insurance Bill, or at least those who know are keeping it close to the chest. It was brought up at the MSAA Banquet that the law does present problems for homebuilders who register two seat (or more) aircraft. It goes like this: though there may be more than one seat, only the pilot may fly in the aircraft until the first 50 hours is flown off. This cannot be legally done until the aircraft is registered, and of course the aircraft cannot be registered until you have all seats insured. The insurance companies don't insure seats that legally cannot be filled anyway. That's some catch, that catch-22! SO, if you're building a multi-seat plane, the law has to be changed before you'll legally take it into the air in Minnesota. ROGER WESTERBERG pointed out problems he's having with compass alignment due to an electronic tech. He advises everyone to carefully consider instrument placement and separation, to avoid the problems he's having. ROGER W. also has THEORY OF WING SECTIONS if you'd like to figure out an optimum wing for your project. One look in that little honey and you'll know why aircraft engineers are such calculating fellows.

PAT ROONEY says he's moving to Rock Springs Wyoming (don't ask me why) and is buying VeriEze parts. JOHN JOYCE related his Seabee accident. He theorized that his glove may have caught on the Carb Heat at some point in the procedure, which really pulls down the RPM's in a Seabee, and the craft itself if you're trying to takeoff as he was. There was no great damage, and John feels more confident about the seabee's hull integrity. THERE was some discussion as to who can get on the flight line at OshKosh: Guests (by paying guest fee), Registered Pilots, Students, and family; for all the details look over the Jan Issue of SA.

The March midmonth at Bob "the Texas Flash" Hilliard's was a good party to say goodbye to Bob. He says he hopes to see 54's members flying down to see him from time to time, to Texas. If you'd like to further harrass him, his new address is: DRAWER "O", CROSBY, TEXAS: 77532

Our HARD HEARTED MOTHER OF THE DUES, Rosemary, tells us we get 3 months after dues date to get them in. Then we are striped of our chapter patches in the early morning light, marched to the north side of Sanborn Aviation to the droll roll of the drum, and pelted with old oil filters. THEN comes the worst penalty - our subscription to the Chapt newsletter stops. So don't be cut off cold-turkey, pay your dues with a smile. \$ 7.50

Smarter: A new Aviation History Course is going to be taught spring quarter North Hennepin Community College. (History 190) For info call 425-4541.

* Cause thou the switch that sublieth large quantities of juice to be opened & thusly tagged that thy days may be long in this earthly vale of tears.

KIN' OVER YOUR SHOULDER TERRE BIKLE; On february 25, 1961 Paul Bikle set a world altitude record for gliders at 42,266' in a Schweizer 1-23E over Mojave. Now NASA is out to bust it with a multi-million buck Space Shuttle. By now you may have seen pictures of it mounted piggy back on the top of a 747. The first tests of the shuttle saw it launched at about 22,000' to glide home. They've still got to go some to beat Bikle! Now if they could just launch it at 3,963' like Bikle's 1-23!

Now You Know: While searching for downed planes in California, CAP pilots must sort through nearly 700 wrecks sitting on the state's mountainsides. The CAP has a chart showing known wrecks, and they've painted some of them yellow to help spot the old ones.

TOOLS: Available from the Chapter: New members may want to keep this list for ref.
Metal Cutting Bandsaw - Gerald Laundry; also - woodscarfing device
" " " - Ray Wyland //Cable cutter & Microtranso tool; Rosemary Frank
" " " - John Joyce; Arc or gas welder, Drill Press
" " " - Lee Alexander

1" close-quarter right-angle drill - John Joyce; Hand operated beverly shear(sheet metal) Dave Fiebiger; Moisture meter, single & double aircraft flaring tool, cold cylinder check meter, tach and dwell meter, long and short stroke riveting equipment, magneto synchronizer, torque wrench, volt and amp meters.

***TARRY NOT AMONGST THOS FOOLS WHAT ENGAGE IN INTENTIONAL SHOCKS, FOR THEY ARE NON-BELIEVERS, SURELY, AND ARE NOT LONG FOR THIS WORLD.

VeriEze builders had quite a time April 2nd, turning out in droves for BURT RUTAN's symposium on the construction and inspection techniques for the VeriEze at the Confederate Air Force hanger in a. St. Paul. It looked like there were a couple hundred or more there, one coming from Alaska! Burt inspected (lots, using both the well done and the rejects to graphically illustrate the problems involved. Nate Puffer's plane was out there with the wings and canard on it for inspection by the fans. Then that evening Rutan was the featured speaker at the MSAA Banquet. The thrust of his speech was that homebuilders should use more discretion and patience while test-flying (and taxi-testing) their aircraft. Rutan feels the pilot has so much to think about at that phase of getting his project into the air that he should give the "judgement" calls to a friend as far as what should be done at each phase of the testing. He also showed us some films of spin testing in the F-105 program, and films of lifting body test flights leading up to the SPACE SHUTTLE.

ADD IN to your roster new member GARY DAVIS, 14360 Blaine Court, Rosemount, Mn. 55068// 423-3017. If our chapter keeps growing like this we'll need a personell mgr!

Gary's background includes instructing in T-38's in the air force. BACK in 1969 when T. Claude Ryan sold Ryan Aeronautical to Teledyne many folks thought he was retiring. He'd been into aviation from the Ryan M-1 monoplane right up into supersonic aircraft. But at the young age of 73 he learned to fly gliders. So all you motorglider fans be lookin' at the article on the RYSON ST-100 "CLOUDSTER" in the April SA. Also check out the article on BOB HOOVER's P-51.

NOEL ALLARD, author of "SPEED", has sent us a new letterhead, which you can see at the meeting. We can then discuss its merits. Noel assures us he won't take it personally if we decide not to use it, but felt he wanted to contribute something to our chapter. GET OUT YOUR TIN SHEARS & BUCKING BARS...

The T-18 builders & fans will want to turn out for the APRIL MID-MONTH AT CAL JANSEN's to check out his wing structures. We'll gather at Cal's at 7 PM. His address is 510 Barclay street, St. Paul. The intersection is 3rd & Barclay. Just take 12 (or I-94) to hwy 61, North to 3rd, and go left a couple blocks. Cal's is right on the corner.

HOLMAN HOBOMS will decide on time & place for their April meeting after the regular Chapter meeting.

Preo Larsen will show off the slides of projects at this meeting. They were used on a carousel display during the cocktail hour at the MSAA Banquet April 2nd.

Wanted: Good pruff reader with dictionary: Apply to Pat Riley