



# SPEED'S NEWS



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CHAPTER 54 MEETING: MONDAY, NOVEMBER 8, 7:30 p.m. SANBORN AVIATION  
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Greetings and Salutations everyone! The witching season has arrived and the childrens' eyes (and mine) are asparkle with the anticipation of ALL THAT CANDY.

Notes on the OCT. MEETING: Those present elected to have the guest speaker, Neil Hyink, from MNDOT, start his program immediately. Building from an open agenda, Neil put together a fine program with lots of information for all of us.

If you haven't had this number before, take it down, quick. It is the toll-free number to use from anywhere in Minnesota to reach MSP FSS. 1-800-272-1402 may come in handy for you someday.

Neil also compared fatality figures from 1981 to those of 1980 back to 1977. The numbers are lower by far for 1981, and those available for 1982 just as good. Birdstrikes and "Callback", a monthly bulletin available from NASA Aviation Safety Reporting System, were discussed as well as the new computer at the STP terminal pilot's lounge. By following the detailed instructions supplied, you can get all the terminal forecasts, NWS area forecasts, upper wind and temperature forecasts, NOTAMS, SIGMETS, regional hourly observations, current NWS public state forecasts, printout on any severe storm warnings received in the previous 8 hours and satellite discussions. I had the chance to check out on it with Neil on the day after our meeting and found the procedure not difficult, and fast to obtain.

On Nov. 5 & 6, MNDOT is sponsoring an emergency preparedness and survival seminar at the Sheraton Midway, 400 N. Hamline in St. Paul. The registration fee of \$12.00 includes all coffee breaks and lunch on Saturday. Registration can be made at the seminar beginning Fri. night @ 6:30 or Sat. a.m. at 7:30. You must register! Speakers are Skip Stoffel and Rick LaValla of Emergency Response Institute, Washington State.

MNDOT is also sponsoring a mountain flying seminar on Dec. 3rd. This seminar will be held at Ramsey Senior High, in Roseville, 7-10 p.m. The speaker is Sparky Imeson of Jackson Hole, Wyoming. There are no fees or registration requirements. If any further information is required on either of these seminars, or any of the above topics, contact Neil Hyink at 612-296-1141.

At 10:10, due to the advanced hour, the meeting was adjourned.

MEMBER NEWS: This news concerning Gil Leiter and his Stits Playmate filtered in from a reliable source. The plane is covered and painted. Prior to doing that, all pieces fit together as they should. However, after covering and painting, the tail pieces do not fit, so must be redone. If this has happened to you, give Gil a call and support him a bit. That's what friends are for.

Congratulations to Roger and Sandy Westerberg on the arrival of Miss Rachel. Her vital statistics include 8lbs. 10 $\frac{1}{2}$ oz. when she made her appearance on September 16th. She makes "lots of noise at night".

Rosemary Frank has ordered 75 EAA calendars for 1983 to be sold by our chapter. She hopes they'll be in by the December meeting and you can all bring your pennies or check-books and help distribute them.

FROM THE PRESIDENT: The 100% for Aviation Capital Campaign is still growing. Would Chapter 54 consider joining the eight other chapters which have made the Honor Roll. We can do this by donating (as a chapter) \$100 per year for five years. This is one of the things we'd like to vote on at the next meeting.

There is a chapter designee evaluation form which needs signatures by Dec. 1. If at all possible, could designees be present to sign.

The EAA Ultralight Convention was successful with 20,000 in attendance. There was one good day of weather on which all events were completed without incident.

Thursday, September 2, 1982, marks the date on which FAR 103 defines an ULTRALIGHT.

1. "An ULTRALIGHT is a vehicle which (a) is used or intended to be used for manual occupancy by a single person in the air. (b) is used or intended to be used for sport purposes only. (c) does not have US or foreign airworthiness certificates. (d) if unpowered, weighs less than 155 pounds. (e) if powered, weighs less than 254 pounds empty weight excluding floats and safety devices intended for deployment in a potentially catastrophic situation."
2. "Fuel capacity must not exceed 5 U.S. Gallons."
3. "An ULTRALIGHT is not capable of more than 55 Knots calibrated airspeed at full power and level flight."
4. "An ULTRALIGHT has a power off stall speed which does not exceed 24 knots calibrated air speed."

This regulation does not require licensing of operator nor registration of an ultralight vehicle.

I hope lots of you can make it to the next meeting. We're looking pretty lively these days. Look for more of our best features again next month, and see you soon!

*Eleanor*