



SPEED'S NEWS

SAINT PAUL



54

President: Chuck Larsen
Vice-President: Gerald Laundry
Sec./Treasurer: Rosemary Frank
Editor: Bob Hilliard
Designee: Roger Westerberg

Meetings: April 12, 1976 7:30
Northernair Hangar
Downtown St. Paul Airport

One of the many things discussed at the last meeting was the annual Chapter picnic. Tom Zeller is going to explore the Trout-Air location. It has a ball diamond, lake for fishing, beach for swimming, game room, and an airstrip nearby. Lyle Hopkins was busy during the month looking into the possibility of building or buying a cabinet that is lockable for the chapter's worldly goods. Elsewhere in the newsletter is a picture that Lyle came up with along with a description of the contents the "Office" will hold. If the members would like to have a cabinet like the one described, we can vote on chapter financing or if each member would want to kick in two bucks, the cabinet could be built in time for the May meeting.

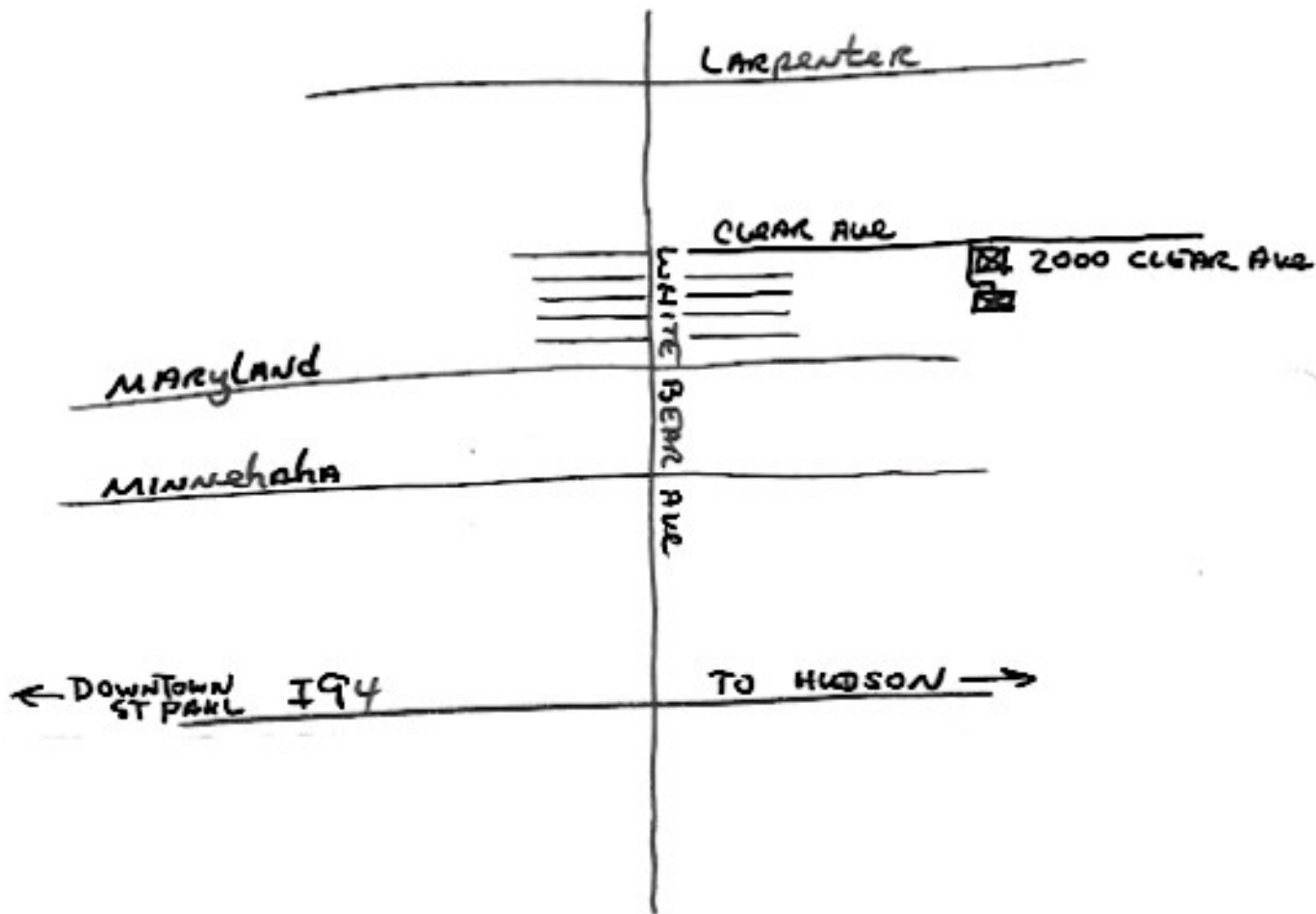
Anybody recognize Fred Haalund without his beard? Anybody recognize Fred Haalund? Lee Alexander is busy on his Acro-Sport. He's working on his fuselage fittings and has almost completed his tail surfaces. The landing gear is next. Norman Schweitz is assembling his KR-2 fuselage, in the hope that by the time summer vacation rolls around, he and Jerry Speiss can begin their foam and Dynel work and possibly be flying by late fall. New member Jeff Nelson has begun construction on his T-18 wings. What with the past and present metal workers in the chapter, Jeff shouldn't be short of help. Floran Sullivan and Al Amsden can show him how it should be done; Cal Jensen can show him how it is being done; and Prez Larsen can show him how it shouldn't be done!!! Speaking of Prez,don't be surprised if he shows up at your front door one day with a camera to take pictures of your project. Highwater (John) Joyce is planning to get back into the air via instruction from Bill Shanks. He also says he is definitely going to get started on his coot or PBM replica. Roger Westerberg is completing his engine mount for his Cassutt racer. Dave Glowartz is working steadily toward his Commercial license.

Upcoming mid-month meetings include: April--will be a welding workshop put on by Designee Roger Westerberg. It will be held over at Pat Cook's shop behind his house on Wednesday after this coming meeting.....April 14th at 7:00 in the evening. Several members will be bringing their own tanks and tips and scraps of tubing, if some is available. Bring some if you can get ahold of a foot or two.

If you've never done any welding and would like to put your hand to it.....come on over. Everybody that wants to will get a chance. Below is a map showing how to get over to Pat's. Incidentally, Pat has just a few thousand dollars worth of machine shop equipment including a lathe, milling machine, etc. If, after you've taken your turn at welding, you'd like to see what these machines are capable of and what's involved in making a precision airplane fitting, then maybe Pat's arm could be twisted into making a part for someone who needs a part made anyway. Any contributors??? Tentative mid-months coming up are: ~~June's~~ midmonth at Chuck Larsen's to see his Pietsenpol. June's midmonth will be over at Gil Leiter's to see his Stits Playmate. (Gil is about 80% done). July's midmonth will be Oshkosh. ~~August's~~ MAY's midmonth will be a weight and balance on a member's airplane..... Roger's Designee report at the upcoming meeting will include tips on how to micropress cable. He will demonstrate ways to fasten cable using the chapter's micropress tool.

AUGUST

IT'S AL RASDEN REALLY GOING TO CHANGE THE DIAMONDS ON HIS PLANE TO POLKA DOT?!



Wanted:

Small blackboard to put on the bulletin board for during-meeting use. Call Bob at 774-0133 if you have one you'd like to donate to the chapter.

MAIL YOUR CHAPTER dues to: Rosemary FRANK
612 Eighth Ave., So.
So. ST. PAUL, MINN. 55075

Suggestion box:

1. Members who are involved with foam and glass or fiberglass to save their notes to compile a "how to" booklet. At the present time, the EAA doesn't have one.
2. Survey questionnaire to be sent to those present and past members who have completed airplane projects flying and to those members who own commercially-built airplanes to find out how the chapter may better serve their needs.

Our documents officer, Jerry Speiss, has his hands full at the present time with school and would appreciate it greatly if another member would take the job--at least until Jerry can spare the time for it. The job entails: 1) notifying members who have completed projects when their recertification is due and supplying them with the necessary paperwork; 2) knowing what paperwork is involved in getting a homebuilt off the ground.

Tools available for loan to members: (This will be a regular item each month in the newsletter)

- 1) Scarfing device- Gerald Laundry
- 2) Bandsaw (metal or wood)- Gerald Laundry
- 3) Metal cutting bandsaw- Ray Wyland
- 4) Drill press- Jim Olson
- 5) router- Bob Hilliard
- 6) CUTTER (CABLE) & MICROPRESS TOOL - ROSEMARY FRANK (SECRETARY)

Recreation Schedule:

Monday--rub down Elvira's tires with peanut oil
Tuesday--complaint exercise.... call your favorite chapter officer and complain about something
Wednesday--walk exercise.....pace off your backyard to see if a successful takeoff can be made once your homebuilt is complete.
Thursday--compliment exercise.....with one hand, pat your back. Think of a reason later.
Friday--Think exercise.....try to think of one good reason why you patted yourself on the back yesterday.

Oshkosh bound: This was to be a list of a few names, but it seem as though almost every member is going.

Unit counter of the month: The unit counter of the month award goes to Vern Clark. He reports maximum unit count for three days and two units over the limit for the other two.

Happinessis: having Prez Larsen back to preside over the meetings.

As many of you know, our name-tag specialist (Lyle Hopkins) has made name tags for all current Chapter members and will continue to add name tags for each new member. When you get ready to leave the meetings, please remember to place your name-tag back in the holder.

Mrs. Tom Zeller is indexing the Sport Aviations that Tom has at home. So far she has two years' worth done and probably more since this went to print. Her indexes will become a part of the Chapter library for your convenience to find articles that otherwise would be almost impossible to find in a reasonable amount of time.

IF FLORAN SULLIVAN, AL AMSDEN, VERN CLARK AND BOB LARSON WERE FORMATION FLYING, WHOSE ENGINE WOULD BE WORKING THE HARDEST??

Addition to the chapter library: Compliments of Greg Van Erem and Bob Larson, the library has one set of full scale size prints of VW engine cowl baffling for those members building with a VW engine.

If at all possible, pictures will be forthcoming in the newsletter. Cal Jansen says he can handle it.

Members are encouraged to subscribe to the Minnesota Flyer. At \$4.00 a year, only your newsletter is a better bargain!

Circulation of your newsletter: In addition to the chapter membership itself, the following get a copy of your newsletter, either as an EAA request, or a courtesy, or for the purpose of circulating your want-ads:

- a) EAA headquarters
- b) Chapter 25
- c) Houston, Texas chapter
- d) Bill Stewart (FAA inspector)

I would like to add the Anoka and Duluth chapter and perhaps one in Dallas or California. The cost of postage, however, prohibits any further circulation....unless, of course, someone would like to sell some of the commercial ads like we display. If we could only sell three ads for 6.00/yr., that would cover the postage to almost all the Minnesota chapters.

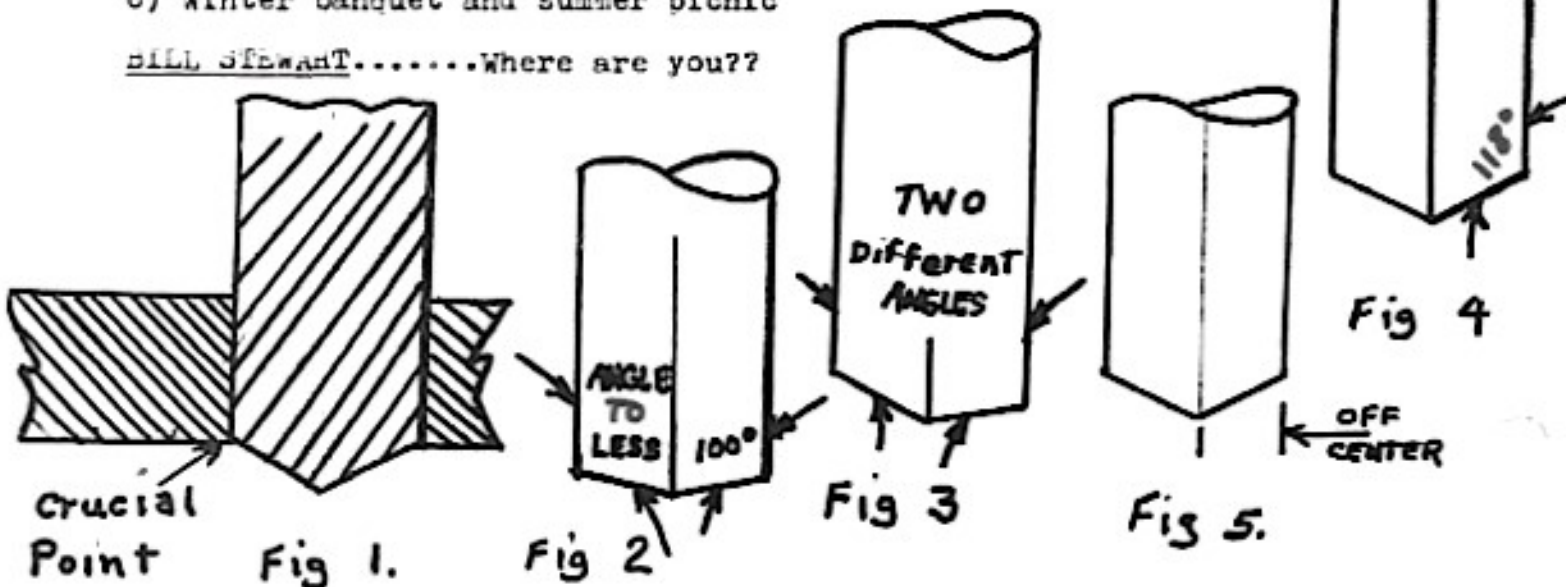
Did you ever wonder??

- 1) What Lee Alexander would look like without a beard?
- 2) What Gerald Laundry would look like with hair?

Two new members joined at the last meeting. They were James Tome, who will be working on the Varieze when the plans become available; and Jeff Nelson, who has begun construction on a T-18. As a matter of information to the new members, here is a list of services or events your chapter provides for you.

- 1) Chapter library (all issues of Sport Aviation except one), designee newsletters, aircraft info packets, FAA forms.
- 2) Designee program--to better prepare you for your FAA inspection
- 3) Midmonth meetings to see members projects
- 4) Workshops (when a member feels a need)
- 5) Monthly newsletter with want-ads
- 6) bulletin board (communication center for meeting nights)
- 7) Holman's Hobos flying club for chapter members
- 8) Winter banquet and summer picnic

BILL STEWART.....Where are you??



HELPFUL HINTS FROM KORKY'S KORNER

HOLE DRILLING

Hole drilling, to most people, may seem like one of the easiest things in the world to do. However, many things can happen that the novice may not fully understand.

But before we get into that, I want to express a word of caution on the simplest of all tools, the Drill Press. It may look harmless but don't be fooled by it, because it is the one tool in a machine shop that draws the most blood.

If improperly used, it will cut or squash your fingers or both. The crucial point, or point where eighty per cent of accidents happen, is when the drill bit is just breaking through the bottom side of your work. See Fig. 1. The other twenty per cent is either when a reamer heats up and binds or when a drill bit grabs because you are feeding down too fast on a hole that you are opening up to a larger size. To help save some pain, always contain your work in a drilling vise or clamp it some way to the table. Never hold pieces smaller than both your fists with only your fingers.

Now, on with our hole drilling. When you center punch your work, before you drill your hole, it is best to pick up your mark with a drill approximately one eighth of an inch in diameter and spot drill your hole about as deep as your drill diameter. The reason for this is, if your work isn't exactly under the center of your spindle, the smaller drill will flex somewhat to pick up your mark. The larger drill then will pick up the hole of the smaller drill and it will move your work to the center of your spindle.

Sometime during your drilling spree, you will probably drill a hole that isn't quite round. S'matter of fact, it will probably look like a cloverleaf. The cause of this could be a couple of things. Either the angle of your point is "too less", Fig. 2, or you have two different angles on your drill bit point, Fig. 3. The proper angle on your drill bit should be 118, Fig. 4.

To overcome this chatter, or cloverleaf pattern, simply predrill your hole smaller, between 1/32 and 1/16 of an inch, as you should all your holes. Then tear off a piece of emery cloth approximately 2 inches long. Fold it in half, rough side in. Place it over your hole and then drill to its proper size. If one angle on your drill bit is wrong, the emery cloth will take up the space left open by the greater angle on the drill bit. If you don't have emery cloth available, you can use cardboard, such as an old Wheaties box. There is no need to use this spacer when you ream a hole.

The reason to predrill all your holes is this avoids drilling your holes oversized. If your drill is sharpened off center, Fig. 5 and you drill it full sized right away, your hole will undoubtedly be oversized. SO PREDRILL.

Good drilling
and
happy flying

KORKY

BY WAY OF INTRODUCTION:

Today I learned that Bob Hilliard is a bold man. He hardly knows me - yet he called up and invited me to help produce the Chapter Newsletter. Then he asked more favors. It was such a bold move, I accepted.

My name is Pat Riley. I'm working on my private pilot's license, aiming to get it this spring or early summer.

My first instruction came in a Schweitzer 232 (glider) on the Island of Oahu, Hawaii. This was 1969 during my hitch in the Navy. The ridge lift off the mountains near Dillingham Field was ideal for soaring, and I had an excellent instructor.

After a few hours solo in the 232, a move into an SGS 126 gave me time in, and an affection for, low wing birds.

At Oshkosh '74, I joined the EAA with visions of Melmoth, Pitts, and Thorps buzzing my brain. Chapter 54 got my dues check this last month.

Working as an advertising salesman for WAVN Radio out of Stillwater keeps me out of mischief. My wife, Mary, is the Head Start Social Services Coordinator for Scott and Carver Counties. Some of the other things used to fill my spare time are reading, folk guitar, and sports.

Reminder: Hobo meeting immediately after the regular meeting at one end of the meeting room. Will be to vote on by-laws and financial business.

If you'd care to go ahead and donate \$2 for the "Chapter Office", please do. If 25 members give \$2, there'll be no need for Chapter financing.

Informal gettogether was held over at Greg Van Erem's place this past week to see the progress of Greg's Foam work. What started out to be a look-see by two or three people kinda mushroomed. Eight people and three cars made the trip to Hudson.

"New member" information packets are going to be made up by Pat Riley. It will contain a general information sheet, Hobo packet, EAA packet, Chapter roster, newsletter envelopes.

New rosters should be out and available at this coming meeting.