

CHAPTER 54 NEWSLETTER

The February Meeting. -

The February meeting of Chapter 54 will be held Monday 10 February 1969 at UFO, Inc. located next to the Aero Mecnanix facilities at the St. Paul Downtown Airport. The starting time is 7:30 PM. Floran Sullivan, our Designee, will finish his talk on sheet metal work.

A Move for Chapter 54. -

At the January meeting of Chapter 54 it was moved, seconded and passed that Chapter 54 would relocate its base of operation to UFO, Inc. This move will provide a central location more convenient to its membership.

FAA Flight Safety Seminar. -

A seminar on flight safety will be held on Tuesday 18 February 1969 at the East-side YMCA, 1075 Arcade in St. Paul. Starting time is 7:00 PM.

A Talk with Pazmany. -

Several weeks ago Ladislao Pazmany was in the Twin Cities and Chapter 54 Vice-President Gary Wirth was able to spend a few hours with him discussing happenings on the west coast. The Nationalist Chinese on Formosa have built a PL-1 in 90 days to evaluate it as a primary trainer. They like it so well that they are planning to build 35 more. The FAA asked the San Diego chapter recently to do the accident investigation on a Cougar that went in. Ladislao and the Chapter discovered that a bad weld in the leading edge of the horizontal stabilizer had broken and put the plane into a shallow dive by putting some negative loads on the airframe to make a lift strut fail under compression. A compression test of the remaining strut caused the strut to buckle under only 900 pounds of load (a load factor of 1.05). Their conclusion was that the lift strut is under-designed for compression loads. Ladislao would like to see more emphasis placed on new design of engine and airframes with the object being more efficient aircraft. Aircraft efficiency contests are run at the San Diego fly-ins to make them more interesting and to work toward designing more efficient aircraft.

Refueling at Rockford Fly-In. -

At the January meeting the topic of fuel handling at the annual EAA fly-in was discussed. The use of gas cans, where the cost would be a deposit on each can plus the price of the gasoline, was one of two basic approaches to the refueling problem. The second suggestion was to place a gas truck at a convenient known location e. g. near the end of a taxi strip. The conclusion reached on the total discussion was 1) that fuel cans are difficult to handle and store, 2) that the gas truck is more convenient than gas cans and 3) that in both cases cold cash was the best way to handle the purchase of gasoline.