



SPEED'S NEWS



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CHAPTER 54 MEETING: MONDAY, OCTOBER 8, 1984 7:30 p.m. SANBORN AVIATION

Dear Chapter 54 Members and Friends:

How about that frost on the pumpkin? Does it seem like summer has gone? Don't despair -- there are still a few good weeks of flying left yet. Hope you get a chance to enjoy it all before the snows hit. I talked to an aircraft mechanic I know today, and he said to dig out my snowmobile suit for the Cub. Promises....promises.

SEPTEMBER MEETING: Thanks to Jim Tome, just hours before he moved to Texas (along with Sue and Jeremy), a lot of brainstorming took place. The Great Round Tuit List was reviewed, and a committee was set up to review and implement some of the great ideas that Mike Fox had put together. It appears that there are lots of possibilities ahead, and help for the new president, whoever it may be.

REMINDER: The October meeting is reserved for elections. This is your big chance to put someone of your choice into the leader's seat, unless you are wanting it yourself. Come on out to the meeting and speak up!

ULTRALIGHT CHAPTER: I have received some of the information from Pat Riley regarding the fledgling Chapter 54 Ultralight Chapter. If anyone is interested in taking on this project, please let me know. I have the forms that need to be filed.

CALENDARS: Look for the 1985 calendars at the meeting on Monday. Rosemary is expecting them to arrive any day. Bring your money and purchase some nice gifts.

I hope the Odds & Ends page is a welcome addition. There will be more next month. It's a nice advantage to working at MSP, for me. There are all these wonderful magazines to choose from - a little different and more international aspect of what's going on in aviation.

Eleanor

P.S. NEWS FLASH! MOVIES OF THE 1984 OSHKOSH AIRSHOWS WILL BE SHOWN AT THIS MONTHS MEETING. BE THERE!

Odds & Ends

Air Transport World 984

is most probable that in the history of airshows, EAA 84 will mark the official recognition of the ultralight; great progress has been made since the appearance of the first motorized hang gliders and the new ultralights are almost as good as the standard single-engine club aircraft.



Two new records for Piper. A twin turboprop Cheyenne IIA with standard tanks has beaten by 40 minutes the speed record between Boston and Paris, which was previously held by a Beech Super King Air 200. A single-engine Malibu has beaten the speed record between Tampa and Munich by 1½ hours. This record was previously held by a Beech Bonanza.



How many airlines have operated bombers? Let's have a show of hands. Uh-huh, just as we thought—a handful.

Air Canada became one of that group when, during World War II as Trans-Canada Air Lines, it flew converted Lancaster bombers on transatlantic routes. Use of the Lancastrian, as the civil version was called (photo above) lasted from 1943 to 1947. It carried mostly VIPs—only 10 seats available—and mail. The only windows (except for the glass nose) were those slits in the upper fuselage.

Now the airline is using its experience to help the Canadian Warplane Heritage of Hamilton,

Ontario, rebuild a long-abandoned Lancaster to flying form.

Air Canada employees at the Technical Centre in Dorval are remanufacturing aircraft parts, replacing wing panels and even repairing a couple of bullet holes left over from the bad times. And in the Toronto maintenance hangars, retired Air Canada employees are rebuilding the Rolls-Royce Merlin engines. Since most of the original drawings and manuals are either no longer available or buried in archives, Air Canada's crew is relying on their own expertise aided by modern technology to recreate one of the great piston-engine bombers of all time.

LUST—Who's Liable?

AOCI is delighted with the LUST legislation recently passed by the US Senate (Who wouldn't be?). In this context, LUST stands for Leaking Underground Storage Tanks. The new law allows the Environmental Protection Agency to regulate tanks, but does not make airports liable if they leak. Methinks it would have been unreasonable for airports to be held responsible for LUST.

OVERRUNS

No aircraft here today...

In atrocious weather recently, a pilot agreed to fly his domestic sector in a country whose identity I will withhold (in order to protect the guilty). On reaching his destination, he skidded off the wet runway, passengers disembarked into the rental rain, but nobody came to their assistance. Eventually someone came across a security guard, whose response to pleas for help was "I'm sorry, no planes today, airport is closed—the weather's too bad."

Pumpkins threatened

This month's award for telling of the most stupid objection to an airport expansion goes to Mo Sevier of Christchurch, New Zealand. When he extended his runway, a road had to be diverted. The owner of a local pumpkin field objected that the road's closer proximity would result in more of his pumpkins being stolen.

SAFER naming

FAA Technical Centre has a Special Aviation Fire and Explosion Reduction (SAFER) committee. I suppose this is a more optimistic title than Committee to Reduce Aircraft Smoke and Heat.

MANCHESTER AIRPORT'S finest Phobos Flight to ease fear of flying had to be grounded when more than half the passengers "disintegrated" at the last minute.

Skylink, July 1984.

The replacement plan involves widening the runway to 3000 metres and the expansion of the foreign passengers terminal. Chartered flights from Japan and Europe will land on Phuket once a week, in a bid to promote tourism in the country.

Thailand News and Information, May 1984.

Relive EAA '84 Anytime...

- A special EAA video team was on the convention site everyday, capturing all the color and excitement of EAA OSHKOSH '84.
- Only EAA has the experience to produce the unique and dazzling view of the world's greatest aviation event.
- The EAA OSHKOSH '84 documentary will feature the airplanes, airshows, forums, the arrival of Burt's VJTAGER, the Johnny Rivers' concert, Theatre in the Woods, and on and on...with exciting coverage you must have to complete your video library.

OTHER VIDEO TAPES AVAILABLE

EAA OSHKOSH '82
A 28 minute film produced by Columbia Pictures films for EAA which covers the complete 40th Convention and the opening of the P-51 Boeing Center.
\$19.95

EAA OSHKOSH '81
Covers the complete 37th Convention plus some excellent coverage of the Spirit of St. Louis Commemorative Year.
\$19.95

ADDITIONAL OFFERS
A historical film which covers the 100th anniversary of the history of flight. Plus all the historical footage you have always wanted to see. Private films combined into one 17 minute film.
\$19.95

WE SAW IT HAPPEN
30 minutes covering the history of flight with historical footage from the early 20's through the present.
\$19.95

WINGS ON DREAMS
The new feature John Thomas film which is an excellent 40th Anniversary EAA 84 program, and features the dedication of the new Boeing Center.
\$19.95

SAFETY WITHIN
Learn the requirements of working with powerful instruments on the subject. An excellent film for the builder.
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