



SPEED'S NEWS



SPEED HOLMAN CHAPTER-54
ST. PAUL, MINNESOTA

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CHAPTER 54 MEETING: MONDAY SEPT. 13, 7:30 p.m. SANBORN AVIATION

Dear Chapter 54 Members:

We need your help to make the news! If your project shows progress, if you need something or a special tool, or even if you have parts, plans, or a whole plane for sale--we'll publish it. Call me, Eleanor, at work or at home, by the 25th of the month.

U.S. PRECISION FLIGHT TEAM local competition, Sept. 24th and 25th, Holman Field (rain date on the 26th). Pilots with private license, single engine, and 100 hours total time can qualify. Competition consists of flight planning, cross country pilotage, and spot landings--no aerobatics. If you win, you will join other team members in world competition at Skein, Norway (all expenses paid). If you have additional questions or need a registration form, call me. Registration fee is \$35.00. Sponsored by Minnesota 99's.

WANTED: If you know of anyone with a 6-place single engine plane (i.e. Piper Saratoga or Lance) who'd like help making those monthly payments, a local FBO needs one for charter use and rental.

EATS: If you are looking for a special place to have lunch, why not try the Sky Chef Restaurant at Holman Field in the terminal bldg. They have become famous for their clam chowder (New England style) and super delicious Reuben Sandwiches. I watch people fly in for lunch on a regular basis, and parking is free; no matter if you drive or fly. DAN FLANAGAN, the manager with a memorable name, will greet you at the door, seat you, and treat you royally. He has been at the Sky Chef for 3½ years; he's the local boy who made good. When he worked there summers to earn college money, he found he liked to cook, so he went to chef's school. In a few months, the opportunity to purchase his own place came up, so he bought the Sky Chef and has succeeded with it ever since. I speak with authority on the cuisine; it's my regular lunch spot.

If you have a favorite lunch spot in the St. Paul area, I'd be happy to check it out and spread the word. Just let me know.

EXTRA!! As of this "press" date (Aug. 25th) JOHN JOYCE has much progress to report on his SEABEE (sp?). The engine is in and together, and most of the inspections are complete. He hopes to have things running by the weekend. He's had lots of good help from a number of EAA members. He is reluctant to name them because he won't be responsible for throngs of people rushing to their doors. CONGRATULATIONS!!

ANOTHER EXTRA!! John Renwick made a quick trip to Charlotte, MI. on August 13 & 14, and returned with a real J-3 Cub. It looks lovely in our garage, and every time we drive in, there is a constant reminder that we have a project to finish. Right now it looks like the end of next summer will see our bird flying! GOOD LUCK JOHN!!

REQUIEM: I think all of us were amazed at the tragic events that occurred at Oshkosh '82. It's easy to shrug at Fate and murmur a few indistinct words, until someone you know is a victim. I need to say some personal words about one of these people:

RICK DEMOND was the pilot from Michigan, flying the Corben Baby Ace involved in the Tuesday mishap. John and I knew him and his family as people who were very active with the EAA on chapter, state, and national levels. He and his wife Margaret planned and engineered an annual museum work trip to Franklin, WI. and have provided us with good times and good friends as a result. Many of the visible efforts of Rick's dedication are in the EAA Museum, most notably the Heath Parasol hanging in the main display area. I hope that some of the grief that has touched his family, as well as those other families, may be eased somewhat by the many EAA members who sympathize with them in the very difficult weeks and months ahead.

100% FOR AVIATION: support of the EAA Aviation Foundation Capital Campaign by Chapters is a challenge that can be met. The Chapter Steering Committee has been formed to support these efforts. They serve as 'on call' ambassadors to help all of our Chapters to meet the goal. The following is an approach to help our Chapter establish its goal for this vital program.

THE CHAPTER WALL LEVEL: All Chapters contributing sums equal to \$100 per year for five years will be recognized with numbered bricks on the Chapter Wall. These Wall level gifts will be applied toward realizing and expanding upon two or more facilities that distinctively service Chapter activities.

There are higher levels such as the Aviation Sponsor Chapters and Major Aviation Sponsor Chapters. The Chapter Wall Level was mentioned at the last meeting as a good possibility for our Chapter. I think that this is a good way for us to say thank you to the EAA for what it does for us.

REMEMBER: if you have any items you'd like to see in print in this little paper, DON'T BE SHY about calling me. John won't mind and neither will my boss. See you on the 13th!

Eleanor

HEADQUARTERS UPDATE

EAA CHAPTER BULLETIN — AUGUST, 1982

HEADQUARTERS UPDATE is provided for reproduction in your Chapter Newsletter or dissemination at your next Chapter meeting.

EAA'S ADAP STAND

EAA supports, with some reservations, the passage of the Airport and Airway Development Program Bill (H.R. 2643) now before the House of Representatives. Although the bill contains some provisions not supported by EAA, we do support the concept of the aviation taxes and user fees being returned to the airways system; and thus, the need for this bill to be passed by the House of Representatives. EAA does not support the use of the Airport and Airways Trust Fund for operations and maintenance expenses of the FAA. It is our firm conviction that the use of the Trust Fund should be restricted to its original purpose of the capital improvements to our national airways system.

It should be noted that EAA was the only aviation organization which did not support the original Trust Fund Bill because of the potential abuses. It is EAA's position that the trust fund should not be raided for operations and administration functions of the FAA.

EAA cannot support the 12 cent per gallon tax on aviation fuel, which is meant to pay for the costs of the ADAP Program. Under the previous ADAP Program, the highest tax was 7 cents per gallon. EAA recommended a lower rate of 8.5 cents per gallon. We believe that this is a modest but fair allocation for general aviation as a sizable proportion of general aviation pilots make only very limited use of the airways system.

EAA also proposed that antique/classic and homebuilt aircraft be taxed at the lower rate of 2.5 cents per gallon. In requesting this special consideration, the fact that homebuilt aircraft are used exclusively for recreational purposes while antique/classic planes are reminders of America's aviation heritage and are important to the children of tomorrow. The high cost of flying these aircraft today provides no encouragement to maintain them in an airworthy condition.

NEW POSITIONS

Effective June 26, 1982, Mr. Thomas Poberezny will fill the position of Senior Vice President of the Experimental Aircraft Association and the Executive Vice President of EAA will be Peter B. Strombon.

TOM JEWETT

We are saddened to report that Tom Jewett of Quickie Aircraft Corp., Mojave, CA was fatally injured Friday morning, July 2 while test flying his round-the-world aircraft "Free Enterprise". The cause of the accident has not been determined at this time.

WHISTLE STOP REPORT

Highly successful Capital Campaign "Whistle Stops" have been presented since the last bulletin. Oshkosh and Milwaukee were the sites of the latest gatherings where EAAers have pledged their support and received their "100% FOR AVIATION" buttons. Every EAA member and Chapter is urged to join this group of supporters of the new EAA Aviation Center at OSHKOSH. For further information refer to recent issues of *SPORT AVIATION* or contact the Campaign Office at Headquarters.

HARRY'S AUTO FUEL HOTLINE

Harry Zeisloft reports the completion of FAA flight tests on the auto gas Cessna 150. This last group of tests included auto gas of 16 psi Reid Vapor Pressure, pre-heated to 100 degrees Fahrenheit, and flown to 14,000 feet with FAA's George Meyers at the controls. Official carburetor heat rise tests were completed next followed by engine cooling tests of most every conceivable nature and lastly, max. climbs to 5,000 feet using auto gas and avgas for comparison. FAA has now moved from the flight line to their desks to work on paperwork. The engine has been disassembled for wear measurements and checked out in fine shape. FAA has approved the auto gas placards for the cabin interior (designed by Harry Z.).

FLASH! The latest word is that J. Lynn Helms, FAA Administrator will present the Supplemental Type Certificate for auto fuel to EAA at OSHKOSH '82. This is another example of what the EAA Aviation Foundation accomplishes for EAA members.



"Concrete evidence" of progress on the new EAA Aviation Center being constructed at Oshkosh. This photo, taken July 10, shows footings and "re-bar" in the office area with a wall of the reception area rising in the background.

END OF PATCO

The Professional Air Traffic Controllers Organization filed liquidation papers with the Federal Bankruptcy Court in Washington on July 2, 1982. This terminates PATCO but some former union officials say they may attempt to form a new air traffic controllers union under a different name.

AD-4 SKYRAIDER TO OSHKOSH

Soon to make the trip to Oshkosh will be the Douglas AD-4 Skyraider from Headquarters to its new home in Pioneer Park. Joining the AD at Pioneer Park will be the DH "Rapide" and the replica "Zero".