



SPEED'S NEWS



MEETING

REMINDER

MEETING

MONDAY *11/21/79*

7:30 P.M.

Sanborn Aviation

PRESIDENT GENE FRANK

will show a film entitled "Lets Fly to the Moon" featuring Ron Evans, the astronaut. Exciting film - plan to attend.

WRAPPING UP SUMMER

Ron Voelker has 200 hours on his Zenith, is still looking for and investor partner.

Gene Frank has over 200 hours, over 200 passengers, and has packed the Breezy in for the winter.

Dick Becker & Bill Schanks - you've heard this one before - are rebuilding the Acro-Sport.

NEWS FROM TEXAS

Jim Tome will be in town - anyone wishing to get together for a get together, please call Rosemary or Gene - 451-8187.

BANQUET

All set for February 14 at Awada's. (That's Valentine's Day!) Discussion at the meeting.

WORLD PREMIERE

"Some Things That Can Go Wrong at 35,000 Ft.", written by John Orlock will be showing in the Weyerhaeuser Auditorium through March 29, 1987. Drama about Charles Lindberg. A chapter event? Let's discuss it at the meeting.

VOLUNTEERS

Some members expressed interest in a work party to Oshkosh early in April. We should start working on it NOW. We badly need volunteers to coordinate such a venture.

AND THEN THERE WAS THIS SINGLE ENGINE PILOT

he married an Amish woman, and he's been driving her buggy ever since!!

SEE YOU AT THE MEETING!!!!

HAS ANYONE SEEN NORM SCHWIETZ?

Rosemary

I am having a sort of garage sale so I can have some room to work. I am sending this flyer to a few EAA Chapter presidents in the surrounding area. Would you be kind enough to pass it around at your next meeting?

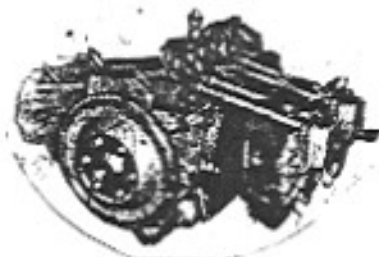


1. Complete set of J3 Tail Group including Fin. All but the Fin are covered with stits polyfiber through silver. All you have to do is paint them yellow. Will sell entire group for \$395.00. This is what you would pay for a Tail Group uncovered.



2. PA18 Rudder covered with stits polyfiber through silver. Has clearance lamp fitting and tail post. Has been threaded for Peacon installation. \$295.00.

3. One Maule Tail Wheel like new. Was used for about 3 hrs. on Super Cub. 8 inch pneumatic. List-new \$152.00, will sell for \$100.00.



4. One used Lycoming O-290-D engine, 120 H.P., 2536.5 hrs. total time, 2 hrs. run in time since motor overhaul. Cylinders chromed to stand, std. crank, new cam shaft, full electric starter and generator, mags overhauled, new coils, points, new shielded spark plug wires. \$4995.00.

PLEASE CONTACT

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Chapter 380 EAA
1006 12th Ave. N. W.
Austin, MN. 55912

Phone: 1-507-437-3534
(No collect calls)



SEE IF YOU CAN READ
THIS FOR THE FUN OF
IT





EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, GOSHEN, VT 54903-3086
PHONE: 414/426-4800

November 24, 1986

Dear Chapter President,

Many of our Chapters are already in the process of electing, or reelecting, their officers for the coming year. This year has been most interesting and challenging for all of us. However, 1987 promises to be even more challenging. I certainly hope that many of you who have been President during 1986 will remain for another term. I've long supported the philosophy of a 2-year term for Chapter Presidents, as it gives great continuity not only to the Chapters, but to aviation itself. If ever there was a time when aviation needs all the help it can get, it is now. You should consider it a privilege to hold office at this time...because of the many challenges that will be facing us, and the great need for help that aviation must gather.

The FAA Administrator sent one of his key staff members to meet with us at EAA Headquarters to give our staff a personal briefing on the many proposals that FAA plans to implement as a result of Congressional pressure, the news media, and, of course, the airlines. It does paint a bleak picture for those of us in general aviation. The proposal includes many more restrictions, enforcement actions, license suspensions, and expanded TCAs requiring the use of transponders with altitude reporting equipment. Many of our airports will be lying under the expanded TCAs, which will have a diameter of some sixty miles. All aircraft operating under these TCAs will be required to have a transponder with Mode C, whether you are in touch with the Air Traffic Control Center or not. Many of the 600 airports that we've already counted are home to many aircraft without electrical systems; homebuilts as well as factory built. Many are private airstrips with homes built on them and attached hangars containing aircraft without all the planned required equipment. Some of them are ultralight airstrips. We will be reporting to you more on this in the very near future.

Another problem on the horizon is being caused by a number of disgruntled doctors, the Airline Pilots Association and the Air Transport Association, who want the ouster, or immediate resignation, of our FAA Federal Surgeon, Dr. Frank Austin, who has brought modern medicine to the FAA. In looking into the matter, we find a lot of political action going on, providing the press with misinformation, and spectacular pictures of accidents claimed to be the result of poor medical standards. As I've said before, this same group would like to get many of us out of the air through instituting higher medical standards than we have now for

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commercial pilots and private pilots. They also don't want us to be able to fly past the age of 60. We would appreciate you showing your support to Dr. Frank Austin by writing to FAA Administrator Donald Engen, 800 Independence Avenue, S.W., Washington, DC 20591.

All of us have fought long and hard for freedom of the skies, and if there ever was a time when we all must stick together, it is now. True, Chapters have many functions...social, technical and business. If we do not take care of our business, we might not enjoy the freedoms of aviation and flight in the future.

To add to the workload here in our office (credit cards, insurance benefits, fund raising for the Foundation are a different department) I'm now swamped with copies of Ann Lander's column that appeared in newspapers throughout the United States. It objects to citizens owning their own aircraft. I've received quite a number of replies to her column, as well. However, she could receive 5,000 replies in defense of general aviation. But, one or two answers from general aviation people will not undo the damage that she has already done aviation and the hard work so many have put into it. The word controller has always bothered me. Taking control of someone's life is something that is not pleasing. I've long said, they should be called flight "directors," not controllers.

If you're passing the reins of leadership to a new President, be sure that the 1987 Chapter Status Report, Chapter liability insurance and other required matters are taken care of, as we do not want any of our Chapters to miss any of the issues that will be forthcoming during the next 4-8 weeks. It's pretty hard to let you all know what is going on if we don't know who to write to.

Our best to you,

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul
Paul H. Poberezny
President

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Lets discuss this.