

EAA CHAPTER

NUMBER 54

• A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION — BOX 229, HALES CORNERS, WISCONSIN 53130 •

of St. Paul Minnesota

Members of Chapter #54:

This is the first of what I hope will become a continuing series of notes from the president and the agenda of the next meeting to be a part of "SPEED'S NEWS".

SPEED HOLMAN CHAPTER #54 OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION
WILL BE MEETING MONDAY SEPT. 8, 1975 AT NORTHERN AIRMOTIVE.

HOBO MEETING 7:00 P.M.
CHAPTER MEETING 7:30 P.M.

CHAPTER MEETING AGENDA:

Sec./Treas. Report;

Resume of "Sport Aviation Supplement";

Old Business;

Last months meeting

Fund Raising--Social Security Cards

Chapter Patches

Designees

Old Business from the members:

New Business;

Information Envelopes

E.A.A. Chapter membership Cards (see below)

New Roster

Sept. Chapter Picnic/Fly In

Nominations for new officers (from the nominating committee
and from the membership)

BUY & SELL;

Something new I saw at Chapter #25's meeting. I think it can be good for us all.. Don't bring your stuff. We will just go around and ask what you might have you don't but someone else might want or need or something you would like to find or need. (Please limit this to aircraft type stuff.)

Program;

The program this month will be the sharing of pictures and projections from Oshkosh '75'. I will bring a slide projector as well as a super/regular 8mm movie projector to show your "goodies". PLEASE BRING SOME!

Coffee & Bull Session;

Stick around this is what it's all about.

PLEASE ATTEND THIS AND EVERY CHAPTER FUNCTION*IT'S YOUR CHAPTER AND IT IS WHAT YOU MAKE IT WITH YOUR IDEAS AND PARTICIPATION.

PLEASE COMPLETE THE EAA CHAPTER MEMBERSHIP CARD FOUND ELSEWHERE IN THE NEWSLETTER & BRING IT TO THIS MEETING OR MAIL IT TO ME.

C. H. Larsen
8765 Ironwood Ave. So.
Cottage Grove, Mn. 55016

Phone 459-8757

Chuck

Jack 10

DESIGNEE REPORT

215T

EAA CHAPTER MEMBERSHIP

CUT ALONG DOTTED
LINE

Name _____ EAA No. _____
 Street _____ Renewal Mo. _____
 City & Zip _____ Phone No. _____
 Pilot Ratings _____ Hrs. _____
 INTEREST — () Home Built () Antiques () Soaring () Rotocraft
 () Classic () Warbirds () Racing () Aerobatics () _____
 PROJECT — () Thinking _____ () Under Construction _____
Type Type & % Complete
 () Flying _____
Type & Hrs.
 CONSTRUCTION INTEREST — () Tube () Fabric () Wood
 () Metal () _____
Other
 POWERPLANT INTEREST — () Certified () Auto Conv. () _____
Other
 E.A.A. Division Membership — I.A.C. No. _____ Warbirds No. _____
 (OVER)

Plans for a Sonnerai 2
 Call Eldon
 432-1023

FOLD HERE

Occupation _____ Birthdate _____
 Employed at _____
 Skills _____
 Equipment _____
 Member of other Aviation Organizations _____
 Programs you would like to see _____

J-3 Tailfeathers
 Aronca tailfeathers
 Kr-1 plans - \$20.00
 Free puppies

Jack Hickey
 451-2146

Need 3/16" rod that I can use for alignment of rudder and elevator hinges.
 I will return it when I'm done with hinge alignment. Need approx. 54".
 Call Bob at 774-0133

Window shade, 36" or wider. I need one to put on top of the chapter
 bulletin board for a projection screen when we show films. 774-0133.

August 14 1975

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Aug. 11, 1975

Meeting called to order at 8:30 pm
by Chuck Larsen at Lake Elmo.

Rides were given in Vern
Clarke's BD-4 and The Hobo's
L-2B.

Chuck Larsen showed the members
a plaque to be presented to
Jack Hickey for his service
as Chapter president from 70-75

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EXPERIMENTAL
AIRCRAFT ASSOCIATION

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SPEED'S NEWS

SAINT PAUL

Monday
August Meeting: 7:00, Aug. 11th
Lake Elmo Hanger of Bob Larson,
Vern Clark, Al Amsden, and
Floran Sullivan

The last chapter meeting was attended by almost everyone in the chapter. The official meeting was a short one. The unofficial meeting lasted much longer. In case you weren't there, appreciation was expressed to Joan, Joan, Joan, and Cathy for their yard sale. They netted almost \$100.00 for the Chapter treasury.

To keep your Chapter roster up to date, Chuck Larsen's new address is 8765 Ironwood and his phone number is 459-8757. That address is in Cottage Grove. Also, Eldon Boose is building an Acroduster One. Also, Roger Westerberg was voted in as a new chapter designee. Speaking of Roger, he is registering for some classes at the U that are going to be taking up his Monday nights. Accordingly he won't be able to take the minutes of the meeting and give the treasurers report. Will someone please take over the secretary-treasurer functions for Roger?

In the Minnesota Flyer, Gus Limbach mentioned our mid-month meeting at the Confederate Air Force hanger in his column. By the way, the CAF B-25 flew July 22nd and also made it up to Oshkosh for the convention.

Bert Schauer's T-Craft is now flying. Clayton Richard's name was mentioned in Sport Aviation. Corky Olsen has an interesting article that was written over two years ago about Holman Field and how it was constructed. It will be posted on the bulletin board at the September meeting, then will go into the library.

At least 22 members out of the chapter's roster of 35 made it to Oshkosh this year. That's almost two-thirds of the chapter! Al Amsden (last years designee) was there with his Miget Mustang minus his mustache. Also Gil Leiter was there with his family. For the newer members who haven't met Gil yet, he and Gary Worth started Chapter 54. He has a beautiful Stits Playmate fairly near completion in his garage.

Dave Flegiger's Joan tested the pinch-hitter's course at Oshkosh and was very impressed with it.

Upcoming Mid-month meetings will be September at Clayton Richard's; October at Gene Frank's; November at Bob Hilliard's. For the adventuresome, there'll be a fly-in breakfast at Sleepy Eye, Minn., August 24th. Also one on the 7th of Sept in New Ulm.

Jobo meeting: 6:00 (before our regular meeting) at Lake Elmo.

Suggestion Box:

1. Postal rates are on the increase. 13¢ stamps will probably be the next thing. The editor is asking for suggestions from everyone on how we might avoid our postage costs. One suggestion was looked into....lower postage because we are a non-profit corporation, but we didn't qualify because you have to send a minimum of 300 identical pieces of mail monthly to qualify. Postage is about one cent per letter.
2. The Chapter, in conjunction with Chapter 25 and the Anoka chapter, hold a fly-in in the spring. There are no others in the area that time of the year and the chapter might even make a buck. Is there a hardy soul who would want to take on the responsibility to make the thing go??

Experience counts:

Crosby, Texas is 23 miles from Houston, connected by a straight highway (Hwy 90). I had my own airstrip carved out of a rice field across the highway from my father's restaurant. At the airstrip we tied down our club Cessna 172. At the time I had approximately 300 hours and was teaching a rice farmer friend and thought I was a pretty sharp pilot.

One day a friend of mine (a student pilot with about 50 hours who also thought he was pretty sharp) asked me to take him in to Houston Int'l so he could run an errand. Well, you know, a chance to fly is a chance to fly! Preflight, crank-up, run-up, take-off, and a 10 minute flight we were under Houston Approach Control. Another few minutes and we were taxiing up to Houston Aero. Just as my friend was completing his errand, the rotating beacon came on. I looked up and sure enough low scattered clouds were coming in, but it didn't look too bad. Visibility was bad but the sun was shining directly over the tower. I thought, "Geez, if I could just take off. It's only a few miles home and worse came to worse, I could always follow Hwy 90 home. Then I remembered something someone had told me. They had mentioned Special VFR clearance when the weather is illegal but not too bad. I'm still not convinced that the purpose of Special VFR is to let a non-rated pilot cheat a little bit on an IFR clearance. Anyway, my friend came back and I got on the radio and requested the clearance and surprisingly, I got it! We took off and headed for Hwy 90 to Crosby. We were flying at about 1500 feet. Pretty soon we had to drop to 1000 feet then to 500 feet to maintain visibility with the ground. When we had to drop to 400, I had had it. I made a climbing spiraling turn following a hole to get on top. At 3000, we were on top, couldn't see the ground, illegal, and lost...10 miles from home!! Crosby is on the 075 radial, but timing it was no good. Just as I was about to push the panic button, a hole opened up over Lake Houston moving toward Crosby. I spiraled down through the hole until I broke out of the clouds at about 300 feet. We came down almost on top of the house of a very good friend of mine so at least we weren't lost. Full flaps, slow flight, we flew down her driveway and made a right at the highway and flew into Crosby, dodging the water tower. I started a straight-in approach for the strip. I knew which houses I was supposed to be over on final and good thing too. The stuff was all the way to the ground and visibility was poor. Luckily, we made it, but my passenger to this day has never flown again.