

SEPT 5, '77

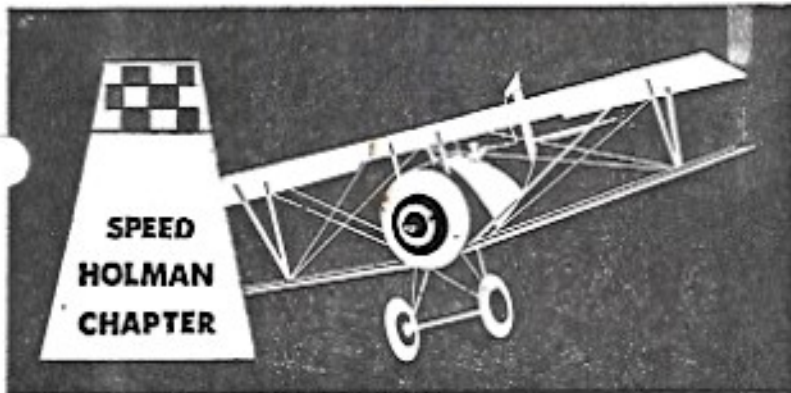
# SPEED'S NEWS

SAINT PAUL

SEPTEMBER MEETING:  
MONDAY, SEPT 12  
7:30 AT SANDORN AVIATION



54



PRES: CHUCK LARSEN 459-8757  
VICE P: GERALD LAUNDRY 647-0259  
SECRETARY/TRES: ROSEMARY FRANK 452-8187

Designees: Roger Westerberg  
735-3158  
Al Ansdan 484-4058

\*\* YOUR EDITOR, PAT RILEY, has moved: 309 E. 1st Street  
CHASKA, MINNESOTA 55318 448-5684

THE AUGUST ASSEMBLY featured the "PROJECT SPIRIT" which was looking great! Pilot Jimmy Leeward said the bird flies like a truck, which was, according to good sources, exactly the way the original flew. The SPIRIT is very heavy on the controls, and very unstable. Tony Goetz (the builder - out of Milwaukee) and Leeward's sons Kent and Dirk - all from Ocala, Florida, were part of the entourage. They dispelled some myths - like the idea that the original Spirit was built to be unstable to help Lindbergh stay awake. Actually, the Spirit's instability was the result of the speed with which she was "Thrown together".

The PROJECT SPIRIT was built with 2-Piece wings, unlike the original, to facilitate display in parades and so forth. The only other alterations were sealed ailerons, and a couple degrees added dihedral. The project uses Amoco Super lead-free gas. The stop here in Mpls-St. Paul turned out to be one of the best on the tour, so congrats to Pres Larsen for a good P.R. job. Goetz and Leeward said they'd had no trouble making the schedule, and so far everything had been very good, including for the most part, good co-operation from the FAA.

**TAKE YOUR CHANCES-** Come to the pot-luck picnic at Ray and Joan Wyland's hanger this Sunday, Sept 11th, at Lake Elmo Airport. Please bring a dish, either some type of hot-dish, or a salad, or whatever. This is our last chance for a chapter get together in the out-of-doors. Joan Wyland even hinted that she may be giving some rides for those who'd like to see it all from the air. (weather permitting) Here's your chance to see a skilled pilot in action! JOAN WYLAND incidentally, is working on her Commercial Certificate.

**SEPTEMBER'S MEETING:** This is SHOW AND TELL time for your OSHKOSH pictures and slides. Pres Larsen will bring a Kodak Carousel projector for those of you with slides, and anyone with slides requiring another type of projector is invited to bring the appropriate gear if they have it. This will be your chance to see what's attracted the chapter photographers at this year's convention!

(THE FOLLOWING WILL BE PRESENTED WHEN APPROPRIATE MATERIAL IS AVAILABLE)

### Jackass Tales:

You've heard what a good idea calibrating your dipstick can be - to keep your gauges honest. A Pilot told us he drained his tanks, then CAREFULLY poured in 60 gallons, noting each increment on the dipstick. He then took off x-country to find his usually flaky gas gauges telling him the tanks were running dry. "Can't be," he thought, "I just PERSONALLY put 60 gallons in, 5 at a time. Those gauges must've finally died." No, actually he'd sprung a leak. And the fan stopped turning IN THE PATTERN AT OSHKOSH. He made a nervous dead-stick landing. The Odds on that are enough to make Jimmy the Greek shudder.

# City Life

## Plane builder, 18, saving a bundle

By MIMI McREAVY  
Staff Writer

Feelings of accomplishment, of getting exactly what one wants and usually coming out ahead economically may all account for the popularity of do-it-yourself projects.

Norman Schwietz agrees—in fact, he estimates he is saving between \$15,000 to \$20,000 simply by building his own plane.

Norman, who recently celebrated his 18th birthday, has been building his KR2, two-passenger plane in his parents' garage in White Bear Lake for

about two years. He hopes to finish this spring.

"I really don't know how I got started," Norman said. "I've always built little models, but I guess I just had the urge to go big."

A relative talked Norman into attempting the project. It didn't bother Norman that only about one out of 10 persons who begin building a plane finishes the job. It never occurred to him that he wouldn't complete the work.

When he was 15, Norman stored up at the St. Paul chapter of the Experimental Aircraft Association with a set of \$45 plans for a Volksplane. Members of the chapter, however, used subtle influence to persuade Norman to change his original plans.

"When the old timers heard that he wanted to build a Volksplane, they stood up and booted," related Norman's father, Mark Schwietz. "They literally condemned it."

Norman took the "old-timers' advice, wrote to Rand Robinson, a California designer, and received plans for a KR2, a six-k plane that cruises about 160-180 miles an hour.

Four different jobs have

helped the young builder finance his project which will end up costing about \$5,000.

Norman said he has learned a lot by building the plane himself. "Nobody touches it except for me," Norman said. "But everyone offers a lot of advice."

He claims to have received most of his guidance from his 60-page book of plans. He admits to having called the California designer a few times, too.

"I spend about 30 hours a week on it, I guess," Norman said. "I really don't know how much time has gone into the whole project. It seems like I've spent about 1,000 hours building it and another 1,000 hours thinking about what to do next."

When the Federal Aviation Administration gives its final okay, Norman said he will have a certified pilot take his aircraft on its first flight.

Norman explained that he won't be able to get his pilot's license until his financial situation improves.

Norman plans to build another plane when he finishes the KR2. "It's a way to learn by doing," he said simply.



Norman Schwietz of White Bear Lake plans to finish building his KR2 plane next spring. His do-it-yourself project will save

him \$15,000 to \$20,000. — Staff Photo by Craig Borck

JACKASS TALES CONT: Our pilot friend confesses it's a good idea to be friendly with your plane in slow flight configurations. His engine quit just opposite the numbers, and he made a lot of other people anxious - including the OshKosh Convention controllers, with his sudden maneuvers. If his engine had quit on Base - over the town - the odds are he wouldn't have made the field.

'round the Chapter: BOB COON donated a "Smoke Eater" exhaust fan to the Chapter - which will make working in a dopy situation more tolerable. Did I say that? JERRY LAUNDRY discovered that the 3-M surplus store had some switches that are also circuit breakers for \$1.50 ea. HOLMAN'S HOBOS bird, Elvira, is down for the 100-hour. Members should call Olson to organize a work party.

FOR SALE: A ROTOR Mount for a franklin; \$75.00, and Stinson wheel pants \$30.00, Call Ray Wyland at 439-3089 Also, a Franklin Carburetor (150) \$130.00

OLSON says the 50-Hours have been flown off the flutterbug, and the FAA only has to give it the final certification. BOB ( THE TEXAS FLASH) HILLIARD TALKED with CAL JANSEN a few weeks back. He mentioned that he hasn't had much time to work on his KR-2, and hasn't found a chapter in Texas as exciting as Chapt. 54 yet. (Bob was our Newsletter editor, and now works in the Restuarant trade in Texas - for you new members)

OFF THE BOOKSHELF- "CLIMB FOR THE EVENING STAR" by Tom Mayer (Houghton Mifflin, Boston, 1974) A devotee of the Beech Staggerwing, Mayer writes of pilots, himself, the joys and sorrows of flying and a aerial pursuit of "Roots" with skill resembling Dick Bach. "Climb For The Evening Star" hits on the heartstrings of those who fly, with love for precision and respect for old yet efficient aircraft. Mayer's background is a school of informal discipline where most of the learning came without the guidance of an instructor or the legal confines currently common. Good reading.

No Big Surprise: The FAA finally ordered shoulder harnesses installed in the front seats of all small airplanes built after July 18, 1978, to increase survivability and reduce injury in accidents. GEE, the EAA has encouraged that for years, But the FAA's speedy response was to RALPH NADER.

I WONDER: The EAA Air Museum needs a 3 horse power weed eater - would they take three horses? ✓

H AD YOU HEARD? About the fellow who set a new altitude record for pure gliders over in Europe? He went over 50,000 feet. Then it seems he ran out of oxygen, so he put the bird in a spin to dump off some altitude. The controls froze up, so he was not able to pullout of his spin as planned at about 16,000 feet. No problem, he kept going down, the controls thawed out, and he ~~re~~ recovered around 3,000 feet.

We'll see you at the meeting... but remember - Pot Luck Picnic at Lake Elmo Airport Sunday, Sept 11th. The Chapt will supply liquids.