



SPEED'S NEWS



NOVEMBER 1991

NEW CHAPTER OFFICERS ELECTED

Congratulations to the new chapter officers who were elected at the October meeting. The new Chapter President is George Mathiesen. John Thomas was elected Vice President. Rosemary Frank was elected to another term as Secretary Treasurer, and Art Edhlund will be the new Newsletter Editor. The new officers will begin their terms January 1st.

NOVEMBER MIDMONTH

We will take a tour of Wentworth Aircraft Supply on Thursday, November 14th at 7:00pm. Their address is 3015 Cedar Avenue South (Cedar & Lake St.).

NEW CHAPTER MEMBERS

We are pleased to welcome two new members to Chapter 54. They are Harold Hempler of Stillwater, and Bill Garrell of Eagan. Bill is building an RV-(?), and Harold has had a long involvement in aviation and is becoming active in it again.

RIB STITCHING DEMO

The rib stitching demonstration that I erroneously reported would be taking place last month, is in fact, taking place at this month's meeting. Bill Schanks and Dale Rupp will do the demonstration. Also:

- EAA Calendars will be on sale for \$7.00. They sold out early last year so don't wait.
 - 1992 Chapter dues are payable either this month or next. Annual dues are \$15.00.
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ALSO NOTED...

- Holman's Hobos Flying Club sold their Piper Colt and will use the money to finish the restoration of the L-2.
 - The 4th Annual Minnesota Sport Aviation Conference will be held February 22nd at the Thunderbird Hotel in Bloomington. Call Wayne Peterson at 296-9853 for more info.
 - The 1991 Minnesota Aviation Symposium will be held April 22-24, also at the Thunderbird Hotel. This year's symposium theme is, "Aviation & You in 1992."
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EDITOR ATTENDS OPERATION RAINCHECK

Saturday morning in the aftermath of the Halloween blizzard I was unable to reach anyone via telephone to find out if the FAA's safety seminar, "Operation Raincheck", was still on for that day. So, with trepidation and a sense that I was on a futile journey, I ventured forth on the wickedly icy roads, past stuck and abandoned vehicles that seemed to say, "Go home!, turn around before its too late!", all the while listening to 'CCO recite the endless list of cancelled events. Normandale College, where "Operation Raincheck" was to be held, had cancelled classes and was reportedly closed. By then, however, I was past V₁, I was already committed; too late to abort this misbegotten mission. I finally reached Normandale college and was greeted with a vast, vacant, snow-swept tundra that was the Normandale parking lot. No...wait a minute...far off in the northwest corner of the parking lot was...cars! Only a half dozen or so, but cars nonetheless. I smashed my way through drifted snow, my Buick fishtailing crazily, parked alongside the other cars, and tentatively walked toward the nearest door. As I approached, the door suddenly swung open, and an FAA guy cheerfully offered me a greeting. I felt an immediate vindication for embarking on an apparent fool's errand, and after locating a cup of coffee, settled into a theatre seat for a well-spent day of aviation talk.

The first gentleman to talk was from Minneapolis Approach Control. Speaking about airport operations during the storm, he said it was particularly trying for ground control, who must direct snowplows and ground vehicles, as well as aircraft, under conditions of poor visibility. At any given time, he said, there were 9 or 10 jets waiting for a gate and 12 or 13 at gates trying to leave, and very little ramp space. He said there were jets scattered on taxiways all over the airport, and meanwhile only one runway active.

He said Minneapolis is bracing itself for a huge influx of aircraft for the upcoming Superbowl. Even though they're encouraging Superbowl attendees to use Holman field, they still expect about 800 general aviation aircraft and 38 large charter jets to arrive at MSP during that week. He admitted they have no idea where they're going to put them all.

The next individual (sorry, didn't get his name- for me names go in one ear and out the other) was an FAA Safety Specialist who spoke on winter flying safety (apropos). His talk was illustrated with slides of various wintertime aircraft accidents he investigated. One common cause of wintertime engine stoppage and subsequent off-airport landings is iced-up fuel filters. Fuel injected engines are particularly vulnerable because the filter screens are a finer mesh than in carbureted engines. He said that ice crystals in fuel are dispersed throughout and do not settle out- hence, draining the sumps won't get rid of them. To detect them, hold a fuel sample up to sunlight, or some other light, and look for sparkles. If you see any, pour in a drying agent. (Isopropyl alcohol only, Heet and chemically equivalent products can break down the sealing compounds used in metal fuel tanks.)

Another winter hazard are white-outs, which can completely disorient a pilot in seconds. He warned us to be particularly careful over frozen lakes, and showed slides of an aircraft that flew into the ice of Lake Mille Lacs at a 70 degree angle. Pilot and passenger were killed. He also spoke of a fatal accident at Lake of the Woods, in which an ice fishing pilot, intending to move to a another spot on the lake just five miles distant, took off, immediately became disoriented, and flew into the ice only moments after takeoff. The speaker stressed the importance of relying on your instruments when you experience white-out, rather than the seat of your pants. He said in all the accidents he investigated, he never found a faulty instrument.

Another thing he cautioned us on was to check the oil breather tube for ice during preflight. A clogged breather tube can result in a popped dipstick, blown prop seal, and the inflight loss of all your oil (no fun at all). He said breather tubes should be winterized- add insulation around the tube and drill a relief hole in it. Makes summer operations a little messier, he said, but it's cheap insurance against catastrophic oil loss.

Finally he urged us, (just like mom always did), to bring warm clothing on winter flights. It would be a tragic irony to make a successful emergency landing, and then die of hypothermia while awaiting rescue. He noted that the ELT satellite goes overhead once every two hours and it can take two passes to pinpoint a downed aircraft (assuming your ELT functioned like it's supposed to). He added that an aircraft doesn't necessarily have to be down in a remote area to be hard to find- it took them three months to find an airplane that went down near Le Crescent, MN.

The third speaker was from Princeton Flight Service who explained their operation and how to use their services. He encouraged us to visit and tour their facility (possible chapter fly-out?).

The last speaker was from Minneapolis Center. He detailed Center's functions and what they could and couldn't do for VFR pilots. He stressed their primary function is separating IFR traffic.

All in all, it was an entertaining and educational day. The drive home, I will note, was a little less hairy than the drive in, but not by much.

NEXT MEETING: MONDAY, NOVEMBER 11, 7:30 PM AT LAKE ELMO

Chapter 54 Officers:

President.....	Roger Westerberg.....	458-0708
Vice President.....	Bill Schonks.....	645-2420
Secretary Treasurer.....	Rosemary Frank.....	541-8187
<i>Newsletter Editor: Mark Wilson...423-2750</i>		