

SPEED'S NEWS

SAINT PAUL



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Notes on April's meeting:

To help you keep your chapter roster up to date, two members re-joined: Pat Cook (Lincoln Standard) and Jim Olson (Coop). A Piber promotional film was shown by Chuck Larsen. A Chapter airplane club was discussed and of those attending the meeting, approximately 8 people were interested enough to commit themselves. However, we'll get down to the nitty-gritty at the next meeting. Information of costs and organization will be presented, followed by a 30-day sign up period. If a minimum of 10 chapter members (maximum 12) with \$200.00 sign up, then Dave Fiebiger will start a serious search for an appropriate airplane. If you plan on learning to fly or plan to do any flying while you're working on your project--no matter what this club will cost, it will be the least expensive way to go....so all members are encouraged to give it a thought--and save your tax rebate check!!! Greg VanErem (KR-1) brought in his first attempt at foam and dynel construction (tail feathers) for the members to look over. Greg's first-hand experience with foam and dynel may be very valuable to those who have yet to lay on their first sheet of dynel. Roger Westerberg gave the treasury balance as \$378.10. The Alibi Round was started 2 months ago to benefit those members who work nights or who couldn't make the regular Monday night meeting. Both of the last two meetings were very enjoyable for everybody who attended, and far beyond anyone's expectations. Nine members met Saturday morning and discussed everything from our chapter flying club to an emergency landing as described by straight-faced Bill Shanks. The alibi round meets on the Saturday morning following our regular Monday night meeting; usually around 10 o'clock.

Presently, Pat Cook has got his machine shop squared away and is almost ready to start on his Lincoln Standard. Yum Yum Shanks is working on his instructor's ticket and should be done by the next meeting. All you To-be Airplane Club Members start polishing your apples! Ray Houle is putting the finishing touches on his workshop and will begin on his SE-5. He already has some of his parts made. Gerald Laundry is working on the small things that are a part of every project but have to be done anyway - like elevator and stabilator ribs, braces, etc. We won't be seeing Ed Keenan at our meetings any more for approximately one year. He will be going to Nagasaki, Japan on assignment for Univac. He's helping set up a computer system for a shipyard for the Navy. Graden Carlson has ordered his landing gear assembly for his flybaby and should have it on wheels pretty soon. Clayton Richards isn't messing around either. His PW 190 fuselage is almost complete. Gene and Rosemary's (Franks) only needs a nosewheel gear to complete his Breezy. Jack Hickey sold his SE-5 project and is going to start on a new project soon...Albatross, I think. NO ONE REALLY KNOWS, THOUGH. MYSTERY PROJECT.

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Editor: Bob Hilliard
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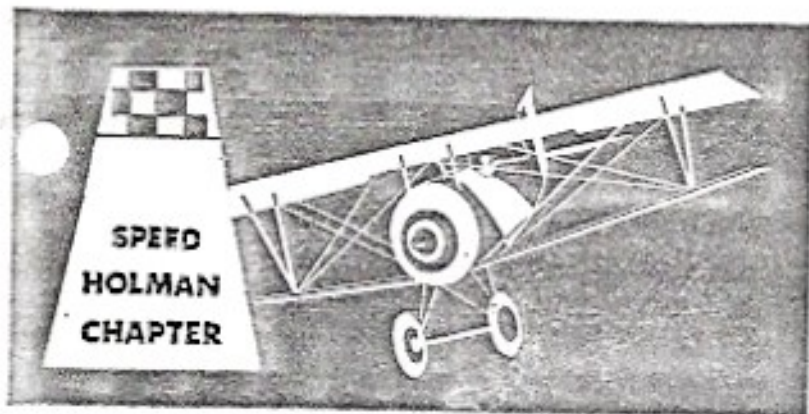
Looking ahead, we have the Ranger Air Show in July and Oshkosh in August. If you're interested in volunteering a little time in an EAA booth at the Ranger Air Show, call Chuck Larsen at 459-6871 and he'll line you up. Hopefully, we'll be sharing a booth with Chapter 25.

Want a copy of the now famous Oshkosh controller at last years meet? Call Jack Hickey. Price is \$5 and the supply is very limited. These are tape cassettes and Jack has around five or so.

May's mid-month meeting will be the monday night before our regular meeting (May 5th) at Roger Westerbergs. He's building a Cassutt and is doing a super job on the welding and woodwork. Roger may throw in a little welding seminar as a bonus if enough people are interested. His address is 2037 Magnolia.



Upcoming mid-month meetings include Bert Schauer's Confederate Air Force, at Fleming Field (June), Bill Shanks (July), Jack Hickey's (August), Clayton Richard's (Sept).



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Women's Section

Joan Wyland- Quite possibly the most aviation-minded wife in the chapter, Joan works as a secretary for Mayer Aviation at Lake Elmo in exchange for flying lessons. She has soloed, has 25 hours logged, and is ready for her first cross-country when the weather decides to behave for a change. In addition to taking lessons, working as a secretary, and helping Ray around their newly constructed hangar, she also accompanies Ray when he takes his Stinson up.

Rosemary Franks- As a chapter member herself, Rosemary's interest in aviation is quite apparent. She also is taking lessons and has around 50 hours logged. She is a very active chapter member and intends to get her fingers into Gene's "Breezy", probably in the wing covering and upholstery.

----- Experience Counts -----

One day a few months ago, Ray and Joan Wyland were taking two friends for their first light-plane ride. A trip up north over the brother's farm and back would be the order of the day. Everybody piled in. Run-up, take-off, and trip up were without incident. However, during the course of sightseeing, the engine started to miss. After a few minutes, it cleared up, then started missing again. Ray started finding senses he never knew he had. Snow-covered fields would never be a suitable landing spot. Mathematically, Osceola was within gliding distance if it was necessary.. Joan's senses weren't exactly dull, either. She wanted to ask Ray what's the matter, but didn't want to alarm their passengers so she wrote, "gas??" on a chart and showed it to Ray. What Joan didn't realize was that in a Stinson (in level flight), the rear seats are much higher than most other conventional geared planes, in relation to the front seats, and that the rear seat passengers were reading over her shoulder. Ray checked his instruments, then went through a mag check. The left mag was dead!! A quick switch to the right mag got things going again. For the lack of room, I have to stop here, but the point Ray wanted to make is every instructor will tell you about the importance of a mag check, but has anyone ever told you what to do if one actually goes out? The solution is simple if you are on the ground and under no pressure: Go to the good one!!



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Bill Shanks has a complete set of EAA Biplane wing ribs (no ailerons) for sale. Also a J-3 type landing gear. 645-2420

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** I would like to go golfing Sat. Morning. Anybody want to go with me? Call Bob at 774-0133