

THE HOMEBUILDER'S

Corner

by PAUL H. POBEREZY



THUS FAR, the amateur-built aircraft program has continued for some 18 years without a change in regulations. This has been a tribute to your organization and the cooperation shown by members of the Federal Aviation Agency.

Since the early beginning of EAA, the question of how much should be built by the individual in putting the aircraft together and what can be used from other aircraft has been the topic of discussion. In the early days of EAA the problem was the modification of factory-built aircraft, clip-wing "Cubs", T-crafts, etc., that individuals wanted to certify in the amateur-built program. Today it is a bit different. How far should a kit-type aircraft be offered and still be within the intent of the original aims and goals of the EAA and the FAA rules — "that an airplane can be constructed by an individual, or a group of individuals, for the educational and recreational enjoyment received. And that each individual aircraft, on a one-to-one basis, meeting basic aircraft construction practices, be permitted to fly with certain flight restrictions that will insure the safety of persons on the ground."

In the early days, most members were aware of the intent of both the EAA movement and the FAA rules; however, the newer members of EAA over the past several years, I am sure, are unaware of the early efforts of EAA and its working relationship with the FAA. They also have not been exposed to the many articles appearing in past issues of *SPORT AVIATION* explaining philosophies, etc. One might say we should rewrite or reprint them, which I'm sure would bring comment from some of the members of long standing who may be tired of hearing the same old drum beat. We suggest that one obtain as many back issues of *SPORT AVIATION* as we have available.

Here at the desk I have been receiving an increasing number of letters from both members and non-members who have been dissatisfied with the service of some advertisers appearing in *SPORT AVIATION*, as well as other publications, and it is demanded that EAA as the representative of the amateur-built movement must take positive steps to improve the free-enterprise system.

It is quite a challenge for your organization, time consuming and costly, and we have often found that both purchasers and vendors are lacking in judgment. A certain amount of gullibility exists on the part of the sometimes over-enthusiastic amateur aircraft builder, who oftentimes leaps into a project without a certain amount of caution.

There have been many fine designs that have come forth in the past several years. Quite often the designer/builder has encountered the enthusiastic support of potential builders — often before the project is completed — and a rush for a fast set of drawings. How about some materials? Then, the endless string of letters to the designer. Drawing errors! Performance is below estimation! Structural changes — monies invested, and so forth! Most designers of amateur-built aircraft have normal occupations and families to support. The extra-curricular activities of designing and dispensing drawings comes after a normal work day or as a weekend project. Many have found themselves overwhelmed with letters, phone calls, and just plain work. Quite often they cannot keep up with all of it. Checks are received and processed before orders can be filled or even materials can be sent out.

Some have attempted to furnish "kits" for the airplanes — but what are kits? How much fabrication do they really contain and, in particular, how profitable are they? A kit of raw materials certainly falls well within the scope of the present Federal Aviation Regulations even with a number of items completed such as wheels, brakes, instruments, hardware, or items needing special tooling that normally is not available to the average amateur-builder. This intent has not been a problem; however, a few enthusiasts have attempted to go into the manufacturing of parts which are well within the capabilities

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CHAPTERS . . .

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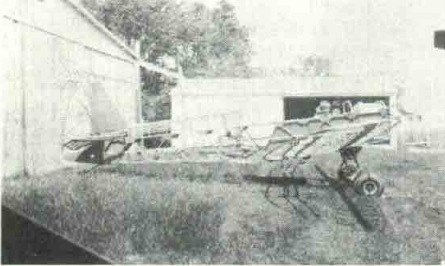
● CHAPTER 311 ST. JOSEPH, MISSOURI

Claude Beers
R. R. 3
Cameron, Mo. 64429

By Clarence Ward, Secretary

Several St. Joseph area Chapter members made a tour to check progress on building projects. Stops were made at the homes of these members:

Charlie Robinson has made several modifications of the plans in building his Jeanie's Teenie and is presently working on the tail section. Clarence



Dr. N. L. Cleveland's children are all set to be his flight crew when his "Emeraude" is ready for take-off. The doctor is a member of St. Joseph, Mo. Chapter 311.

Ward of Troy, Kansas has his Flaglor "Scooter" on the gear and now working on the motor mount and center section. Bill Ramsey is progressing on his HM-297 "Flying Flea" and is ready for cover.

Claude Beers and Tom Jaynes have a joint project well under way on a Jeanie's Teenie. Dr. N. L. Cleveland is doing a fine job on his "Emeraude" and is now approaching cover stage. The accompanying photo shows his flight crew all ready to go.

Jim West has finished construction of wing panels for his Baby Ace. While Glen Losson has the restoration of a Taylorcraft BC-12 a little nearer to completion. Ronald Markt is building a Jodel F-12. The fuselage and control surfaces are covered and the wing is almost done.

The Chapter meets at 2:30 P.M. the second Sunday of each month at the Faucett, Mo. airport. The Chapter has the privilege of using the ground school room for their meetings.

EAA CHAPTERS

CANADA, ONTARIO, KAPUSKASING —
EAA CHAPTER 358
Philip Gerard, President
23 Ottawa St.
Kapuskasig, Ontario, Canada

COLORADO — GRAND JUNCTION —
EAA CHAPTER 359
John E. Hartman, President
Rt. 1, Box 197
Mack, Colo. 81525
GEORGIA — NEWNAN (IAC CHAPTER 3) —
EAA CHAPTER 363
Frank P. Morgan, President
P. O. Box 840
Newnan-Coweta County Airport
Newnan, Ga. 30263

PROSPECTIVE CHAPTERS

The following members are anxious to get a chapter started in their area and if you are interested in forming one, please contact them.

INDIANA — Huntingburg, Jasper, Whitfield, and Oakland City
William C. Wolfe
c/o Dolly Madison Industries
State Road 64 — P. O. Box 129
Huntingburg, Indiana 47542

WASHINGTON — Aberdeen, Hoquiam, South Bend, Raymond, Elma, Montesano and Pacific Beach

Stanley C. Fitz
c/o J. J. ROBINSON CO.
311 E. Market St.
Aberdeen, Wash. 98520

WEST VIRGINIA — Beckley, Mullens, Mount Hope, Oak Hill, Hinton and Page

C. R. Cottle, Jr.
Raleigh County Flight School, Inc.
Rt. 9, Box 237
Beaver, W. Va. 25813

JAPAN — Tachihawa Air Base

Clyde A. Carson
FAA CMR 4013
APO, San Francisco 96323

PHILIPPINES — Manila

Capt. Manuel A. Gonzalez
c/o Liberty Aviation Corp.
Nichols Field, Manila, Philippines

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of the average person — the building of fuselages, tail groups, etc., on a commercial basis. This should not be construed to mean that a builder who tacked his fuselage together and engaged the services of a professional welder to weld it up is in the commercial business. There are those very few whose endeavors are to set up production lines of parts and offer them for sale. Fortunately, there are few who have attempted this and, because of the economics of hired labor, product insurance has brought the reality of business home. It apparently is not a lucrative business and actually has acted as a safety valve on the amount of commercialism in the movement.

For those new to the amateur-built aircraft movement, building one's own aircraft to be used for personal pleasure and the many educational benefits derived was not always possible. EAA has always been proud that the homebuilt movement has, through close cooperation by everyone concerned, not had a change in Federal Aviation Regulations for some 18 years. We all should continue to show concern that this right or privilege — however one looks at it — is not changed or lost by those who might care less about EAA, its designers and builders; or what it has done for sport aviation, not only in the United States and Canada, but the togetherness it has brought all of us throughout the world.

From time to time we receive letters from our fellow members expressing dissatisfaction with the operation of our organization. One would normally say: "Don't worry about it, Paul, you will always get those kind of letters." Well, this is true; I have been receiving them for some 18 years, but they still leave the same impact upon me. Some kind of spoil the day, so to say. One of the things that bothers me the most is how little so many know about what it takes both in funds, people, and patience to hold people together for a common cause. It always makes us feel a bit better when we see a Chapter member who perhaps at one time was long on voice, while sitting in the audience, suddenly change his tune when he is elected to a position of Chapter officer and the weight of responsibilities begins to fall heavily upon his shoulders.

We received several letters relative to the \$3.00 dues increase and, as some have said, \$15.00 is much too much for a magazine subscription. To some, membership evidently is only this, but fortunately the pulse of EAA indicates this is far from true. We often meet up with the fellow who very apologetically says he would like to join EAA but he is just not a joiner. It is a pretty weak excuse for not supporting anything. It can be likened to the individual who again is long on words and short on action, who wants all the benefits of citizenship without contributing his fair share of taxes.

We receive many letters from non-EAA members who are asking what EAA is going to do about the federal aircraft taxes, shrinking air space, and proposed rules. These are some of the same pilots, aircraft owners, mechanics, airport operators, and those who earn their living in aviation who, by not joining an aviation organization of their choice, are depriving those who are concerned of additional strength by their numbers. This strength in numbers can be used as "justification", and the extra income through membership fees, can be used to hire the work needed to be done.

We can remember when we homebuilders and antiquers did not have too much to concern ourselves about, but today the Pitts, EAA "Biplane", Stits "Playboy", Waco, Rearwin, Beechcraft "Bonanza", Cessna 310 and so forth all have the same problem and we will only solve them by working together. We need to work together, or we had better look for a less-restrictive hobby — if we can find one!

In closing for the month, we are all saddened by the loss of Tom Kuchinsky, President of the Warbirds of America, in his beautiful P-51D, while attending an aviation get-together in Texas. Tom supported EAA all the way and, though he loved his "Mustang", many EAA members will remember the rides he so generously gave. We will all remember his fine attendance at Chapter activities and his personal dedication to our cause.