

THE HOMEBUILDER'S

Corner

by PAUL H. POBERZNY



DO WE UNDERSTAND all we think we know? It is a good question and applicable to all of us. Do you know that if we took the time to become conversant on all the local state and federal laws our governments are preparing and attempting to apply, or that are passed each month and year, it would be more than a fulltime task to research and become knowledgeable about them? Yet we at EAA Headquarters — and you as a citizen — are expected to voice logical and ethical opinions on proposed laws prior to their adoption by law makers. If we did just this, how much, if any, time would be left to earn a living — a salary — from which to pay taxes to support your government. Maybe that is where the lobbyists come from.

The above may seem to be a bit political, but it isn't meant to be. I am at a vantage point from which I can see a constant flow of announcements pertaining to aviation both at the state and federal levels that propose changes in laws, rules and taxes. These are applicable to all, and are seldom seen or heard about by the public until after their enactment. I don't have any solution to offer other than to suggest that you be as concerned and knowledgeable as possible, and that you let our government leaders know your sincere feelings on the matters that concern you. A well thought out personal letter will get more mileage than a lot of four letter words . . . unless you want to use them to get an immediate "I feel better now" reaction. The four letter word letter only ends up in the wastebasket on the other end — I know it does here at EAA Headquarters.

On the subject of aircraft certificated in the experimental category — how much do we who own and operate these aircraft know about the licensing of them?

When we say we own an "experimental" do we really mean what we are saying? Are we all classed in one lump? Do we know and understand the various categories of the experimental group, such as the Research and Development, Amateur Built, Exhibition, Air Racing, and do we understand what aircraft would fall into what category and what operating limitations and restrictions may be placed on that particular category? Do we understand the limited and restricted category? What aircraft are placed in these categories and why? Do we realize that the rules that apply to the operation of these aircraft have been in most cases, on the books for the past twenty years? Are we aware that EAA, for the past twenty years, has made this information available to not only EAA members but all who are concerned? Unfortunately, relatively few people have availed themselves of this information. In fact, we are in the process of updating our EAA Aircraft Builders Handbook for the third time. The story is all there and in the FARs.

Since the Sacramento F-86 mishap, some elected officials have demanded a review of safety rules pertaining to all aircraft operating in the various experimental categories. This concerns a wide variety of aircraft operating in this category for various purposes and reasons, ranging from the airplane you built yourself, a modified fighter for air racing, a converted foreign built airplane for air show work, or one of our leading manufacturer's aircraft which has been constructed to show compliance for a type certificate leading to manufacture for public use. The operating limitations for these aircraft will vary with the intent for which the aircraft was built or to be used. Since our founding in 1953, the area that has been the greatest concern to EAA has been the aircraft certificated amateur built in the experimental category. Most of these are constructed and used for education and recreation. Some are used for a combination of air racing and exhibition, but all have one thing in common, and I quote from FAA rules in effect for twenty years — "the purpose for which it was constructed and designed and/or fabricated by an individual or group of individuals, the project having been undertaken for educational or recreational purposes." The *SIGNIFICANT* restrictions placed on the amateur built

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SOMEWHERE THERE IS . . .

Yes, somewhere there are all kinds of material that has been used for various theatrical presentations: drapery, props, back drops, scenery . . . material that has served its purpose and is now stored or abandoned in back rooms of schools, churches, theaters, studios, production rooms . . . and it will probably lie there until somebody delivers it to a junk pile.

There is a place that needs these materials. The EAA theater at Oshkosh, Wis. would appreciate any of this material or leads as to who to contact for probable donations or purchase. Write to Ray Scholler, Random Lake, Wis. 53075 if you know of any of the above materials.

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aircraft (and they may vary depending on individual circumstances) have been a fifty hour flying period in a designated flight test area. This applies if you are using a type certificated aircraft engine (seventy-five hours for a non-type certificated engine). The operating limitations may be modified so that passengers may be carried after successful completion of the flight test period. The aircraft cannot be used for hire and it is not to be operated over populated areas.

Aircraft certificated in categories other than the amateur built category have not been too closely involved in most EAA functions. Nor have their owners or operators had reason to lean on EAA for assistance, even though some supported the organization through membership. Those a bit closer to EAA have, for the most part, been involved in professional air show work and have their aircraft certificated in the "experimental/exhibition" category.

Since the recent enforcement by FAA of more stringent operating limitations for aircraft certificated in other areas of the experimental categories, there has been a cry for help to EAA Headquarters. This is a problem not easily resolved, as many of these aircraft or sailplanes are imported, non U. S. type certificated machines. Some are surplus U. S. military while others are modified factory types. I have already visited and discussed the problem with FAA officials in Washington and I am sure that EAA Warbird President Bill Ross, who attended with me, will agree that we were warmly received and the discussions were of mutual interest and enlightening.

I would be pleased to hear from other national aviation organizations, whose members may be concerned regarding operating limitations as we at EAA would like all the ideas and recommendations as well as wisdom that can be made available in search for an equitable solution.

At this writing Frank Price of the Tiger Club has been in touch with us. However, other organizations such as PRPA, Confederate Air Force, Aerobatic Club of America, Antique Airplane Association, Professional Airshow Pilots Association and any other group that in one way or another have members who operate aircraft in the experimental/exhibition category should be aware of the problem and assist in working towards a reasonable solution.

In closing I would suggest, as I have for many years, that when purchasing a non-type certificated airplane; whether it be a homebuilt, a surplus military aircraft, either United States or foreign, an imported sailplane or powered aircraft, or a modified United States factory built, to investigate the licensing category in which it is planned to be operated. Check the operating limitations that will or could be imposed. It could save a lot of heart-aches and dollars.



(Dick Stouffer Photo)

This North American AT-6D (painted to represent a Navy SNJ-3) is on loan to the EAA Air Museum by Gil Macy (EAA 21661), Monterey, California. Gil recently sold the Curtiss P-40 that was on display in the museum and took this beautiful "Six" in on trade.



(Dick Stouffer Photo)

Bob Ladd of the EAA Air Museum staff puts the finishing touches on a stub wing assembly he is rebuilding for the World War I SE.5E on loan from the National Air Museum in Washington. This job required a rather elaborate jig which Bob designed and built before starting the restoration work.

The restoration of the SE.5's basic framework is nearly complete. Plans are to cover the airplane at Oshkosh as a special part of the workshop program. Members experienced in the application of Grade A and linen who are willing to help cover this historic fighter are requested to contact: Bill Chomo, EAA, Box 229, Hales Corners, Wisc. 53130 so a work schedule for the week can be set up.