

THE HOMEBUILDER'S

## Corner

by PAUL H. POBEREZY



**W**HAT TO WRITE? I guess all of us at one time or another have had this problem. A fellow gets a lot of ideas during the month — mostly at a time when you're just out of reach of pencil and paper or the timing isn't just right to capture thoughts or observations that may be of interest to others. It even becomes more of a challenge when one looks back at the over-twenty years of preparing this monthly column.

What to write? A bright picture? — or the dark side of life . . . or should we say aviation. Really, we have heard so much of the negative side of aviation, it's little wonder that it has gotten as far as it has.

Flying is fun and it can be a lot more fun if we will look at the positive side of it and really and truly consider the limitations that these flying vehicles and we humans possess. Now that we have recognized the big four — motion, gravity, weather and pilot capabilities — we can look forward to some very enjoyable experiences shared with the family, the neighbors or those of the flying fraternity. When one forgets those airman prejudices (you know the ones — I have a bigger or faster plane than yours, mine costs more, my pilot's license is one step above yours, my radio package is the best, etc.), truthfully all of us know that it really doesn't phase the big four 'cause they ain't prejudiced!

Although all of us are, I'm sure, for safety, that just isn't what's wrong with flying. Our machines must be put to more use to make them a pleasure to own. They should be home in the garage (instead of the car) — a family joy, even a neighborhood prestige item. It's much better to show your plane off in the driveway instead of 100 feet above.

Last year well over 1500 fly-ins, fly-outs, breakfast flights, air shows, etc. were held here in the U. S. a real variety of aerial trips. These events and activities gave purpose to the airplane. They have strengthened the bond of airmen, mechanics, line personnel, air line pilots and personnel, and families. It has been fun and pleasure. I guess the old saying, "Birds of a feather flock together", is really true and I'm sure those of you with a close EAA affiliation can see it better than most.

Fly-Ins, as they have become known through EAA's efforts, can be more than a lot of fun — they can be educational, recreational and safe.

Fly-Ins have been more than helpful in getting Mom involved, and with the blessing and participation of Mom, Dad flies more and becomes a better pilot. Isn't this what we are all seeking?

It is a real pleasure to walk out to the factory built aircraft parking areas at the Annual EAA Conventions and see living/camping with the airplanes, the family togetherness, the neighborly folks. The airplane again has been given a purpose and the loneliness of doing your thing alone is gone.

The case of the folding wing airplane must be renewed and reviewed again — by those with vision and with the qualification and capabilities to make it possible.

It can open up new frontiers of airplane ownership — the modern highway systems, the availability of the rental automobile and folding wing aircraft can combine to meet the challenge of weather and darkness and getting us home safely. One only has to glance to your right (after leaving your airplane miles back at the airport and disgustedly pushing that rent-a-car homeward through inclement weather) to see Gramma and Grampa rolling merrily along in their mobile home, hauling an equal amount of aluminum — or more — than in your entire flying machine. It makes you wonder, doesn't it?

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## PRESIDENTIAL ACTIVITIES

March 2 — EAA/FAA sport aviation U. S. organization meeting. EAA Headquarters to resolve restrictions involving Experimental/Exhibition Category aircraft. All day.

March 3 — Attended International Aerobatic Club Chapter 1 Banquet — Speaker.

March 4 — Worked at EAA Burlington, Wisconsin hangar.

March 7 — Oshkosh, Wisconsin. 1973 EAA Convention planning and meetings with local officials.

March 8 — Meeting at EAA Headquarters with Herb Cunningham, EAA of Canada President.

March 9 — Evening meeting at EAA Headquarters with EAA Air Museum Finance Committee.

March 10 — Guest speaker, EAA Chapter 226, Anderson, Indiana. Returned in early hours of March 11.

March 14 — Meeting at EAA Headquarters with Charlie Schuck FAA/EAA Liaison, Washington, D. C.

March 15 — Guest speaker, Kalamazoo Pilot's Association, Kalamazoo, Michigan.

March 16 — Meeting with Milwaukee FAA GADO office

March 17 — Helped paint Bonnie and Gene's apartment

March 19 — Meeting at EAA Headquarters with EAA Air Museum Finance Committee.

March 20 — Meeting at EAA Headquarters on 1973 Convention sanitation requirements. Departed for Oshkosh to prepare Convention site.

March 21 — Oshkosh — preparing Convention site.

March 23 — Meeting at EAA Headquarters with Bob Heuer, President EAA International Aerobatic Club.

March 24 — Oshkosh — planning meetings for 1973 EAA Convention.

March 26 — Oshkosh — planning, coordinating work for 1973 EAA Convention with EAA temporary employees.

March 27 — Meeting at EAA Headquarters with Dick Schmidt, President of EAA Chapter 444, Appleton, Wisconsin on 1973 Fly-In assistance.

March 28 — Successfully test flew the EAA Super Acro Sport at Burlington, Wisconsin. To Oshkosh in P.M. for Convention planning.

March 29 — Departed for San Antonio, Texas. Speaker at National Aero Club Meetings.

March 30 — San Antonio, Texas — Speaker and participant in National Aero Club Meeting.

March 31 — Austin, Texas — Meeting with Tony Bingelis, Co-Chairman EAA Designee Committee

April 1 — Return to Hales Corners.

## HOMEBUILDER'S CORNER . . .

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We have to say hats off to all of those dedicated men and women who all too often are short handed when it comes to getting help in putting on these aerial outings. These fine folks frequently are not appreciated by those of us who enjoy the benefits of their endeavors. When you see problems looming on the horizons — ones that could reflect unfavorably on aviation — let's not criticize but move forward and say — I'm here to help. And again we will continue to enjoy this vast ocean of air above us.

Now, what to write??

Oshkosh '73 will again offer everyone a most educational and fun type experience — meeting of old acquaintances, making of new friends, seeing aircraft of all types and makes, attending forums and workshops, the evening programs, the good spirited times in the campgrounds and lodges throughout the Fox River Valley encompassing the communities of Oshkosh, Neenah,

Menasha, Appleton, Fond du Lac, Ripon and several smaller but significant towns and villages.

This year I've asked our EAA Designee Chairman and his helpers to take on an assignment that could help all of us . . . giving us some trends toward design improvement or improving upon the accuracy of our observations regarding our maintenance and construction program for amateur built aircraft. This will be accomplished by means of an inspection of all homebuilts on display at Oshkosh.

The tasks of looking over amateur built aircraft is in no way intended to embarrass anyone. We are not concerned with the name of the owner/builder or pilot nor the aircraft registration numbers.

Items such as workmanship, carburetor heat, fuel systems, exhaust systems, engine markings, placards, etc. would be a part of the look-see. Inspection plates, cowling, etc. would not be opened unless done so with the cooperation and in the presence of the owner.

Here is a chance for all of us to learn and to help make our activities safe and of long endurance.

Who is this aspiring young aviator?? . . . And what famous show-plane is he trying on for size? See page 73.

