



Corner

by PAUL H. POBERZNY

It seems every organization has to use the theme "safety" by which to exist, or at least it is used as the by-word. I think we all realize that as long as we have motion and gravity we will be plagued with injuries or death. In reading through your daily newspaper you can find numerous organizations that exist for the personal pleasure of their members, but yet if it involves motion they must convince their neighbors that what they are doing is as safe as numerous other daily activities.

SAFETY is the by-word of the auto racing enthusiast, the speed boat fan, drag racing, horseback riding, swimming, aviation, the family automobile, plus others too numerous to mention.

One of our state motor vehicle officials recently said, "Auto racing serves no useful purpose." I say then, why did approximately 150,000 people attend the Indianapolis races? If this official would have had a personal interest in this form of sport you can well imagine that he would not have condemned racing. We find that we have had the same type of statements made of aviation and can well expect them of the amateur-built program in the event of a spectacular accident. But the fact remains, no matter how careful one may operate his aircraft, he is subjected to the opportunity of having a mishap and criticism. I believe we all will agree that experience reduces the degree somewhat that one will have an accident, but it is not positive proof that he will never be involved in one, and as long as our way of life is built around themes such as these we must be even more interested in the word "safety" for the benefit of ourselves, our neighbors and lastly the organization.

Talking about safety, I have had quite a number of years experience with the bath tub. I think I could handle one anywhere, or at least I thought so until last week. It seems after taking son Tom to the "no useful purpose" stock car races, along with about 3000 other fans, I decided to take a bath before retiring and I was just about ready to call the tower for a towel when it happened. The next I remembered was a pounding on the bathroom door. Wife Audrey heard the crash and was wondering if I spun in. She sure was correct. I found myself lying on the bathroom floor with an aching neck and a cut forehead, nose and tongue. I probably could have blamed it on the stock car races, for it may have changed the evening's line of events, but four days of inactivity and doctor bills could not be written off, so now after 22 years of flying, Audrey feels I should install a safety belt and shoulder harness in the bath tub. You can't be too careful!

For the many of you who have contacted EAA Headquarters regarding the recent changes in CAA policies relative to the construction and operation of amateur built aircraft, we wish to report that we have been in contact with CAA on this matter and as soon as we have substantial information on these changes we will give you a full report.

Dick Fischbach, our Washington representative, has attended meetings and been in touch with CAA officials, trying to get in-

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EAA Design Competition

By Harry Zeisloft

By the time you read this, the 1958 Fly-In will be history. The committee hopes that next month we will be able to present well-defined and accepted basic rules for judging entries in the design contest. We are counting on your participation at the Fly-In to accomplish this.

At this time, we will review a rough outline of a possible point system. Will each of you chapter officers please make this the subject of one of your Board of Directors meetings and plan to present it at your chapter meeting for discussion and evaluation, and assist us in placing point values on the various categories as outlined.

The final point score will be made up of the totals of five basic categories:

1. Overall safety evaluation
2. Performance evaluation
3. Design evaluation
4. Construction
5. Drawings

Each of these items will be broken down into sub-items with point awards for various details involved. The first basic outline of this break-down is as follows:

	Suggested Point Award
I. Safety	TOTAL
A. Flight characteristics	
B. Ground handling	
C. Structural provisions	
D. Powerplant installation reliability	
E. Ground transporting and storage	
F. Maintenance and inspection	

	Suggested Point Award
II. Design	TOTAL
A. Aerodynamic configuration	
B. Powerplant installation	
C. Fuselage	
D. Wing and tail	
E. Landing gear	
F. Passenger compartment	
G. Ground transportation and storage features	
H. General items	

	Suggested Point Award
III. Performance	TOTAL
A. Flight	
1. Stability in all three axes	
2. Flight performance	
3. Ground handling	
B. Flight maneuverability	
C. Engine controls	
D. Aircraft controls	
E. Arranging for storage and ground transport	
F. Towability	

	Suggested Point Award
IV. Construction	TOTAL
A. Workmanship	
B. Materials - quality and availability	
C. Structural joints	
D. Structural fittings	
E. Inspection and serviceability divisions	
F. Special tools and/or skills required	

	Suggested Point Award
V. Drawings	TOTAL
A. Completeness	
B. Clarity and legibility	
C. Material list	
D. Specification and rigging data	

We are also strongly considering adding one more basic category which would be an overall opinion of the aircraft by each judge, this would be item 6. Each of the above items in rough outline would break down further. For example, under II. B., powerplant installation, we would consider:

	Suggested Point System
1. Fuel system capacity	
2. Fuel system accessibility for servicing	
3. Fuel quantity gage visibility, reliability and accuracy	
4. Fuel system simplicity	
5. Fuel supply to engine at all aircraft attitudes	
6. Exhaust system	
7. Location of exhaust outlets	
8. Basic simplicity of exhaust system	
9. Cabin heater	
10. Cowling provisions for engine routine servicing	
11. Cowling appearance and cost	
12. Point award for overall safety and reliability and powerplant installation.	

By the time each of these items in the basic outline gets broken down,

HOMEBUILDER . . . from page 2

terpretations of what is the current procedure for building, test flying and operation of amateur-built aircraft. I have had a number of telephone conversations with them on policies that have been issued to the agents relative to flight test areas, area restrictions, use of component parts, etc. We would certainly be happy to hear of any problems concerning the amateur-built movement as we at headquarters need this information in planning future decisions.

We have a number of items on the fire and as soon as we are able to, we plan on presenting the problem and recommendations to you in a special and separate newsletter. More on this later. Keep in mind it is only through safety, strength and unity that this movement can exist, and we need every member and aviation enthusiast to support sport flying and aircraft homebuilding or we will perish for good.

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