

THE HOMEBUILDER'S

Corner

by PAUL H. POBEREZY



TONIGHT I SPENT several hours going back — going back through some 12 years of EAA's monthly house organ. It started out as a single sheet mimeographed publication known as the EXPERIMENTER — then to the slick four-page printed paper and then to the publication, *SPORT AVIATION*, as it is known today. It has grown in size and over the years improvements have followed the experience gained from issue to issue.

As I page through the volumes, and the many issues, it is evident that a lot of aviation know-how has been put into print. Many of these issues are no longer available, nor would it be economically feasible to reprint them, however, an effort has been made to preserve the technical articles that have appeared over the years. To accomplish this the past published articles have been selected as to category and printed as separate manuals which will be of educational value for years to come. Manuals on aircraft design, wood-working, welding, dope and fabric, and aircraft engines are some of those available, while still others are being prepared and edited. Occasionally I receive suggestions that *SPORT AVIATION* format be changed so as to print only technical articles or how-to-do articles. However, here at my desk I see the picture a bit differently. The financial support of the Experimental Aircraft Association comes from EAA members with many and varied interests. The true experimenter, the individual who builds from another man's plans, the vintage or restoration buff, the sail-plane enthusiast or one whose interest lies in improved power plants, and probably the greatest support comes from the individual who supports membership in EAA who some day hopes that from these many and varied interests will come airplanes of improved design, safety and utility.

To restrict any phase of EAA activity could very well restrict progress — for I have often seen the individual who with his hands and mind is busily restoring a vintage aircraft and upon completion delve into an entirely new design of his own imagination. I have seen the soaring enthusiast construct a power driven craft and vice versa, the non-pilot member walk into his garage with tubing, spruce and fabric and emerge with a product that is a credit to our effort.

Where does one draw the line? Where does one segregate? Where does one eliminate to achieve the goal of improved aircraft design? I say eliminate no one and encourage everyone to put forth their best in the work of design, construction, maintenance and pilot ability. This, along with making this effort enjoyable through Fly-Ins, chapter dinners and other affairs, can cause mankind to aid his brother, his neighbor and his fellow member. Where else but in the Experimental Aircraft Association can we harness these thousands upon thousands of man hours of thought and the freedom of expression — all toward the good of aviation — and all the while enjoying it.

Now let's review some of these suggestions or constructive criticisms regarding more effort toward originality and true experimentation. Have we reached our limitations? Is there nothing really new, or is the real goal in developing what we have, its utility, or the use of the airplane as it is known today? How about power plants? Are we willing to support those whose talents lie in this field?

We publish many articles on conventional amateur aircraft. Where are the reports on some of the new and original designs? We often hear of them but information or reports are slow in arriving and sometimes do not arrive at all. Let's spread the wealth of knowledge whether it be of a complete aircraft, components, structures, engines or designs. Prepare your material and forward it to Headquarters.

(Continued on page 40)

Homebuilder's Corner . . .

(Continued from page 2)

In an effort to become closer acquainted with officers of our many Chapters and at the same time make good use of the all too little time, Regional Representative Walt Handley of Costa Mesa, Calif., along with his wife, Gwen, and Cye Vaughn of Lodi, Calif., arranged a West Coast chapter officers meeting at Lodi. Val Brugger who attended with me and I were very pleased with the attendance by officers of the 17 EAA chapters represented and hope that I have brought about a better understanding of our Association's operation and functions. I know that I came away better equipped to carry out my duties as president of this fine organization.

I was especially pleased with the very successful evening dinner meeting and I hope that other similar regional meets can be arranged throughout 1965.

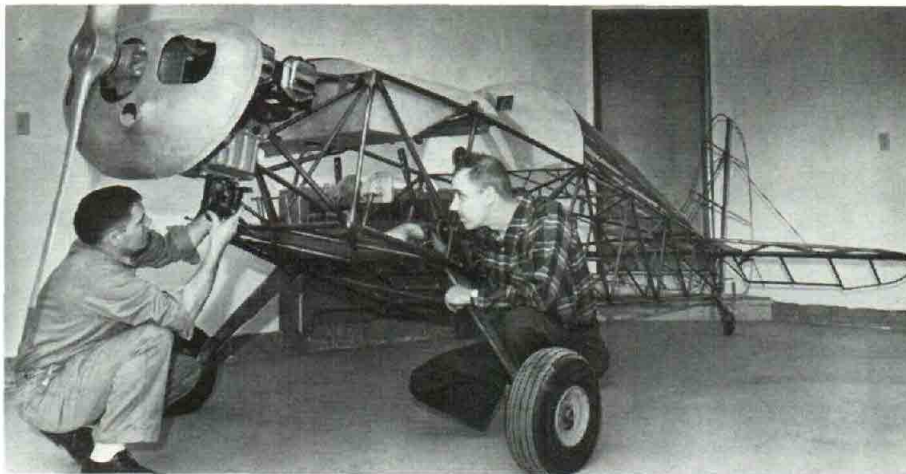
I cannot close this month's column without mentioning the wonderful hospitality shown me by George Krause, president, and the EAA Chapter 118 (Willoughby, Ohio) at their dinner meeting which had an attendance of some 200 members and their wives, as well as representatives from other chapters. It is great to be associated with so many wonderful people. ●

Newest EAA Manual ENGINES

Another one of the fine Manuals for the Amateur Builder. 72 pages packed with information on maintenance, building oil systems, fuel tanks, mounts, installations, cowling and cooling. Many illustrations.

Price: \$2.00

Experimental Aircraft Assn.
BOX 229 HALES CORNERS, WIS.



Far more advanced in construction than is apparent from this picture is the Stits SA3B "Playboy" being built by Lester L. Zehr (left) of Fort Wayne, Ind. Chapter 2. Shown examining the carburetor installation with Lester is Forrest Brattain, also of the chapter.

CHATTING . . .

(Continued from page 52)

Co., and some interesting anecdotes about the various Waco employees.

The chapter staged, within its own ranks, an ultra-light aircraft design contest, with the respective three winners being Jim Alexander, Laurie Gale and Paul Weiss. The contest was considered a great success and plans are being developed to have another one in 1965.

Jim Alexander will start on his contest winner as soon as he finishes up his high-wing cabin original design. Laurie Gale already has a mock-up of the fuselage and cockpit of his ultra-light built, and Paul Weiss has no plans at the moment to build his ultra-light until he gets his original design all-metal project out of the way. Ed Boyer is also supposed to be working on an ultra-light design.

Harris Woods is one of the busiest men in the chapter. In addition to being president, he seems to turn out design on design in endless sequence. Right now Bruce Herrin is building up an all-wood, twin-boom pusher which Woods designed, and Woods

himself is building up flying time on the recently completed pusher which closely resembles the old Curtiss-Wright "Junior." Jack Turner is building a full-cantilever mid-wing designed also by Woods. Jack recently restored an Aeronca 7-AC and is flying it now, while Carl Andre is restoring a similar Aeronca.

Henry Jocz is building the wings for his "Miniplane" and Norman Hupp also has one under construction, as well as an EAA "Biplane."

Warren Willis is selling his partially completed original design biplane, while Buster Snooks is modifying the Volkswagen-powered ultra-light biplane which he built. Buster also bought the "Fly Baby" project from John Pinsent and will complete it.

Harold and Tom Whipps, a father and son team, have a family affair going with the construction of two Thorp T-18s. J. D. Stone has started work on a "Midget Mustang," and Ray Hite did an excellent job on his Bensen "Gyro-Copter."

Bob Seevers is chopping wood on his Jodel D-11 and Jim Mann is put-

MAYBE YOU HAVE THESE PHOTOGRAPHS

- | | |
|------------------------------------|---------------------------------------------------|
| 1933—Stearman Model 80 | 1937—Warner Powered Ryan S-C Monoplane |
| 1939—Cessna Airmaster | 1937—Howard Model DGA-9 |
| 1935—Cessna C-34 | 1941—General Skyfarer |
| 1938—Fairchild 24 | 1932—Stinson Model R |
| 1933—Kinner Security Airster | 1932—Charles Healy Day Biplane |
| 1935—Curtiss Wright Model 191 | 1938—Spencer-Larsen Amphibian |
| 1935—Topsy Sport Airplane | 1938—Aeronca Models K and KC |
| 1932—Pilgrim Transport | 1939—Stinson Reliant Rearwin Model 6000 Speedster |
| 1932—Fairchild 24 | 1937—Piper Cub J-3 |
| 1939—Fairchild 24 | 1938—Stinson SR-10 |
| 1938—Fleetwings Sea Bird Amphibian | Stearman-Hammond Y1-S |
| 1939—3-Place Stinson 105 | 1938—Aeronca 50 hp |
| 1938—Alcar Junior Transport | |
| 1941—Twin-Engine 4-Place Langley | |
| 1938—Aeronca Chief Model 50 | |

Need pictures of completed aircraft, construction details, flight views, anything! Please send immediately. Will return pictures if requested.

ALSO: Back issues of AERO DIGEST, POPULAR FLYING, SPORTSMAN PILOT . . . for use in future publications now being planned by EAA. Single copies . . . complete files . . . mint or mutilated condition . . . WE WELCOME 'EM ALL!

SEND . . .

EAA HEADQUARTERS
Hales Corners, Wis.

DOPE AND FABRIC

The long awaited manual that outlines every step for the covering of a light aircraft with conventional dope and fabric plus the new synthetic materials. 115 illustrations, 64 pages of "how to do" explained in down to earth language understood by everyone.

PRICE: \$2.00

EXPERIMENTAL AIRCRAFT ASSN.
BOX 229 HALES CORNERS, WIS.



ANTIQUE PROPELLER CLOCK

Precision electric clock mounted in a beautiful replica of an antique propeller.

32 inches in length. PRICE \$15.95

ARROW PROPELLER COMPANY
Box 361 Memphis, Tenn.

Manufacturers of airboat-snowsled propellers, six blade G.E.M. fans, duster and sprayer fans. Industrial wood fan production.