



Corner

by PAUL H. POBEREZYNY

Speaking for the SPORT AVIATION editorial staff. I would like to express our appreciation for the numerous fine comments received regarding the quality of your Association's publication, and a special note of thanks to those who faithfully contribute articles, photographs, and art work. We hope that the new format appearing on this month's cover meets with your approval and we feel it is representative of the varied interests that make up EAA's membership.

For quite some time we have been aware of the many and varied interests within our group. This was not apparent in the early days of the Association as it was rather limited both in membership and experience. However, most people feel that the constructing of fixed and rotary wing aircraft, restoration of antique aircraft, and presenting the accomplishments of racing aircraft both past and present, contributes in varying degrees to the over all advancement of light aircraft development.

Many discussions have been had in evaluating the average EAA member and the conclusion indicates that he is some 38 years of age and is married. His interest usually centers around one particular phase of EAA activities, whether it be home-built, antique, racing, or rotary wing aircraft. He can be counted on to support all activities and his interests or activities may rotate from time to time along the above mentioned groups. He was a youngster during the hey-day of aviation when helmet and goggles were in style and an airman was something out of the ordinary. He barely remembers the day that "Lucky Lindy" flew the Atlantic. An airplane wasn't an airplane unless it had two wings. He built model airplanes and spent a great deal of time with his head in the clouds while reading Bill Barnes, Battle Aces, and others of the well worn "pulp" of the day. Among many the idols of the race pylons were Roscoe Turner, Jimmie Doolittle, Art Chester, Lowell Bayles, Steve Wittman, Doug Davis, Art Gobels. The aircraft were the Gee Bee racers, the Wedell Williams, the Howard Racers, Hall Springfield Bulldog, Traveaire mystery ships, Keith Ryder and the Folkert Specials. These are just a few that are well remembered.

All of these activities served as a spark for many who first entered aviation as a hobby and then as a vocation. We believe our Association today is providing the spark for others who will follow. To a few this may seem that we have drifted away from the original intent or aims in forming EAA as a group of aircraft homebuilders. But experience has taught us that in an effort to promote new and original designs in light aircraft, the support of others with enthusiastic interest along these lines is necessary.

For example, the preserving and restoration of older aircraft is invaluable in keeping alive our past engineering accomplishments. This can be used as a spring board for those whose interests are in aircraft design or engineering. Six years ago we were able to recommend to a prospective light plane builder a visit to his local airport to study the methods of construction used in various tube and fabric or wood aircraft. Today, at many airports these aircraft are seldom seen and at others a great many have succumbed to the elements.

We hope that those of you who so faithfully have supported this growing movement will continue to do so. We can do a great deal to promote aviation education and interest our youth to make aviation a career. We always like to point with pride to member Bob Blacker, a teacher at St. Rita's High School of Chicago, Ill., and the Junior EAA Chapter that was formed there. A program of several years that has resulted in the construction of two full size aircraft and a great number of lads entering aviation as a career. Our military service, airlines, and industry have gained because of this effort and other such programs are under way.

It gives us all a feeling of satisfaction knowing that "we" without the support of the aviation industry are contributing to an overall higher level of aviation knowledge and technical skill that will contribute to aviation progress. ●