

**HOT
LINE**

**From
HEADQUARTERS**

BACK COVER PAINTING

This month's back cover painting was awarded second place in the 1978 Sport Aviation Art Competition. Entitled "Feeling Free", it is the work of artist Stan Stokes (EAA 111325) of 117 Higrade St., Placerville, CA 95667. The original is 30" x 40" in size and was done in acrylics.

A full-time artist, Stan's work is shown by two California galleries - Copenhagen at Solvang and Timberlane at Carmel. He recently owned a Citabria that was flown by Frank Tallman in the film "The Other Side of the Mountain", but has sold it to concentrate on the building of a Steen Skybolt.

Remarking on his painting, Stan says, "... It is a fantasy of my own Skybolt, but a very clear one to me. Its paint scheme will be some combination of orange and white, the exact combination I'm not sure of as yet. My Citabria was orange and white and people said they could see me flitting about from miles away. The painting shows myself, I hope, in the not too distant future."

The 1978 Sport Aviation Art Competition was sponsored by EAA and the University of Wisconsin, Marinette. It was organized by Professor Jim LaMalfa of UWM and was judged by artist Randy Penner of Hudson, Wisconsin.

SPECIAL HOMEBUILT CERTIFICATE NPRM WITHDRAWN

On August 2, 1974 FAA issued a Notice of Proposal Rule Making (NPRM) which proposed the creation of what was then called a "Custom Category" for homebuilts — plus a realignment of other parts of the existing Experimental Category. The big change for homebuilders would have been the right to do one's annual inspection. A drawback, however, was that once sold, the new owner would have to hire the work on his airplane as if it were a factory built. Among other things, the Custom Category would have required the preparation of an owner and operator's manual and would have placed severe restrictions on aerobatics and IFR operations in such aircraft.

The NPRM was issued in response to an EAA petition, however, FAA proposals went well beyond what we had requested so that while most EAA recommendations were included, the new rules, in their totality, were unacceptable. In fact, of the 120 comments received by FAA, approximately two-thirds objected to all or some part of the NPRM. Commentators felt the proposed regulations for homebuilts would be too stringent and unduly restrictive.

Consequently, FAA has withdrawn NPRM 74-29 (as of Aug. 17, 1978) . . . leaving us with the homebuilt regulations that have served government and the people so well for the past quarter of a century.

6 NOVEMBER 1978

KELEHER LARK OWNERS

In an effort to document the number of Keleher Larks flying and under active construction, Ron Darcey (EAA 35390), Darcey and Gardiner, 24301 Southland Dr., Suite 620, Hayward, CA 94545 (phone 415/785-9166) is calling on all Lark pilot/builders to mail photographs (the more the better), information and specs on their individual airplanes.

If the response is good enough, a Lark portfolio will be prepared to include history and concept plus a photo album of each Lark which has been completed and submitted.

An information request will be mailed to each respondent. A deadline for all material and photos has been set for February 28, 1979.

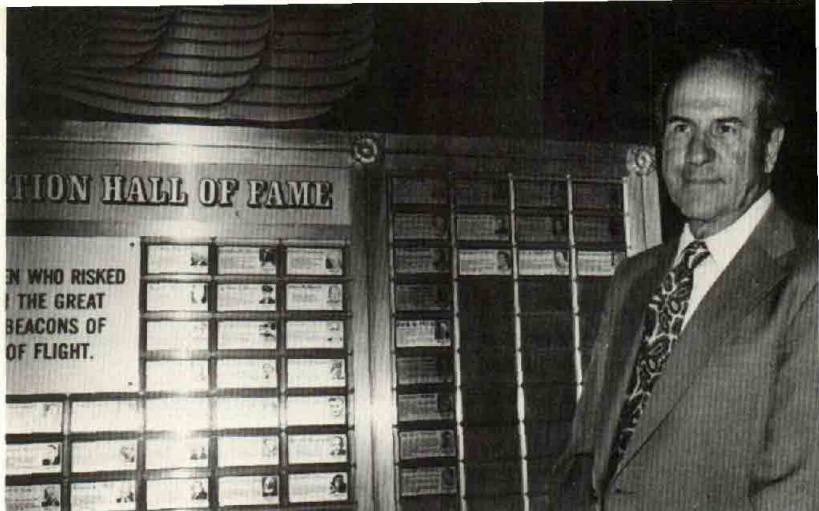


(Photo by Lee Fray)

This 6,000 lb. capacity fork lift was donated to the EAA Air Museum Foundation by American Airlines, through the efforts of EAA member, Larry L. Strain. Larry is Director Operations, Public Relations with American Airlines in New York. Many American Airlines employees had a part in this donation. Most of the paperwork was handled in Tulsa and New York. The fork lift was overhauled and painted in Newark, then airlifted via Boeing 747 to O'Hare Airport in Chicago. There, it was loaded on a truck and transported to the Museum where it has been in regular use since its arrival. At the controls of the fork lift is Philippe Van Pelt of the Museum staff.

(Photo by Gene Chase)

On October 14 at Colorado Springs, EAA President Paul H. Poberezny was inducted into the OX-5 Aviation Pioneers Hall of Fame. Also inducted were Walter F. Addems, Kimbell J. Scribner, Noah D. Showalter, Albert A. Vollmecke and, posthumously, William P. Lear. By definition the OX-5 Hall of Fame is "dedicated to the men and women who risked life and fortune to establish the great aviation industry. They were beacons of light in the embryonic age of flight."



BREEZY OWNERS

Charlie Shivers (EAA 49289) of 8928 Valleybrook Rd., Birmingham, AL 35206 is attempting to compile a list of Breezy owner/builders and would like to have each send him their name, address, phone number, N number and project status (under construction or flying) . . . plus a picture of their Breezy. Those wanting a copy of the list Charlie will compile should also include a stamped, self-addressed envelope.

AMATEUR-BUILT AIRCRAFT APPROVED FOR GLIDER TOWING

FAA's Flight Standards Service has determined that Amateur-Built aircraft can now be used to tow gliders . . . provided the capability of each individual aircraft can be substantiated and demonstrated in accordance with the following criteria:

1. Glider towing

a. The structural integrity of the tow hitch and the installation must be substantiated in accordance with the criteria contained in Advisory Circular (AC) 43.13-2A and recorded in the aircraft records by the owner.

b. The capability of the aircraft to tow and release a glider must be demonstrated in an assigned test area under actual operational conditions to an FAA representative.

c. Appropriate placards are to be installed (ref. AC 43.13-2A).

d. Provisions shall be made whereby the towed vehicle can be observed by the pilot of the tow plane at all times.

In addition, an operating limitation will be prescribed which will require the operator of the tow plane to advise the glider pilot of the experimental nature of the tow plane.

THE GREAT EAA 1979 DOWN UNDER TOUR

is the official name of the EAA tour of Australia and New Zealand now scheduled for April 6 through April 22, 1979. The response from EAAers has been sufficient for an itinerary to be prepared which will include a stop to attend the Sport Aircraft Association of Australia's National Convention — plus lots of time for sightseeing. Tony Stinson, organizer of the tour, is calling on any person who plans to participate in the tour and who has presented forums at Oshkosh to consider putting one on during the S. A. A. A. convention. If you are willing, contact Tony at P. O. Box 531, Brockvale, New South Wales 210, Australia. Tony will also be writing an article for *SPORT AVIATION* which will detail the tour itinerary. If you are interested in the Down Under Tour, there is an ad and coupon elsewhere in this issue with which you can obtain further information.

SUN 'N FUN TEMPORARY TOWER FREQUENCIES

FAA will set up a temporary control tower during the 1979 Sun 'N Fun Fly-In — operating from 7 a.m. to 7 p.m. from January 21 through January 27. ATIS will be on 120.9 and the tower frequency will be 125.5. The Lakeland, Florida municipal airport, site of the big mid-winter EAA meet, will play host to tens of thousands of EAAers from all over the U. S., Canada and numerous overseas nations. See the article elsewhere in this issue for additional details.

WINGS AND WHEELS REINCARNATED

Wings and Wheels, a transportation museum that closed its doors in Santee, SC a few years ago, will be rededicated on December 17, in new quarters on the McCoy Jetport in Orlando, Florida. Most of the museum's large collection of vintage aircraft have already been moved to Orlando and plans are to have them on display to the public around the first of the year.

One of the most interesting aircraft to be displayed in Wings and Wheels will be Charles Lindbergh's Miles Mohawk. This one-of-a-kind two-place tourer was specially built for the Lindberghs during their self-imposed exile in Europe following the kidnaping and murder of their son. The Menasco Buccaneer powered Mohawk was used to tour Europe, Russia and India — including the Lone Eagle's highly publicized inspections of the German Luftwaffe. Upon the outbreak of WWII, Lindbergh returned to the U. S., leaving the airplane behind in England. It was used by the RAF as a communications hack during the war and afterwards passed quickly into oblivion.

In 1969 Lew Casey, the highly respected aircraft curator of the Smithsonian's National Air and Space Museum, began a search for the Mohawk, and after six years of sleuthing finally ran down its remains in a Spanish junkyard. He purchased the hulk and had it shipped to North Carolina where it was stored with a portion of the Wings and Wheels collection. Recently the 250 hp supercharged Menasco was turned over to Embry-Riddle Aeronautical University for a complete overhaul. The airframe will be restored in Wings and Wheels' shops in Orlando and eventually put on display, giving U. S. aviation enthusiasts their first look at the historic aircraft.

ADDRESS CHANGE

John O. Isaacs, designer of the popular Isaacs Fury and 6/10 scale Spitfire has moved. To insure your letters get through, please use his new address — which is: Mr. John Isaacs, 23 Linden Grove, Chandler's Ford, Eastleigh, Hampshire SO5 1LE, England.

MUSEUM NEEDS

The following items are needed to carry on the programs of the EAA Air Museum Foundation. If you can help, please contact Gene Chase, Museum Director, at EAA Headquarters, telephone 414/425-4860. Donations to the Museum are tax deductible.

- *25 ton hydraulic press
- *Cherry G-704 power riveter
- *Air operated automotive bumper jack
- *Cylinder base wrenches for A-65 through 0-200 Continental engine
- *Cylinder base wrenches for 0-235 through 0-360. Any condition — for display only
- *Propeller (complete or components) for BT-13 (R-985) or AT-6 (R-1340)
- *Belt sander
- *Floor sander
- *Small band saw
- *Paint spray booth
- *Paint storage cabinets
- *Electric metal shear
- *Aircraft engine borescope
- *Upright vacuum cleaner
- *Bridgeport milling vise
- *Indexing head for milling machine
- *Propeller blades des. No. 21A1-7 to fit a Hamilton Standard Hub No. 5406, for the Laird Super Solution restoration project
- *1 cylinder for an Aeronca E-113A engine
- *Blacksmith anvil

MUSEUM ACQUISITIONS

Gene Chase, Museum Director, reports the following recent donations to the Museum.

Aircraft Parts - Donors: Lawrence Derksen, Milwaukee, WI; Capt. Carroll Dietz, Rockford, IL.

Shop Tools & Equipment - Donors: Dick Wickson, Blackhawk Airways, Janesville, WI; Jack Hooker, Hooker Custom Harness, Youngstown, NY; Steve Ilowiecki, Cobleskill, NY; Anthony Pasterski, Green Bay, WI; Frank Barber, Aircraft Tool Supply, Oscoda, MI; Bill Connor, USATCO, Long Island, NY; Howard Ehlers, Hales Corners, WI.

Aircraft Hardware - Donors: G. N. Trimble, Ontario, Canada; Frank and Ethel Ferree, Airparts Enterprises, Inc., Kansas City, KS.

Dictating Equipment - Donor: William P. Meserole, Arlington, VA.

Aircraft Engines and Parts - Donors: Joseph A. Pollock, Oshkosh, WI; John VanSant, Erwinna, PA; David A. M. Johnson, Peterborough, NH; Wayne C. Brubaker, Dover, DE; William R. Turner, Oakton, VA.

Aircraft Radios - Donor: Mark Clark, Rockford, IL.

Aircraft Plans - Donors: Caryle Thoms, Santa Paula, CA; R. Rautenstrauch, Cuyahoga Falls, OH; Robert Helfferich, Bristol, WI.

Communication Equipment - Donors: Bill Sullivan, Bloomington, IL; Don Dodge, Manhattan, KS.

Air Compressor - Donor: William P. Murphy, Jr., Cordis Corp. Miami, FL.

Miscellaneous - Donors: Russell T. Gattshall, Prairie du Sac, WI; Major Charles Knotek, Ft. Totten, NY; Bud Wielt, Kansas City, MO; Bob Redmann, New Berlin, WI; Edward Tiedman, Kingfisher, OK; V-M Enterprises, Belleville, MI; B. A. Williams, Madison, IN; R. G. Adams, Laguna Hills, CA; EAA Chapter 339, Norfolk, VA.

Aircraft - Donor: Helicom "Commuter" Helicopter, Robert Helfferich, Bristol, WI.

Automobiles - Donor: Jim Gorman, Mansfield, OH.

Fork Lift - Donor: American Airlines.

Books and Photos, Etc. - Donors: Hal K. Bundy, St. Joseph, MI; Col. John R. Hed, Duluth, MN; Edward A. Abbott, Alexandria, VA; Dr. Stanley Mohler, Bethesda, MD; Carl J. Lund, Mobile, AL; Mrs. Sylvia Smith, Oshkosh, WI; John Gorsuch, Santa Monica, CA; Confederate Air Force, Harlingen, TX; Robert Helfferich, Bristol, WI; Carl Niehaus, Jacksonville, IL; Mrs. Alexander Lippisch, Cedar Rapids, IA; Ed Burman, Kenosha, WI; Mrs. Ruth Goetsch, Milwaukee, WI; Bill Truver, Chicago, IL.

NEW EAA WINTER JACKETS

Two new high quality EAA winter weight jackets are being offered for the cold months ahead. First is a winter version of the popular Eisenhower jacket (see Figure 1). It is lined with an International Orange hollofill insulation and the outer shell is the same Air Flight nylon as in the mid-weight jacket. Note that separate hand warmer and flap-type pockets are provided. The sleeve pocket is also retained.

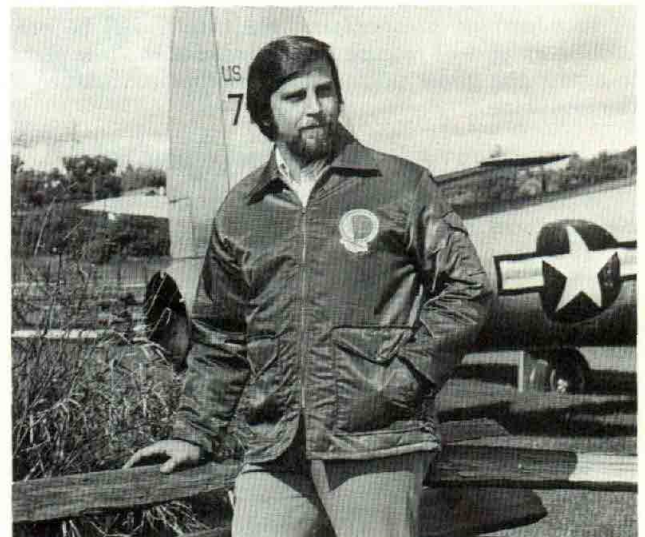
The second jacket (see Figure 2) is hip length and is also lined for added warmth. It has the same pockets as the Eisenhower jacket.

Each style of jacket sells for \$39.50 ppd. (check or money order — Wisconsin residents include 4% sales tax — Canadian members remit in U. S. funds). Order from EAA, Box 229, Hales Corners, WI 53130. Identify your choice of jacket as either the Winter Eisenhower Jacket or Winter Hip Length Jacket.



(Photo by Lee Fray)

FIGURE 1



(Photo by Lee Fray)

FIGURE 2

JAVELIN FORD ADDENDUM

Last month we featured Dave Blanton's Javelin Ford aero engine . . . and it continues to build up time in its Cessna 172 testbed. One problem has surfaced, however, and Dave wants to warn EAAers about it. He says:

"When we started this project and all through the development, we have had many people come forward and tell us about their bad experience with the timing belt jumping and breaking. I knew this problem had been fixed several years ago by people who build Formula Ford Midget race cars — by the substitution of a round toothed heavy duty belt (identified as a H. T. D. belt) — and I assumed it would be incorporated in the 1979 Ford Turbo 4 engines I am recommending for conversion to the Javelin Ford configuration. This I have now learned is not to be the case; Ford will continue to use a square toothed timing belt which has a history of jumping teeth or possibly breaking during back fires or during shut down.

We have had this square toothed belt jump twice in 30 hours of flying time (during shut down — never in flight). No one, therefore, should ever fly with this belt. The H. T. D. belt (which we are now installing) has round teeth with double the engagement depth and reliability of any gear drive. Midget racers run this belt at 10,000 rpm without problems.

Until Ford incorporates this H. T. D. belt, we must not fly with this engine — unless we change the three sprockets and timing belt. The parts **are** going to be available to make the change.

LEO LOUDENSLAGER WINS 4TH U. S. AEROBATIC TITLE

Leo Loudenslager (EAA 42910) of Sussex, NJ has won an unprecedented 4th consecutive U. S. Aerobatic Championship. Competing against the nation's finest unlimited pilots, Leo pushed his Laser 200 (a highly modified and refined Stephens Akro) into first place ahead of Henry Haigh of Howell, Michigan who competed in a highly modified Pitts Special. Third place went to Gene Soucy of Hurst, Texas in the spectacular new Christen Eagle I (see picture); in fourth was Tom Collins of Atlanta in the new 260 hp Pitts; Greer Paramore of Acworth, Georgia finished fifth in a Pitts S1S and sixth place went to Bob Carmichael of Roanoke, Texas, who competed in a Pitts S1S. Although 1979 is the off year between World Aerobatic Contests, the first five finishers in the Nationals are considered the U. S. Team for that year . . . plus an alternate, the sixth place finisher.

The National Advanced Champion is Bill Sandusky of East Point, Georgia; the National Intermediate Champion is Gene Beggs of Midland, Texas and Verlyn Hagen of Overland Park, Kansas won the National Sportsman Championship.

Congratulations to all.

The 1978 U. S. National Aerobatic Contest was held this year in Conroe, Texas during the week of October 9-15. Sherman, Texas had hosted the event for the past several years, but the huge ex-military field there has been lost as a site because a manufacturing plant is being built on the airport.

Ron Cadby, President of ACA (which sponsors the Nationals), has announced that he and his Board of Directors will hold a joint meeting in December with the officers and directors of IAC . . . at EAA Headquarters in Wisconsin.

(Photo by Jack Cox)

Leo Loudenslager is interviewed by local TV shortly after his first flight in defense of his U. S. aerobatic championship. At the end of the week Leo again emerged victorious — his 4th consecutive U. S. title.

NEW EAA STAFFER

The EAA Headquarter's staff has gone international with the addition of New Zealander Peter Strombom. Peter and his family arrived in the U. S. in September and he reported for work on the 27th. His duties will involve fund raising, government affairs and our annual convention at Oshkosh. A resident of Auckland, N. Z. Peter first came to EAA President Paul Poberezny's attention as the coordinator of his trip down under this past March as the guest of the Auckland Aero Club. President Paul was impressed with Peter to the extent that a Headquarters slot was offered . . . and eventually accepted.

We take this opportunity to welcome Peter, his wife, Kathie, and their two children to the U. S. and to the EAA family.

OUR AVIATION TRUST FUND . . . EVER UPWARD

While the professional muckrakers and ill-informed columnists scream for the banning of private aviation in the wake of the San Diego mid-air, the Aviation Trust Fund, into which all aircraft owners must pour their money, continues to bloat. The Treasury Department has reported that in June the Fund gained another 145 million. The very, very grand total as of the end of June was 3.83 billion dollars.

CESSNA 120/140 OWNERS

Univair Corporation, Rt. 3, Box 59, Aurora, CO 80011 (Phone 303/364-7661) recently acquired the STC for the SAE 0422008-4 drag wires used on Cessna 120 and 140 aircraft. These are the heavier drag wires required by AD 48-25-3 and formerly manufactured by Stratton Aero Enterprises of Arlington, WA.

Univair has commenced manufacture of the wires. Order P/N 0422008-4.



(Photo by Golda Cox)

Frank Christensen's new super star, the Christen Eagle I — single place, 260 hp and a fixed pitch propeller. Frank has engaged Gene Soucy to campaign the airplane for him and both made their debuts at the U. S. Nationals. After being out of competition aerobatics for several years and with only 6 days of practice in the airplane, Gene astounded everyone by finishing 3rd in a hotly contested Unlimited Field. White with a black stylized eagle trim, the Eagle I is a beauty . . . and according to Gene a fantastic performer. He says that vertical capability is so great he has had to adjust his flying technique considerably to account for the superiority of the Eagle I over his old four aileron Pitts.

