Here we are back in the same old groove after another successful fly-in. Of course I am confronted with a stack of mail that will really take some undoing so if there is a slight delay in getting an answer to your letter, understand. I am sorry to hear that the weather was a factor in many of you not being more friends than there was time available to spend with each. I am sorry to hear that the weather was a factor in many of you not being able to make it all the way.

I enjoyed the opportunity very much in being able to fly some of THE homebuilts there. I flew Bill Chana's Honeybee which is a 3rd Ave. S.E. former and of all wood construction. If any of you care to purchase the good fresh Wisconsin air. I also flew a two place Lycoming 115 hp Lycoming powered Tailwind and an 85 Continental powered Tailwind plus having another Tailwind builder bring his ship down for the fly-in so that more of you could have flown it. From those who attended the 1956 fly-in. One of the main items of discussion will be the fly-in committee is going to meet and discuss ways of improving the 1956 fly-in. One of the main items of discussion will be the establishment of table of standards which an aircraft must meet to classify as an amateur built aircraft. It is hoped that the C.A.A. will accept the suggested standards and use them as a guide when issuing airworthiness certificates to homebuilt aircraft in the future. There were many suggestions as to what should constitute an amateur built aircraft. Mr. Robert Burbick, of the CAA in Washington, D.C., talked on the existing Civil Air Regulations governing experimental and amateur built aircraft and answered questions pertaining to them. A motion was made, seconded and carried to retain the present officers in their existing capacities for another year. Therefore, Paul Poberezny, Leo Kohn and Robert Nolinske will hold the office of President, Vice-President and Secretary-Treasurer respectively for the 1955-56 term.

An introduction of members and guests was given. There was at least one member present from practically every state in the union. We were honored with the presence of our only member from Norway, Capt. Jan Christie, who hales from Oslo. Capt. Christie told of the difficulties encountered by the amateur builders in his country.

Poezberzny's welcome address, he told of the progress the association had made since their organization. A Treasurer Report was given. There was a bank balance of $1297.30.

The need for a full time secretary for the association was given. Suggestions were requested on how to raise funds to meet the wages of such an employee. Some suggested raising the membership dues. Another suggested holding a raffle, having the kit of some airplane as a grand prize. Nick Rezich suggested the E.A.A. use its annual Fly-In as an air show or to sell something to some organization as such. The gate receipts and program sales would bring profits to the association. These subjects are to be discussed in detail at a later date. Nick Rezich was appointed chairman of the Premotion Committee.

The subject of what constitutes an amateur built aircraft was discussed. It has become necessary to establish a definite table of standards which an aircraft must meet to classify as an amateur built aircraft. It is hoped that the C.A.A. will accept the suggested standards and use them as a guide when issuing airworthiness certificates to homebuilt aircraft in the future. There were many suggestions as to what should constitute an amateur built aircraft. Mr. Robert Burbick, of the CAA in Washington, D.C., talked on the existing Civil Air Regulations governing experimental and amateur built aircraft and answered questions pertaining to them. A motion was made, seconded and carried to retain the present officers in their existing capacities for another year. Therefore, Paul Poberezny, Leo Kohn and Robert Nolinske will hold the office of President, Vice-President and Secretary-Treasurer respectively for the 1955-56 term.
Honey Bee Wins MI Trophy

President Paul Poberezny congratulates Walt Mooney as he presents the Mechanix Illustrated trophy to him, for the "Honey Bee". The award was for the Most Outstanding Aircraft Design.

Jim White's Brainchild Progresses

This is the airplane, as far as it has progressed, which is being built by James A. White of 487 Carpenter Street in Columbus, Ohio. Jim is President of the newly organized Columbus, Ohio Chapter 9 of the E.A.A.

The airplane itself, is built around a Piper PA-12 airframe. It is single place and will be powered by a 200 hp. Ranger L-440-3 engine. The wing panels are from a Fairchild PT-19.

Data Recorded By CAA

What's this? CAA man Robert Burbick writing out a red tag for the Carpenter "Special"? Not at all! He merely is transcribing information on home-builts for better CAA records. It seems that they have no such thing. That's Tony Mauger, Milwaukee CAA agent, looking on.

Inspection Brings Perfection

An idea for "Shorty"? Here Carl Walters takes a good look at the landing gear strut on Wittman's latest "Tailwind". Carl, as you know, is building the new Corben "Shorty", a low wing sport design.

also, and are joined butt to butt inside the fuselage.

Figuring along that line of thought, the wing span will be roughly 28 feet. As can well be imagined, it is not a little airplane, and as yet, we don't know if it is only intended for sport flying, or perhaps some other purpose.