

The Homebuilders Corner

By Paul H. (Poopdeck) Poberezny

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 you will understand why.

I was very happy with the turn out at the fly-in and was sorry I couldn't spend more time with each of you but it seemed like I had 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 fine little comfortable ship with a good cruising speed for a 65 hp Continental. I understood Walt Mooney who flew it in from San Diego, California was invited up to Oshkosh by Steve Wittman for a prop balance job. I guess Steve couldn't see Walt sitting there for 24 hours with an unbalanced prop. I know Walt and Bill will always be proud of the Big Mechanix Illustrated trophy they won.

Steve Wittman walked away with three of the trophies and I understand that the judges on the awards committee had an extremely difficult time in determining winners. Steve had three of his home-built aircraft in attendance. Bix X, the Franklin powered 4 place ship, a 115 hp Lycoming powered Tailwind and an 85 Continental powered Tailwind plus having another Tailwind builder bring his ship down from Oshkosh, Wisconsin. Steve had quite a lot of shuttling to do in getting his 3 ships down and we sure do appreciate it as it added a lot to the success of the fly-in. He also flew quite a lot of passengers which will mean there will be a lot more Tailwinds under construction soon. In fact Dave Frantz with the help of his brother Ben and myself each have started the construction of one so we hope to have both of them flying by this coming Spring.

A great many of you had the opportunity to fly my Corben Baby Ace and I am sorry I didn't have my insurance squared away before the fly-in so that more of you could have flown it. From those who did the reaction was excellent. Bob Burbick of General Maintenance CAA, Washington, flew around for about 45 minutes and enjoyed the good fresh Wisconsin air. I also flew a two place Lycoming powered Pietenpol owned by E. Schermerhorn of Rochester, Minnesota which is certificated to carry passengers. It also is an excellent performer and of all wood construction. If any of you care to purchase plans for it they are available at \$15.00. His address is Box 206, 1123 3rd Ave. S.E.

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 holding the business meetings at the airport so as to eliminate part of the transportation problem and increase the attendance at the meetings. What type of dinner and dance would be more suitable for the group and the awarding of trophies so as not to have duplication of so many categories, etc.

We would be glad to have you readers comment as we too are learning in this game of putting on successful conventions and with very limited manpower.

I am going to sign off early this month and get the news copy together and get it in the mail to the printer. It's a Saturday evening and my wife Audrey is sitting at her typewriter pounding away so that you fellows can get your Experimenter. Not many wives will prefer a typewriter to an evening out — especially a Saturday night. We sure owe her a lot fellows for without her co-operation, no EAA! See you in September and will be looking for your news items, articles and photos — PLEASE.

EXPERIMENTER

The Experimenter is the official publication of the Experimental Aircraft Association, and is owned exclusively by the Experimental Aircraft Association. Published monthly at 3801 S. 56th St., Milwaukee, Wisconsin. Second class mail privileges authorized at Milwaukee, Wis. Additional entry at the Post Office, Random Lake, Wisconsin. Price single copy 25 cents; yearly subscription \$2.50 or included in membership dues of Experimental Aircraft Association.

Editors: Paul H. Poberezny, Robert Nolinske, and Leo Kohn
Closing date for advertising copy is the 15th day of each month.
Circulation: To thousands of readers who have made known to E.A.A. their interest in the building of home built aircraft.

MAIL ALL CHANGES OF ADDRESS ON FORM 3579 TO:
EXPERIMENTER, RANDOM LAKE, WISCONSIN

AUGUST, 1955

VOLUME 4, NUMBER 8

Minutes Of The Third Annual Fly-In Meeting

August 5, 1955.

The meeting was called to order by President Poberezny at 2:45 p.m. in the East Room of the Schroeder Hotel, Milwaukee, Wisconsin. The officers of the E.A.A. were introduced. After Poberezny's welcome address, he told of the progress the association and the "Experimenter" had made since their organization. A Treasurer's 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 airshow, or sell it to some city or 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 Promotion 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 same. A committee is to be appointed to establish a table of standards amateur built aircraft should be required to meet.

Nominations were opened for the offices of President, Vice-President and Secretary-Treasurer. 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.

Foster Hannaford, Jr., head of the E.A.A. Insurance Department, informed the members of the public liability and property damage insurance available to them for their experimental aircraft and of the personal death and dismemberment insurance available to each member. The death and dismemberment insurance is available for \$5.00 per year for \$1,000 coverage. It will be necessary for 300 members to subscribe to the latter insurance for the policy to become effective. All money received for this insurance will be held in a trust until the required 300 have subscribed. After a definite period of time has elapsed and the necessary amount of persons have not participated, their premium will be refunded. All interested persons were urged to contact the E.A.A. Insurance Office, Lake Terrace, Mundelein, Illinois Attention: Mr. Foster Hannaford, Jr.

The meeting was adjourned at 5:10 p.m.

Respectfully submitted,
Robert E. Nolinske
Secretary-Treasurer

Experimental Automatic Pilot

Attending the third annual Fly-In were E.E. Aylor and two test crew members, Herb Squires and William France all of Galesburg, Illinois. Aylor and crew arrived in a Piper-Super-cruiser classified "Experimental" by reason of being equipped with a new type low cost, two axis automatic pilot which he had built. For patent reasons, detailed information was not disclosed but it was indicated that the device was entirely vacuum operated and did not use a gyroscope. It was stated that it would automatically maintain a two needle turn.

Among reasons for building the automatic pilot is an attempt to develop a VERY LOW COST reliable flight aid. At the present stage of testing, it appears that the goal is attainable to the extent of making it feasible for aircraft manufacturers to equip all new planes with this type automatic pilot as standard equipment.

