

BITS AND PIECES

Bob Chisholm, Box 928, Goderich, Ontario, Canada, sends us some photos of one of the neatest Baby Aces we've seen yet. He writes:

"This might be hard to believe, but 'Bits and Pieces' is now in the air and flying like a little bird. Boy, does that airplane ever get off the ground!

"Keith Hopkinson did the test work on it August 3rd. What a day that was! I was splashing milk on my ulcer from the minute I awoke and was as excited as a kid with a new toy.

"Let me say now how much I appreciate belonging to EAA. Just seeing every month a new homebuilt taking to the air gave me the urge to keep hammering and welding away. I encountered no problems

Bob Chisholm



at all during construction except the cowling which took a lot of thought and a few nights to build.

"What a paint job I have on it - Hoppy's painter designed the color scheme and picked the colors. His name is Don Fisher and for my money is the best in the business. The plane is two-tone turquoise and white with a black stripe and registration.

"Several of the fellows have flown it and everyone is pleased with the

way it handles. I have done a lot of things in my day, but taking my plane that I built myself into the air topped anything yet. Just sitting up there and thinking of all the nights you spent in the workshop, it seems like it's all a dream to have a plane that cost so little and yet seems so wonderful.

"For sure you will see me at the 1959 Fly-In, so hope those winter months will fly by."

Auto Engines in Development

As the amateur-built aircraft movement expands and progresses, the need for a variety of reliable powerplants will become more acute. That some members are already concerned about this problem is indicated by several letters we have received recently.

From Jim Laird, 243 E. Tamarack Ave., Inglewood, Calif., comes a note about the engine developed by the American Motors for their "Mighty Might", a latter-day Jeep for the armed forces. This engine is a four-cylinder V-type, air cooled, developing about 90 hp. There is a possibility that this engine will be made available to the public later. Its adaptability for aviation uses is a big

question mark until more is known about it.

Ron Duhamel, 1427 S. State St., Syracuse 5, N. Y., sends information about interesting all-aluminum engines being developed by Ford and General Motors for their "smaller" cars scheduled for production within the next two years. Most interesting of the two is the horizontally-opposed, air cooled six-cylinder job for Chevrolet's small car. Here too the adaptability for aviation is an unknown quantity.

Keith Hopkinson, president of Canada's Ultra-Light Aircraft Assn., affiliate of EAA, at Sky Harbour Air Services, Goderich, Ontario, suggests that EAA attempt to contact these

automobile firms with the purpose of encouraging consideration by the engineers of incorporating features in their engines which would facilitate their conversion for aviation uses at a later date. This appears to be a worthwhile move, but we would have to establish closer contact than is available to a plain "outsider". Anyone having access to information on these engines and who can suggest the proper procedure to accomplish the above suggestion is urged to contact EAA Headquarters. Certainly we should make every effort to encourage consideration for our future needs. A little concentrated effort at this time could produce some startling results.