



Chapter 67 Inc.
205 E. 161st Street
Westfield, IN 46074

November 3, 1980

John Adolfson presided over today's meeting. Guests included Don Dullinger, who recently moved to Westfield from Muskegon, Michigan. He is building a Steen Skybolt.

ONE MORE TIME

Again we must remind everyone who has not responded to the Notice of Proposed Rule Making--Size of Registration Marks--to write their opposition before the deadline on November 28, 1980. This NPRM states that all production aircraft 30 years old or less shall be required to possess 12 inch high registration numbers on their sides. This after a 1977 rule did away with 12 inch high numbers in favor of 3 inch numbers.

The current NPRM does not include homebuilt aircraft, but for all we know they may issue another one next year--especially if they get away with this one. I'd like to quote from SPORT AVIATION magazine. "To the barricades, troops, we've got to win this one--because there will be another tomorrow...and the next day...and the next."

Send your letters (in duplicate) opposing Docket No. 20424, Notice 80-11, Size of Registration Marks, to this address:
Federal Aviation Administration
Office of the Chief Counsel
Attn: Rules Docket (AGC-204) Docket No. 20424
800 Independence Ave. SW
Washington, DC 20591

SOME MEMBER PROJECTS...

Judd Lutz has acquired a beautiful blue and white Luscombe, which will be ready to fly as soon as the wings are mounted and rigged. When asked what he's been doing to his Starduster Too; "...I give it a pat as I walk by" he said.

John Reckel will soon be flying his Baby Lakes--all he needs is for the FAA to give it a final inspection. "I have about three hours of taxi time in it," he says.

President: Dick Ervin 542-8580
Secretary: Pete Wiggin 244-3509

Vice President: Larry Jacobi 773-3112
Treasurer: Don Barnhart 257-3140

Joe Ferraro has been working steadily on his Starduster Too, and now has it just about finished. He has a beautiful red, white, and blue paint job, complete with a sunburst pattern on the wings, and stars on the tail. He needs yet to mount the engine, and do a few minor finishing touches. First flight is not expected until sometime next spring.

Van Eller is persistantly making progress on his Wag-Aero CUBy. The FAA has recently signed off the airframe, so he can now start covering the aircraft.

...AND THE T-CRAFT, TOO

We're still working on the Taylorcraft every Tuesday night, and we could use your help. Currently we're working on the cabin area, and will soon be ready to start covering the fuselage. Come on out and help with the progress. Or at least have a beer and help supervise.

NOVEMBER PROGRAM

Our speakers for the meeting were Dave Nordquist, from the 3M Company, who talked about the various kinds of sandpaper and related items for preparing an airplane's surface for painting, and Dave McMullen, from Ditzler Automotive Finishes, who talked about the different kinds of paint and primer we can use on our aircraft. They were here on behalf of Tim Woolsey, of Curry Auto Supply. If you have any questions about what products to use while sanding or painting your aircraft, give Tim a call at 253-7721, or pay a visit to his store.

Curry Auto Paint & Supply Inc.
6217 Keystone Ct.
Indianapolis, IN 46220

A SUNDAY EXCURSION

On Sunday, November 9, several Chapter members flew to Mentone, Ind., to attend the meeting of EAA Chapter 549. It was a very interesting and enjoyable trip. Some of the projects the members are building include two Bakeng Duce's, a Pober Pixie, a Breezy, and the restoration of two French Stampe biplanes. Our thanks go to President Marvin Anderson and the members of Chapter 549 for welcoming us as guests to their meeting. Thanks also to Dick Ervin, Earl Lampman, and Joe Ferraro for flying us up there in their airplanes.

Our next meeting will be held on Monday, December 1, 1980 at 7:30 pm. Happy Thanksgiving!

Respectfully Submitted,



Pete Wiggin