



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

October 1984

President Barnhart welcomed our guests:-

Ann Nobles. PO Box 509054 (9408 C San Miguel Dr.), Inpls. IN 46250.

Roy E. Vance 5048 Knollton Rd., Indpls. IN 46208.

Fred Moss. RR2, Box 419, Sheridan. IN 46069.

Mauri Howery. RR1, Tipton. IN 46072.

& Wayne Reynolds, from the Indiana Dept. of Transportation. We appreciate him taking time to talk to us.

Discussion then opened on the "N" number Registration fee, and Wayne Reynolds was invited to say a few words. He introduced himself as the Assistant Director (to Director Roland Moross). He pointed out his office has no power to alter the Act, merely to enforce it; there is also no power to withdraw "N" numbers from anyone. Don Barnhart said he had phoned our Senators' offices and the Federal Legislative Agency to learn the exact details of the Bill in question. Wayne Reynolds explained it had been based on the replacement of the old property tax on airplanes, when it was recognised that many people were not paying & keeping the rate artificially high for those who were. In 1976 an excise tax was established, with a declining rate until 1979; the Registration fee was fixed as \$ 10.00. Any aircraft based in Indiana for 60 days, or more, qualified, but the Dept. of Transportation had to prove it was an airworthy aircraft, before Registration or Tax. This was time consuming, so in 1984 all aircraft that were registered by the FAA, with "N" number, make, model and serial numbers was used as the basic resource list.

"Dutch" Wilhelm recounted a 1978 request for reserving an "N" number, when he only had \$ 14,000 worth of parts. Astonishingly, he was asked for tax equivalent to the Sales tax on those parts!! Bill Thornberry was asked for tax on an aircraft sold prior to Feb. 1st this year; and on another registration fee he had paid, he was still awaiting the certificate. He felt it was totally uncalled for to ask for tax on non-airworthy aircraft. Art Nicola had a reply from the FAA, confirming that Indiana had no authority to withdraw "N" numbers. Wayne Reynolds had personally checked on Art's aircraft and found it had model and serial numbers and therefore qualified for registration. He also mentioned there was no penalty for those who had replied before the deadline, although his office had not checked the replies of owners of non-airworthy aircraft until May. "Dutch" pointed out that a non-airworthy aircraft had very little value to anyone, and it takes much time to restore or construct a finished, flying aircraft! Walt Fritz said there were no fees collected for old cars awaiting restoration, and why penalise aircraft? It was suggested the form should have a question added "has this aircraft been certified airworthy this year?"

When asked where the collected money went, Wayne Reynolds replied that the registration fees, for 46,000 aircraft, went to offset administrative costs (incurred in registering 46,000 aircraft -- perhaps unnecessarily?), and the excise tax goes to the Counties. Only one County, Allen, devotes all such tax to airports. Otherwise, about \$3 million goes to 85 airports in the planned system, Terry, Mt. Comfort, Shelbyville etc., with none to grass airports. The Dept. of Transportation also collects sales tax for the State.

We thanked Wayne Reynolds for his information, although we found the system

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Secretary: Dorothy Thomson 873-2774

Vice President: Jerry Bunner 352-0393
Treasurer: Don Dole 898-9719

unacceptable and lacking in common sense, and therefore must make every effort to correct this unsatisfactory situation by protesting to our Representatives to change the method by which they determine taxable aircraft. We ended with a suggestion that perhaps a phone call to each of the Chapter Presidents, from the D o T, would be a quick, simple and accurate way of eliminating the non-airworthy aircraft from the basic list. (This would probably cover most of the current projects in Indiana).

Notices

Our Pres., back in the groove, read several notices: a letter from Voyager, asking for funds, with various items for sale as money-raisers. Tom Watkins has a patch, nice. There is a new Wag-Aero sale, and Monnett's Fall sale with a Builders' workshop, Saturday Dec. 1st. The new Gen. Aviation accident report is out; and Dr Frank H. Austin Jr. has been appointed Medical Director for the FAA. He is ex-navy and a general aviation pilot.

Old Business

Ray Ovelgonne received an enthusiastic ovation for the excellent T-bone steaks he provided at the picnic last month. Thanks, Ray!

Our Designee reported the ordered T-Craft parts had not yet arrived. Nick also told us of his successful flights in his new acquisition "Mickey Mouse", now that it has left it's guide and mentor, Vic Zinn.

"Dutch" asked for help in the final stages of assembly, with the foam/glass overlay on his FW 190.

Don Roberts recounted his difficulties in renewing his medical. He discovered only then, that one out of three medications for hypertension are approved by the FAA. His license was temporarily withdrawn; and in spite of his Doctor writing three times, once in each of three months, Don ended up paying something like \$ 600, and lots of time for tests, proving he was on different medication, and the whole summer without a valid license. After a final letter on Sept 19th, he received a reply today, Oct 1st, with the renewed certificate! Moral, have your blood pressure checked before going to the Doctor and take care what medications are taken (no steroids are approved) prior to the "official" examination.

Dayton Airforce Museum visit

Jerry Bunner co-ordinated the arrangements for Sat. 13th Oct. The EAA desk at the Museum will open at 10am, for registration. There will be a shuttle-bus to-and-from the Restoration hangar all day, until 5pm; also one-to-and-from a local restaurant from 4.30 to 7pm for dinner. At 7pm the Museum will re-open especially for a hands-on, crawl-about inspection of selected aircraft. A fabulous opportunity!

Six of our members went, with three guests, and had a simply terrific time. The aircraft we crawled around were: - B36, B24, B17 and Mig 15, P38, P47 and finally a P51 !!

Election

Don Dole proposed we elect officers for the two year term, as recommended by HQ, and this was seconded and agreed unanimously. The following officers were elected: -

President: Jerry Bunner

Vice-President: Tom Watkins

Treasurer: Don Dole

Secretary : Dorothy Thomson

Directors: Don Barnhart, out-going Pres. (for three years)

Joe Ferraro, Bill Thornberry, (permanent directors)

George Taylor (for three years)

Walt Fritz (for two years, in place of John Adolfsen)

Larry Jacobi (for ~~two~~ three years)

Nathan Davis, Dick Ervin will continue their terms.

(any errors will be corrected later!)

Programme Jerry showed some great pictures of the KR11, belly-up, wheels displayed. We think he liked this as his other pictures, from Oshkosh, were also often shown this way!! Thanks, Jerry, great show --we'll be more respectful next year! -- perhaps?!

Next Meeting Monday 5th Nov. 7.30pm.
the Defense Dept., come and see!

~~Tom~~ Ransdell with an exciting film from

respectfully submitted,

Dorothy Thomson
Secretary.

Vice President Bush's War Record

On his 18th birthday, June 12, 1942, enlisted as Seaman 2nd Class, US Naval Reserve

Commissioned and received wings at age 18 -- the youngest pilot in the Navy

He had option of which plane to take advanced training in and selected torpedo bombers

Flew torpedo bomber (~~the~~ ^{TB} Avenger - a Grumman plane) in VT-51 torpedo squadron

Based on USS San Jacinto (CVL30) - a small, fast carrier, converted cruiser (Adm. Mitcher's Task Force 58)

San Jacinto was originally part of 3rd Fleet, then moved South (just as VP was shot down), and became part of Adm. Halsey's 5th Fleet (Task Force 38)

Had to ditch one plane in the ocean, June 19, 1944, was picked up by USS Bronson

On September 2, 1944, he was on bombing run over the Bonin Islands group (Chichi Jima), was hit by anti-aircraft fire, completed bombing run and strafed Japanese radio installation, before heading out to sea to bail out. One of his two crewmen did not bail out and is presumed to have been hit by fire, the other's parachute failed to open and he was also killed.

Bush got to his liferaft and both Japanese and US ships were rushing to pick him up. The US submarine USS Finback got to him first. Skipper was Lt. Commander Robert R. Williams, Jr. Bush spent 30 days on the Finback until it put into Midway, he flew to Pearl, hitched back to the San Jacinto.

For this mission he was awarded the Distinguished Flying Cross.

He also received three air medals for other actions.

Bush also participated in the battle of Manila Bay and Wake Island (1st combat)

Bush logged 1228.3 hours flying, 126 carrier landings, and flights considered combat potential were 58. He flew combat missions from March '44 till Christmas '44, when he returned to US for training in another plane. War ended just before he was to have been shipped back overseas.

Discharged as Lieutenant JG in 1945.