



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

September 1985

Owing to a lack of light, due to a thunderstorm, the meeting opened at 8.05pm, and owing to the lack of a Secretary (off again ?!!) a kind volunteer took notes for her to compose this letter. Thanks, volunteer.

The Treasurer reported our Fire Liability insurance has doubled, to \$ 221.00, but we still have over \$ 500.00 in the kitty. Designee Art Nicola mentioned that some Airman's Repair Category Certificates were marked temporary -- go to the FAA and get it changed to unlimited. The FAA will specify the Certificate applies only to the builder of the aircraft.

Guests were welcomed: Earl J. Anderson (again!), 4067 N Wallace, Indpls. IN 46226; Robert J. Groshong, 502 S Muessing Rd., Indpls. IN 46239; John R. Hicks, 4011 Hillendale Dr. Greenwood. IN 46142; and Jack E. Demaree, 9775 E 191st St., Noblesville. IN 46060. Welcome.

Communications

From Paul Poberezny's letter -- a note about Civil Aviation Medicine, where approval of the actions of the present Federal Air Surgeon, Frank H. Austin, MD, in issuing certificates to some pilots over 70, and to some who have recovered from by-pass surgery, came under some criticism from another Doctor. We hope Dr Austin continues to command support.

Enclosed is a copy of the EAA's analysis and comments on the proposed Recreational Pilot's License Regulation, together with a copy of a suitable reply in support of our general attitude. PLEASE READ them; it is most important that we all should write to the FAA to express our views (in duplicate) by the extended date of 24th OCTOBER. Jerry Bunner, who composed this reply, would be happy if anyone would like to use it, or use it as a basis for a self-composed letter. Don't forget to sign it, and send two copies. Please write, it will effect all our future flying.

Old Business

Remember the EAA Photo contest -- \$5.00 entry per photo. More details are in the last letter. There are lots of good prizes; it is sponsored by Canon.

It has been pointed out that the EAA insurance covers Chapter Meetings but not Fly-Ins.

Don Dole inspected the stack chairs on sale and found them unacceptable, so we are still looking for some of suitable quality.

Progress was made on the Hangar Doors -- a work party of stalwarts (sturdy, courageous, resolute and determined) turned up on the 7th Sept. and re-hung the doors! -- Don Dole, Bill Thornberry, Art Nicola, Don Barnhart and Jerry Bunner - they now open and close easily (the doors, not the members!). The final work party was Sat 21st Sept. (8.00am !) to finish the door tracks. Congratulations to all involved -- and many, many thanks to those who did the work. 'T'was a very big and awkward job.

New Business

1986 calendars should be ordered now. They will be \$3.35 each if we order 25. Let Don Dole know, he already has about 23 orders.

President: Jerry Bunner 352-0393
Secretary: Dorothy Thomson 873-2774

Vice President: Tom Watkins 485-6755
Treasurer: Don Dole 898-9719

Roster corrections

Please add Walter E. Best. 8111 Bayberry Ct., Indpls. IN 46250.
and change the address of Robert A. Butsch. 7360 Steinmeier Dr., Indpls. IN 46250.
His new telephone number is 841-3786.

Members' Reports

Joe Underwood reported that the P51 at Mt Comfort was ready to fly again. A well-deserved Bird Builder Patch was presented, and congratulations on overcoming so many problems!

Henry Swenson has donated his own home-built EAA Bi-plane to the EAA. It is to be parked between the B17 and the Corsair! Half the fabric will be stripped off to expose the structure to the students in the school programme. Well done, Doc!

Dick Ervin reports the new engine for his t-28 is mounted and running, and many other items have been renovated, remounted, cleaned up etc., and is all assembled. He expects to be able to fly it next week. Good luck, Dick, hope the weather is good. Dick is also looking for transportation for his old T-28 engine to Perry, Florida, (50 miles from Tallahassee). It weighs 950lbs, and he will offer \$250.00. Please call him, 542-8480.

It was also mentioned that the gas tank sloshing compound does not work with Auto gas which includes alcohol. The alcohol dissolves the compound, which becomes an ideal substance to obstruct gas lines, etc.

And Larry Jacobi had a cautionary tale to tell. A Warrior, 15 minutes after landing, backfired and caught fire. Two fire extinguishers were tried but neither of them worked! Unfortunately, both tanks exploded, and the airplane just melted down.

Buy, Sell or Trade

Phil Brown (283-1436) has a 1941 BC12 Taylorcraft for sale, \$5500.
It has been restored by Gordon Bartlett at Seymour. Excellent condition, no annual yet.
Don Barnhart has some old Flying magazines.

Picnic Report

After a great clean-up on Saturday, the day dawned bright and sunny for Sunday 15th September. Perfect weather for a Fly-In. 68 people attended, and had a great time. 17 aeroplanes were present, including two 'new' planes, Pete Murphy's Ercoupe, and Tom Watkins' Cessna 172. Ray Ovelgonne again donated 25 delicious steaks. (It makes us especially sorry we could not be there. A and D) Altogether, a really enjoyable event.

Programme

Tom Watkins presented an excellent video programme on Early Aviation and the role of the Italians. Fascinating, thanks, Tom.

Next Meeting

Monday, October 7th. 7.30pm.

Earl Lampman will provide the programme.

respectfully submitted,

Dorothy Thomson
Secretary.

PS. DonDole, Ray Ovelgonne,
Art Nicola & Jerry Bunner formed
the final work party on 21st Sept.
The Hangar doors are fixed at last!
We owe a big debt of gratitude to all
who have worked so long & hard on this.

THE FOLLOWING KEY POINTS OF NPRM DOCKET NO. 24695; NOTICE NO. 85-13
SHOULD BE OF CONCERN TO ANYONE INTENDING TO COMMENT ON IT.

NEW REQUIREMENTS FOR PRIVATE PILOTS

(1) EAA opposes the inclusion of additional restrictions on current private pilots in this NPRM. If the provisions relating to current private pilots are not removed from this NPRM, FAA is opposed to the entire proposal. FAA is seeking to amend Part 61 to introduce an annual flight review for all non-instrument rated private pilots and recreational private pilots with less than 400 hours of flight time. FAA would also require flight instruction for any pilot with less than 400 hours of flight time who has not flown as pilot-in-command during the preceding 180 days. This NPRM also requires all private pilots and recreational pilots to undergo two hours of recurrent training annually. EAA believes that these provisions have no place in a document which was intended to provide a simplified entry-level certification process for recreational pilots.

THIRD-CLASS MEDICAL CERTIFICATE SHOULD NOT BE NEEDED
FOR RECREATIONAL PILOT'S CERTIFICATE

(2) FAA has not yet decided whether to require a third-class medical certificate or a "self-certification of no known medical defect" for the recreational pilot. EAA sees no reason for a recreational pilot to be covered by a third-class medical certificate and notes that a third-class medical certificate is not, quite correctly and logically, required of glider pilots. This privilege must be extended to the recreational pilot if the certificate is to retain any of its intended simplicity or economy.

FIFTY-MILE RADIUS LIMIT

(3) EAA finds limiting a recreational pilot to a 50-nautical mile radius from the departure airport unacceptable. If the recreational pilot's certificate is to retain even its minimal intended level of utility, this provision cannot remain part of the NPRM. In some areas of this country, this provision would restrict a recreational pilot to his home airport. If this restriction is based upon the assumption that a pilot cannot navigate his aircraft without radios, it must be noted that prior to the 1960's, pilotage and dead reckoning were the primary techniques of navigation for all private pilots. Today, tens of thousands of private pilots who fly simple, non-radio, aircraft have demonstrated the ability to fly cross-country effectively, efficiently and safely. If FAA believes that it is necessary for a recreational pilot to land frequently in order to receive weather updates, it must be noted that it is currently very difficult for a private pilot to obtain an adequate weather briefing from the already overburdened FAA in many areas of this country. This is simply not a reasonable, practical or logical solution to weather-related accidents.

EAA'S ANALYSIS AND COMMENT ON
THE PROPOSED RECREATIONAL PILOT'S LICENSE REGULATION

August 23, 1985

Page 3

RECREATIONAL PILOTS WOULD NOT BE PERMITTED
TO FLY FROM CONTROLLED AIRFIELDS

(4) EAA feels that it is unreasonable to restrict recreational pilots to airports without operating control towers. This severely limits the utility of the recreational pilot's certificate. Again, EAA believes in the "stepping stone" theory of aeronautical training and believes that the recreational pilot should be eligible for a "radio endorsement". Existing FARs would keep non-radio aircraft out of controlled air space.

CONFUSING "FLIGHT TRAINING" PROPOSALS

Under this proposed rule, FAA intends to eliminate the "flight hour requirement" for the private pilot's certificate and for the recreational pilot's certificate. Instead of 40 hours' of training, FAA proposes logging "15 flights of instruction".

(5) EAA reserves judgment on this provision until FAA finalizes its proposal. At this point, four separate proposals are under consideration. EAA believes that FAA should define its position prior to asking comment on this portion of the proposed rules.

Generally, EAA prefers the logical simplification of providing a requirement of a set number of hours for the recreational pilot's license. Perhaps a minimum of 20 hours should be used as a benchmark. The CFI would have the authority, of course, to lengthen this period to insure that the recreational pilot possesses the appropriate skills and knowledge.

AGE LIMITATIONS

FAA has decided, in this NPRM, to retain the minimum age requirement at 16 years.

(6) EAA believes that 14 years of age should be the minimum age requirement in the student recreational pilot's certificate. FAA's experience with 14-year-old student pilots who participate in gliding does not indicate any particular problems or limitations encountered with 14-year-old students.

September 16, 1985

Federal Aviation Administration
Office Of Chief Counsel
Attn: Rules Docket (AGC-204) Docket Number 24695
800 Independence Avenue S.W.
Washington, D.C. 20591

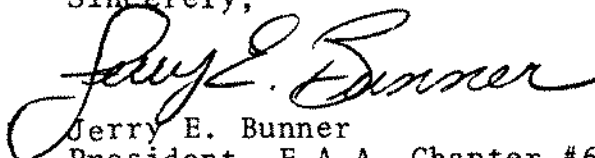
Dear Sirs:

In the interest of fair and equal government regulation to all, I feel I must comment on NPRM Docket #24695. The major points of this docket I must DISAGREE with are as follows:

1. I must ask that any regulation dealing with the private pilot license be removed from this NPRM. This NPRM was intended to govern recreational pilots.
2. I feel that requiring a third class medical certificate for a recreational pilot certificate would needlessly complicate this rating. Glider pilots have, for years, operated safely without a third class medical.
3. A fifty nautical mile radius limitation for a recreational pilot should not be a part of this regulation. I cannot agree with any limiting radius.
4. The restriction of a recreational pilot from controlled air fields should be changed to let the recreational pilot enter after proper training and sign off by a Certified Flight Instructor.
5. I believe that the recreational pilots certificate should require a certain number of hours flight instruction. A certificate should be earned after a satisfactory check ride. There should also be a provision for "stepping up" to a private pilot certificate.
6. The minimum age for issuance of a recreational pilot license should be 14 years of age, not 16 as proposed. Glider pilots have proven this age limit works well.

In closing I would like to thank you for reading my response to this important regulation. I feel that the aviation community is ready for, and in need of, this type of pilot rating. As we prepare a place in aviation for the recreational pilot let us not regulate him needlessly. For the burden of fair and equal government rests squarely on each of our shoulders.

Sincerely,



Jerry E. Bunner
President, E.A.A. Chapter #67
Pilot License #304-640256