



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

AUG?SEPT 1986

Pres. Jerry Bunner greeted our guests:- Tom Newman of 6780 Lennington Dr., Indianapolis. IN 46226; Joyce Newman of 4117 N German Church Rd., Indpls. IN 46236; Mike Creer of 4377 Breckenridge Ct., Carmel. IN 46032; and Sam Crouse of RR#4, Box 284, Noblesville. IN 46060.

Treasurer Don Dole reported a healthy Treasury and mentioned he had paid in a cheque for \$30 for the hangar accommodation for his T-Craft. (now almost on the point of flying!)

Vice-Pres. Tom Watkins told us of his excellent trip to Terre Haute, with Pete Murphy in the 172, where they saw the Thunderbirds give a good performance in the air show. Tom also pointed out our two distinctive members, who won prizes at Oshkosh: Dick Ervin, for his beautiful T-28, and Joe Underwood for his splendid 7/8 P51 (this was the Lindbergh award, for the best warbird replica, custom home-built). Heartiest congratulations to both of you from all of us.

Designee Art Nicola, following his comments about adding alcohol to gas in winter time, he would like to stress the fact you should not use rubbing alcohol -- which is in fact, only 70% alcohol, and 30% water!!

Communications

Last month, many of our members were enjoying themselves at OSHKOSH -- as usual, a great occasion, enlivened by the beautiful exhibition of the solo and formation flying by the Italian Military Precision Aerobatic Jet Team, and distinguished by two of our own members winning coveted awards. There was a get-together of about 17 of our members, on the Sunday, at the Wild Goose Inn, which was most enjoyable. You might like to know there were 64,348 aircraft movements recorded by the FAA, during the week! And we saw the Goodyear Blimp doing all sorts of interesting things!! There were thousands of aeroplanes and lots of wonderful things to see and listen to-- anyone who hasn't been to the Convention, really ought to try it sometime!!

Pres. Jerry Bunner read us some excerpts from Paul Poberezny's letter about insurance. A \$1 million fly-in policy is now available, at different rates, in three separate categories. A "class 1" fly-in, no public, fly-in, up to \$200: a "class 2" fly-in, with fly-bys: and a "class 3" fly-in, including aerobatics and the whole works, \$750+ per day! There is also a group policy for coverage of group flights, entering and leaving etc. All these have strict limitations, and each event would have to be defined.

From the HQ report, we have several important items. The "Recreational Pilot Certificate" is still under consideration by the FAA, who are also

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studying EAA's "Primary Aircraft Proposal". Watch for information in Sport Aviation. Our HQ are also battling the 12 inch numbers again - proposed for all aircraft entering Air Defence Identification Zones or Defence Early Warning Zones. Another battle - more proposals have been made to require transponders in all aircraft, together with other methods to control everything that flies, all in the name of "safety". We all want a reasonable degree of safety, but we surely do not want to be so regulated in every aspect, to, in effect, prevent us from taking to the air at all! Watch for these items and write to the FAA with your views.

Paul Poberezny also voices strong EAA support in a petition for exemption to the Age 60 Rule requiring all airline pilots to retire at 60. We all know that age, by itself, nowadays seems merely incidental -- and the FAA, in future, may try to extend that to all pilots. They appear to be considering the new AMA (Medical) proposal for much stricter, tougher, and more extensive medical examinations for all airmen! Of course, we would all wish commercial pilots to be fit for the job, but can you imagine the uproar if someone tried to make the same rules for car drivers? -- potentially affecting many more lives (or deaths) per mile?!! Let's all do our best to support a reasonable balance to 'control' and 'direction'!

Old Business

Don Barnhart confirmed that the trip to the AF Museum, Saturday 11th Oct. is on, and some members from Chap. 689 will join us. If anyone wants a copy of the arrangements, (with last newsletter), call your Secretary.

Don Dole read us a nice thank you note from EAA HQ for the money and raffle tickets he sent (after the Mt. Comfort airshow).

Jerry Bunner is following up a lead for some 'new' chairs, with a Building Superintendent. We may yet get some before the year is out!

New Business

Don Dole will order EAA Calendars, if enough of us want them; let him know.

Remember our clean-up party, 9.30am Sat. 13th Sept., followed by the cook-out on Sun. 14th Sept. Soft drinks and hot coals provided - fun and games expected!!

When using the riding lawn-mower, watch for a carburetor leak.

Mt. Comfort Aviation Flight School is organising a "Poker Run", and invites all flyers to join in -- date to be fixed -- contact Max Belin or Eugene McCoullough. (Mt. Comfort tel: 317-335-2095 or 547-6610)

Members' Reports

Larry Jacobi and Don Roberts report their is doing well -- we are all invited to drop by -- many seem to fly by looking it over!

Buy, Sell or Trade

Don Roberts has a 180hp Lyc. engine for sale. He also needs a Stinson Voyager propeller for a 150hp Franklin engine: and 1 main lift strut for a Stinson Voyager. Also, he wants a Miller Heliarc, single phase, and T-Craft bits for an Anderson Chap. member.

Dave Roch is moving and has a list of items for sale - as enclosed.

Calendar

29th Tulsa Fly-in. Fri. 3rd Oct. to Sun. 5th Oct. For details, call your Secretary.

11th October Trip to Dayton, Air Force Museum.

Clean-up Crew

Thanks go to those who cleaned the place up in September.
Next month you can blame the Thomsons if it's not shipshape!

Next Meeting

Monday 5th October. 7.30pm. We will see Jeff Russell doing
his thing!

Programme

Tom Watkins introduced Joyce and Tom Newman, of MJ Aircraft Interiors. This mother and son team gave us an excellent talk on all sorts of materials including carpeting, insulation, types of glues for various applications, and cleaning materials. They showed us, and talked about, fire retardant materials, and gave some demonstration of the differences between those and non-fire retardant materials. I had no idea such a talk could be so interesting! I think all of us thoroughly enjoyed it! Thank you both, and you too, Tom.

respectfully submitted,

Dorothy Thomson
Secretary.

PS. Another note from the HQ report.

THIRD CLASS MEDICAL

Recently, FAA was petitioned by Charles Webber of California to delete its requirement for a Third Class Medical Certificate (Docket No. 18962). EAA took the opportunity to submit a position paper to FAA which stated that EAA agrees, in principal, that a Third Class Medical Certificate should not be required of recreational pilots. In his letter to the FAA, Paul Poberezny wrote, "EAA has always promoted the highest standards of aviation safety. EAA would not knowingly jeopardize the safety of aviation enthusiasts and the general public. It must, however, go on record as opposing overly stringent medical qualifications for a private pilot license which will be used solely for educational and recreational purposes and personal transportation. The significant advancements of modern medical science during the past two decades should be utilized to improve and enlarge the private pilot community rather than to hinder and discourage those citizens who desire the privilege of enjoying our last frontier...the vast ocean of air above us."

A "simplified" medical certificate or a "self certification of no medical defect" is one of the important features of the proposed Recreational Pilot Certificate. We at EAA hope that FAA will take action on this proposal in the very near future.

PRIVATE PLANES—AN ENDANGERED SPECIES?

The private plane could go the way of the passenger pigeon unless skyrocketing Product Liability claims level off. Last year, Product Liability premiums cost the industry an average of nearly \$70,000 per new plane—compared to \$2,111 per plane in 1972. "We're on the verge of seeing an entire industry destroyed," says Cessna Aircraft Chairman Russell Meyer Jr., warning that without relief on the Product Liability front his company (the world's largest general aviation manufacturer) probably won't build any more piston aircraft. Beech Aircraft has already shut down its light plane production lines, while Piper is limiting production.

What's Going On Here?

For starters, while manufacturers have to insure all of their planes in use, they can pass on these costs only to a rapidly dwindling number of current buyers. Even though 1985 was the safest year in two decades for the general aviation industry, Liability rates have skyrocketed, due to—guess what—the pain and suffering, deep pockets syndrome. Since most private pilots and owners carry \$100,000 or less in Liability coverage, plaintiffs have been going after the manufacturers with a vengeance. One solution: A bill sponsored by Senator Kassebaum (R-Kan) that would cap pain and suffering awards in general aviation lawsuits, eliminate joint and several liability, curb frivolous suits, and set a statute of limitations on filing claims. Let's hope the Kassebaum bill flies!

On the lighter side ---

EAA CONVENTION STATISTICS

EAA Director of Conventions and Events, Peter Chapman has a thing about compiling interesting statistics. When we asked him for some statistics on the 1986 Convention, Pete came up with some mind boggling numbers.

Think for a moment, about how many Cokes can be cooled with 5.72 tons of ice. That's how much was used during EAA Oshkosh '86. Nearly 300,000 Cokes were sold. 8.2 miles of snow fence barriers were erected using 8,200 fence posts. Over 35,000 feet of banner rope was also utilized in temporary barriers. 700 portable toilets were used (EAA is Waste Management Inc.'s largest single client in the U.S.); and the toilet paper tally amounted to 11,140,000 sheets. EAA's Convention accounts for the world's largest temporary installation of telephones (323 business and pay phones). During the convention, there were roughly 40,000 campers in Camp Scholler. EAA's emergency medical facility is staffed by 4 doctors and 14 nurses all on a volunteer basis. Volunteers use seven official radio frequencies and 2 CB channels to administer the event. We have certainly grown since that first convention at Curtiss-Wright Airport in Milwaukee in 1953.

→ MOVING SALE ←

LIST OF A/C COMPONENTS 4 SALE
By DAVE ROCH (291-7835) ALL
MUST GO. EAA #1636

- 1 RST MODEL 542 VHF TRANSCEIVER W/ 6 CRYSTALS,
(118.5, 121.9, 122.2, 122.55, 122.8, 123.0), PURCHASED
NEW IN 1982, (SEPT), CALIBRATED & CERTIFIED,
NEVER USED OR INSTALLED IN A/C. EXCELLENT 2 lbs
COST \$325⁰⁰ Sell \$295⁰⁰ firm.
- 2 2 - 29mm POJA INJECTOR CARBS, 1-USED, 1-NEW,
\$39⁰⁰ & \$59⁰⁰ OR MAKE OFFER.
- 3 ELECTRIC BANK/TURN COORDINATOR, 14V,
GOOD USED CONDITION. \$85⁰⁰ OR OFFER
- 4 WIND UP A/C 24 HR CLOCK \$10⁰⁰
- 5 ELECTRIC TACH. V. GOOD COND. \$55⁰⁰
- 6 MECHANICAL TACH 0-3500 CW, OLDER ONE \$15⁰⁰
- 7 Genuine MICROPHONE - V. GOOD COND. \$15⁰⁰
- 8 SLICK MAGNETO - V.W. \$140⁰⁰ OR OFFER
- 9 CONT 65 HP - OLDIE BUT GOODIE - NO LOGS
RAN VERY GOOD IN AIRBOAT. ON STAND.
\$650⁰⁰ OR OFFER
- 10 GAS TANK FROM WING - CESSNA OR L5
DONT KNOW - COMPLETE W/ GAGE \$15⁰⁰
- 11 V.W. PROP HUB & PLATE, FOR SHRINK FIT \$25⁰⁰
● (9-2-86.)