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# Chatting

by JULIE SCHMID

WITH THE  
CHAPTERS

**B**y the time you read this you will have undoubtedly seen the story on EAA in the June issue of True Magazine. Headquarters is receiving numerous inquiries daily about the organization, and almost every letter includes this question: Where is the nearest chapter?

What could be a better time than now for you chapters to get stories out to your local newspapers, radio and TV stations on your activities? There's bound to be a lot of new prospects in your areas.

**San Fernando Valley Chapter 40** plans to establish a Frank Smith Memorial in the form of a trophy to be presented at the '58 National Fly-In, according to John Underwood, secretary-treasurer. John also reports that the group has chosen a permanent meeting place, the McCambridge Park Recreation Center. An assessment of one dollar every three months for each member was made to cover the cost of renting the facilities.

At the most recent meeting of Chapter 40 members reported on their building projects, and Shirley Robinson spoke on the forthcoming Intercollegiate Air Meet, which will be held at the San Fernando Airport.

All members are invited to attend and to demonstrate their homebuilts.

**Members of Ft. Wayne Chapter 2** are busy on their building projects, and Dick Henry, secretary-treasurer has this to say about their progress:

"Harley Shaffer has started his biplane, which I believe is to be the official EAA Biplane, and Bob Myers' experimental plane is coming along nicely. Lester Zehr's Baby Ace is just about finished. He will be the first one in the air of all our planes.

"Dan Roth is building a modified Corben Ace, and is using modified Luscombe wings. Bob Ambriole's

modified Ace and Jim Rice's mid-wing are being built at the Van Wert Airport, just across the state line in Ohio. Both planes are about 65% to 70% completed. They are powered with Continental 65's and both will be at the '58 Fly-In. Dave Meyers is well along on a modified Mong Sport, and Randy Snoko's racer is shaping up nicely."

**Jim Graham**, secretary-treasurer of Detroit Chapter 13, reports that a gas turbine expert was the main speaker at the chapter's April meeting. The speaker was most discouraging about the chances of such small gas turbine engines in light planes.

Jim says his own Midget Mustang is coming along slowly, and he won't be able to make it to this year's Fly-In as he had planned. "The CAA agent saw my ship as I was about to skin up the wing", says Jim, "and he was most pleased. I think he has more confidence in the home-built movement."

Detroit Chapter held election of officers in May, and the following were chosen to head the group for the ensuing year: president, Roger T. Perreault; vice-president, Walter Philbin, and secretary-treasurer, James T. Graham.

**A new secretary-treasurer** was elected by members of Dalworth Chapter 34 at a recent meeting. He is Leo Cox. Leo writes that the chapter can all give a vote of thanks to Fred Sheaf for all the wonderful work he has done in promoting and building up the organization.

Leo mentions that there are several people in the area who are building planes and are not yet EAA members. The group is going all out to bring them into the organization. One of the newest members is Leonard A. Niemi who is working on a sailplane. It's complete except for forming the canopy.

**Our chapters now number 45!** The latest additions to the roster include **Anchorage Chapter 42, Mile High**  
*Continued on page 33*

## ... keep on the Right Track

You won't have to "railroad" your friends into EAA...they'll be anxious to join when you tell them of the many enjoyable, constructive and rewarding features the organization offers. Fire up your boilers and start rolling down the track toward increased membership. Sign up at least one new EAA member this month. Send names direct to SPORT AVIATION, Hales Corners, Wis.



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**Chapter 43** (Denver area), Rochester Chapter 44 and Greater Pittsburgh Chapter 45. Some of these chapter names are likely to be changed in future reference to them, as official names have not yet been chosen for the Anchorage and Rochester groups.

**William J. Fike** was elected temporary president when the Anchorage group held its organizational meeting. Other officers chosen at that time are Jerry L. Lawhorn, vice-president and Marion D. Unruh, secretary-treasurer. Dave Evanson was named program chairman. Meetings will be held the last Tuesday of each month.

Bob Burbick, CAA official in Washington, attended the meeting and spoke to the group on the job EAA Headquarters is doing and the help that Paul Poberezny and Headquar-

ters have given the CAA. He gave reasons why CAA supported EAA and mentioned the new CAA manuals and policies soon to come out.

According to Col. Unruh, Bob Burbick's appearance couldn't have been more timely, as it seemed to have a great influence on those present to join and support EAA.

The Anchorage group has 16 members in good standing and several more who are interested in joining. There are three aircraft under construction at present, and plans are being made to send in photos and information in the near future.

**Don Coakley** of Mile High Chapter 43 sends in information on the organizational meeting of his group:

"Our meeting was held at Larry Heuberger's home with the required ten members present. There are about 40 members here in the Denver and Colorado area and also interested members in Cheyenne, Wyo.

"We are fortunate in having two Air Force Academy instructors in our membership. Through them we have been able to secure a meeting place at the Air Force Academy.

"The enthusiasm is high here for a chapter, and we have many projects finished and in the construction stage. I think we can make a strong chapter."

A total of 22 persons have joined the newly formed Rochester group. The April meeting was held at Hylan Airport, Rochester, N. Y., and temporary officers were elected at that time. Everett "Squeak" Hepler was chosen president and Gretchen Ryon, secretary.

The chapter has decided to hold its meetings the third Wednesday of each month, but a definite meeting place has not yet been chosen. The group is looking into the possibilities of securing a meeting room at the Rochester Airport, as Hylan Airport is not available on Wednesday. Meetings will occasionally be

vage operations on B-29's and B-36's by a civilian concern. It would be a homebuilder's paradise, pulleys, turn-buckles, fittings, safety belts, etc., but — going into the smelter.

While on a B-25 trip to the East Coast, I stopped at Dayton, Ohio, on business and had about a half hour to spend so visited the Air Force Museum at Wright Patterson AFB. If any of you are ever in the area I would suggest you stop in. Some of the eye-catchers are a Boeing P-26A, a Jenny, a Russian YAK-8 which is about the size of a Bonanza, a Curtiss Jenny and a Pt-1. They have

many other aircraft, engines and displays plus many military fighters and a Russian MIG. A full day can be well spent.

The Pober Sport is still progressing, and I have got it to the point where we can start installing formers and stringers permanently preparatory to covering. With all this nice weather I'm getting anxious. Jim Boulter, a Capital Airline co-pilot of Detroit, Mich., has left his beautifully painted Mustang with me for a couple weeks, and I find it a lot of fun to fly but hard on the pocket-book. See you next month. ●

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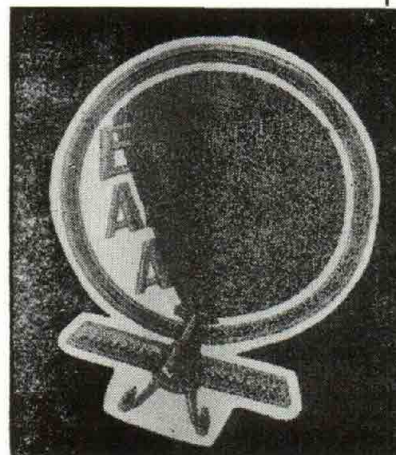


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held at members' homes so that projects underway can be viewed.

The Greater Pittsburgh chapter has offered to attend the All-American Aviation Exposition "en masse" to assist Bob Nolinske and "Squeak" Hepler with the EAA activities. The exposition will be held at the Pittsburgh-Connellsville Airport, July 4, 5 and 6.

I'd like to remind you once again to send in your Fly-In dates and also request that you "silent" chapters send in news of your activities. There are several groups from whom we receive no news for months on end. I'm sure every chapter is interested in what the others are doing, so let us hear from you. ●

### Letters . . . from page 29

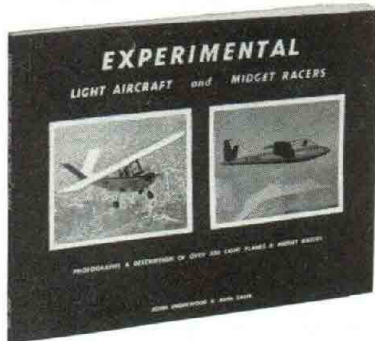
does for me is to provide the inspiration for a vigorous interest in homebuilding and light planes. It is impossible to place a monetary value on that substance. I wish to thank you for your aid and inspiration, and hope to grow with you and your excellent publication.

Jack Warden  
Spensard, Alaska

Dear Paul:

I continue to enjoy your wonderful magazine, SPORT AVIATION, as I

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## EAA Member's Exhibit at All-American Air Show

One of the features at the All-American Aviation Exposition's "History of Flight" Air Show, scheduled for July 4, 5 and 6 at the Pittsburgh-Connellsville airport, will be a gigantic display of photos from the collection of EAA member Lee Enich of Los Angeles. Lee is official photographer for Chapter 11, and many of his photos have appeared in SPORT AVIATION. Billed as "The World's Largest Airplane Photo Album", the 70 ft. display contains photos of all types of aircraft from pre-War I to the present. Lee will be on hand all three days to supply the answers to any questions about his collection.

Plans are well under way for the EAA events which are to be a part of the show. All EAA members attending with their aircraft are re-

quested to contact Secretary Bob Nolinske or member Everett Hepler of Rochester, N. Y., either before the show or at the field. Ten "golden wings" trophies and a total of \$1500 for cash prizes have been set aside for EAA awards, so members will find it profitable to enter all events.

Members of the newly formed Greater Pittsburgh Chapter 45 will be on hand to assist Nolinske and Hepler in handling EAA participation in the show. All members attending the show are invited to check with the EAA group to keep informed of events of interest. Here is a good opportunity to see EAA in action and to "put our best foot forward". Let's show the people attending what EAA can do to bring aviation to the "little guy", and what a fine organization we have. ●

did the EXPERIMENTER. The improved look of your magazine is indeed an accomplishment and is positive proof of progress in this organization. The staff and yourself have devoted so much time and effort to this magazine and organization that we should all take our hats off to you. We will never be able to thank enough those who have given their time and effort without cost to the readers and members. We members should not sit back and contribute nothing - we are the ones responsible for seeing to it that this magazine receives a review by every person that even thinks or looks at airplanes.

SPORT AVIATION is the hope of private aviation. Only through this magazine will we get our point across to the aviation industry as to our true aviation needs. Only through this organization can we be free to build to satisfy our own needs, and to contribute to private aviation. The "Custom Twin Design", EAA Bi-plane" and the "EAA First Design Competition" have in the past given each member a chance to contribute, plus all the helpful hints on how to design and build. We certainly should not let this magazine go unwanted.

There is only one additional subject that I'd like to see more on, that is powerplants. I think, or would like to see, the "EAA Design Competition" extended to include aircraft engines. This I feel is necessary in that we cannot progress much further

without improving the powerplant. I mean more horsepower with less weight at less cost per unit with improved dependability. W. C. Johnson's article in the December, 1957 issue was an excellent move in this direction.

It is time we consider a new mill for our light birds. I think this is in line with the civil and military concepts of powerplants, or their designers' thinking. The auto industry has progressed in this direction, but it seems the light aircraft engine doesn't make much headway. I feel this would bring in some outside interest from our young hot-rod enthusiasts - they are much aware of hp and have a lot of know-how when it comes to improving power output.

I note that Ray Stits had some difficulty in finding an engine for his Stits "Skeeto", which would be a wonderful project for young high school boys if a powerplant were available. I also feel that CAA is out of line in their thinking regarding light aircraft powerplants. As we know light engines, surely we could lift some of these restrictions. I believe a lot of homebuilders will join me in stating the weight-cost ratio of our light aircraft engines is too much for the horsepower return. This ratio can be improved. There must be some among us who are ready to attack this problem.

M. P. Davies,  
Kinross, Mich.

Enjoy an Aviation Vacation  
This Year - Attend EAA's  
'58 Fly-In August 8, 9, 10 at Milwaukee