

Experimental Aircraft Association

CHAPTER
35



SAN ANTONIO
TEXAS

NEWSLETTER

APRIL 1982

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APRIL MEETING: PLEASE NOTE THAT THE REGULARLY SCHEDULED MEETING DATE IS CHANGED TO: 17 APRIL 1982 - "ALL DAY" - from 10:00 A.M. to 7:30 P.M. at the Chapter Building, Westside Airpark. THERE WILL BE NO MEETING APRIL 10.

We will Scrape, Paint and Fix Up the Chapter Building. Wear work clothes and bring ladders, paint scrapers, brushes, rakes, hoes, saws and hammers. Chapter ladies can bring lunch snacks to sustain us all through the day.

PROGRAM: During the break period on April 17th, Al Campbell will give a short presentation on "Building up a Turbo-Charged VW Engine".

WHAT EVER HAPPENED TO: How many of you read in the paper about Myrt Duffin our erstwhile chapter secretary a few years back? She and ex-member Russ traded aviation for Tractor pulls and Myrt just won third-place in a national contest.

ANOTHER NPRM: We might soon see two new licenses, a Student Recreational Pilot and a Recreational Pilot. These are day, VFR, single engine, 1 or 2 place 200 HP or less, from airports without control towers and no physical exams. (NPRM means Notice of Proposed Rule Making.

MARK YOUR CALENDER:

April 17-18	Kerrville Fly-In Planning Session at the Inn of the Hills, Kerrville.
April 17-18	Conroe, Texas, Chapter 302 fly-in, Montgomery Co. Airport
April 25	Menard, Texas - Chapter 493 Fly-in.
April 24-25	El Paso, Texas, Amigo Airshow '82 at Biggs Army Airfield. Starts at Noon Saturday.
June 25-27	Georgetown
July 30-August 7	Oshkosh
September 17-19	Kerrville

KEEP IT SAFE!



A REMINDER Get those pictures of your projects to President Julius for including in the Kerrville fly-in brochure. We need 3x5's with good contrast.

FOR SALE:

SONERAI II PLANS, Complete with midwing/low wing/square tail options and Pilots Manual. From the estate of Gene Holland. Price \$75.00 Call Alan Baker - 1-896-2132.

KR-2 PROJECT All woodwork complete. Main spars mounted. On gear. Wing attach fittings mounted. Some control plates - other items etc. \$900.00 Call Dave Baker 690-1626.

HEADQUARTERS UPDATE

EAA CHAPTER BULLETIN — FEBRUARY, 1982

HEADQUARTERS UPDATE is provided for reproduction in your Chapter Newsletter or dissemination at your next Chapter meeting.

1982 CHAPTER DIRECTORIES AVAILABLE

The 1982 EAA INTERNATIONAL DIRECTORY contains a complete listing of currently active EAA State Organizations, EAA, IAC, Ultralight Assn. and Antique/Classic Chapters. A copy of the Directory has been included with this edition of the CHAPTER BULLETIN. Additional copies can be obtained from the Chapter Office at EAA Headquarters.

OSHKOSH '81 DE-BRIEFING MEETINGS

Chairmen and representatives of each of the areas of convention responsibility met at EAA headquarters on January 23 and 30 to critique OSHKOSH '81 and discuss how we can make this year's convention even better. We all owe these and all of the OSHKOSH volunteers a great deal for their past efforts, current interest, and future involvement.

NOTICES OF PROPOSED RULE MAKING

The FAA issued 17 NPRM's during 1981. This compares with 27 for 1980 and 20 for 1979. This may reflect the new Administration's effort to cut down on rule making by the Federal Government.

Of the 17 NPRM's for 1981, 7 were related to general aviation. The most important for general aviation was 81-6 that dealt with ultralight aircraft. Others dealt with the Operations Review Program, use of alcohol and drugs, major repairs, changes, in instrument flight rules, transponder and altitude reporting equipment, and cross country experience for student pilots.

AIRCRAFT CENSUS

Figures have just been received from the FAA on the number of aircraft registered with the FAA at Oklahoma City. For Amateur Built, Racing and Exhibition the registration figures are as follows:

	12/31/81
Amateur Built	7496
Exhibition	1229
Racing	411

In the Amateur Built category there are 348 sailplanes and 5 seaplanes.

With production of factory built aircraft dropping there is bound to be a decrease in standard category aircraft during 1982. More amateur built aircraft will no doubt be registered. The above figures do not include the ultralight aircraft which do not require FAA licensing

GENERAL AVIATION ACCIDENTS

The accident figures given below are for the full twelve months of 1981. These are FAA preliminary figures and may be modified in later months as some of the Other Civil Aviation category will be distributed to the Personal and Business categories. In the totals for all categories there has been an increase in both total and fatal accidents and a slight decrease in total fatalities. In view of the fact that there has been a decrease in flying activity in 1981 in comparison with 1980, the accident rate per 100,000 hours has risen. Personal and Business flying is up from last year. Executive and Training accident figures are better than last year while Industrial/Special show an increase. Mid-Air accidents are higher for totals, but lower for fatal mid-air and fatalities.

In contrast with general aviation, the major airlines, until the recent tragedy at Washington National, had operated for 26 months without a single passenger fatality.

AVIATION STANDARDS

**MONTHLY CIVIL AIRCRAFT ACCIDENT REPORT
DECEMBER 1981**

ACTIVITY GROUPS	1980			1981		
	TOT.	F.	FAT.	TOT.	F.	FAT.
Personal	2089	431	868	2165	470	847
Business	419	57	116	468	76	171
Executive	15	8	33	10	6	28
Training	507	39	61	454	24	41
Aerial Appl.	367	21	21	408	25	27
Indust./Spec.	88	18	27	78	15	30
Other Civil Aviation	223	70	158	177	58	107
TOTAL	3708	644	1284	3760	674	1251
MIDAIR COLLISION	22	19	56	27	13	47

AIRMAN CERTIFICATION PAPERWORK PROCEDURES REVISED

Due to a staffing shortage, the Airman Certification Branch in Oklahoma City has not been able to process all the application and certification files received within the 120-day term provided by 14 CFR 61.17, 63.13 and 65.13 for FAA Form 8060-4. Accordingly, until December 31, 1982, when issuing FAA Form 8060-4, examiners should administratively change the 120-day statement on the back side of the form to 180 days with an endorsement. Holders of temporary certificates who have not received a permanent airman certificate, FAA Form 8060-2, within the 120-day timeframe, should contact the issuing inspector/examiner to have their temporary certificate amended.

Only the original, typed copy of FAA Form 8060-4, Temporary Airman Certificate, will be accepted by the Airman Certification Branch in Oklahoma City, with the application for certification. All examiners are reminded not to write on the top of FAA Form 8710-1, Airman Certificate and/or Rating application form. Any notes necessary to explain or clarify items pertaining to the airman's certificate should be written on a separate sheet of paper and attached to the application.