

Experimental Aircraft Association

CHAPTER
35



SAN ANTONIO
TEXAS

NEWSLETTER

MAY 1982

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MAY MEETING: 8 May 1982, 7:30 P.M., Chapter Building, Westside Airpark.

PROGRAM: Alvin Campbell assisted by Denver Barr will recount the steps in converting stock VW automotive engines to turbo-charged aircraft power plants. This is not just a hypothetical project, they actually did it. Come and find out how.

APPRECIATION: Hearty thanks to all those members who scraped, painted, and porched the chapter building. It sure looks better and we won't risk our necks on the stairs anymore.

AIR FIESTA '82: The EAA has been invited to bring aircraft to the Randolph AFB, Air Fiesta '82 as we have in the past. The Fiesta will take place on Saturday and Sunday, May 15 and 16. We should have our planes on the ground before 9:00 A.M. and will display them in the same location as last year. If you don't mind leaving your plane outside overnight, the base would prefer that it arrive on Thursday or Friday after 5:00 P.M. Contact Dan Cerna at 224-9247 or Lewis Mason at 675-9580 for details. "Hold Harmless Agreements" must be on file at Base Operations before aircraft arrivals.

TAXES: Be sure to write or talk to your county commissioner about the plan to tax your private aircraft. If enough people raise their voices, someone is bound to listen. If the county did anything for the 950 aircraft located here, it might be different, but as it now stands, very few in aviation would benefit from such a tax.

BACK TO SCHOOL: The Aircraft Composite Materials Course kicked off on schedule at the Western Front. Lets hope this could be the start of many similar aircraft courses oriented for the home builder.

UFLAP: In case you didn't know, that stands for the EAA Ultralight Flight Log Achievement Program, wherein a 50 hour pilot is designated a Raven, 150 hours-Falcon, 350 hours-Hawk, and 750 hours-Eagle. This recognition will hopefully promote safety and long life for all our ultralight pilots.

MARK YOUR CALENDAR:

May 9-16

Armed Forces Week including Air Fiesta '82 at Randolph AFB on Saturday and Sunday the 15th and 16th of May. Blue Angels and Canadian Snowbirds will perform.

KEEP IT SAFE!



May 8-9	Columbia Air Show, Columbia MO.
May 21-23	Inflation Fighter Fly-In Harvey Young Airport, Tulsa, OK.
June 12	Chapter 35 Picnic
June 11-13	Chapter 765 Kingman Air Fair, Mohave County Airport Kingman, Arizona.
June 25-27	Georgetown
July 30-August 7	Oshkosh
September 17-19	Kerrville

NOTE: Please substitute the enclosed Roster Update for your Last Roster Sheet!

HEADQUARTERS UPDATE

EAA CHAPTER BULLETIN — APRIL, 1982

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

LAKELAND SUN 'N FUN

The Sun 'N Fun Fly-In in Lakeland, Florida was a fantastic success with excellent cooperation from the weather. Ultralight attendance is way up from last year with increases also noted in the Warbird group. Bill Chomo had the Laird Super Solution display in full regalia while Steve Hay demonstrated the replica of the Wright Flyer engine. Tom and Andy Bro gave forums on the Capital Campaign. The organizers and workers of Sun 'N Fun have done an excellent job in promoting EAA — so good that they had to send out for additional membership applications! They literally ran out! The dedication of this Florida group is outstanding.

AERONCA C-2

Restoration of the EAA Museum Aeronca C-2 is nearing completion under the able hands of Cliff Gould and Steve Dawson. Finished in dark blue with orange trim and orange horizontal surfaces, this two-cylinder light plane still holds numerous seaplane records set way back in the early thirties.

ANTIQUE/CLASSIC INSPECTION

To date we have received approximately 75 letters regarding the proposal to license Antique/Classic owners to do annual inspections on their aircraft, similar to the Repairman's Certificate for homebuilders. Please address your comments to Headquarters if you are interested in such a proposal.

ARV DESIGN COMPETITION

Dave Sclair, publisher of the Western Flyer, Tacoma, Washington has received 40 entries in the Air Recreation Vehicle Design Competition (ARV). Approximately 200 applications have been mailed along with requests for experience on the use of auto gas in airplanes. So far, Dave has received about 150 replies, all reporting positive results using auto gas. He will forward these reports to the EAA Flight Research Center in Oshkosh for use in support of EAA's Auto Fuel tests.

NUMBERS OF AIRPORTS

The FAA has announced that the number of airports in the United States increased by 316 over 1981 to a new time high of 15,476. The catch to this figure is that the number of airports open to the public actually **decreased** by 229 to 6290. Certified air carriers serve only 771 of these airports.

Offsetting the decrease in airports open to the public is the substantial increase in the number of privately owned airports not open to the public.

Since the FAA's Airport Development Aid Program applies only to publicly owned airports it is interesting that the number of these airports decreased in spite of the government aid. Privately owned airports which receive no government subsidy have increased in number. Apparently where airports are needed private initiative can supply this need without government assistance.

"FORGING PARTNERSHIPS IN AVIATION"

This year's Convention theme epitomizes the very basis of the EAA philosophy. Highlights of OSHKOSH '82 will be:

Sunday, August 1 Warbirds in Action
Monday, August 2 . . . "Designs for Tomorrow"
Tuesday, August 3 A Tribute to NASA
Wednesday, August 4 Parade of Flight
Thursday, August 5 Homebuilt Revue
Saturday, August 7 The Wonderful World
of Ultralights

VOLUNTEERS . . . WE NEED YOU!

Always a challenge are attempts to hold down the rising costs of putting on a Convention of **any** size, let alone one of Oshkosh's magnitude and quality. We find ourselves depending more and more on our employees and you, the **IMPORTANT VOLUNTEER**, to accomplish the projects that cost so much to have done by contract. These rising costs must ultimately be passed on, to our attendees, through increased gate admission prices and other revenue producers.

Just one example is the close to 100 tons of waste paper that must be picked up daily. OSHKOSH '81 sustained our "World's Cleanest Convention" image, thanks to EAA Employee-VOLUNTEER manpower, and costs were cut by 65%, when compared to Oshkosh '80 and the charges incurred by using professional waste haulers. That huge savings amounted to over \$21,000!

VOLUNTEERS are welcomed in all areas of Convention Administration — from Auto Parking to North 40 Registration; from Ultralight Security to "Welcome Wagon" — even from April to October Building Construction and Lawn Mowing. Your valuable time is **extremely** valuable to EAA, and every minute you devote to Oshkosh '82 helps reduce costs and is appreciated by both EAA and our attendees.

See the OSHKOSH COUNTDOWN in the April edition of *SPORT AVIATION* for a complete listing of Convention Chairmen, or, for work prior to event, contact Vern Lichtenberg, EAA Convention Site Supervisor, EAA-Oshkosh, Box 2591, Oshkosh, WI 54903 (Phone 414/231-4404).

RECREATIONAL PILOT CERTIFICATES

Changes have been proposed in FARs that would establish a student and recreational pilots license. This proposed license would allow recreational pilots to operate unsophisticated, one and two place aircraft, with engines of less than 200 horsepower. No night flying or operations at controlled fields would be permitted. Class 3 medical certificates would not be required, only a statement that the candidate has no known medical disabilities.

The recreational pilots license would allow a student to solo at 15 years of age and a recreational license could be issued at 16. Student recreational pilots couldn't fly over 10,000 feet and could fly solo only after passing a written examination on general flight rules. Pilots with less than 400 hours or who haven't flown as Pilot In Command for 180 days would be required to be checked by a CFI before using the privilege of their private license.

This is apparently a step toward simplification of the regulation of the licensing procedures engaged in by FAA. It follows the general parameters of a concept offered to them by EAA several years ago. This simplification could possibly reduce costs to recreational aviation enthusiasts.