EAA MILE HIGH CHAPTER 43

EXPERIMENTAL AIRCRAFT ASSOCIATION DENVER

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THIS MONTH'S MEETING: The meeting this month will be a Banquet held at The Plum Tree Restaurant at 502 S. Public Road in Lafayette on Saturday, December 8, 1990. Cocktails will be from 6:00 P.M. to 7:00 P.M. Dinner will start around 7:00 P.M. This will be a buffet which will include prime rib, chicken, shrimp, vegetables, and salad for $12.00 plus tip. Cathy Sheeon 469-6456 and Daphne Davenport 460-7789 ask that you contact either one of them to let them know if you are or are not planning to attend. Please do so at your earliest convenience so they can make the necessary plans. If you don't call them, they may call you. Everyone, including Chapter 43 guests from previous meetings, is welcome. The Plum Tree Restaurant is on Highway 287, which runs North and South and connects with Northbound Wadsworth. The building is beige with shutters and is two stories tall. It is on the East side of the street between Mini Mart and Lafayette Florist and is just South of Emma Street. Their phone number is 666-9304 for any additional information. Hope to see everyone there!

THIS MONTH'S FLY-OUT: The Fly-Out this month will be to Meadowlake Airport for lunch on Saturday, December 15, 1990. This is the Saturday after our normal second Saturday meeting. We will meet at Meadowlake at 11:00 A.M. and eat at The Hangar Restaurant, which is on the airfield. Ken Lysek is coordinating the monthly Fly-Outs, so contact him at 457-9769 if you have any questions or have an extra seat to offer or are in need of a ride. For those of you who are ground pounders at this point in time, drive down and join in on the fun. The drive really isn't that bad. Hope to see everyone there! If the weather happens to not allow us to fly to Meadowlake, we will meet for breakfast at the Denver Air Center Club Room at 9:00 A.M., as voted at the November, 1990 Chapter 43 meeting. They serve a very good breakfast there every Saturday from 8:00 A.M. to 11:00 A.M., and the price is only $2.00. What I would like for all of you to do is think of an inventive and difinitive name for this new Chapter 43 monthly gathering so that everyone will immediately know exactly what event is being spoken of. Something along the lines of Dawn Patrol, perhaps, but a name that hasn't been overused such as this example. Let me know if you come up with one, and we will take a vote on it at a future meeting.

LAST MONTH'S FLY-OUT: The Fly-Out to Downtown Fort Collins Airport in November was a success, considering it was only the first one and people aren't used to planning for it every month yet. The weather was great, and I counted twelve airplanes and about twenty-five to thirty people there. If the hangars at Tri-County Airport (where a number of Chapter 43 airplanes are kept) would have had runway access, even more airplanes and people would have made it to Downtown Fort Collins. The food at the Charco Broiler Restaurant was quite good.

LAST MONTH'S MEETING: With 70 members and guests in attendance, the meeting of November 10, 1990 was called to order at 7:45 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the October meeting were approved as published in the Newsletter.

Guests: Guests present were John MacMonagle of Westminster and Mark Heberling of Englewood.

Old Business: Bob Lee, who is in the fiberglass manufacturing business, talked about the fuel tank that Marvin Wahl had brought in to show everyone at the August Chapter 43 meeting. It had come out of a KR-2, and was completely eaten through in several places. Bob was concerned about this since he works with fiberglass, and called the technical representatives of several of his suppliers to see what they felt the cause of the problem was. They were certain that fuel didn't directly attack the fiberglass. They said that the people who build the fuel tanks don't properly ventilate them during the curing process, and it is actually the uncured resin that the fuel attacks, not the fiberglass itself. Since the inside of the tanks are not exposed to the atmosphere, extreme care must be exercised while building them. Bob reinforced what he was saying by explaining that all of the new large fuel storage tanks that are being manufactured today are of fiberglass, and they aren't being eaten through by the fuel.

Fly-Out: Ken Lysek, who is coordinating the Fly-Outs every month, reminded everyone to meet at Downtown Fort Collins Airport at 11:00 A.M. on the following Saturday, November 17, 1990, for lunch. Kirby said that an alternate local restaurant needed to be decided on in case the weather would not permit us to fly to Downtown Fort Collins. Roy Maneely suggested the Denver Air Center Club Room at 9:00 A.M. He said they serve a good breakfast there every Saturday morning from 8:00 to 11:00 for only $2.00. Everyone voted yes for Roy's suggestion.

New Business: Kirby brought up the subject of this year's Christmas Banquet, which was scheduled for Saturday, December 8, 1990 at The Plum Tree Restaurant in Lafayette. He informed everyone of the menu and price and times, and said that all of the necessary details would be published in the December Newsletter. Cathy Sheeon and Daphne Davenport, who are coordinating the Banquet, hoped for a really good turnout and passed around an advance sign-up sheet for those who were planning to attend. Mike Kosta brought in a nice Outstanding Volunteer Award that he had received in the mail from EAA Headquarters for working in the Antique/Classic Division at Oshkosh in 1990. He thought it was quite nice. Chapter 43 member Bob Campbell, who is a teacher at Green Mountain High School, let everyone know that the school is starting an Aerospace Education class. It will be similar to the one being taught at Littleton High School. He asked that anyone who has any aircraft parts that they would consider donating to contact him at 985-1591 during the day. The parts don't have to be airworthy, they are only to show to the students. Bob said that a letter of donation would be available for those who would want one. John McCabe asked who had told him about a B-25 wreck that they knew of a few months ago. He also asked if anyone had been watching the series on aircraft carriers on The Discovery Channel. He said it was quite good.

Gene's Corner: Gene Horsman read an article from Aviation Week And Space Technology about the increase in construction and use of homebuilt aircraft in the Soviet Union. The article is published elsewhere in this Newsletter.

Progress Reports: John Evens stepped forward and let everyone know that he had flown his Thorp T-18 for the first time on October 30, 1990! He said he had 3.5 hours on it so far, and everything was working just fine. All of his flights were uneventful, aside from the fact that a first flight is a very big event. His wife brought in a cake that was decorated with the likeness of his T-18 for everyone to share during the break. John said that he would show a videotape of it as the program for the evening. Everyone gave John a very large round of applause for his accomplishment. Steve Estergreen displayed the plans for a Christavia Mk.I that he and Terry McCann had purchased. It is a Champ-like two-place tube and fabric homebuilt. Chuck Ogden reported that after three months of work he had completed the Cleveland Wheel and Brake conversion on his Luscombe Sedan. He rebuilt the master cylinders, also. The old brakes were very unreliable, and one side would sometimes lock up even though the pedal wasn't pressed. He is extremely happy with the new brakes. He thanked everyone who helped him with making the conversion. Chuck Graf brought in the completed rudder from his RV-6 project for everyone to look at. He is sailing right along on the airplane; it seems that every month he brings in a recently completed part to show. Keep it up, Chuck!

A&P: The business portion of the meeting adjourned for coffee and very good T-18 cake at 8:15 P.M. After the break, John Evens put on a program about his T-18. He talked about the decision of building this particular design (which he started fifteen years ago), and thanked those who helped him in completing it over the years. They were most notably his wife Vicki, who bucked a lot of rivets and gave him lots of support, and Dean Cochran, who was always there with help and advice. He talked about the engine and propeller and equipment that he put into it. He showed the videotape which his wife had taken, and narrated as it went along. The tape started with the airplane leaving his house for Jeffco Airport on Marvin Wahl's trailer. It showed the first or second engine start-up, the initial slow taxiing, two or three high-speed taxi tests, and the famous first flights and landings. And, of course, the celebration after the first flight. John was still smiling at the meeting even though it had been about a week and a half since the first flight, and that pretty well explained it all. If it hadn't been so windy the night of the meeting, he would have taxied it over to the Club Room to show to everybody. He said that Downtown Fort Collins Airport was in the test area that had been assigned to him, and that if everything went well with the airplane and the weather cooperated he would make it to the Fly-Out. Again, everyone present at the meeting congratulated John for his perseverence in finishing the airplane and thanked him for sharing the videotape and his thoughts with us.

MARKETPLACE: For Sale: Fly Baby project. Call Jim Thompson for details at 344-4442.

Wanted: Hangar mate at Boulder Airport. Call Ted Lemen at 985-3684.

Soviets Increase Construction and Use Of Homebuilt Aircraft Despite Difficulties

OSHKOSH, WIS.

Homebuilt aircraft are gaining popularity in the Soviet Union despite difficulty in obtaining materials and lingering fears of government reprisals.

Prior to the mid-1980s, construction of experimental-type homebuilt aircraft was discouraged by the government and virtually impossible to accomplish openly, Sergey Bolotov, a pilot with the Soviet national airline Aeroflot told AVIATION WEEK & SPACE TECHNOLOGY during the recent Experimental Aircraft Assn. (EAA) convention here. He said the chief reason for the ban was fear that "pilots would build an aircraft and fly out of the country."

With the rise to power of President Mikhail S. Gorbachev, however, the government "has become more tolerant" of the sport aviation movement and has begun encouraging construction of amateur-built aircraft, he said. The homebuilt movement is, however, in its infancy and lacks the national cohesion and technology base found in the U. S. and European sport aviation industries.

Obtaining materials is difficult, since supplies are "spread across the Soviet Union's factories according to the five-year plan," Bolotov said. To help alleviate this problem, the government has directed factory managers to provide materials to local builders.

Bolotov said that prior to the 1980s, people "stole what materials they needed from the factories" where they worked and secretly constructed their aircraft at home. The supplies often were hidden or disguised to reduce chance of detection by informants. In some cases, the local militia or the KGB were called in to search homes, and some aircraft were found and destroyed. Flights of the few aircraft that were completed had to be performed in remote areas.

With the rise of Gorbachev, the Soviet government 'has become more tolerant' of the sport aviation movement

Bolotov said fatal accidents with such aircraft were not uncommon then and continue to occur now because most of the builders "do not know how to fly" and teach themselves "by trial and error." Formal pilot training in the Soviet Union is available through government-sponsored civilian or military flight schools, according to Bolotov. Military aviator candidates must be 17-21 years old, and civilian pilot applicants must be 22 or younger. Only men may apply.

He said the Federation of Amateur Pilots has been formed to certify and issue pilot licenses to experimental aircraft builders. Bolotov, who lives in Leningrad and is trying to establish an EAA chapter there, said the association "has a flight school but no aircraft" in which to train civil pilots. He is holding discussions with Pro-Tech Aircraft in the U. S., which offers a kit-built, two-seat tailwheel design suitable for primary training.

In addition to assisting with the flight school's activities, Bolotov also arranges the annual fly-in gatherings of Soviet homebuilts. The first event, held in the Crimea in 1984, drew three aircraft. In 1985, seven aircraft attended; the 1986 fly-in at Moscow had more than 150 aircraft on display.

INNOVATION NECESSARY

"We do not know how many homebuilt aircraft actually exist in the Soviet Union," he said, primarily because many would-be builders still fear government reprisals.

Soviet homebuilts are unsophisticated but show considerable innovation to compensate for the lack of aircraft-quality materials and powerplants. Virtually all aircraft are limited to single-seat designs, primarily because they must use one or two-cylinder, 25-30 hp. engines from motorcycles or snowmobiles, or outboard motors from boats. Many of the powerplants are modified for flight.

For example, Viktor Dmitriev, a truckdriver from Kirgizia, designed and built an aircraft in his home and taught himself to fly it. The aircraft features single-slotted, trailing edge flaps and leading edge slats.

"There are virtually no books on how to design, build and fly a homebuilt aircraft, how to design and build propellers, and [with] instructions for engine installations," Bolotov said.

Builders learn from others or proceed using their best judgment, he said.

Although severe airspace restrictions exist for sport aircraft flying, small airfields set aside for their use are being allotted by the government. The Soviets also have begun printing and selling aeronautical charts for civil pilots. □

This single-seat, homebuilt aircraft was designed by Viktor Dmitriev, a truckdriver from Kirgizia, and is typical of Soviet homebuilts. Weighing about 100 lb., the aircraft features metal and wood construction with cloth covering on the wings, empennage and control surfaces and was built from materials obtained locally. The powerplant is a one-cylinder design converted from a Czechoslovakian two-cylinder motorcycle engine and develops about 25 hp.

U.S. Department of Transportation
Federal Aviation Administration
Washington D.C.

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ALL ABOUT FUEL

This pamphlet provides information about aviation fuels and the safety precautions that need to be observed during aircraft fueling.

The introduction of turbine-powered aircraft into the civil aircraft fleet during the 1950's caused many changes in the marketing of aircraft fuels. As the air carrier and military fleets were converted to turbine-powered aircraft, the demand for aviation gasoline (avgas) decreased drastically. Aviation fuels now represent a relatively small portion of the petroleum industries by products and therefore the production of avgas in multigrades is no longer economically feasible. During the past few years, we have seen 91/96, and 115/145 octane fuels disappear from the market. In 1971 the oil companies began development of a single grade avgas that would meet the needs of all reciprocating powered aircraft.

80/87 vs 100LL

When the 80/87 began to disappear from the avgas market and 100LL was introduced to take its place, operators expressed concern about the service life expectancy of their low compression engines. Some operators experienced accelerated exhaust valve erosion and valve guide wear from the use of highly leaded 100/130 (green) avgas in their engines that were rated to use a minimum grade 80 octane fuel. The engine manufacturers were quick to provide aircraft owners with amended operating procedures and maintenance schedules which helped minimize the engine malfunctions resulting from the use of high lead 100/130 avgas. Experience of the past ten years has proven that low compression aircraft engines can be operated safely on 100 low lead avgas without difficulty, providing they are operated and serviced in accordance with the approved aircraft owners manual or other officially approved document.

AUTOMOTIVE GASOLINE

Leaded automotive gasoline is not recommended as a substitute for aviation gasoline because of the differences in properties and composition of the two types of fuel. Regular leaded automotive gasoline may cause preignition and detonation, vapor lock, and sticking or burned valves when used in aircraft engines. Lead-free automotive gasoline, however, has been extensively tested in aircraft equipped with low compression engines that use low octane fuel by the Experimental Aircraft Association and other Organizations. The Federal Aviation Administration has issued supplemental type certificates (STC) to these organizations permitting the use of unleaded automotive gasoline of 87 minimum antiknock index per ASTM specification D-439. Each make/model aircraft shall be modified and operated in accordance with the instructions, limitations, and procedures contained in the STC when unleaded automotive gasoline is used.

PLACARDS-TYPE OF FUEL

Be sure you get the type of fuel that is specified. Federal regulations require that all aircraft filler openings must be marked with the word 'fuel' and the minimum fuel grade for reciprocating powered aircraft, or the permissible fuel designation for turbine-powered aircraft. Even these requirements do not rule out the possibility of being serviced with the wrong type of fuel. Pilots should be particularly cautious when being serviced at facilities that provide turbine fuel as well as avgas. Turbine or jet fuel is detrimental to the reciprocating engine and extended use of avgas can damage turbine engines. Therefore, it is imperative for flight crews to double check when their aircraft is serviced to assure that they receive the proper type and grade of fuel. Although this responsibility is placed upon the pilot by regulation it just makes good sense to be sure. The fuel system sumps should always be drained and checked for contaminants after each fueling of the aircraft and during preflight inspection.

FUEL ADDITIVES

The FAA and several engine manufacturers have approved the use of certain carburetor anti-icing fuel additives in aviation gasoline. However, such additives should not be used without consulting the airframe manufacturer because their chemical content may not be compatible with the aircraft fuel system cells, seals, etc.

The same is true with lead scavenging additives such as Tricresyl Phosphate (TCP). TCP, for example, has been used successfully to reduce lead fouling of spark plugs in normally aspirated reciprocating engines for several years. However, TCP should not be used in turbocharged or supercharged engines without approval of the airframe manufacturer. TCP must be mixed according to the instructions provided by the manufacturer, Alcor Inc., for maximum effectiveness.

SPARK PLUG FOULING AND HOW TO AVOID IT

In most cases spark plug fouling can be reduced or eliminated by simply applying proven operating techniques. For example, low operating temperatures coupled with rich fuel mixtures result in incomplete vaporization of the tetraethyl lead in the combustion chamber causing lead fouling of the spark plugs. Maintaining proper cylinder head temperatures will minimize plug fouling problems. Be certain that maintenance personnel have installed the spark plugs recommended for the particular engine installation. Have the carburetor idle mixture checked and adjusted. Use recommended leaning techniques in cruise condition at all altitudes. Avoid low power letdowns, descend with power, and avoid over rich conditions. Carburetors and fuel injectors are normally set slightly rich in the closed throttle position, so it is best to carry a slight amount of power on landing approaches rather than approach with closed throttle. Keep the cylinder temperatures in the normal range during operation. After flight or ground operations, before shutdown, advance the throttle to about 1800 RPM for 15 to 20 seconds to clear the plugs and combustion chambers, retard the throttle to about 1200 RPM and shut the engine off immediately with the mixture control. You should not have plug fouling or misfiring on your next startup. As long as you make sure the aircraft is serviced with the proper fuel, check the sumps for contaminants, operate the engine according to the aircraft owners manual and have the spark plugs serviced as recommended, you should not have plug fouling problems.

TURBINE FUEL

Occasionally, aircraft are inadvertently serviced with the wrong type of fuel and in most instances it is because of misleading signs. For example, certain turbo-supercharged reciprocating powered aircraft have paint designs with the word TURBO conspicuously displayed on the vertical stabilizer or on the engine nacelle. Line service personnel assumed this to mean turbo-jet and filled the tanks with jet fuel. Another incident involved an air carrier type aircraft that was originally equipped with reciprocating engines which most operators converted to turbo-props. The service personnel assumed the aircraft was a converted model when it wasn't.

Reciprocating engines may run briefly on jet fuel, but detonation and overheating will soon cause power failure. So, beware of getting jet fuel when you need avgas. Avgas is no substitute for jet fuel either. The engine failure caused by running the turbine engine on the wrong fuel may not be as sudden, but prolonged operation on gasoline will severely damage the engine by the lead content and differing combustion ranges of the fuel. Time limitations for use of avgas in turbine engines are listed in the airplane or rotorcraft flight manual.

PRE-FLIGHT ACTION

The responsibility is yours, the pilot, to determine that your aircraft is properly serviced. Check your aircraft before each flight and be sure yu have the correct type of fuel. It may save your life. Take the time to inspect your aircraft thoroughly. (1) Be sure all of the fuel and oil tank caps and covers are installed and secured properly after you visually check the fluid level. Observe the color and odor of the fuel as you check the tank. (2) Draw a generous sample of fuel from each sump and screen drain into a transparent container. Check for the presence of water, dirt, rust or other contaminants. Don't be so frugal as to save the fuel drained from the sumps by pouring it back into the tank. There are people who do. Don't risk the possibility of contaminating the system, get rid of it. (3) Check that each fuel tank vent is clear of restrictions; i.e., dirt, ice, snow, bent or pinched tubes, etc.

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1990 Highlights

EXPERIMENTAL AIRCRAFT ASSOCIATION

Prepared for the
National Aeronautics Association

EAA--the Experimental Aircraft Association--experienced continued growth in its membership and accepted new and exciting challenges relating to sport and general aviation during the first year of the new decade.

EAA OSHKOSH

EAA is perhaps best known for its annual Fly-In Convention. In 1990, "EAA OSHKOSH" attracted nearly 850,000 people and 13,000 airplanes (including almost 2,000 showplanes) to Wittman Regional Airport. Highlights of this internationally recognized event included a four-day visit by the U.S. Air Force's top-secret F-117A "Stealth" fighter; one of the most comprehensive commemorations of the 50th anniversary of the Battle of Britain (including an extensive exhibit created especially for EAA OSHKOSH by the Royal Air Force (RAF) Museum at Hendon, England); participation by an Air Force B-1B bomber, the National Aeronautics and Space Administration (NASA) X-29 research jet, British Airways' supersonic Concorde jet, a fully restored Lockheed Super Constellation, Lufthansa's restored Junkers Ju-2, the B-24 "All American," military aircraft such as the F-14, F-15, F-16 and Harrier jets and other aircraft that embraced literally every facet of aviation. Nearly 500 educational forums, seminars and workshops featured the top names from the international aviation community who frequently spoke to standing-room-only crowds. DOT Secretary Sam Skinner, FAA Administrator James Busey and NTSB Chairman James Kolstad led an impressive contingent of federal officials from Washington, D.C. The Convention also hosted the first International Aviation Symposium, which brought together aviation officials from 10 countries that represent nearly 93 percent of the world's civil aviation constituency. Representatives of EAA, FAA, NAA, Transport Canada and AOPA also participated in the symposium. The 1991 EAA Fly-In Convention will be held from Friday, July 26th through Thursday, August 1.

EAA PROGRAMS/ACTIVITIES

While the Fly-In Convention is one of EAA's most popular--and visible--activities, its year-round programs help promote aviation to people of all ages and interests as well as to preserve aviation's heritage (through the non-profit EAA Aviation Foundation) so that it can be passed along to future generations.

EAA has long been known as an "activity-oriented" organization. Events such as EAA's series of regional fly-ins (Sun 'n Fun, Northwest, North Central, Rocky Mountain, Copperstate, Mid-East, Southwest and East Coast) enhance that reputation by offering opportunities for aviation enthusiasts to meet, exchange ideas and share information...as well as to compete for awards in aircraft design, construction and restoration. A growing network of international Chapters offer activities at the local, "grass roots level. Monthly Chapter meetings alone combine to offer pilots, aircraft owners and people who enjoy flying more than 8,400 activities each year.

EAA has also become much more active in our nation's capital during the past year. Ongoing issues that involved extensive EAA involvement included the Drug Assistance Program, Tall Tower construction (FAR Part 77), the Civil Penalty Demonstration Program, Primary Aircraft Category and changes to the Airman's Medical Certificate, to name only a few.

WORKING WITH FAA

EAA's presence in Washington, D.C., has been heightened by its work with the Federal Aviation Administration (FAA). Members of the EAA staff have traveled to Washington and other locations to meet face-to-face with FAA officials and representatives of other aviation organizations. In addition, a growing number of meetings have been held at the EAA Aviation Center in Oshkosh.

Over the past year, several significant meetings with FAA and subsequent events have taken place. FAA's Advisory Circular (AD) 90-89, which outlines safe test flight procedures for homebuilders, was based on extensive input from EAA. Representatives of EAA, AOPA, HAI and NASAO met with FAA officials in Washington to discuss EAA's "Mode C" petition and the effect Terminal Control Areas (TCAs) will have on sport and general aviation. FAA acted on EAA's proposal to remove certain limitations on the operation of aircraft licensed as "Experimental" and certificated for "exhibition and air racing"--including a number of Warbird aircraft and classic jets--by issuing an Action Notice. EAA participated at a meeting in Washington to hear FAA Administrator James Busey describe changes in FAA's enforcement policies--changes that were a direct result of the FAA Safety System and Efficiency Review that included input from EAA and other aviation organizations. EAA was included by FAA during discussions relating to proposed changes to rules governing Ultralight aircraft operations. FAA approved EAA's petition to extend the comment period regarding the proposed Drug Assistance Program. EAA representatives joined kitplane manufacturers, FAA and AOPA at a meeting in Washington to discuss rules and regulations pertaining to the primary aircraft category. Representatives of EAA have met with FAA officials and other concerned aviation groups on several occasions regarding the construction of Tall Towers in many areas across the country. EAA has also met with FAA and Department of Energy officials regarding security around and above atomic energy sites.

EAA ADVISORY GROUPS

EAA members supplement the efforts and expertise of EAA Headquarters staff members through their phone calls or letters and by volunteering to serve on special advisory groups--such as the EAA Aeromedical and Legal Advisory Councils--that have been created to utilize the talents of highly qualified individuals in such areas as medicine and law. These advisory groups provide outstanding support and help in the process of developing EAA policies and opinions.

EAA AVIATION CENTER: FOCAL POINT FOR AVIATION ACTIVITIES

The EAA Aviation Center in Oshkosh has become a focal point for the sport and general aviation community. An increasing number of national and international activities are utilizing the unique aviation-oriented environment on the Aviation Center as a site for meetings, symposiums, conferences and social gatherings. A delegation from the Aircraft Owners and Pilots Association (AOPA), headed by President John Baker, came to Oshkosh to discuss critical issues facing aviation and set an agenda for action. A series of meetings regarding the Primary Aircraft Category were held at the Aviation Center and attended by representatives of EAA, FAA and the aviation industry. In February, EAA hosted the FAA National Airspace System (NAS) Plan Forum for General Aviation. The two-day session drew more than 100 aviation leaders from across the country to Oshkosh--each representing a segment of the aviation community that either administers the plan (FAA); provides goods or services (Martin Marietta, ITT, Westinghouse, etc.); user groups (EAA, AOPA, etc.); the military; and other aviation organizations who will be affected by the plan (GAMA, NBAA, etc.).

Representatives of EAA's various regional fly-ins met in Oshkosh to discuss areas of mutual concern such as mission and goals, administration (vendor contracts and insurance), educational programs seminars and workshops and flightline operations. Bill Pollard, FAA Associate Administrator for Air Traffic, visited the EAA Aviation Center with his counterparts from 14 European nations and representatives of Eurocontrol. The visit was described as a "showcase for sport aviation at its best." Members of the Army Air Corps' 398th Bomb Group held their annual reunion in Oshkosh and conducted their business meeting and banquet at the EAA Aviation Center. The Aviation Center also hosted the Great Lakes Region Aviation and Space Education Conference. More than 300 educators participated in programs offered by the EAA Aviation Foundation, FAA, NASA, the Civil Air Patrol, NASAO and others. In addition, U.S. Coast Guard aviators held their 13th annual National Gathering at the EAA Aviation Center. More than 150 participants listened to guest speakers that included Paul and Sergei Sikorsky.

Foundation Activities

The EAA Aviation Foundation experienced a very successful year in 1990. As co-sponsor of the annual Fly-In Convention, the Foundation sponsored nearly 500 educational activities that ranged from forums, seminars and workshops to special evening programs that informed as well as entertained. In addition, year-round educational outreach programs experienced tremendous growth, especially the "Air Adventure Days" that are modeled after the highly successful EAA Air Academy (an intensive three-week learning experience for young people aged 15-17 that culminates in participation at EAA OSHKOSH). The Foundation received three prestigious "Telly" awards for "From Jennies to Jets," "It's Gotta Be a Jenny" and "Basic Aircraft Painting" video productions. In addition, photo and video crews traveled to locations across the country to gather footage for EAA's five monthly publications and video efforts.

The EAA Air Adventure Museum, administered by the Foundation, welcomed its 800,000th visitor--Mr. Robert Schreiber of Brookfield, Wis.--since opening its doors in Oshkosh in 1983. Work began on EAA's second "Spirit of St. Louis" replica in March and has neared completion. Four new Eagle Hangar exhibits were dedicated during the quarterly Board meetings of EAA and the EAA Aviation Foundation in May, including a "Ready Room," World War II Aviation in the News, the Eagle Overlook and an Aerial Task Force exhibit.

During EAA OSHKOSH '90, the Eagle Hangar's $3 million Capital Campaign goal was attained. Less than three weeks later, the Museum was awarded two grants from the Institute of Museum Services--a Museum Assessment Program grant and a General Conservation Survey grant.

OTHER HIGHLIGHTS

To list all of the highlights that occurred in 1990 would be impossible, but a few special activities merit attention. In March, EAA received a special award from the Governor's Committee for People with Disabilities, recognizing EAA's efforts to decrease "attitudinal or architectural barriers confronting people with disabilities." In May, EAA founder Paul Poberezny received the first-ever Charles A. Lindbergh Award from Department of Transportation Secretary Samuel Skinner during special ceremonies at DOT Headquarters. A White House luncheon follows the award ceremony. And in September, Neil Armstrong--the first person to step foot on the moon, received the 1990 EAA/Milwaukee School of Engineering (MSOE) Award during ceremonies in Milwaukee.

"A MISSION DEDICATED TO SERVICE"

As EAA enters a new year, its Officers, Board of Directors, staff and international membership re-dedicate themselves to their stated mission:

> "EAA is dedicated to serving all of aviation by fostering and encouraging individual participation, high standards and access to the world of flight in an environment that promotes freedom, safety, family and personal fulfillment."

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