

# EAA MILE HIGH CHAPTER



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NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 13, ISSUE 9, SEPTEMBER, 1990

THIS MONTH: This month's meeting will be held on Saturday, September 8, 1990 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be a videotape of an excellent talk that Attorney Alan Armstrong, Esq. gave to a group of aviation interested people about a year ago. Alan specializes in aviation law, and judging by the videotape is quite knowledgeable. The subjects that are covered are: 1. Current FAA enforcement practices. 2. The controversy surrounding the medical application form. 3. The two-year experimental civil penalty assessment demonstration program which eliminates your right to contest FAA fines in Federal District Court. This is a very enlightening tape, and is a must see because a lot can be learned from it.

LAST MONTH: With 60 members and guests in attendance, the meeting of August 11, 1990 was called to order at 7:50 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the July meeting were approved as published in the Newsletter.

Guests: Kirby welcomed Cathy Sheen to her first Chapter 43 meeting since the accident she was involved in last February. She said it felt good to be at a meeting again, and thanked everyone for everything they had done for her the past few months. Everybody gave her a very nice round of applause for wanting to continue to be a part of the group, and Kirby said that we might want to say hello to her on an individual basis during the break. Guests present were Jim Layne of Brighton -- who was Chapter 43's President in 1966 and 1967, Cree Fetterman of Louisville -- who owns a 1949 Cessna 140-A and is just starting an RV-4 project, and Will Beatty of Broomfield.

Old Business: Kirby brought up the subject of Oshkosh. He let it be known for anyone interested that, yes, he had made it to Oshkosh for the second year in a row! Everybody gave him a large round of applause to congratulate him on his amazing accomplishment (Editor's note: Will he go for an astounding three in a row?). Bob Green brought in a very nice plaque that had been presented to him at Oshkosh to show to everyone at the Chapter 43 meeting. It was a "Service To EAA" award for having volunteered his skills and his knowledge for twenty-four years in a row working in the Repair Barn! Everybody present congratulated him for receiving the very well deserved award. A nameless person summed up Oshkosh with one word - wet! He related his aerial adventure of having Oshkosh-Get-There-Itis which overrode his better judgment. He climbed from 75 feet to 13,500 feet through solid clouds and rain in Iowa and then came down through not much better conditions later on. He said he should have stayed on the ground and not even attempted



Old Business cont: to fly. He gave immense credit to the person riding with him (who is Instrument Rated) for helping him through the situation. He hoped that by telling on himself it would dissuade others from being too impatient to get somewhere and thereby let it adversely affect their good judgment. He said he will certainly never attempt anything so dumb again. He did emphasize that he immediately filed a NASA Form after the flight to protect himself. He said he found out during the flight that his canopy doesn't seal any where near as well as he thought it did and from the waist down he was thoroughly wet. The question was raised whether he was certain it was from the canopy leaking. Everyone thanked him for his courage in standing up and confessing what he had done. Ken and Mary Jo Strong stepped forward and thanked the Chapter 43 members for their recent \$500.00 donation to the Ken Strong Fund. Ken, as you recall, is very possibly facing a liver transplant and has little, if any, insurance to cover the expenses. Being unable to work, he unfortunately lost his job. He praised his wife for sticking by him through this hardship, and said they were learning how to get by on her salary alone (which is about 40% of what they had been used to). Ken talked about some experimental medication that he might be trying, and generally related the options he may be looking at a little more in the future. Ken said he recognized a number of people at the meeting, as he has been very active in several EAA Chapters along the Front Range and also the Rocky Mountain Regional Fly-In. Everyone gave Ken and Mary Jo a nice round of applause to show support for Ken's 100% recovery and his good attitude throughout this whole situation. Bud Aumann talked about an article from the August, 1990 issue of Sport Aviation that dealt with changes the FAA is proposing in its application form for an Airman Medical Certificate. This article is printed elsewhere in this Newsletter, and is quite serious. It should be read thoroughly. Also, Bud said he is working on a Bill of Rights for Pilots with J. Scott Hamilton (a local aviation attorney) and Jerry Walbrun of the EAA, whose title is Vice President of Government Policy & EAA Programs.

New Business: The subject of the FAA Service Difficulty/Malfunction or Defect Reports system and form which were written about in the August, 1990 issue of Sport Aviation was brought up at the Chapter 43 meeting. It was very strongly suggested that if one of the forms is filled out the N number and serial number and signature areas should all be left blank so nothing can come back on a specific aircraft or person. Kevin Kennelly talked about the Fly-In that was advertised in the August, 1990 Chapter 43 Newsletter at Aurora Airpark on Saturday, August 18, 1990. He invited everyone to come out and have a good time. Marvin Wahl brought in a fiberglass fuel tank from a KR-2 for everybody to look at. It had been filled with fuel that contained MTBE, and had holes eaten through it. It was actually quite scary to look at. Marvin duplicated the tank out of aluminum. Kirby brought up the Colorado Aero Tech Open House that was written about in the August, 1990 Chapter 43 Newsletter. He detailed the necessary information, and said for anyone interested to contact him during the break. Chuck Graf brought in a nice album of pictures that he took at Oshkosh for everyone to look at. Brad Davenport brought in a number of pictures of the 1930 Alexander Eaglerock that he helped restore. Most of the pictures were air-to-air shots. The airplane won the Colorado Grand Champion award at this year's Rocky Mountain Regional Fly-In.



New Business cont: John Pakan announced that he had flown his Cessna 175 to Anchorage, Alaska and put fifty-two hours on the airplane. He talked a little about the trip, and said he had run into the smoke in Northern Canada. He may give a slide show on the trip sometime in the future.

Gene's Corner: Gene Horsman reported that Piper Aircraft Corporation has reduced its product liability cash award payments by about 75% since 1988, according to Kevin T. Tracey, Vice President of marketing for the company. Tracey attributed the reduction to the aggressive stance taken by the company's legal counsel, which Piper owner M. Stuart Millar has referred to as "junkyard dog lawyers." Millar, who has vowed to fight what he considers unfair and frivolous lawsuits involving Piper Aircraft, hired the lawyers in 1988. Gene read an editorial from Aviation Week & Space Technology about the EAA's 38th Annual International Convention and Sport Aircraft Exhibition at Oshkosh. He said it showed how much recognition and respect the EAA is now receiving from the industry as a whole - not just the General Aviation end of the spectrum. The editorial is published elsewhere in this Newsletter for everyone to read. Gene brought in the pages of letters and editorial comments from The Aviation Consumer that addressed the issue of the charges against the EAA in general and Paul Poberezny in particular of financial mismanagement and wrongdoing. All of the information is included in this Newsletter. When reading the letters, look at the names of the people who wrote them - you'll undoubtedly recognize some of them.

Progress Reports: John Evens said he is now painting his Thorp T-18, and is getting really close to flying it for the first time after much hard work building it. Conversely, Bud Aumann is stripping the paint off his recently-purchased Grumman American AAC Lynx. He highly recommends Safest Stripper by 3M. He said that bare hands can be used and no mask is needed. Since his airplane is bonded aluminum, he has been silver taping the joints just to make sure that no problems arise. He simply applies the stripper and covers it with clear plastic kitchen food wrap so it won't evaporate and leaves it for several hours. When he comes back, he peels the plastic wrap off - along with much of the old paint. Chuck Graf was happy to announce that his RV-6 horizontal stabilizer was nearing completion. Brad Davenport displayed a number of pictures of the motorglider he is building so everyone could see how it is coming along. Phil Hughes reported that he bought a new house, and spent thirty minutes getting his Fly Baby wing up the basement stairs of his old house (which is where he built the wing)! That's cutting it a little too close, Phil.

A&P: The business portion of the meeting adjourned for coffee at 8:35 P.M. After the break, two videotapes were shown - one on taking off and landing a taildragger and the other on doing various kinds of spins and safely recovering from them. Unfortunately, the two people who were going to bring their Oshkosh slides to show weren't able to come to the meeting.

MARKETPLACE: For Sale: Two work benches: 1. 48"x30" with laminated wood top and eight drawer metal base and 10" riser for \$90.00. 2. 60"x24" with hard wood top and metal frame for \$50.00. Call Phil Young at 665-5773.



### FAA PROPOSES CHANGES IN MEDICAL APPLICATION FORMS

The FAA is proposing changes in its application form for an Airman Medical Certificate that will unquestionably be seen by pilots as still more unnecessary intrusion into their lives by the agency.

First, the FAA proposes to ask each applicant if for a moving traffic violation he or she has been convicted; paid a fine; forfeited bond or collateral; been subject to an administrative action in which one's drivers' license was denied, suspended or revoked; and/or been required to attend a remedial/rehabilitative program **in one's entire life!**

Second, the applicant will be asked to list visits to any "health professionals" within the past 5 years, giving the date, name, address, type of health professional and a reason for each visit.

Third, the applicant will be asked to sign a declaration authorizing the National Driver Register to furnish the FAA with information pertaining to his or her driving record.

Willingly falsifying any of the answers or just plain forgetting a fine or a visit to a "health professional" (presumably you would have to somehow prove you forgot it) could result in a fine of up to \$250,000, five years in prison or both . . . and everything you say in the form can be used against you in a court of law. Refusal to answer any of the questions would mean one's medical certificate to fly would not be issued.

The FAA estimates it will take an average of 2 hours for one to fill out the application and take the medical exam . . . which, of course, would mean the doctor would have to charge accordingly.

The FAA claims it needs this information to ensure flight safety . . . to rid the skies of drunks, dope addicts and habitual violators of the nation's traffic laws (which presumably means they have some sort of mental problem that would carry over to flying). Since flying under the influence of alcohol and/or illegal drugs has never been a statistically

significant problem in flying at any time since 1926 when the government began regulating civil aviation in the United States, and since there is no evidence to indicate a correlation between traffic violations and flight violations, it is apparent that the FAA is relying on the bureaucratic catchall, "We're just trying to ensure that it will not become a problem in the future." That is, of course, just another way of saying that the entire U. S. pilot population is guilty until every individual proves his or her innocence.

The portent of an innocent omission on the application is ominous. If, for instance, you are in your 50s, do you recall the exact date of a ticket you received for, say, your failure to come to a complete stop at a rural stop sign . . . in 1952? Who keeps personal records of such things? Will the FAA accept your answer that you simply don't remember? Do local governments even keep records of traffic violations that far back?

What is a "health professional"? Does it include faith healers? The proposed new medical application does not define or list such persons, so how are we to know what to put into the form?

In any case, by what conceivable standard, by what value judgment can the FAA justify a \$250,000 fine and/or five years in prison for **any** of the aforementioned "offenses"?

Where does all this end? Is this the whirlwind mankind will ultimately reap from the computer . . . the micromanagement of the most infinitesimal aspects of our personal lives by government **simply because the electronic capability to do so now exists?** What has happened to the constitutional guarantee that all U. S. citizens are innocent until proven guilty . . . what has happened to the freedom from excessive

and unreasonable fines?

These FAA proposals for the medical application form are unnecessary, unreasonable and potentially oppressive. They should be withdrawn from consideration immediately . . . and forever.

EAA, in conjunction with its Aeromedical Council, is developing a position paper on this issue which will be submitted to the FAA. Meanwhile, if you would like to convey your individual opinions, write to:

Federal Aviation Administration, Aeromedical Certification Division, AAM-300, P.O. Box 26080, Oklahoma City, OK 73126

-and-

Office of Management and Budget, Paperwork Reduction Project (2120-0034), Washington, DC 20503.

As always, send copies to your congressman and U. S. senators.

### SAMA FORMED

A number of manufacturers of homebuilt kits have been meeting at EAA Headquarters for the past couple of years to, among other things, discuss with the FAA the proposed new Primary Aircraft certification category. Recently, a number of the manufacturers have joined together to organize the Sport Aircraft Manufacturers Association (SAMA), the initial purpose of which is to assist the EAA and AOPA, the original petitioners, as well as the FAA, in completing the work on the Primary Aircraft category and getting it made a part of the regulations. The expertise of the SAMA members has been particularly valuable in the technical areas of the certification process, which is critical to the eventual success of the proposed new category.

The founding directors of SAMA include: Ted Setzer (Glasair), Dick Wagner (Wag-Aero), Ken Wheeler (Wheeler Express), Dan Denney (Kiffox), Lance Neibauer (Lancair), Dick VanGrunsven (RV series), Joe Moss and Ed Zercher (Sensenich Propeller), Jim Griswold (Venture), John Netherwood (Rotorway International) and B. J. Schramm (past president of RotorWay Aircraft). The initial slate of SAMA officers consists of B. J. Schramm, president; Joe Moss, treasurer; Dick Wagner, secretary; and Paul Fiduccia, Washington Representative.

SAMA has been working to formulate a response to the FAA's Primary Aircraft category NPRM, as well as a new petition for rulemaking on airworthiness and noise standards to implement the Primary Category rules. The latter proposes to develop appendices to Parts 23, 27, 33, 35 and 36 of the FARs for Primary Category aircraft, and calls on the FAA to issue an Advanced Notice of Proposed Rule Making on the petition within 30 days and to set a goal for completion of rulemaking no later than 12 months from the date of submission of the petition.

### ZENAIR DESIGNS NOW ON FAA'S MAJOR PORTION EVALUATION LIST

The FAA has evaluated the Zenair CH-250, CH-300, CH-600 and CH-701 kits and found all of them eligible for certification as Experimental, Amateur Built aircraft.



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August 1,  
1990

## Letters

### EAA Responds to Poberezny Charges

This letter is in response to the article written by David Noland concerning the Experimental Aircraft Assn. and the EAA Aviation Foundation, published in the June 1 issue of *The Aviation Consumer*. The undersigned are members of the EAA and Foundation Boards and make up the Special Committee mentioned in the article. As you know, our Committee was appointed by the Boards in February 1990, in order to review the allegations which form the basis of Mr. Noland's article. Since the article makes some very serious statements, we ask you to print this letter in its entirety.

The article is seriously misleading in its tone and in its conclusions. We believe your publication has done a major disservice to the two EAA organizations, to Paul Poberezny and to aviation in general. Since we recognize your space constraints, we will not attempt to rebut each of your points. However, two broad areas require immediate comment.

First, although Mr. Noland gave the Boards "credit" for appointing our Committee and for retaining independent parties to investigate Mr. Scott's allegations, you decided—for reasons unknown—to proceed with the article without waiting for the results of that investigation. As a consequence, Mr. Noland missed what is unquestionably the most significant development in this entire matter—that the independent investigation concluded after an exhaustive review that the vast majority of the allegations (many of which are repeated in Mr. Noland's article) were "false."

They also concluded that the overall allegation of a pattern of willful misconduct in the administration of EAA's affairs is "without

merit." Moreover, after a lengthy discussion of these matters at a joint meeting held on May 11, the two Boards of Directors decided unanimously to accept these findings and to consider the matter closed. The steps were not taken lightly. The outside investigators consisted of Ernst & Young, one of the nation's largest accounting firms, and Michael, Best & Friedrich, one of Wisconsin's most respected law firms. They were directed to conduct a thorough, professional investigation and were provided unlimited and unrestricted access to EAA documents and personnel.

Contrary to the implications in the article, the Boards are composed of intelligent, independent men and women, none of whom have any reason to "fear" Paul Poberezny. For these outside firms and Board members to conclude unanimously, after a thorough review, that there is no merit to the charge you have chosen to publicize is a development of critical importance. As the very least, it significantly undercuts Mr. Noland's conclusion that EAA is somewhat "under a cloud."

Second, even where the article ostensibly avoids any direct allegation of wrongdoing in connection with a particular event or transaction, Mr. Noland repeatedly implies that some wrongdoing has occurred. For example, on page 10, the article quotes Tom Poberezny's statement that Paul Poberezny has never used EAA aircraft for personal use. However, the article goes on to say that Paul's "business" use (e.g. "cruising down to an airshow in Lakeland") sounds like "pleasure" to the author. Of course, it does in the same manner as, say, a sports fan would envy a TV announcer who gets paid to watch and report on the Super Bowl. Does that, however, make his work any less important or justifiable? The only relevant point is that, in the unanimous opinion of the Boards of Directors, Paul's attendance at events such as Lakeland or other EAA events is extremely important to EAA. It is inaccurate and unfair to imply that



this somehow becomes a non-business trip merely because it may be enjoyable.

To take another example, Mr. Noland states on page 7 that EAA "earns" an "astonishing" \$850,000 on the sale of pins, decals and T-shirts. This is a gross sales figure and, after all costs are subtracted, the true amount "earned" is considerably less. This is the same as saying that *The Aviation Consumer* earns the total of your subscriptions. As a business, you know there is a vast difference between gross sales and final net profits.

Obviously, none of these examples are, by themselves, of earthshaking significance. But they do, in our opinion, reflect a very disturbing approach. That approach is to take rumor and half-truths and combine them with a hodgepodge of innuendo which appear to illustrate a pattern of wrongdoing—even where no specific wrongdoing has been alleged.

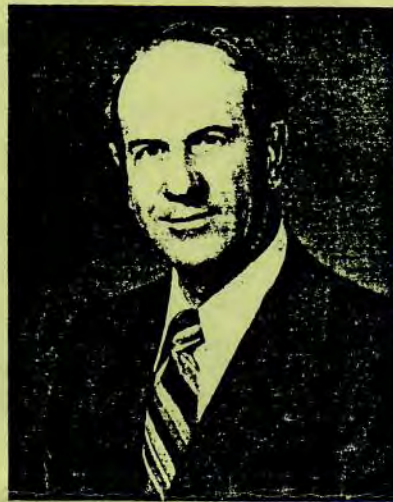
The review conducted was very thorough, impartial and professional (a fact that has been acknowledged by everyone, including Mr. Scott). It is unfortunate that you did not wait for the completion of the investigation. All too often, people remember only the accusations and not the answers.

#### Special Committee To The EAA & EAA Foundation Boards

John Beetham  
James Gorman  
Richard Hansen  
Harry Zeisloft

Although the EAA special committee objects to the timing, tone and conclusions of the article, we are pleased to note that they have registered no quarrel with the facts as published.

Regarding timing, we chose to publish the article before the EAA report was issued for a number of reasons. First, our investigation had been completed to our satisfaction. Second, the allegations had already been made public by Alfred Scott, and there was intense interest in the



Left: Paul Poberezny. Right: Tom Poberezny.

homebuilt community. Third, at the time the decision to publish was made, there was no firm date for completion of the EAA report. Originally, EAA had given us a projected release date for the report, but that date was postponed. We did not choose to delay publication to await an uncertain release date by EAA.

As for the tone of the article, the EAA directors apparently misinterpreted our comments that Poberezny's business flying "sure sounds like pleasure to the rest of us." We did not mean to imply that Poberezny's flying isn't legitimate EAA business—merely that Paul is one of those fortunate people who takes pleasure in his business, and that people sometimes get jealous when they see him enjoying himself at EAA expense, just as they might feel jealous of an aviation journalist who gets to attend the Oshkosh show and fly a lot of neat airplanes while his magazine picks up the tab. Like Paul, we enjoy our business; but that doesn't make the business any less legitimate.

As for the conclusions of the EAA report, we read it a little differently than the board members. In their letter (and in a bulletin to EAA members in the pages of the EAA Sport Aviation magazine), they imply that the report completely exonerates Poberezny and resoundingly refutes our article. This is simply not the case. The EAA report

does not refute a single fact in our article, and confirms many of them.

It concludes that Poberezny engaged in "questionable" activities, exercised "inadequate application of controls," "insufficient attention to appearances" and "arguably poor judgment." It admits that EAA employees worked on Poberezny's personal aircraft on EAA time. It admits that Paul's personal aircraft projects were stored in EAA facilities and that "appropriate rentals should have been paid by him." It admits that Jean Kinnaman's Cub was restored in an EAA hangar and that this was "inappropriate." It says that Poberezny would pay the EAA \$3,500 in restitution and would attend a program at a well-known medical clinic to evaluate whether he had a drinking problem. The report sidestepped several other allegations, saying that investigators could find no definitive evidence to decide one way or the other. For example, regarding the EAA's purchase of a Ford Tri-motor engine from Poberezny rather than from a donor who had allegedly offered a much lower price, the report says that "No evidence has been received to indicate that a comparable engine was available from a third party source." Maybe they should have looked a little harder for evidence. Did they talk to Dick Wagner, who was right in the middle of that transaction and can give a hands-on eyewitness account of it? As for



the EAA directors' final criticism, we agree that "earn" was the wrong choice of words to describe the \$850,000 income from T-shirt sales.

Editor

Trying to pull Paul's pants down in public is like attacking Santa Claus. Somebody is always doing it, but all us elves here in toyland ought to stick together. He may be the best myth we will ever have.

Gordon Baxter  
Beaumont, Tex.

I am shocked, angry and disappointed that you chose to publish an article about EAA and Paul Poberezny based upon unfounded allegations.

Prior to accepting my present position as Director of Communications for the General Aviation Manufacturers Assn., I was privileged to work for EAA for six years. Relative to this issue, I was Paul's aide-de-camp. Paul and I were literally "on duty" 24 hours a day. Throughout that long and intimate relationship, I never saw or heard of any activity that could be construed as illegal, immoral or unethical. I also neither saw nor suspected that Paul consumed alcohol during the normal workday or prior to flying.

Henry M. Ogrodzinski  
Washington, D.C.

Several years after Tom Poberezny was given the EAA organization, I wrote the association asking why the general membership didn't have an opportunity to vote on a new president, and how much the president received as a salary. I was upset at the fact that his appointment was a gift, and although he may be qualified to manage such an organization, so are many others, and we, the dues-paying members, had nothing to say about it. I never received a reply.

I attended Sun 'n Fun this year . . . and to my surprise a fairly large group were negative about the Poberezny hold on the organization and the fact that we as mem-

bers had very little input in the national organization. I for one would like to see more information about the financial operation of the organization and see the members given more opportunities to vote on policy, future plans, investments and top managers.

H.J. Molloy  
Hutchins, Tex.

I know a hatchet job when I see one coming, and you people, Noland, Scott, Wagner and the editors of *The Aviation Consumer* are really groping to assassinate the character of Paul Poberezny. Do you think his 36 years of effort and the success of EAA are not finally worth \$276,269 a year? When I measure Paul's accomplishments, we EAA members got a bargain, and I don't have a problem paying for results.

Steve Colwell  
Placerville, Calif.

Good for you. The story about Pope Paul and his EAA deeds and misdeeds is well done, but it is just the beginning. I believe you have a tiger by the tail. Hang on!

Daryl H. Phillips  
Sallisaw, Okla.

Dave Noland's article on EAA has set a new standard for irresponsible and unprofessional journalism. We all have the right, of course, to question any organization about policy or procedures. However, taking a list of rumors to a public forum, then editorializing and passing judgment as Noland has, demonstrates an insensitivity and a penchant for sensationalism that is alarming and disgusting.

In the 15 years I've known Paul, including the two that I worked at EAA, I've learned that he's not perfect. He can be very difficult to get along with at times, and he's made some enemies. But criminal intent is clearly not a part of his character or his life's work. Paul is a doer, a builder, a visionary, a totally dedicated, passionate man with a goal and mission that are

monumental in scale. His enthusiasm for aviation has touched millions of people.

David A. Gustafson, Ph.D.  
Waukesha, Wisc.

Your article on Paul Poberezny was hard reading because of the level of esteem I had allotted to him, but I feel that this kind of truth is necessary to protect the integrity of general aviation and the future of the EAA.

Thank you, Dave, for your research and journalism. You have made *The Aviation Consumer* my most respected flying periodical.

Charles Gamm,  
Waupaca, Wisc.

[Your article] has to be one of the all-time sleaze jobs I've had the misfortune to read. And seeing it printed in *The Aviation Consumer* is all the more astonishing because of your past record for impartiality.

Those references to Paul Poberezny: "He swashbuckles around the Oshkosh airshow in his helicopter and the 'Big Red One' command car . . ." Isn't this a neat little twist to create a wrong impression? What's Paul riding around in? A bright red Mercedes? A Jaguar? Why not identify the car you know so well yourself, or Noland knows: a cut-down old Volkswagen Beetle.

I try to recall, during all the years I've known the lead people in so many of our aviation and warbird groups, why these "allegations" to which Noland refers have managed to escape the attention of dozens of long-tested and long-proven investigative reporters.

Martin Caidin  
Gainesville, Fla.

Great and true article about EAA. Well done. I like the fact that you had the guts to write it.

Willie Nelson Denkins  
Galena, Ill.

(Continued on page 20)



## EAA Letters

(Continued from page 4)

I was very displeased with Dave Noland's article. When Mr. Noland called me, I was very open and thought that my input would help clear the air. I believe that I have been misquoted and quoted out of context. Some of the things that I said were used for portraying Paul in the worst possible light when that was not my intention.

I served the foundation during a time of transition, and I highlighted my interview by saying that it is very difficult for any pioneer and founder to nurture a museum and a collection such as Paul built and yet be able to make the transition of handing it over to a professional staff and board of directors. Few men are capable of this.

The  
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Consumer  
August 1,  
1990

EAA Aviation Foundation now has a world class museum, and it owes its very existence to Paul Poberezny.

Ralph A. Bufano  
Salisbury, Md.

To paraphrase New York TV sportscaster Warner Wolf, "Let's go to the audio tape." A check of the transcript of Mr. Bufano's interview shows that he was not misquoted. We could argue all day about context, but Mr. Bufano was fully aware of the context of the interview: that allegations had been made against Poberezny, and could he shed any light on them?

Editor

I hope it is not too drafty in your offices with all the windows gone, fallen victim to large bricks? You

have done it now, my friend. You have pointed the finger at the Jimmy Swaggart of lightplane aviation and his clan, and Mister, you only got the tip of the iceberg. I am not a psychiatrist, but supporters of a Jimmy Swaggart, or a Paul Poberezny, really refuse to believe that their idols are capable of considerable wrongdoing. And therefore you, the messenger, will be the one that will get bombarded with rocks. As for Uncle Paul's achievements, of course they are very considerable, but even you got it wrong to say he did it single-handedly. It is the unknown mass of donors, participants, volunteers, etc., that did not get their facade pasted on every other page of *Sport Aviation* that made things possible.

Capt. Geert E. Frank  
Kensington, N.H.

## Oshkosh—More Than Just an Air Fair

The Experimental Aircraft Assn.'s 38th Annual International Convention and Sport Aircraft Exhibition, held July 27-Aug. 2 at Oshkosh, Wis., demonstrated that this exposition is not merely one of the world's largest and most diverse aviation events. It also has evolved into a showcase for advanced technology.

More than 825,000 spectators attended the show. About 1,500 made the trek to this Mecca of sport aviation in the heart of Wisconsin's dairyland from 61 nations, some as far away as Botswana, the Soviet Union and Papua, New Guinea. Although best known for its highly professional, first-rate air show exhibitions, the EAA's week-long extravaganza has roots that go deeper than the public's fascination with aerial displays and aerobatics.

The convention highlighted advanced sport aircraft, many of them sophisticated designs built from high-tech composites that equal those found throughout the global aerospace industry. Paralleling the use of such materials is their application to "fast-build kits" that significantly reduce the number of construction hours.

Builders of sport aircraft kits are adopting these technologies in an intensely competitive environment that puts them out on the cutting edge where established light aircraft builders often fear to tread. These developments are fueled by the interactions fostered by the EAA show.

More than 450 technical and educational forums also were held at Oshkosh. Large crowds overflowed many of the open air tents to hear the gurus of sport flying speak on a wide range of subjects from aircraft design to what's wrong with the nation's air traffic control system . . . and how to fix it.

A top level FAA team, led by Administrator James B. Busey, joined the Oshkosh throng, donned flak vests and hosted no-holds-barred sessions with pilots. The refreshing, candid and mature exchange of information that ensued clearly benefitted both the flyers and the bureaucrats.

NASA struck much-needed public relations paydirt with well organized, active displays, which included the first X-29 research aircraft and videos of recent space shuttle missions.

Although the Soviet Union did not participate in this year's show, at least one Soviet citizen did. Sergey Bolotov told AVIATION WEEK & SPACE TECHNOLOGY his aim is to form a chapter of the EAA in Leningrad.

The Oshkosh experience is unique. It is not the Paris air show, Farnborough or Hannover, nor do the EAA organizers want it to be. But, the sheer magnitude of the Oshkosh event, the diverse aircraft technologies it presents and its positive promotion of flight underscore why it has a solid future as more than just an air fair.





# PRESCOTT, ARIZONA

## OCTOBER 5 - 7, 1990

Dear Chapter Bulletin Editor!

Please find enclosed a copy of an ad "camera ready" to include on your next bulletin! As you can see, it is an ad promoting the 19th annual COPPERSTATE FLY-IN! This years event will be in Prescott, Arizona! AND, please note that the date has also changed. This year the fly-in will be held the first weekend in October; three big days, October 5,6 and 7! If you find that you have some space to fill (and most of us do) please use the ad we have supplied for your convenience.

In the past, we have had over 4,000 people and 300 aircraft participate. With the changes in time and place, we feel confident that we'll have even more participation from those who could not have come in the past due to schedule conflicts or weather problems, or earthquake problems. We hope that you'll give us a hand promoting the COPPERSTATE FLY-IN!

If you've never been to a COPPERSTATE FLY-IN, then here's the opportunity for you to see some fine homebuilt aircraft and to meet and talk to many of the designers and manufacturers themselves. We look forward to seeing representatives from: Wheeler Aircraft, Stoddard Hamilton, Van's Aircraft, Denny Aircraft, Starfire Aviation and many others. There will also be vendors for parts, tools and fun stuff like books and T-shirts. There will also be a "Fly-Mart" free to all E.A.A. members, so you can bring those old or unneeded parts, or maybe you can find some old or unneeded parts! In any event, we thank you for your help! We'll see you at the COPPERSTATE FLY-IN!

WING-cheerily,

Todd "ACE" Clodfelter, publicity  
COPPERSTATE FLY-IN

*19th Annual!*

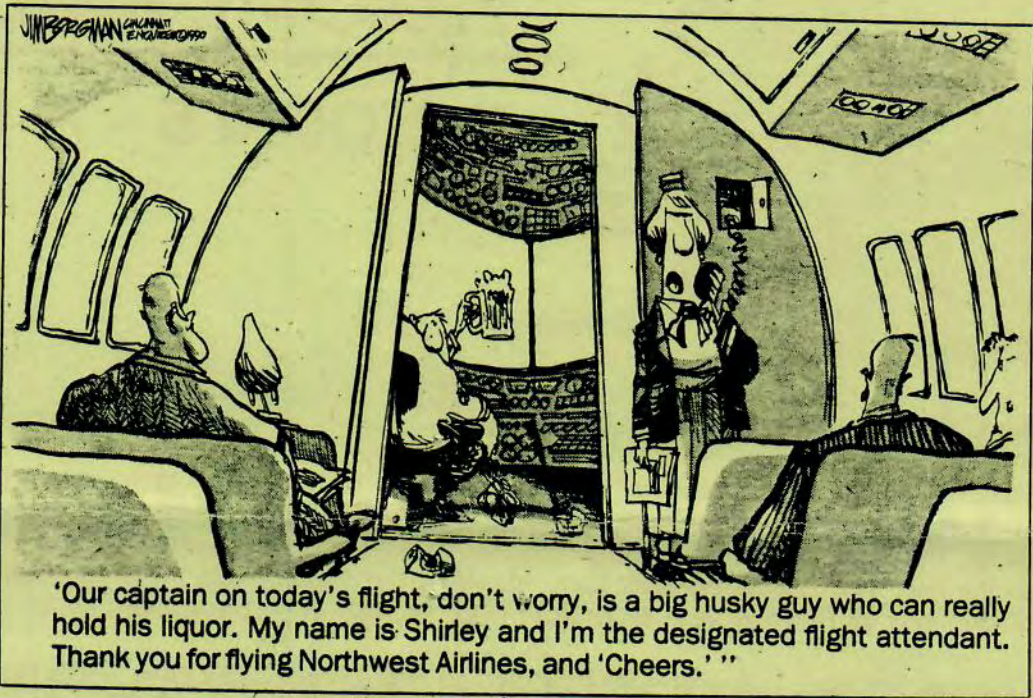


*NEW DATE & NEW PLACE!*

October 5, 6 & 7 • PRESCOTT, ARIZONA  
S.A.S.E. • 8797 E. Broadway • Tucson, AZ 85710 • (602) 298-3522

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