

# EAA Chapters In Action

by Pauline Kiel, EAA 8619

With cold weather about to set in for the next few months, chapters will be moving their activities indoors. Winter festivities are coming up. They will center on films, speakers, and getting some work done on that airplane. There will be some mighty fine welding weather. Of course, if you're fortunate to live in year-round reasonable weather, you've nothing to worry about.

During the summer months, chapter activities were really booming. There seemed to be no limit on producing varied and interesting programs for their respective chapter members. Reviewing the last couple of months' newsletters certainly proved this. The following are just a few of the many programs, fly-ins and social activities that were held:

## • DETROIT, MICHIGAN CHAPTER 13

Aldo Chiaverotti  
8956 Mystic Lane  
Warren, Mich. 48093

Guest speaker at a recent meeting was Bill Barber who talked on his experiences as an aerobatic pilot. Though a captain with North Central Airlines, he does air show work with his "Clipped Wing Cub," and

"Bucker Jungmann." He is a former duster pilot and the proud owner of a "Curtiss Falcon."

On Sunday, August 20, 1967, the chapter held their fly-in at McKinley Airport. Those in attendance were: Allan Kass — "Playboy", Charles Goodrich—"Cougar", Fred Trella — "Trella Special", Joe Benich and Nick Seraphinoff — "Water Sport SBS2", Vic Martin — "Tiger Moth", Don Vincent—"Ercoupe", Jim Graham—"Midget Mustang." Those who flew in from surrounding areas were: Don Farmer of Fraser—"Baby Ace SB 1", Charles Sanford of East Detroit—"Fly Baby", and Walter Kay of Madison Heights—"Midget Mustang." During the afternoon the Michigan Council, sponsors of the Continental engine, held a drawing. The lucky winner was John Kolbasa of Vassar, Mich., a member of Chapter 177.

After a meal of barbecued chicken, served by the Zion United Church of Churches, visitors could ride in "The Old Tin Goose" and two helicopters. Vintage cars, which were on display, were used to give rides to the children. All in all, it was a wonderful, eventful day.

A new feature in the monthly newsletter, "Dope Sheet," is the

"Plane Portraits" by Bob Pauley. Each month he will present a plane built by one of the chapter members, to give some ideas as to the performance of the plane, the cost and length of time required to build it. Included in the article is a short biography of the builder to acquaint the other members with him and stimulate interest in building their own plane.

## • EASTERN NEBRASKA CHAPTER 80

Bill Durand  
84th and McKinley  
Omaha, Nebraska

Being an active and interesting chapter is often difficult to achieve, but it doesn't seem to create any problems for this fine chapter, and the past few meeting programs prove this.

A demonstration on fiberglass fabrication with Gary Carlson fabricating a wheel pant using a fiberglass female mold was held recently. Also Bill Durand gave a talk on the "True Confessions of an Airplane Designer," using his Mark V project as an example. Bill, an aeronautical engineer, has been contemplating a bi-weekly lecture and discussion on air-

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## EAA CHAPTERS

### SIoux CITY, IOWA CHAPTER 291

Dean Dooley, President  
4032 Forestview  
Sioux City, Iowa

### SALEM, OREGON CHAPTER 292

George K. Elwood, President  
P. O. Box 375  
Albany, Oregon 97321

### FARIBAULT, MINNESOTA CHAPTER 300

Richard W. Gleason, President  
826 SW 1st Street  
Faribault, Minnesota

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## PROSPECTIVE CHAPTERS

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## EAA CHAPTERS . . .

(Continued from page 37)

craft design and theory to present to the members.

To acquaint the members with the methods of riveting, a riveting exercise session was held. At the same meeting, Mr. Harold P. Chadderdon, principal maintenance inspector, Federal Aviation Agency, was present. Chapter designees are planning to get together with him to discuss the designee program.

Due to the efforts of Bill McNamara, program director, the 1966 Rockford Convention film was presented on Channel 6 TV on August 26.

No chapter program is complete without a little social festivity. How about a watermelon feed? It was their first one but surely not their last. Flying in from Norfolk, was Clarence Brueggerman in his "Fly Baby" and John Simpson in his "Tempete." Omaha fly-ins were Harry Dirgo's 1934 Fairchild 24, Larry Jensen's "Red Baron", Don Gerken's "Negligee", Carol Epperly in his Cessna 172, and Jack Rathjen in his "Cruiser." Rides in Durand's "Taylorcraft" were given by Dick Olson.

Bill Bradford is selling his "Scat" for \$250.00. It is 75 percent complete and good construction. The basic fuselage is done; the wings are attached as well as all control surfaces. The engine mount is for a 65 hp Continental.

### ● LITTLE ROCK, ARKANSAS CHAPTER 165

James F. Burris  
5001 W. 55 Street  
Little Rock, Ark. 72204

This swinging group has a Taylor monoplane as their aircraft project. It may sound like any ordinary chapter project but the interesting part about it is the contest connected with it. All chapter members are supplied with a drawing of the monoplane and are supposed to color in the color scheme they want it to be. The winner, whose scheme is picked,



Here we see Herb and Jim looking at Howard Parr's Cavalier wing that is progressing nicely. (Left to right) Jim Bremner, Howard Parr (partly hidden), Bob Wallace and Herb Cunningham.

receives his international dues paid for one year by the chapter.

Since Fred Ashcraft sold his J-3, he is now going great guns on his "Fly Baby." By constructing a simple vise-held sheet metal brake, he has no trouble using it to form some of the fittings for his "Fly Baby."

Jerry Mahurin, with all the ribs completed, has started building the wing spars for his Taylor monoplane. To date, he has acquired a 1200CC VW engine already converted for power.

Bill Selby's J-3 restoration has lost out to his "Currie Wot." Reports have the rib jigs laid out all ready to start building. Since the surfaces are simple in shape, trouble should be comparatively nil.

Besides working on the ribs for his Waco 10 restoration, Bill Ballard has started on a 1940 Fairchild 24W powered by a 145 Warner. Latest news on the projects, the fuselage of the Fairchild has been stripped to the bare frame and work is being done on the new formers and fairing strips.

A busy man, but nonetheless a builder, is Dr. George Burton in El Dorado who is now assembling his fuselage for his Thorp T-18.

Speaking about T-18s, Lloyd Toll is also building one, in fact, at a re-



While in Regina, Herb Cunningham and Jim Bremner looked at some of the local projects, one of which belongs to Bob Wallace. Bob has a Squarcraft Cavalier fuselage under construction. (Left to right): Herb Cunningham, Bob Wallace and Jim Bremner.

cent meeting, he gave a demonstration on the art of making metal wing ribs.

### ● ALBUQUERQUE, NEW MEXICO CHAPTER 179

Henry G. Arnold  
2941 Truman, NE  
Albuquerque, N.M.

This chapter has had a very eventful summer. To acquaint members with various plans, a set is circulated each month to help members decide which one they would like to build.

To give everyone a chance to work on the "Woody Pusher", a chapter project, groups have been designated to work on certain parts of the airplane. At last report group "B" has the fuselage out of the jigs and upon receiving their reorder of wood, will continue on, with Henry Scotchdole in charge.

Individual projects are on the move, from an original biplane to an all-wood delta wing. John Reynolds and Milt Brown are working on their original biplane. They have it about 45 percent completed and doing a beautiful job. Lou Longmire's pet project is a delta wing, all-wood, two-place side-by-side, retractable gear, with a wing span of 16 ft. and

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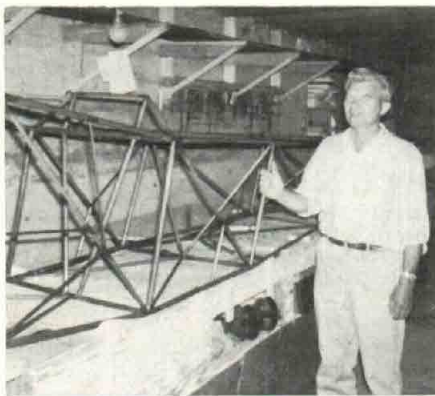


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Doing a fine job on his aircraft is Art Wyatt, Regina, Sask., shown here with his Stits Flut-R-Bug. The tail assembly is welded and most of the control column parts also. He accomplished this by attending welding classes.

25 ft. long. Jim Avis and Charlie Poor are co-piloting on the project.

Since Jim McFaddin removed the old Ranger off his "Fairchild" and replaced it with a Warner, it flies much better. He had a little trouble with the Ranger on his way back from the Arlington, Texas Fly-In.

Though all projects are not completed, they have been brought in to illustrate a report. Such was the case when Bill Westmoreland brought in an elevator from his Taylor "Titch", he also talked about the advantages and disadvantages of using different type glues in homebuilding.

Bill Hughes, working hard on his "Tailwind", has completed the spars and has begun working on the ribs now. Incidentally, Bill won a trophy at the recent Wichita Fly-In.

A newcomer to the chapter, Dean Henson, has an "EAA Biplane" in the makings. So far, he has all wing ribs made and ready for inspection. The fuselage is going well except for hand welding some wing fittings and gear fittings on.

Not too long ago, a film "Density Altitude" was shown to point out the factors that affect density . . . temperature, altitude and humidity. The film, put out by the FAA, is a must for those who reside in the high country. Earl Cummings was responsible for the showing, and after the movie, cards were passed out

to send in to the FAA to compute density altitude for their particular aircraft.

While on their way to the Reno races, chapter members paid EAA President Paul Poberezny, Vice-President Ray Scholler and Treasurer Art Kilps and their wives a surprise visit upon their landing in Albuquerque.

● **MEMPHIS, TENNESSEE**  
**CHAPTER 182**

Calvin C. Daniels  
2186 Slocum Road  
Memphis, Tennessee

Four years ago, on October 1, a new chapter was born. Since its birth, there has been a steady growth of members and today the count is 43. Each year has seen the steady inflow of new members, pilots, and enthusiasts. They can be proud of their accomplishments and look forward to many more progressive years.

In their endeavor to promote sport aviation in the state, they were invited to attend the 25th Anniversary Air Show at NAS Millington. Because of the fine showing of homebuilts attending, the Navy presented trophies to the three outstanding aircraft. They were: Sid Foster, Memphis—first place—Foster XST-2; Dick Rice, Kennett, Mo.—second place—Pitts "Special" and Grover Knoll, Clarendon, Ark.—third place—"Tailwind." Others in attendance: Nell Rice, Kennett, Mo., Pitts "Special"; Paul Booth, Nashville, with his Pitts "Special" and Don Huenefeld, Gregory, Ark., with the Rice "Special." From England, Ark., Herb Rayner flew his Rayner-Curtiss "Pusher" in.

After the Blue Angels presented a grand performance, Don Huenefeld

flew the Rice "Special" in aerobatics that left the Naval pilots in stunned admiration. Not to be forgotten was the growling Grumann "Bearcat" flown by Bill Fornoff.

Given their own homebuilt parking area and literature booth, the chapter handed out a record 850 brochures and literature to aviation enthusiasts among the 50,000 people attending! Participation can only bring good to promote sport aviation in the state.

Dyersburg, Tenn. held their Dyer Aviation Association Day during October. The chapter and the Memphis Soaring Society participated in the fly-bys, flight demonstrations, static displays, and displays of homebuilt aircraft and antique aircraft.

● **NORTHERN VIRGINIA**  
**CHAPTER 186**

James Jenista, Jr.  
8609 Dora Court  
Annandale, Va. 22003

A film depicting the operations of the Civil Air Patrol was shown at one of their recent meetings. Along with the film, two aircraft displays set up by Joe Carter with his "Tailwind" fuselage, and Jim West and Will Shearin displaying their Huggin VW-Corsair engine destined for their Cassutt Racer were shown.

An enlightening talk on the administrative procedures for prospective homebuilts was given by Bob Burbick. It solved a number of mysteries held by the members.

Speaker Bob Belter, a Navy pilot, talked on his experiences flying the F-111A and F-111B. He is one of the very few who have flown both the

(Continued on next page)



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## EAA CHAPTERS . . .

(Continued from page 39)

Air Force and Navy version. An all-metal twin is in the making by Bob who is considering swinging the wings on the aircraft.

Well, Bill Sims is ready to go on his Monocoupe 110 "Special" as he just obtained the plans to construct.

By this time, Boynton Hagaman is through with covering the wings on his Pitts "Special" and airborne.

Involving members who are a little shy on participating in meetings has taken a turn for the good. All members who are either building or have built airplanes are called upon to give a five minute talk on the history



Chapter 154 member, Ewald Glombowski, Saskatoon, Sask., has the fuselage and tail assembly for his Jurca Sirocco almost complete as you can see. Ewald built this in an upstairs bedroom with the tail sticking out in the next room and the firewall up against the window.



Frank Stevens, Saskatoon, Sask., is shown with the two fuselage sides for his Turner T40-A prior to assembly. He is another member of Chapter 154.

aluminum as well as describing homemade tools to facilitate the process.

Another "plane of the month" was the Pietenpol "Aircamper" being built by John Bergeson. He explained how he was modifying his "Camper" to look like a WW I two-seater. It should be interesting to see when completed.

Besides this, Woody Liepold, who has had ten years experience with working along with Goodyear, told some interesting facts that happened during WW II concerning airship protection of the naval vessels. In fact, not one single vessel was lost to a submarine action when escorted by an airship!

A slide and film presentation by John Ellis of Kal-Aero revealed his experience as a naval carrier pilot. From his report on the catapult take-off, it is understandable that it was not easy.

Recently, Ed Ksiazek of Allegan told of his experience as an aircraft coverer and finisher for some of aviation's greats such as Benny Howard and Roscoe Turner. He gave some very good tips in the field of covering and finishing an aircraft.

Plans to show the 1966 EAA Convention film to service clubs in Kalamazoo met with favorable reaction. It also included a short talk on EAA.

(This monthly column will feature several chapters each month and their happenings).

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of their project as to problems, techniques, and costs.

At last, Lee York and Charlie Edwards have their Piper PA-12 airborne and enjoying it!

Bert Brooks should have his DH "Moth" ready for Leesburg.

The local hangar situation is just bad enough to make Steve Wilson base his Luscombe 200 miles from Washington—at Elkins, W. Va.!

### ● KALAMAZOO, MICHIGAN CHAPTER 221

John Bright  
 1740 Waite Avenue  
 Kalamazoo, Michigan

During the summer months, this swinging chapter has had a variety of programs. One of their monthly features is the "plane of the month." Howard Gage gave a talk on building the "Midget Mustang" and the advantages of building an all-metal plane. All you need is one skill, metal working. He also had a number of good tips about working with

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