



EXPERIMENTAL AIRCRAFT ASSOCIATION

A Non-Profit Organization Dedicated To The Advancement Of Aviation Education, Homebuilt Aircraft And Private Aviation

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29 August 1963

Walter J. Watkins
39 Grandview Rd.
Box Hill E-11
Victoria, Australia

Dear Walter:

I received your interesting letter of July 16th and we will certainly do what we can to be of assistance.

The amateur aircraft movement here in the United States and Canada is progressing in a very satisfactory manner and the working relationship between the amateur builder and government agencies is very good. Cooperation is excellent. I am enclosing a copy of "Grant of Exemption" which allows the operation of Canadian ultra light aircraft in the United States to attend the annual Rockford Fly-In. Soon we will have no restrictions between the countrys because of the past excellent safety record.

In reviewing the accident records of amateur built aircraft, I find that the causes of accidents are the same as plague the factory built aircraft - buzzing at low altitude and running out of fuel. The structural integrity of the homebuilt airplane during our past ten years of operation is excellent, and is held high in esteem by our government officials. I will also forward a copy of our Amateur Builders Handbook which is self-explanatory and will be of help to the prospective builder.

Regarding the Baby Ace "D", it is my opinion that it is an excellent design and very popular among the sportplane pilot and amateur builder. I personally have had quite a bit of experience with both the Baby Ace "C" and the "D". I will give you a list of Baby Ace "D" aircraft and owners who have logged over 100 hours on their ships.

The flight characteristics of the airplane are very good. It is stable and stall characteristics are straight forward. There have been no fatalities involving the Baby Ace. There have been

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a few accidents due to pilot error, running out of fuel in flight and on take off, low altitude aerobatics, and one flew into wires while landing on a lake in a float equipped version. All of the aircraft involved had shoulder harnesses in use and the structural strength of the fuselage gave more than adequate protection.

I have accomplished some 25 hours of test flying with a Baby Ace "D" equipped with 1140 Edo floats and powered with a 160 hp Lycoming, steel propeller and full electrical system. The only two changes added to the airplane were a $1\frac{1}{2}$ streamline strut to replace the drag wire running from the rear outboard wing spar to the fuselage fitting at the front strut, and a $\frac{3}{8}$ inch brace on the underside of the stabilizer to the fuselage to dampen a slight vibration.

The 160 hp machine left the water and I climbed to 13,000 feet in 19 minutes, has been in a dive to 150 mph and 4.5 G's have been pulled on a G meter. The Baby Ace "D" has not had a stress analysis accomplished by an aero engineer.

Well, I guess that will be all for now and if we can be of further help, please call on us. I have just returned from the French Rally at Lyon, France and found it a very worthwhile trip.

Sincerely,



PAUL H. POBEREZNY
President

PP/a