

*Enlarge the view to read the smaller print*

**SHOULDER HARNESS PLEDGE**

I,

Signature

Hereby promise to install and wear shoulder harness and safety belts in my homebuilt aircraft to protect myself, passenger and the good name of the Association. Airforce and Navy tests have proved that a 20G harness will eliminate 96% of aircraft accident injuries.

Make Checks or Money Orders Payable to EXPERIMENTAL AIRCRAFT ASSOCIATION

Enclosed please find  check  M.O.  cash

pilot  enthusiast  ratings

\$10.00 for 12 month membership in EAA, which includes monthly official publication EXPERIMENTER

\$5.00 for 12 month Junior Membership (18 and younger)

\$5.00 for 12 month subscription to EXPERIMENTER, private aviation's foremost aviation magazine

PLEASE PRINT

Name

Date

Street or RFD No.

City

Zone

State

Occupation

Age

Amateur Aircraft Builder

Type of Aircraft Built or Under Construction

Signature

**MEMBERSHIP OR SUBSCRIPTION blank**

Fill in and mail this page only to:  
EXPERIMENTAL AIRCRAFT ASSOCIATION  
9711 W. Forest Park Drive  
Hales Corners, Wisconsin

CHAPTER IMPRINT SPACE

*Tips to Remember for the Homebuilder*

1. If you plan to build your own aircraft, contact your local CAA maintenance agent for advice and procedures.
2. During construction, invite your local CAA maintenance agent in for periodic and progressive inspections.
3. By all means use aircraft grade and quality materials.
4. A Private Pilot Certificate is necessary to fly a single-place aircraft whether it is a homebuilt or otherwise.
5. An A & E license is not necessary in the building of your aircraft, but do not hesitate to seek the advice of one or any other qualified person.
6. Passengers may be carried (not for hire) in a homebuilt after meeting certain simple requirements as outlined in CAM Manual 1—Sec. 1.74.3.
7. Design your craft with provisions for a shoulder harness attached to the primary structure.
8. If your homebuilt was constructed for recreational and educational purposes, have it certificated as Amateur Built, which is in the Experimental category. It can then be eligible for yearly license after successfully passing 50 hours of safe flight operation.
9. Aircraft certificated as amateur built do not lose their airworthiness certificate upon sale to another individual, but continue until normal expiration date.
10. Under present CAA regulations, there is no provision to fly modified standard category aircraft, such as clipped wing Cubs, Aerocubs, etc., or minor modified craft as "AMATEUR BUILT CRAFT" for sport and pleasure. There are other categories in which they may be operated with greater restrictions. See your local CAA agent for further details.
11. A CAA maintenance designee is not authorized to license a homebuilt. (Only a government employed CAA maintenance agent is eligible.)
12. Parts of manufactured aircraft can be used in building your own ship. This is not to be construed as all parts coming from one type of aircraft with the end result being very little change in appearance or performance.
13. Build and fly safely.
14. Join the Experimental Aircraft Association.

*Government Manuals Available*

VOLUME II CIVIL AERONAUTICS MANUAL\* including Civil Aeronautics Manual 1.74-3 outlining requirements for amateur built aircraft. Cost, with supplements for an indefinite period, \$4.00.

CAA MANUAL 1B\* outlines maintenance, repair and alteration of Airframes, Powerplants, Propellers and Appliances. Price \$1.75.

\*Write direct to: Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

*Plans of Typical Designs\**

- |               |                                 |
|---------------|---------------------------------|
| EAA Biplane   | Doodle Bug                      |
| Tailwind      | Hannaford "Ber" (Rose Parakeet) |
| Cougar        | Jodel D-11 (French)             |
| Loving's Love | Flit-R-Bug                      |
| Fike Model D  | Draine Turbulent (French)       |
| Baby Ace      |                                 |
| Stits Playboy |                                 |

\*Cost reduction in some plans.



**WHO WE ARE • WHAT WE ARE DOING**

**EXPERIMENTAL AIRCRAFT ASSOCIATION**

9711 West Forest Park Drive  
Hales Corners, Wisconsin

*Why you should join*

# A second picture of Little Toot in the brochure

**this is EAA...**



**membership in EAA gives you:**

- EXPERIMENTER magazine
- Chapter membership
- Amateur Builder's Manual
- Membership directory
- EAA decal
- Free entrance to Fly-In
- Active participation at Fly-In and eligibility for awards made at that time.

## Who Are We?

We're a non-profit organization open to all aviation enthusiasts! Our association was formed by interested individuals with the desire to encourage homebuilding and development of any type aircraft through experimentation and home engineering. We of EAA feel that by encouraging and promoting homebuilding, some of these homebuilders will eventually come forth with ideas which will greatly enhance—possibly even revolutionize—private aviation. We are a completely self-supporting organization, with all our revenues received from memberships, subscribers and advertisers.

## How Did We Start?

Early in 1953 a group of homebuilding enthusiasts in Milwaukee, Wis., formed the Experimental Aircraft Association. Since that time we have grown into a large national organization, now boasting a membership of more than 3,000, with chapters strategically located throughout the U. S. Our membership increases every month and new chapters are rapidly forming.

## How Do They Know Us?

We have adopted an official seal which is available to all members in the form of an attractive decal. The decal accompanies membership and is available for both aircraft and automobile. Also available for purchase are special jackets complete with EAA insignia.

## How Do We Communicate?

The EXPERIMENTER, our monthly publication, is received by all members as part of their membership privileges. It is through the EXPERIMENTER that our members are kept informed of each other's activities. It is also the means of keeping abreast of all happenings in the homebuilding field, technical data, helpful hints, plans, kits and news that you will find invaluable. Our first EXPERIMENTER was a two-page mimeographed sheet. It has now developed into a 24-page printed magazine.

## Interest?

We are convinced, here at Headquarters, that there is a terrific interest in the homebuilding and sport flying phase of aviation. This is evidenced by the thousands of letters which we have received—and answered—since organizing. Answering these letters absorbs more than our normal spare time and days off from the task of making a living. (We do it without reimbursement.) We are determined to do something about bringing homebuilding and sport flying back to America, and your support, either through membership or subscription, is necessary.

## Government Cooperation?

The Civil Aeronautics Authority in Washington, D. C., and local CAA offices are 100 percent behind our organization and are willing to assist and guide you with your projects. They also receive a copy of our monthly magazine so as to form a closer relationship with the homebuilders.

## Annual Fly-Ins?

Each year, in mid-summer, EAA holds its annual convention and Fly-In. Enthusiastic attendance at these events is another proof of the great interest in homebuilding and sport flying. Members gather in growing numbers each year so that at present our Fly-In is the largest purely private aviation event in the nation. These annual Fly-Ins are strictly informal and give each individual the opportunity to meet other members and swap ideas and information. Sport races, lectures and flight demonstrations are part of the program. Awards and trophies for workmanship and design are presented at the Saturday night festivities which climax the three-day event.

## Projects?

We have a great many homebuilt aircraft under construction ranging from jets, helicopters, sport planes, racers and gliders, as well as many which our members have completed and are now flying.

## Design Competition?

EAA is presently sponsoring an International Design Competition to introduce a safe, practical utility airplane to the field of aviation. It is to be a folding wing aircraft which can be built by the homebuilder, kept in his garage and towed to the airport behind his car. A prize, tentatively set at \$5,000, will be awarded the winner. Contest entries will be judged and announced at the 1959 Fly-In. A qualified technical committee will judge the entries on a system of points set up for evaluation of design, construction, performance, safety, roadability, utility, economy, etc. This is an exclusive EAA project, and only members are eligible to enter.

## Chapters?

EAA Chapters, which every member is eligible to join, are strategically located throughout the U. S. These groups work together on the local level and keep Headquarters and each other informed of their activities through a monthly column in the EXPERIMENTER and special Chapter newsletters. The Chapters meet once a month. National Headquarters holds monthly meetings at Curtiss Wright Airport, Milwaukee. They are held at 8 p.m. on the fourth Monday of the month. If you're in the vicinity, stop in and join us.

## Membership Fees?

Fee for membership in the EAA was voted on by members at the Fourth Annual Fly-In and convention of 1956. It includes fees of \$10 for a 12-month membership; \$5 for a Junior membership for anyone up to and including 18 years of age, and \$5 for a non-member subscription to the EXPERIMENTER magazine. This money is used to promote EAA and homebuilding. With the exception of office help, all the duties necessary to make ours a successful organization are handled by the officers and members on a voluntary basis, without remuneration.

*We sincerely hope you elect to join and assist us in promoting homebuilding. A membership card is attached for your convenience.*

*Paul H. Poberezny, President*



EXPERIMENTAL AIRCRAFT ASSOCIATION • 9711 W. FOREST PARK DRIVE • HALES CORNERS, WISCONSIN