

BULLITEN LETTER

Troutdale, Oregon
Nov. 5, 1947

Dear Members of Triple A:

This is a report of our accomplishments in Washington D.C. from our recent flight there by home-built airplane.

We have been assured that a permanent category would be written up and in the meantime the present system of X certificate for home-built planes will be renewed every 6 months. The present X will be renewable next March 1, 1948.

The CAA has not done much toward writing up the category as yet because they have not had word concerning the activity of the planes now flying under the X. So far there has been no accidents which is good for our cause. However, there is probably less than 15 home-built planes that have an X and we really should be having more in the air so that the CAA will have something to go on. How about expending a little effort and get more planes into the air?

We expect the category to be written up this coming year and submitted to the CAB and the industry for comment before the final form is made up and passed upon by the CAB. We do not look for the permanent set-up in less than a year and will probably be in a year to 2 years.

Following are some of the points that we discussed in the outline of the proposed category.

- (1) Home-built craft will first be flown under an X like now, for a probable proving period of 50 or 100 hours.
- (2) Such craft will be flown by the owner or associates who must have a private pilot certificate.
- (3) If after flying the proving period, the plane seems to be satisfactory in regards to performance, structure, control and flight characteristics, the new category certificate will be issued.
- (4) 2 place aircraft that have the category certificate, will have the passenger cockpit placarded in such a way that the passenger will know what he is getting into.
- (5) If the plane is sold, the new owner must put the plane through for a category certificate as though he had just built the plane.
- (6) Flight restrictions will be similar as for the X certificate. Main one is that of being restricted from flying over thickly populated areas. Since the owner and pilot will have a private certificate, he will be acquainted with these flight restrictions & the current air traffic rules, and therefore will be responsible for the conduct of the airplane while in the air.

We think that the above is reason enough to start building on your new design. At least get your present plane into the air.

Another issue of our journal will be out sometime when the apparent unsurmountable obstacles relating to the printing industry are swept aside.

State chapters of the AAA are now being formed in certain of the more active areas. If interested, please write.

Sincerely yours,
Geo. Bogardus