

# VINTAGE

## AIRPLANE



The Magazine of the **EAA VINTAGE AIRCRAFT ASSOCIATION**

OCTOBER 2005



## CONTENTS

- 1 Straight and Level
- 2 VAA News
- 4 Flying the Hilarious "Bathtub" Airplane  
The Aeronca C-3  
by Ev Cassagneres
- 6 Reminiscing with Big Nick  
The Pylon Club: Part III  
by Nick Rezich
- 10 What Our Members Are Restoring  
The history of Dart NC4HM  
by Harold R. Miller
- 14 2005 AirVenture  
Vintage Fun at EAA  
by H.G. Frautschy
- 20 The Forgotten Performers  
Part III of III: NC251M is resurrected  
by Vic Pike
- 25 Mystery Plane  
by H.G. Frautschy
- 27 Calendar
- 27 Classified Ads
- 28 The Vintage Instructor  
Night Flight  
by Doug Stewart
- 30 Pass it to Buck  
Prop'er Behavior: Part II  
by Buck Hilbert

## COVERS

**FRONT COVER:** As so often happens in the world of aircraft restorations, a number of similar airplanes are finished in the same year. This year, it seems the Aeronca Champ was the winner in that category. Besides the Grand Champion Classic Aeronca Champ restored and flown by Robert Baker, these two fine examples on our cover are being flown by their restorer/owners, Brandon Jewett, of Brighton, Colorado and Nick Howell of Aurora, Colorado. Brandon's 7AC, NC1968E won the Outstanding Aeronca Champ plaque, and Nick's Champ (NC85313) won a Bronze Lindy as the Class I (0-80 hp) champion. There's more on VAA activities during EAA AirVenture Oshkosh 2005 starting on page 14.

**BACK COVER:** The U.S. Coast Guard has been flying aircraft in support of their sea rescue duties since opening their USCG station Morehead City, North Carolina in 1920. The first of 14 Grumman J2F Ducks were acquired by the Coast Guard in 1934, and served in units based on land, as well as being used for proving air operations aboard Coast Guard cutters. This particular Duck, serial No. 267, was assigned to USCGAS Port Angeles, Washington. Jonathan Frank painted this oil on canvas artwork at his Houston, Texas studio. It is one of the paintings featured in the 2005 EAA Sport Aviation Art Competition show, on display through May 2006 at the EAA AirVenture Museum.

## STAFF

Publisher	Tom Poberezny
Editor-in-Chief	Scott Spangler
Executive Director/Editor	H.G. Frautschy
Administrative Assistant	Jennifer Lehl
Managing Editor	Kathleen Witman
News Editor	Ric Reynolds
Photography	Jim Koepnick
	Bonnie Bartel
Advertising Coordinator	Sue Anderson
Classified Ad Manager	Isabelle Wiske
Copy Editor	Colleen Walsh
Director of Advertising	Katrina Bradshaw
Display Advertising Representatives:	
Northeast: Allen Murray	
Phone 609-265-1666, FAX 609-265-1661 e-mail: <a href="mailto:allenmurray@mindspring.com">allenmurray@mindspring.com</a>	
Southeast: Chester Baumgartner	
Phone 727-573-0586, FAX 727-556-0177 e-mail: <a href="mailto:cbaum111@mindspring.com">cbaum111@mindspring.com</a>	
Central: Todd Reese	
Phone 800-444-9932, FAX 816-741-6458 e-mail: <a href="mailto:todd@spc-mag.com">todd@spc-mag.com</a>	
Mountain & Pacific: Keith Knowlton & Associates	
Phone 770-516-2743, e-mail: <a href="mailto:kknowlton@eaa.org">kknowlton@eaa.org</a>	

# STRAIGHT & LEVEL

GEOFF ROBISON  
PRESIDENT, VINTAGE AIRCRAFT ASSOCIATION



## Member input

Summertime is gone, and the fall weather is upon us. As I have stated in the past, this is by far my favorite time of the year to fly. I attended fly-in events on each of the past six weekends. So far it has been an excellent flying fall period for me. Yeah, I know, the fuel bill has been a bugger to deal with sometimes, but even that has proven to be a good value for the trade-off of enjoyment and the friendships renewed that I have experienced, not to mention the improved effect on my blood pressure. The old 170 has been performing at its peak. What a wonderful machine to have the privilege to own and operate.

One of the enjoyable and unanticipated pleasures of serving in a VAA leadership role are the many letters, e-mails, and phone calls I receive from the membership of your Vintage Aircraft Association. This correspondence seems to always include a good deal of complimentary remarks, and a few shared concerns that mostly seem to be focused primarily on observations made at our annual convention. The "nice" part is that these communications are always polite and focused on sharing insight in hopes of improving our organization.

Some of them insist on anonymity, and some are even forwarded to me down the pipeline from EAA and VAA headquarters staff. For those of you who have expended your valuable time to share your thoughts, concerns, and insights, please be assured that these communications are always welcome, and I personally pledge to each member of the VAA that I will always do my best to react and respond to each one of you in as timely a fashion as possible.

The Vintage Aircraft Association recently selected a couple of great vintage aircraft enthusiasts to the Vintage Aircraft Hall of Fame. These guys have dedicated a truly significant portion of their lives as well as their livelihoods to the vintage aircraft movement. These two gentlemen have been quietly supporting the movement not only with their expertise, but also with restorations and caretaking of a good number of our aircraft type. Your work product has been and will continue to be recognized and appreciated by us all for many years to come.

Sincere congratulations to both Charlie Nelson of Athens, Tennessee, and Richard Knutson of Lodi, Wisconsin. You both are deserving of this unique and prestigious recognition. Keep up the excellent work you have so unselfishly provided to our movement.

Also, many thanks to the Hall of Fame selection committee, who work hard at the selection process each year. They're committed to providing the EAA, as well as the VAA, with the fine candidates for this important recognition. Special thanks have to go to the committee chairman, Charles Harris of Tulsa, Oklahoma, for his hard work and undying dedication to this committee work.

As a sidebar, I wanted to share with you a neat story about making one of these announcements at EAA AirVenture this year. It was a lot of fun for me when Charlie Harris suggested I accompany him to the Swift Forum to publicly announce Charlie Nelson's Hall of Fame induction. For those of you who know Charlie Nelson, I am certain you would agree that it is a *rare* moment to see him speechless, but that is exactly what we observed when he learned of

this special recognition.

He was truly overwhelmed with this news. So much so, that he was caught utterly flat-footed, and he could not find words to describe his gratitude. Again, congratulations to both of these fine gentlemen, and I look forward to seeing both of you at the Hall of Fame ceremony in Oshkosh the evening of October 21.

Do you know an individual whom you believe to be deserving of some special recognition for his or her efforts in the vintage aircraft movement?

If you wish to nominate such an individual, you can easily locate the criteria and nominating petition at the following website: [www.vintageaircraft.org/programs/nominating.html](http://www.vintageaircraft.org/programs/nominating.html).

The Friends of the Red Barn fundraising campaign was a resounding success this past year. I cannot begin to properly thank each of the fine folks who supported this campaign. My sincere hope is that each of you was able to attend the big show and reap the many benefits of your support. Financing the many logistical issues we face each year is always a large hurdle to overcome. This year's successful campaign certainly made our logistical decisions easy to make, especially when the dollars raised are readily available to support our vintage organization during EAA AirVenture. Be assured that the officers, directors, and staff, as well as the vintage volunteer forces, are all sincerely grateful for what seems to be your undying generosity.

Let's all pull in the same direction for the good of aviation.

Remember, we are all better together. Join us and have it all.

# VAA NEWS



## Awards Correction

In the Classic plaques, the correct award winner for the *Outstanding Piper-Other* is:

Dave Satina of Norton, Ohio, for his Piper PA-15 Vagabond (above).

## Aircraft Registration at EAA AirVenture Oshkosh

Dave Satina's experience can serve to help all of you who have your aircraft flown to EAA AirVenture by another pilot. Be sure to tell the lucky person who gets to fly your airplane to the convention that he or she should register the airplane *in your name*, not his or hers. If that distinction is not made when the airplane is registered, when that data is transferred to the volunteer judges, they have no way of knowing that the airplane should be registered in any other way. Even a cross-check with the FAA database wouldn't necessarily kick out the record, because aircraft are often sold and reregistered during the update cycle for the database. So please impress upon your pilot that the airplane must be registered in the *owner's* name, with any additional crew members added to the registration as needed. That will avoid a redo of an engraved award and keep what should be a stellar moment in an aircraft owner's lifetime from becoming an embarrassing one.

## VAA Calendar

Time is running out to order the 2006 edition of VAA's exclusive full-color calendar. Free Skies Forever is the theme of the 2006 calendar, which measures a spectacular 17 by 11 inches. Each month has aviation history-related highlights, as well as stunning photographs by EAA's award-winning photographers. Each calendar, published by Turner Publishing of Paducah, Kentucky, costs only \$15.95 (plus \$3.95 for shipping and handling). Order yours before October 30 by calling Turner at 800-788-3350 or visiting [www.vaacalendar.com](http://www.vaacalendar.com).

## Spartan C3 Dedication

EAA President Tom Poberezny graciously accepted the donation of a beautifully restored 1930 Spartan C3-225 from Superflite Aircraft Covering and Finishing Systems during EAA AirVenture Oshkosh. Pictured (l to r) are Roy Scott, Superflite sales manager; Molly McNamara, Superflite; Poberezny; Pat McNamara, owner, Superflite; and Randy Long, who performed the restoration. The airplane was found three years ago in a barn near Omaha, Nebraska. It was mostly used for banner towing in the 1940s and 1950s and was also the first corporate airplane for the Halliburton Co. Pat McNamara purchased the scrap at auction and hired Long's Aircraft Service, Coleman, Texas, to restore it.



DEKEVIN THORNTON

## EAA Scholarship Award Help Young People Pursue Their Aviation Dreams

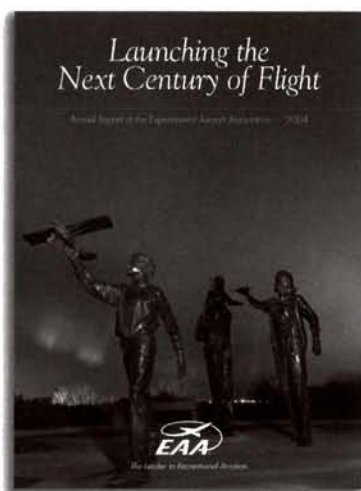
EAA aviation scholarships are helping young people reach their personal goals in aviation. These scholarships, funded by gifts and endowments to EAA, encourage, recognize, and support excellence in various aviation fields. They are awarded based on financial need to those applicants pursuing aviation careers and who are active in school and community activities.

Among the scholarship recipients in 2005 are the following:

EAA Achievement in Aviation Scholarships: Fawn Williams, Cheshilhurst, New Jersey, and Laura Bunde, Farmington, New Mexico. Herbert L. Cox Memorial Scholarship: Beau Kelsey, Carey, Idaho. Hansen Scholarship: Elizabeth DeYoung, Oshkosh, Wisconsin. Payzer Scholarship: Seth Thomas, Greendale, Wisconsin. David Alan Quick Scholarship: Jason Mintz, Madison, Wisconsin. H.P. "Bud" Milligan Aviation Scholarship: Colin Dorsey, St. Louis, Missouri. Tom Hudner Scholarship

of Honor/LaViolette Award: Tyler Sibley, Cambridge, Minnesota.

Complete information on each of the scholarships is available at the EAA Youth Programs area of the EAA Young Eagles site at [www.young eagles.org](http://www.young eagles.org). EAA also welcomes additional support or endowments to support the aviation dreams of additional young people. E-mail the EAA Development Office at [development@eaa.org](mailto:development@eaa.org) or call 800-236-1025.



## 2004 Annual Report

EAA's 2004 Annual Report is available electronically as a PDF at the top of the home page at [www.eaa.org](http://www.eaa.org). Click on the Annual Report link to retrieve highlights of your association's accomplishments, activities, programs, changes, and financials, which you may have missed throughout the year.

## Fall Color Flights Wrap Up Flying Season

See the Oshkosh area come alive in vibrant fall colors during EAA's annual Fall Color Flights October 8-9 at Pioneer Airport. The 20-25 minute flights in EAA's 1920 Ford Tri-Motor cost only \$50 for adults and \$40 for children ages 17 and younger.

Flights take off on the half-hour from 9 a.m. to 4:30 p.m. on October 8 and from 10 a.m. to 4:30 p.m. on October 9. Visit [www.flytheford.org](http://www.flytheford.org) for more information and to book a flight.

Other museum events: EAA's Haunted Hangar,



## Miss Champion Now Part of EAA's Pitcairn Hangar Collection

At about 10:58 a.m. on Wednesday, September 14, Steve Pitcairn fired up his 1931 Pitcairn PCA-2 autogiro, *Miss Champion*, taxied out to Wittman Regional Airport's Runway 27, aimed it into a moderate but steady breeze, and in a matter of seconds (and about 30 feet) was airborne. It was a sight to behold as the historic aircraft, NC11609, gently lifted off the runway, climbed, and headed over to EAA's Pioneer Airport, where it landed vertically in front of its eventual home, the Pitcairn Hangar at EAA's Pioneer Airport.

Pitcairn, a former EAA board member, donated *Miss Champion* to be displayed beside two of Harold Pitcairn's (Steve's father) other creations at the museum: a Pitcairn PA-7S Sport Mailwing biplane and a smaller Pitcairn autogiro, a PA-39.

"This is the right place for it to go," he said before the flight. "I wanted to donate it to a place where people will enjoy it."

Pitcairn and his crew arrived in Oshkosh on Tuesday, September 13, to prepare his father's historic creation for flight. It is the only flying example of the type and one of three known to exist. The only other in display condition resides at the Henry Ford Museum in Dearborn, Michigan.

Crew members included brothers Larry and Mike Posey, Ric Asplundh, Dan Devery, and Paul Tollini.

*Miss Champion* flew two more times Wednesday before being wheeled into the hangar. Earlier, when asked how he felt to be flying the autogiro for the last time, Pitcairn responded, "Not necessarily. I'd like to fly her at the EAA convention next year."

October 29-30; Paper Airplane Weekend featuring Ken Blackburn, November 12-13, 2005.



# Flying the Hilarious "Bathtub" Airplane

## The Aeronca C-3

EV CASSAGNERES

I could not help but chuckle after I read the August 2005 "Pass It to Buck" column about the Aeronca C-3 in *Vintage Airplane*, written by my friend Buck Hilbert.

It brought back some fond memories for me, back to when I flew one at the Old Rhinebeck Aerodrome, in Rhinebeck, New York. The memories are special to me, too, for similar reasons. But I am getting ahead of my story, so let me digress for a few years.

Having met Cole Palen, creator of Old Rhinebeck, way before he owned the property there, we developed a friendship that lasted over many years. As a result of that, I became somewhat involved with that wonderful place in the development years as Cole worked on

his vision of re-creating an exciting part of our early aviation history.

I had left my 1936 Ryan ST there for Cole to fix up and re-cover the wings, and get it ready for its annual license by the following spring. So I was driving (ugh) over there on the weekends to help with the work, in addition to other chores around the field, most of which were quite varied and interesting, but having to do with airplanes, engines, and an old grass field.

In those days, whenever people learned about this unique place, they would come from all over the country, often with their children, just to see the old ships and maybe listen to one of the rotary engines run and, if lucky, see one of the World War I airplanes "go up."

One day Cole and his neighbor,

Bob Love, and I were doing some minor work on Cole's 1936 Aeronca C-3. Now this particular one, NC17447, had the Aeronca E-113A 36-hp engine, a sort of blue fuselage, and red wings. Some people walked onto the field with their children and asked if they could hear an engine run and maybe see one of the old airplanes fly. Cole was always good about such requests, often letting the kids sit in a cockpit and explaining the workings. He loved to show just about anyone how airplanes fly. So without hesitation, he said to me, "Hey, Ev, why don't you take up the C-3 and do something funny with it?"

Now get this; I had never flown that thing before, although I had flown many other antique airplanes, which Cole knew about. So, I said to Cole, "Like what? What can I do that's funny?" He said, "I don't know. You have a real good sense of humor, so do whatever comes to mind." That was all I needed to go up and have some good old-fashioned fun. In the "on the ground" check-out, Cole did warn me not to spin it more than three or four turns, as it would tighten up and I could be in deep trouble. I was just to play around with it. I trusted his judgment and decided to stick with his advice. I climbed over all the flying wires into the cockpit, and Bob Love spun the prop with one hand. Off I went and climbed up to 1,800 feet or so just to introduce myself to this funny airplane.

Well, I have to tell you, it was the most hilarious airplane to fly, with its looped control stick and

Solo, the flying clown, aka Ev Cassagneres.





low-to-the-ground fuselage, where one could actually reach out with a gloved hand and grab the wheels and try to stop the airplane upon landing, as there were no brakes or a tail wheel, just a steel tail skid. And this one was the later version of the earlier razorback model and had many stringers under the fabric to give the aft part of the fuselage those nice curves.

So, to make turns on the ground, it was full forward stick, full power, and grab the left wheel if you wished to turn in that direction. Kind of like rubbing your stomach at the same time that you patted your head. I'm sure you know what I mean. So you can see that everything about this flying machine could produce serious laughter, or at least a few giggles.

Getting back to the story, I did a couple of stalls, power on as well as off, and yes, it would drop a wing in a heartbeat. I did some steep turns, threw in an inside loop or two, and then decided there was enough seriousness about this flight; it was time to get down to funny business, as Cole did ask me to do something funny, right? So I retarded the throttle and became a glider of sorts. But picture this; Rhinebeck is a north-south runway, so I glided

to the west, down low behind the trees, completely out of sight of the 'drome, and disappeared. I then flew in little circles over a field several times, and after figuring I had done enough at this point, I flew full bore (if there is such a think in a C-3) directly east, over the trees, down to the strip crosswise, and up and over the trees on the east side of the field. I did the same thing again, but over a corn field (I think), and played around for a few minutes before heading west over Cole's field again, of course to the shock of everyone, including Cole, I learned later. (He told me he thought the engine had quit and I was down someplace, and he was ready to come get me.)

Of course, all of you old-time pilots and air show lovers know what came next, eh? I figured it was now time to get this funny thing on the ground, but certainly not too terribly seriously.

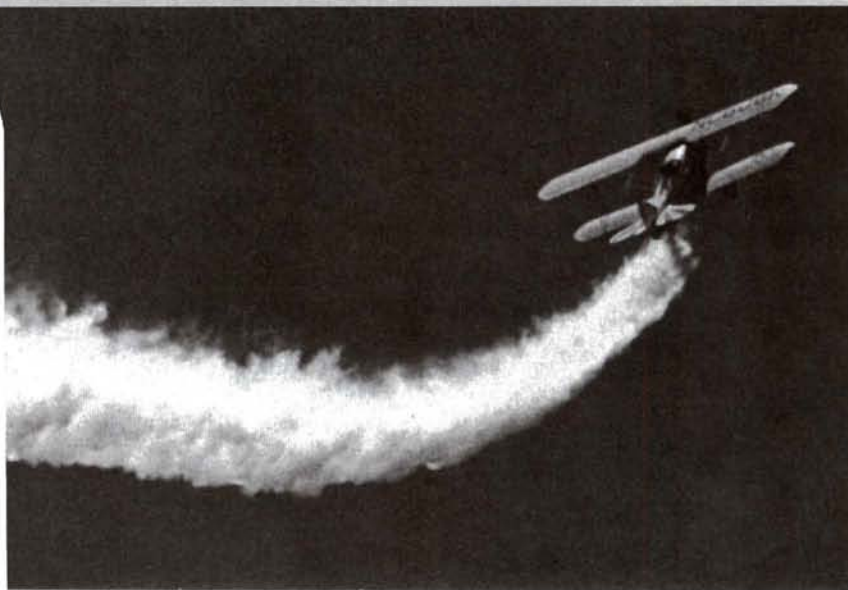
So I threw in a few sloppy (rotating the control stick all around, causing the ailerons and elevators to constantly move, and the rudder too) attempts at landing, while doing a low pass. I finally figured out how to land it on one wheel, for now at least. I did not have enough time in the airplane to even think

about landing on two wheels, right? I could do that the next time I got to fly the airplane.

I finally taxied back to where the "crowd" was and shut down and "fell" out of the old C-3. So, with that, I became the first comedy act at the Old Rhinebeck Aerodrome. Cole gave me the opportunity to start a new career so that eventually I would become Solo, the flying clown, doing air shows all over the northeast United States and throughout New England. But these later shows were done in the standard Piper J-3 with the 65-hp Continental engine, and the two side doors tied in the open position with safety wire.

Yes, I had real clown face makeup and all the rest of the stuff a clown would wear. Toward the end of my career I worked in an 1880 high-wheel bicycle to work the crowd before I stole the J-3. You know the routine. So, I became a clown, flying at high altitude doing shenanigans completely out of control in a flying bathtub, but having the time of my life.

The kids, young and old, that day at Rhinebeck thoroughly enjoyed the antics, they said, and that it made their day, for which Cole and Bob were pleased, too.



## REMINISCING WITH BIG NICK

### THE PYLON CLUB: PART III

by Nick Rezich

The Pylon Club was probably the only saloon in the world that was maintained by airframe and engine (A&E) and air transport radio (ATR) rated personnel. When we built the club, I enclosed all the plumbing in the bathrooms with Marlite panels, which made repairs somewhat difficult and time-consuming. When the hot water faucet in the ladies restroom started to leak, I ignored it and kept putting off the repairs. In about a month the drip became a stream that required immediate attention. My good friend and club member Capt. Bart Hewitt was in the place when I was explaining to one of the ladies that I would fix the leak as soon as time permitted. Bart chimed in and said it would be repaired by Saturday.

Sure enough, Bart showed up the following Saturday with tools and washers—ready and willing to make the long-required repairs.

I informed him that the shut-off valves were located behind the wall

and that it would take a couple of hours to get to them.

He looked at me kind of funny and said, "Only an idiot would hide the valves." The next thing I know, he was out on 63rd Street opening a manhole and down he went. He turned off the main water valve for the whole street. You must realize 63rd Street was a busy main street with medical buildings, apartments, department stores, a post office, etc., all in need of water.

With the water turned off, he came up out of the hole and damn near got killed by the Saturday-morning traffic whizzing by. He managed somehow in getting the cover back on and got back into the place without getting creamed.

With the water turned off, he proceeded to overhaul all the faucets in the club, which took a little more than an hour.

By now all hell had broken loose at the Chicago Water Department. Hundreds of phone calls jammed the

switchboard complaining of no water. An emergency crew was sent out to find a problem that didn't exist. By the time the water department arrived, Bart had the water main turned on and was back in the saloon having a beer—while the water works guys were opening and checking manholes up and down the street and not finding anything wrong. To add a little salt to the water works' wound, Bart walked out to the foreman and raised hell with him for turning off the water.

How about Capt. John Murray's world-famous shorts? John was the club's unsalaried public relations director who kept the name of the club alive worldwide. I could write a chapter on John and his involvement in the club, but it would only lead to a divorce and, possibly, hari-kari.

When John announced his wedding date, we decided to have a bachelor's party for him. We put out the word to all of his lady friends and posted a notice in the club. They came

Reprinted from *Vintage Airplane* March 1975

from coast to coast and showered him with gifts and cards that were, for the most part, X-rated. He also received some personal items, like the pair of bright red valentine shorts given to him by his favorite hostess, Jane Armstrong. When he displayed them, all the girls screamed to have him model them. John obliged them willingly, and as he continued to open gifts in his new shorts, our buddy, Bart Hewitt, discovered that the shorts John had taken off were much racier than the ones from Jane. He had them passed around to be autographed by all the ladies. It was then decided that John's shorts with the lipstick kisses and autographs should be added to the club's trophy case.

However, Jane Armstrong had other ideas—she hung them in the ladies' restroom with a sign that read, "John's Johns."

A few days later, John flew a trip to New York and ran into a crew who had just arrived from Cairo and was going to deadhead to Chicago. When John was introduced to the crew, one of the hostesses said, "Oh! You're the one whose shorts are hanging in the ladies' room in the Pylon Club!" Blushing, John retired to the cockpit, never to be seen for the rest of the trip. Where are the shorts today? You will have to ask his wife, Mary—or Jane Armstrong.

It was John who arranged the contest between Barrett Deems, who was billed as the world's fastest drummer, and me. The contest was held at the Crown Propeller Lounge on East 63<sup>rd</sup> Street. We closed the Pylon Club at 2:00 a.m. and then raced across town with an illegal police escort. By illegal, I mean without the police department's sanction. The coppers who led the race were police officials from downtown using their private cars, and we, like dummies, followed them. The contest was a draw—with our crowd saying I won and Barrett's crowd saying he won. Believe-you-me, that was a wild night! I was surprised to find any drums left after it was over.

News traveled fast about John's party and his famous shorts. But the

night that the Pylon Club became the Python Club, word reached the four corners of the world in a matter of hours.

It was a Friday night with standing room only when I received a phone call from a saloonkeeper friend of mine offering me an act from his floor show. He kept telling me what a terrific act it was and that my crowd would really enjoy them. We were crowded and busy, and without asking in detail what the act was, I agreed to put them on between our own show. About a half-hour later a couple came and announced they were the act that "Ears" had sent over and asked where the dressing rooms were.

Hell! All we had was a two-place ladies' restroom and the same for the guys. I should have gotten suspicious about the act right then, but I ignored it and told them it was either the restrooms or the storage room for dressing rooms. They agreed on the storage room. The next clue I ignored was the request to set up their own equipment on stage. I offered our band and P.A., but no, they had to have their own. The place was jammed to the walls, and we were really pouring the spirits and filling the sock. Soon, the fellow came to me and asked to have the lights turned down (when you turned down the lights in the Pylon Club, it became instant darkness) and announced they were ready. I introduced the act and turned down some of the lights.

As soon as I heard the music, I knew we had a hootchy-kootchy dancer. As the spotlight hit her, a roar of whistles and applause sounded as she started dancing through the crowd. She carried on for about 10 minutes with her gyrations, then danced back into the dressing room. I joined the crowd with a round of applause; then all hell broke loose.

When the spotlight picked her up this time she was wearing a 12-foot python snake and was holding the head with one hand. The whistles and applause now turned to screams and shrieks as she started to wiggle her way to the stage. En route to the stage she was poking the snake's head

at the customers who were face to face with this "hootchy-kootchy." By now you could hear the screams and shrieks in Los Angeles. In the meantime, the ones up front were trying to crawl over the bar for protection, or going out the door. The coup de pain and the coup de grâce came when she reached Dan Clark. He reached over and pinched her, and she let go of the python, which promptly sprang around Dan—that did it! The joint cleaned out in seconds, with screaming ladies leaving behind their purses, cigarettes, lighters, gloves, or whatever else they had.

When it was all over, the only ones left in the place were Dan Clark; his wife, Eva; and their daughter, Grace. Behind the bar with the bartenders and me were Carmen and Hank, Bobby, Joe Scanlon, Jim O'Connor and our PR man, Capt. John. The python lady dressed, packed her pet, thanked me for letting her perform, and left. I called my friend "Ears" and thanked him for cleaning out my business.

That little stunt cost me \$500 in revenue that night, but I reaped 10 times that amount in publicity. The next day I received phone calls and telegrams from all over the country—all addressed to the Python Club. And so the Pylon Club became known as the Python Club. The club was responsible for turning a few people's careers around, also.

The club had its own regular band, the Henry Riggs Quintette and me on drums, and on Tuesday nights we would have an old-fashioned jam session. The reason for having it on Tuesday was that most of the top-name bands were off on Tuesday night, and the club was known to all for a place to go and blow. As a result, we had continuous entertainment with some of the best musicians in the industry. Many of the musicians learned to fly as a result of being around the club, but one Bob Connelly traded his trumpet for an airline career.

Bob was a big-time trumpet player and a great vocalist. In fact, we had his recordings on the jukebox long before he played with us. Bob be-



The Pylon Club Offy at Soldier's Field, Chicago.

PHOTO COURTESY NICK REZICH

came a regular Tuesday night performer and was quite popular with the crowd. The more Bob mixed with the pilots, the more he wanted to join them. Bob's mother, also a pro musician, knew about as many aviation people as I did, and it was she who introduced Bob to Willie Howell of Howell Airport during one of the Tuesday night sessions. Bob learned to fly at Willie's and went on to receive all his ratings. With the help of a couple of club members, Bob was hired on as a copilot with Eastern Airlines, where he is today in the left seat of a three-holer.

Popular EAAer Carroll Dietz was another convert—from mechanic-crop duster to airline pilot. Carroll was single then and would bring his date, Carol (now his wife), to the club for their big night out.

We also helped five mechanics change over to flying, and they all are on the airlines today as skippers—which reminds me of another story. For birthdays, weddings, etc., I would pour a bottle of champagne for the occasion and present a small bottle to take home. I was recently invited to attend the 25<sup>th</sup> wedding anniversary of Capt. Don Preston and his lovely wife, Betty, and much to my surprise, I was invited to join the couple in a toast. I was asked to open a bottle of champagne and give the toast. Yep! It was the same bottle I gave them when they got hitched. I also gave Don

some of his early dual and later his first copilot ride in a DC-3.

Another switch in careers was Dick Sherman of the famous Sherman Brothers Furniture Company. Dick was a friend of Dan Clark's, and it was Dan who introduced Dick to the Pylon Club during one of his visits to Chicago. Besides being in the furniture business, Dick was an avid auto-racing fan who had a yearly pit pass to Indy and was a judge for the Olympic figure-skating events. He was also a licensed bobsled driver. He designed and built a championship sled from some of the ideas he picked up from the pilots and auto mechanics while in their company at the club.

He and Dan were in the club one night when he announced he was tired of building the same chairs year in, year out following long-standing tradition. He told Dan he wanted a place like Nick's, where he could cater to the ice-sports crowd. Today Dick Sherman owns and operates one of the finest lodges at Lake Placid, New York, where you will find him at age 60 on the bobsled-run regularly. Dick's stationery is as unique as his lodge—it has no address other than a large handlebar mustache imprinted at the top and Lake Placid, N.Y.

The Pylon Club has been credited for many good happenings, but, really, it was the people and not the club who deserve the credit. Like the time a Lockheed Lobster had a

gear problem and was in need of some information.

A New Jersey-based Lobster was on an approach to MDW (Chicago Midway International Airport) one evening when the crew discovered an unsafe condition with the landing-gear. They circled MDW for a half-hour trying to get a safe landing gear indication and failed. They asked the tower if there were any Lockheed mechanics on the field and were they available for consulting? The tower guys knew I was flying a Lobster and that I had the best Lockheed mechanic as a copilot.

The tower called the club to see if Jim Cunneen was there and explained the plight of the circling Lockheed. Jim happened to be in the club, so they patched him in to the Lockheed through the saloon phone. Jim had them fly over the saloon while we looked at the gear through field glasses. He informed the crew that they had a broken drag link, and the only thing left was to retract the good one and land on the belly. He asked them if they were flying a Sportsman model or a Standard Lockheed. This stopped the crew cold. They called back asking for a definition of a Sportsman model.

With that Jim asked them if it was a Ronson—one with belly tanks, like the one we were flying. They answered negative. Jim then suggested a gear-up procedure, wished them good luck, and went back to his beer. Day's score: one saved Lobster—two new customers.

When you hollered, "Hey Rube," around the Pylon Club, you got results right now!

It was New Year's Day when I received a long-distance call from Winnie Carpenter informing me that her husband, George, was involved in a near-fatal auto accident the previous night coming home from a flight. George was an old buddy of mine from the non-sked days who went to work for Parks Airlines before it became Ozark. The accident happened in St. Louis when he was en route to his home from the airport. A bunch of New Year's Eve celebrants

were pushing another car without lights and ran head-on into George's big Buick. The accident left George with a shattered hip and face, and head injuries that were near fatal. For three days it was hit or miss for George, and about the fifth day Winnie called the club and asked if we could get a bunch down to St. Louis to donate some much-needed blood.

I assured her we would be down the following day. In less than 12 hours we had more than 30 donors, plus a DC-3 to fly everybody down.

Winnie called the next day and informed me George was off the critical list and that the Ozark Airlines personnel had contributed more than enough blood and we need not come down.

About six months later George and Winnie pulled into the club, and George laid four stainless steel pins on the bar and ordered a drink for everybody in the house. I set up the drinks, rang up no sale on the cash box, and put two of the pins in the cash drawer. The four pins were used to pin George's hip together during the healing process. We then reminisced about the time he rebuilt and re-covered four wings and the tail group of his D-17 Staggerwing in a one-bedroom apartment on the third floor of an apartment building in Chicago. That was a project I'll never forget. I went over to his place one Sunday, and as I entered the hallway on the first floor, the dope fumes were so strong one could hardly breathe. When I reached the apartment I knew he was going to blow up the building. Here was George doping the wings with all the windows closed in the living room while Winnie had all four gas burners on cooking dinner.

George finished the project without blowing up the building or being evicted . . . a miracle, indeed. Now for the bad news. After he finished this jewel, he flew it to St. Louis and stored it in Ozark's hangar. About this time Ozark was in the process of updating its equipment, and George was out of town for an extended period evaluating the new equipment. During his absence, a mechanic friend of his



**This Travel Air 2000 belongs to Doug Rounds of Zebulon, Georgia. The aircraft was found in the condition shown in this picture. It last flew in 1939. It was re-covered in 1955 but was not completed and flown. Fabric still checks at 70 pounds plus. There are only 1,100 hours on the airframe, and it is strictly stock—it has never been an ag plane. Doug has all the papers, which reveal the 2000 flew mail in Nebraska and Iowa. He also has an old bill of sale signed by Walter Beech and notarized by Olive Ann Mellor—later Walter's wife.**

decided to run up the engine on the D-17—and in the process of starting it, the Shaky Jack backfired, caught fire, and George's brand-new rebuild job burned to a crisp. The apartment didn't get him, but that Jake did.

Speaking of fires, have you ever noticed the size of the pockets on a firefighter's coat? I don't know about your town, but in Chicago the pockets are huge—you know why? To stash the loot! I know because I contributed.

We had a fire in the club, caused by my next-door neighbor. The outside oil storage tank for his building caught fire and blew up, setting fire to the back of the club. The explosion and dense black clouds attracted the whole neighborhood and all my saloonkeeper friends, who, along with myself, thought it was the end of the Pylon Club. Everybody pitched in, and we started to move all the furnishings out and placed them on the sidewalk out front. By the time the fire department arrived, we had everything outside but the stock. We left some 150 bottles of hooch on the back bar, and I locked the cabinet with the unopened stock. After the fire was put out we started to take inventory and discovered that everything on the street was gone.

When someone asked, "Where is the cash box?" we all looked at each other and shook our heads. "Oh no," I said and then asked—"Where the hell are my drums?" Then we checked the bar—well! The whiskey stock

was down about 25 bottles. Now for those huge pockets—every time the firemen would go through the place, they would slip a couple of bottles into their pockets. This was brought to my attention by a bystander—so now you know why the pockets. After the smoke cleared and it was decided we were not going to be open for a few days, the place filled up with saloonkeepers. I learned "Big Polack" John, who ran the Club Irene, had my drums in his place under safekeeping; "Big Dirty Helen" on the corner had the cash box; and the rest of the stuff was in a pizza joint two doors down.

Believe-you-me, people are honest and do help when you need them most. Oh yes! All the money was in the cash box. We put together a volunteer cleanup group and had the place back in business in a week. I gave all the remaining whiskey on the back bar to the help. The reason the firemen helped themselves was that by federal law one cannot serve any whiskey that has been opened and subjected to fire and water. Those scoundrels knew it had to be destroyed—so they just helped me! Other than the booze, we didn't lose a thing.

Next month—Pylon Club and EAA—P.R.P.A.—Frank Tallman—and the Cole Brothers Air Shows. Also a photo report on my new Travel Air.

I am still in need of a NACA cowl for a Wright, plus a prop and a battery-powered radio pack, including omni. Send me your prices.

# WHAT OUR MEMBERS ARE RESTORING

## The history of Dart NC 4HM

HAROLD R. MILLER, DART OWNER



Harold Miller's son, Kevin Miller, flies the Dart with his son, Tyler.



Harold Miller in his Culver Dart, a regular attendee of the EAA convention in Oshkosh. Its colorful sunburst paint scheme has attracted attention wherever it goes.

**R**ight out of high school in Xenia, Ohio, age 17, I went to Columbus, Ohio, and talked to Foster Lane. He was the owner of the Port Columbus Flying School (PCFS), and he agreed to let me stay in the hangar and work for flying time. That hangar was the TWA hangar. The front half was used by PCFS to house the school planes, and the back half was partitioned off to accommodate the new Dart Mfg. Co. Our school had the number 2 Dart G, NC18064.

I learned to fly in a Taylorcraft. There were different levels of difficulty at the school. The Taylorcraft was a 1-S, and then when I learned to fly in the Dart, I was flying an airplane rated as a 2-S. This model was faster, heavier, and had more horsepower. After that I flew in a

multiengine airplane, designated as a 3-M. I soon built up enough time to get my limited commercial certificate (60 hours). I hopped passengers in the Dart, Ryan ST, Piper J-5, straight-wing Waco, 1933 Stinson, and 40/50 hp Taylorcraft.

In 1939 I got my commercial certificate. At that time, it was automatic that you received your instructor ratings at the same time. I built up time fast. I instructed in the Taylorcraft and Dart and had one class of Civilian Pilot Training (CPT) at the Ohio State University Flying Club. The Dart office was right above the PCFS office in the northwest corner of the hangar. We became well acquainted with the Culvers, Mooneys, and "Speed" Wyckoff, their sales manager and pilot.

Foster Lane took over the Waco

hangar in Cleveland and sent me there to instruct another class of CPT in late 1939. Besides our Taylorcrafts, we also had a Dart and a Culver Cadet for demonstrations. I got to see Foster Lane fly the first Culver Cadet out of the Port Columbus facility. In 1941, I joined the Aviation Corps, flying as co-pilot on a Barkley-Grow based at Roosevelt Field on Long Island. When I was with the Aviation Corps we flew to the Lycoming plant at Williamsport, Pennsylvania. We often flew executives from Pratt & Whitney, Lycoming, and Republic Steel. Pilots were rated by the aircraft they flew in, so their certificates would have an entire list of all of the different planes they were qualified to fly.

As soon as I turned 21, I was hired by American Airlines. Thus started

*continued on page 23*



DD2R764K

# Aircraft Parts at Competitive Prices Plus Same Day Shipping\*



**AIR SUPPORT  
INTERNATIONAL, Inc.**

**SUPERIOR**  
AIR PARTS, INC.

**Millennium**  
Cylinders

**Order On-Line 24/7/365 [www.aircraft-specialties.com](http://www.aircraft-specialties.com)**

Aircraft Specialties Services is your complete one stop aircraft parts and pilot supplies supercenter. You'll know we're serious by the brands we keep; Superior Air Parts, Continental, Lycoming, ECI, Air Support, Goodyear, Rapco, Gill, Brackett, Champion, Lord, 3M just to name a few!

You can phone-in, fly-in, drive-in, or order online 24 hours a day, seven days a week, 365 days a year. Aircraft Specialties Services is located at 2680 North Sheridan Road in Tulsa, Oklahoma, just across the street from the general aviation runway at Tulsa International. We have sales people who average over 20 years experience. They can

help you find what you need when you need it. Because of our central location in Tulsa, orders shipped with the major carriers arrive in a very timely manner almost anywhere in the United States.

Aircraft Specialties Services goal is to keep general aviation alive and well. So in addition to our machining division our parts and supplies division is designed for timely service and convenience. You can save big with our reconditioned parts then make sure you have everything you need to get back in the air fast all in one convenient stop, web visit or phone call.

\*On all in-stock merchandise on orders received by 3:00 pm CDT.

**1-800-826-9252**

Now The Exclusive Distributor For



# 2005 AIR VENTURE

## Vintage Fun at EAA

H.G. FRAUTSCHY



This was the year for Interstate Cadets—at least three were registered in the parking area, plus the one flown by Kent Pietsch during the air show. (We'll have more on that neat piece of flying in a subsequent issue.) This nice example is owned and flown by Hal Skinner of Springfield, Oregon. It won the Outstanding World War II Military Trainer/Liaison trophy.



NAT 7 is the call sign we remember from the 2003 National Air Tour. Rich Hornbeck of Bowdoinham, Maine, enjoyed every moment of that tour. His 1929 Texaco Waco ASO took home the Silver Age Runner-Up trophy.



Bob Szego of the Bellanca-Champion Club and the recently revived Aeronca Aviators Club pauses between member inquiries in the VAA Type Club tent. Twenty-one clubs displayed in the tent this year, helping members learn more about their favorite airplanes.



H.G. FRAUTSCHY

Ron Tarrson's Spartan Executive, fresh out of a restoration at Waco Classic in Battle Creek, Michigan, sparkles in the morning sun on the field just south of EAA's Theater in the Woods. It was chosen as the Bronze Age (1937-1941) Lindy winner.



H.G. FRAUTSCHY

Jimmy Rollison always shows up with some of the prettiest airplanes in the country. This year was no exception, as his 1942 Twin Beech 18 was presented with the Bronze Lindy as the Transport Category winner.



BONNIE BARTEL

You can't see it here, but this Spartan, NX21962, is different—it's the one and only Model 12 Executive, equipped with a tricycle landing gear. Nick Dennis of Bishop, California, owns this interesting airplane, built in 1946 by the factory in a bid to modernize the design. It didn't go over well, and it became the only one ever built. It's for sale; just enter Spartan Model 12 in your favorite Internet search engine to find out more.



H.G. FRAUTSCHY

A sleeper in the Vintage parking area. Unless you stopped and read the prop card, or had a chance to chat with Belinda and John Hudec, you'd never know what an extraordinary airplane their Waco UMF-5 reproduction was. It's not a kit-built airplane; John constructed this Waco over a 12-year period from a set of plans. He personally did all the welding, woodwork, compound aluminum metal forming, leather sewing, and engine buildup. It's also his first covering project! The airplane was covered using the Poly-Fiber process, from start to finish, including a Poly-Fiber Aerothane finish coat. It was presented a Bronze Lindy as the champion replica aircraft.



CRAIG VANDERKOLK

The Grand Champion Antique, Michael Wendt's Boeing Stearman PT-17, rests in the grass at another beautiful day in Oshkosh.



The Grand Champion Classic for EAA AirVenture Oshkosh 2005, this is Robert Baker's 1946 Aeronca 7AC Champ. Robert and his family brought the Champ over from Dorr, Michigan.

BONNIE BARTEL

Type Club parking has become one of the most sought after areas in the Vintage parking area. The International Cessna 170 Association was one of the featured types this year. If you'd like to know more about Type Club parking, contact VAA HQ and we'll put you in touch with the area's chairman.



CRAIG VANDERKOLK



H.G. FRAUTSCHY

The lightplanes certainly dominated in this year's judging. This fine Piper PA-11, restored by James Dyer (of Univair fame), was selected as this year's Classic Reserve Grand Champion award winner.



H.G. FRAUTSCHY

I'll bet many of you know the story, but it bears repeating. In 1950, this was the actual Piper PA-12 Super Cruiser used to transport a little brown bear cub that was injured in a forest fire in the Capitan Mountains of New Mexico. Flown to Santa Fe, the cub was nursed back to health, and after being dubbed Smokey Bear, he was flown to the National Zoo in Washington, D.C. (in a Piper Pacer—does anyone know the identity of that airplane?) where he lived until 1976. The PA-12 spent most of its career in the southwestern United States and is now kept on a rural farm strip near DeKalb, Illinois. David Smith and his co-owner of the Super Cruiser had Oklahoma artist R.T. Foster recreate the original artwork painted on the side of the airplane by Santa Fe artist William Schuster.



H.G. FRAUTSCHY

Ray Cook has been a regular fly-in attendee all over the United States with his award-winning Taylorcraft, and he and his son showed up this year with another beautifully restored airplane. Ray's restoration of this Piper J-3C-65 collected the Classic Outstanding Piper J-3 award.



H.G. FRAUTSCHY

Original paint and interior highlight this first model year Cessna 182 (converted to a conventional landing gear). One of 963 182s built in 1956, this interesting example is owned by Mark Holliday of Lake Elmo, Minnesota. It picked up the Outstanding Cessna 180/182/185 plaque.



PHIL HIGH

The Contemporary category really shone this year! Efforts made by owner/pilots like Randy and Naomi St. Julian of Garrettsville, Ohio, gave us a bumper crop of neat "modern" airplanes to view. The St. Julian's Piper PA-28-180 Cherokee, finished in a factory color scheme, took home the Outstanding Piper PA-28 Cherokee trophy. No hangar queen, the airplane is flown regularly by the couple, who also use it for charity Angel Flights.



MIKE STEINEKE

The Grand Champion Contemporary Lindy award winner for 2005 is this pristine Cessna 180, owned and flown by Dean Richardson of Stoughton, Wisconsin. After acquiring the Cessna last fall, Dean had much of the control surface sheet metal replaced, as well as numerous other touch-up and more extensive repairs made to the already striking airplane. Much of the airplane's equipment, including the leather seats, was original.

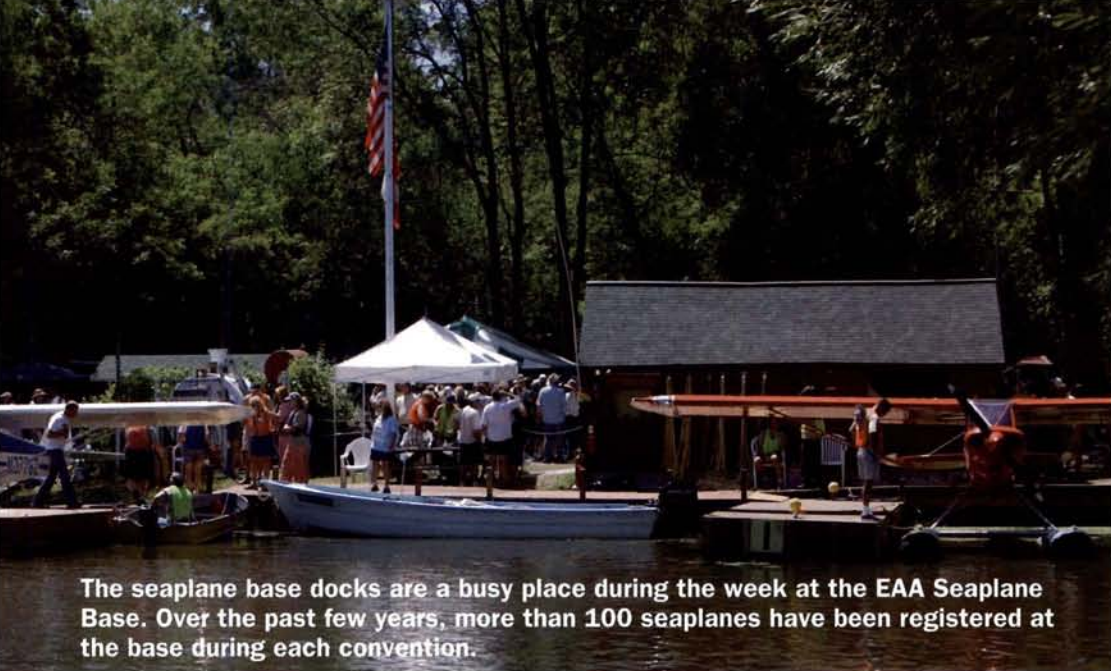


H.G. FRAUTSCHY PHOTOS

The *Blue Streak* is the name given by owner Mike Adkins of Butler, Tennessee, to his Piper PA-30 Twin Comanche. Just out of a stem-to-stern restoration, admirers often surrounded the Twin. It won the Contemporary Bronze Lindy as the best Custom Multi-Engine.



The 1957 Champion Traveler was the ultimate in Champs—with a full electrical system and higher-horsepower Continental C-90-12 engine, it was the immediate predecessor to the Citabria line of aerobatic aircraft. With interior work done by Paul Workman of Zanesville, Ohio, Ted Davis of Brodhead, Wisconsin, restored this sharp example for John Demyan of Pasadena, Maryland.



The seaplane base docks are a busy place during the week at the EAA Seaplane Base. Over the past few years, more than 100 seaplanes have been registered at the base during each convention.

CRAIG VANDERKOLK



H.G. FRAUTSCHY

Good-looking Cessnas abounded this year. This nicely kept 1957 Cessna 172, owned by Pat Halligan of Eagan, Minnesota, was awarded an Outstanding Cessna 170/172/175 plaque.



CRAIG VANDERKOLK

The PA-14 Family Cruiser has been sought after for its payload capabilities and larger cabin, and Jon Gottschalk of Phillips, Wisconsin, flies this pretty example, which is mounted on a pair of Wipline floats.



TYSON RININGER

We can't help it—every time my son Alden and I see a Seabee from the bow, we think of the Rocketeer's helmet, from the movie of the same name back in the early 1990s. This award-winning Republic Seabee belongs to Bill Bardin of Brockport, New York. a pair of Wipline floats.





H.G. FRAUTSCHY

Mark Wrasse normally keeps his beautiful Aeronca 7DC Champ on the seaplane ramp at his home north of Oshkosh, but for the week of the convention, Mark moors the Champ at the base, where he can often be seen giving rides to lucky passengers.



BONNIE BARTEL

The early morning sunshine illuminates the seaplane base. For one week each year, the lagoon to the southeast of Oshkosh is transformed into a seaplane pilot's oasis.



H.G. FRAUTSCHY

Don Rhynalds and a few of his friends relax on the top of the cabin of his Grumman HU-15E Albatross as the evening haze begins to gather in the cove next to the seaplane base.



H.G. FRAUTSCHY

There's always something fun happening at the seaplane base, and the watermelon social, held at the end of the week, is always a popular dinner. Seaplane Pilots Association Executive Director Michael Volk chats with a few of his fellow seaplane pilots at the Saturday event.



H.G. FRAUTSCHY

A new addition to the programs hosted by the VAA in the Vintage area was a series of hand-propping demonstrations. Members who wanted to learn how to properly hand-prop were given instruction on a Cubby donated to EAA by EAA Founder and Chairman of the Board Paul Poberezny. Students were first given ground school by an experienced instructor, and then those who wished to try their hand at the proper technique were allowed to do so. So there would be no surprises, the Cub's ignition system was disabled during the week.

H.G. FRAUTSCHY



Donovan Fell and Dave Hall, the founders of MotoArt, flank Waco Classic's Pat Horgan. Members may recall seeing MotoArt as part of the WingNuts program on the Discovery Channel during the past couple of years as the MotoArt crew turned aviation-related salvage parts into beautifully finished decorative art pieces and stunning aviation-themed furniture. The glass-topped table displayed in the Waco Classic tent was a joint project of Pat Horgan, who built the wing, and the MotoArt crew. For more information about MotoArt, visit its website at [www.motoart.com](http://www.motoart.com).

One of the highlights of this year's convention was the gathering of tri-motored airplanes, coordinated by Greg Herrick and Cody Welch. A Ju-52, Bushmaster, Dornier DO-24TT, EAA's Ford Tri-Motor, as well as Greg Herrick's Golden Wings Museum's Ford 4-AT, high-wing Stinson SM-6000M, and Kreutzer K-5 Air Coach were all present for the event.



The oldest flying Ford Tri-Motor, piloted by Greg Herrick, leads the way, with the Grand Canyon Airlines Ford right behind it in the pattern.

PHOTOS BY H.G. FRAUTSCHY



Most of the tri-motor crews were able to gather for a reception hosted by Greg Herrick and Jeannie Hill at VAA's Red Barn.



The Kreutzer K-5 Air Coach, the smallest of the tri-motors present for the reunion, taxis south at Wittman Field.



The Golden Wings Museum is also home to this Stinson SM-6000M tri-motor, finished in the colors of American Airways.



The Grand Canyon Ford, NC414H, cruises by in front of the appreciative crowd. Many EAAers may remember 414H when it was barnstormed in the early 1970s by Chuck LeMaster.



The Dornier DO-24TT, being flown by the grandson of designer Claudius Dornier. Fitted with a new wing design and powered by a trio of Pratt & Whitney PT6A turboprops, the venerable design has proven quite durable in the modern age. It is well into the second leg of an around-the-world flight to raise awareness of the plight of children around the world. You can learn more about the airplane, its designer, and its current mission at [www.do-24.com](http://www.do-24.com).

# Great Service Great Rates



## **Jerry and Janet Guyer** Louisburg, KS

- Fly about 100 hours per year
- 2004 flew up the Alaskan highway to Alaska
- Jerry: 1500 hours C/ME/I  
Janet: 290 hours P/SE  
(289 of that taildragger)

"We started with AUA in 1993. Our first aircraft was a Luscombe 8A. After my wife soloed the 8A we bought a Cessna 180 and she finished private in it. AUA insured her as a student pilot in a high performance tail dragger aircraft at very reasonable rates. Our only claim has been for wind damage while away and was handled quickly and fairly."

**— Jerry and Janet**



**AUA is Vintage Aircraft Association approved. To become a member of VAA call 800-843-3612.**

**AUA's Exclusive EAA Vintage Aircraft Association Insurance Program** Lower liability and hull premiums  
Medical payments included ■ Fleet discounts for multiple aircraft carrying all risk coverages ■ No hand-propping exclusion  
No component parts endorsements ■ Discounts for claim-free renewals carrying all risk coverages

The best is affordable. Give AUA a call - it's FREE!

# 800-727-3823

Fly with the pros... fly with AUA Inc.

Remember, We're Better Together!

**AUA INC.**  
AVIATION UNLIMITED AGENCY

[www.auaonline.com](http://www.auaonline.com)



John Pike, aka Capt'n Cloud.

COURTESY JOHN PIKE

# THE FORGOTTEN PERFORMERS

## Part III of III: NC251M is resurrected

VIC PIKE

Remember Pangborn and Herndon's 1931 flight across the Pacific with *Miss Veedol*? In 1999, EAA Chapter 424 in Wenatchee, Washington, contemplated the prospects of building a replica of that famous airplane. Chapter officers Len Pugsley (EAA 171223) and Brian Odell (EAA #571691) decided the logical first step was a visit to John Pike in Oregon City, and a flight in NC251M tipped them in favor of go. Construction began with a borrowed, ancient, non-airworthy Pacemaker fuselage (more about that later) around which was built a massive jig.

Master welder Dan Stewart joined all the 4130 tubing into a complex fuselage, and Pike completed the major assembly of the wing's wood structure. To power the replica, a precision P&W Wasp

Jr. was assembled by preeminent craftsman Gordon Holbrook; Holbrook is the engine-shop foreman at Kenmore Air.

Despite the ponderous physical and emotional investment, funding ran short and the future of the project was in doubt. Unexpectedly, help came from the citizens of Misawa, Japan, the town near Sabishiro Beach, from where Pangborn and Herndon departed. Seventy years and the horrors of World War II had failed to dim the community's recollection of the red airplane that took off from the hard sand of their miles-long beach and disappeared into the eastern sky. These dear people raised \$70,000 and contributed it to the replica's construction. In addition, a Tokyo businessman, Kaz Ogura, contributed substantially.

As an international endeavor, progress resumed, but Pugsley and

Odell are adamant that without Pike's wing work, consultation, and consistent encouragement, the *Spirit of Wenatchee* would never have flown. A quid pro quo came in the form of a new fuselage for Pike.

But the *Spirit of Wenatchee* was completed (NR796W) and participated in EAA AirVenture Oshkosh 2003, and then National Air Tour organizer Greg Herrick facilitated its joining the tour last fall. A round-the-world flight was planned for this year, but is presently on hold due to that old nemesis funding and a tense political situation in one of the en-route countries. It will happen, however, including the 4,558-mile leg across the Pacific, and yes, the crew intends to dump the landing gear into the ocean after takeoff, just like those intrepid fliers of 73 years ago.



COURTESY JOHN PIKE

**NC251M undergoing its current rebuild.**

At this precise moment, there are no flying examples of an original Bellanca Pacemaker CH-300, but the future is encouraging, as several reconstructions are in the wings, so to speak.

NC7084, serial no. 108, was originally owned by prominent orchestra leader Roger Wolf Kahn and later used to demonstrate the aerial mail pickup system. It is now awaiting completion in the hangar of noted Bellanca restorer Dan Cullen (EAA 58058, VAA 814) in Kent, Washington. Incidentally, Cullen recalls seeing Pike's Fairchild 46 tied down on a central California airport many years ago.

NC7084 is, technically, neither a CH-200 or CH-300 Pacemaker. Designated simply "CH" on the registration, it was constructed in the Staten Island warehouse in 1928 and came with a Wright J-5. But even if its DNA doesn't precisely match, the origins come from the same gene pool. This plane has the unique Bellanca "bulldog" landing gear, and its total time is only 420 hours, having been taken out of service in 1945 and not flown since.

Jay Sakas (EAA 525825, VAA 29027) of Sequim, Washington, is in possession of NC26E, serial no. 133, which flew for many years for Ohio Air Transport and was factory-equipped with the "bulldog" landing gear. Subsequently, it was

converted to conventional gear, but Sakas is returning to the original configuration, using Cullen's NC7084 as a reference. NC26E is the plane that was owned by Lloyd Rekow and the one Pike used for tracing fuselage tubes on butcher paper and, later, purchased from another party (by then a basket case) and resold to Sakas. Sakas is a recently retired 747 captain for Northwest Airlines and is also Lithuanian.

In 1933, two Lithuanian pilots, Steponas Darius and Stasys Girenas, attempted to fly nonstop from New York to Kovno, Lithuania. Unfortunately, the attempt ended with a fatal crash near Soldin, Germany. Sakas is restoring NC26E (with consultation from Pike) to retrace and complete his countrymen's flight in 2008 and has changed the registration number to NC688E, the serial no. to 137, and the name to *Lituanica*, all of which were original to the former trans-Atlantic flier. The wreckage of NC688E is preserved in the Vytautas Magnus Military Museum, and a flying replica is based at the Lithuanian Aviation Museum, both in Kaunas, Lithuania.

Fred Patterson, whose father (to complete another strand in this story's web) was a production test pilot for Giuseppe Bellanca in the 1930s, is a DC-10 captain for World Airways. In his possession is Pace-

maker NC36M, serial no. 150, that crashed in November 1946, 25 miles northwest of Anchorage, Alaska. In 1978, using a helicopter, Patterson lifted the salvage from the tundra and barged it to his home in the San Francisco area. Although not airworthy, the fuselage was the one lent to the Wenatchee folks for a pattern to construct their jig; in reciprocation, of course, there was a new fuselage for Patterson.

Immediately after manufacture, NC36M was changed to NR36M and entered in the 1929 National Air Races. After the NC was restored, the plane flew air transport for Martz Airlines in New York and American Airways in Chicago. It was brought to Alaska in 1934 by M.D. Kirkpatrick, founder of Cordova Airlines. For the next 10 years, NC36M was regularly flown by well-known bush pilot Merle "Mud Hole" Smith, who eventually owned Cordova Airlines.

NC36M next passed to Burt Ruoff of Bristol Bay Air Service and then to Ray Peterson and Peterson Flying Services out of Anchorage. Both Ruoff and Peterson flew for Star Air Services in the mid-1930s and piloted NC251M. Although NC36M was deregistered in 1955, Peterson still retained ownership, and it was from him that Patterson negotiated the purchase. Unfortunately, the number N36M was re-

issued and is now flying on the tail of a Bonanza.

NC36M is again looking like an airplane. It is on the gear with the Wright J-6-9 freshly majored and a new set of wings built by, guess who, Pike. The wheels, however, are temporary. After the 1946 crash, the floats that had been in place since 1934 were salvaged and recycled into the great Alaskan aviation parts exchange, but they were plucked out by the intrepid Ted Spencer for the air museum in Anchorage. After a complex trade involving a Hamilton Metalplane of Patterson's, the floats are now reunited with NC36M.

So, there is optimism that four Pacemakers will be flying in the future. Two more planes are statically restored; the first, NX237, serial no. 187, was completed by Preston Snyder (and converted to a CH-400) for Sydney Shannon (the Shannon Collection, which formed the nucleus for the Virginia Aviation Museum). Incidentally, Snyder was a good friend of Clarence Chamberlain.

Originally registered as NC10365, this plane has been finished in the livery of the early record holder *Columbia* and re-registered with *Columbia's* N and serial numbers.

Although the Museum has no plans to fly this plane, Cullen's opinion is that it could be airworthy with relatively little effort, as Snyder's work was first-class.

NC10365 first flew for the Hercules Airplane Products Company in Los Angeles and came to Alaska in 1934 to serve under Northern Air Transport in Nome, Alaska, and then Wien Alaska Airlines. In January 1938, it was purchased by Star Air Lines and for six years flew as a sister ship to NC251M. After passing through several other companies, NC10365 came to Bristol Bay Air Services and eventually suffered a crash on a glacier. The next owner (1962) was Snyder.

The second museum airplane is



**NC168N with Star Air Service at Spenard Lake, Alaska, 1941.**

NC196H, serial no. 181 (also converted to a CH-400). Originally sold to El Paso Air Service in 1929, it spent some "unrecorded" time south of the border with a Mexican owner in 1932. Later, it was purchased by Lee Eyerly, a well-known 1930s aviator in Salem, Oregon, and then moved on to fly for several Alaska panhandle airlines,

but primarily with Alex Holden's Marine Airways and Alaska Coastal Airlines out of Juneau.

This plane had a peculiar wing flex under certain load situations and was universally referred to as Shaky Jake. It has been in the Canada Aviation Museum in Ottawa, Ontario, since 1968, when Alaska Coastal was absorbed by Alaska Airlines. The Canadian registration is CF-ATN; this registration was applied to honor a well-known Canadian Pacemaker that was owned by the Turnbull Fishing Company (original U.S. NC3005) that crashed near Flin Flon, Manitoba, in June 1938.

The Alaska Heritage Aviation Museum is in possession of the salvage of another downed Pacemaker, NC168N, which crashed in Rainy Pass in 1946. The wreckage was recovered by gold miners and taken to Nevada; Spencer and Richard Benner are responsible for bringing it back to Alaska.

Interestingly, an entry in NC251M's logs dated 8-15-41 states, "New left wing built. Installed right wing from NC168N." To complete this wing story, the pirated one stayed with NC251M until Pike removed it in 2000 for the rebuild. In marginal condition, both wings were passed on by Pike to Mark Smith of Century Aviation in Wenatchee. Mark constructs aircraft static displays from non-airworthy parts. Mark put together a Pacemaker, including Pike's wings, that is now exhibited in Misawa, Japan.

There is a confession in order. Some of the pictures of the



Bellanca in this story show an N number different than NC251M, which it was assigned from the factory. That number was surrendered when the plane took Canadian registration in 1962, and in 1967 the FAA reassigned it to a new Mitsubishi MU-2; unfortunately, the owners of the Mitsubishi declined John's suggestion that they relinquish it. So, the number of record for 30 years was NC1024S.

Subsequent inquiry, however, revealed that the MU-2 crashed and was destroyed in 1979, and a new effort was initiated to restore the number to the Bellanca. In accordance with Murphy's Law, ownerships and registrations had gone unrecorded, bills of sale had been completed in error, companies had gone bankrupt, and CEOs had died or vanished.

After almost three years of effort that involved innumerable phone calls, a prodigious stack of correspondence, and invaluable assistance from Bill McKenzie (senior pilot for Tyson Aviation and the one in the left seat when the MU-2 quit flying), the elusive paper trail required by the FAA has been completed.

The ongoing irony in this adventure is that the MU-2, cosmetically restored and minus its vital mechanical parts, has for years been mounted on a pylon at the Tulsa, Oklahoma, airport. Nevertheless, in the summer of 2005, when NC251M breaks the surly bonds of earth again, the number on the tail will be authentic 1929.

So, these are the varied and circuitous adventures of Bellanca Pacemaker serial no. 154 and some windows into the lives of a few of the aviation family members who have had a part in creating her story. Take a moment to applaud and recognize Pike and those other intrepid craftsmen who, with determination, courage, perseverance, and skill, are restoring and re-creating these forgotten performers and a brilliant segment of our aviation history.

## WHAT OUR MEMBERS ARE RESTORING

continued from page 10

my airline career of 39 years. When I retired in 1981, I was number one on its seniority list.

In March 1973, I heard of a Dart for sale that was owned by Frank Price in Waco, Texas. On my way to Austin, I went by Frank's place, and he took me for a ride. I was impressed with the 145 hp, but there were many other problems that I noted, and I didn't give him an offer. When I got back home from my next trip, my wife at that time, Dale, rushed me out to the Dallas Air Park to see my birthday present. There it was, the Frank Price Dart—and she had paid him cash. It is serial number GC-64, NC12345.

Not long after, I was flying the Dart and noted very low oil pressure. Mechanics determined I had a bad crankshaft and other engine problems. I nursed it to Tulsa so Miller Aircraft could install a new engine. Back in Dallas we were wiping and cleaning the wings when our hands went through the fabric. The fabric was rotten. At this point we were looking at a complete new covering of the aircraft. After removing all the old fabric, we had a mechanic do a thorough inspection of the wood and metal. All were in good condition. We decided to use a complete Stits system for restoration.

Removal of the wings was a problem. With the engine off, we finally decided to stand the fuselage on its nose, using rubber tires to cushion the fuselage. It was a simple matter for Dale and me to rib-stitch the wing fabric. I stood on one side and Dale on the other, and we pushed the needle back and forth as we stitched the wing fabric. We removed the ailerons, stabilizer, rudder, and elevators and took them home for covering, a complete finish, and final paint. The final assembly was made at Air Park, after which the aircraft was blessed by the FAA. The complete Stits process was used in bringing the Dart up to test-flight status.

The test flight went well. All instrument readings were normal, and the airplane flew great. We made several local AAA fly-ins and also took it to the national fly-in at Blakesburg, Iowa. Both of my sons are current in the Dart, and my youngest, Kevin, flew it from Texas to Oshkosh, Wisconsin, where many of you may have seen it in 2004.

Kevin has a taildragger endorsement and stays current on the Dart. I'm unable to maintain a third-class physical, but I get to fly it with him as PIC. There are many happy hours logged in the Dart and many that remain.

### People Restoring Darts and Building Radio-Controlled Model Darts:

- Lloyd D. Washburn from Port Clinton, Ohio, restored a Dart. He gave it a new and more modern engine. He sent the plans and advice on where and how to place the electrical system, battery, and starter. Washburn is president of the Dart Club.

#### Culver Dart Club

Lloyd Washburn  
2656 East Sand Road  
Port Clinton, OH 43452-2741  
419/734-6685  
E-mail: washlloyd@burn@crosnet

- Neil Fuller, from Midland, Michigan, built remote-controlled model Darts. Fuller was a former control tower operator at the Dayton, Ohio, airport. He went to the Model Dart Company and got blueprints of radio-controlled model Darts. He and his wife used to meet me at Oshkosh for the EAA convention—a very nice couple. Fuller passed away some time ago, but I still hear from his wife occasionally.
- There might be around six antique Dart aircraft in existence today.

Again for 2006

Take flight  
with VAA's  
2006  
Calendar!

Reserve  
your copy  
today!

FREE SKIES  
FOREVER!



2006  
CALENDAR

Only  
\$15.95

Plus \$3.95 Shipping/Handling

A beautiful day is not complete unless it is seen from the inside of a cockpit. The Vintage Aircraft Association is providing you with the opportunity to bring the magic of flight to your home, office, or hangar. Take flight with the 2006 VAA Calendar, *Free Skies Forever!*

The gorgeous 17 x 11-inch full-color wall calendar is the perfect gift for yourself or your favorite pilot. Each month contains the amazing photography from the Vintage Aircraft Association and captures the spirit of flight.

As a commemoration to the great aviators before us, the VAA 2006 Calendar *Free Skies Forever* contains great feats in aviation printed on the exact date of occurrence. Don't let this opportunity fly past you. Order your 2006 VAA *Free Skies Forever* Calendar by September 30, 2005. Calendars will ship in November for Christmas arrival.

To order call toll free:

**1-800-788-3350**

Monday-Friday, 8 a.m. – 4:30 p.m. CST  
Visa and MasterCard Accepted

or order 24 hours a day online  
**www.vaacalendar.com**

Or to order by mail, send your check/money order to:

Vintage Aircraft Association 2006 Calendar c/o Turner Publishing Company • P.O. Box 3101 • Paducah, KY 42002-3101

☐ Please enter my order for \_\_\_\_ copies of the *Vintage Aircraft Association 2006 Calendar* – only \$15.95

☐ Shipping/Handling: add \$3.95 for each calendar.

☐ Kentucky residents add 6% sales tax.

TOTAL ENCLOSED \$ \_\_\_\_\_

For Office Use Only – VAA2006-A-GW

Ck# \_\_\_\_\_ Amount \_\_\_\_\_

\_\_\_\_\_  
Your Name

\_\_\_\_\_  
Address

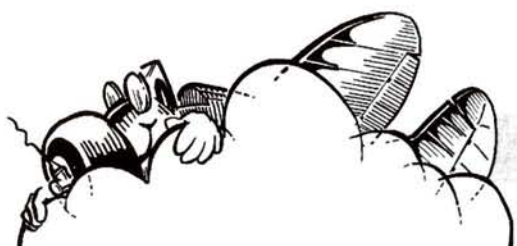
\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
Zip

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
E-mail address (for order confirmation)



BY H.G. FRAUTSCHY

# MYSTERY PLANE

THIS MONTH'S MYSTERY PLANE COMES TO US FROM THE EAA LIBRARY'S GARNER P. "EMY" EMERSON COLLECTION. WE'VE GOT A NUMBER OF PHOTOS IN THAT ALBUM THAT MAKE GREAT MYSTERY PLANES. WHILE THIS ONE WON'T STUMP TOO MANY OF YOU, IT'S SUCH AN INTERESTING AIRPLANE! LOOK FORWARD TO YOUR REPLIES.



Send your answer to EAA, *Vintage Airplane*, P.O. Box 3086, Oshkosh, WI 54903-3086. Your answer needs to be in no later than November 10 for inclusion in the January 2005 issue of *Vintage Airplane*.

You can also send your response via e-mail. Send your answer to [mysteryplane@eaa.org](mailto:mysteryplane@eaa.org). Be sure to include your name, city, and state in the body of your note, and put "(Month) Mystery Plane" in the subject line.

## JULY'S MYSTERY ANSWER



The July Mystery Plane, also from the Emerson Collection, brought forth a number of letters.

Thomas Lymburn, Princeton, Minnesota, sent us our first note:

The Mystery Plane is the Cox-Klemin XA-1 ambulance. Based at College Point, Long Island, Cox-Klemin produced a few aircraft during the immediate post World War I period, including the Navy's XS-1, a tiny twin-float seaplane powered by a

60-hp Lawrence engine. It also built three TW-2 tandem trainers for the Army (TW-Trainer, Water Cooled).

The XA-12 was ordered in 1923, and two were delivered to the Air Service (serials A.S. 23-1247 and A.S. 23-1248) with a 420-hp Liberty 12A engine. The XA-1 had a crew of two, a pilot and doctor, and could hold two litters. It had a wingspan of 44 feet 9 inches and was 30 feet



COX-KLEMIN AIRCRAFT CORP., BALDWIN, L. I., NEW YORK

With plenty of hands-on experiences throughout the EAA SportAir Workshop weekend, I now have the confidence—and new skills—to start my homebuilding project.

Cory Tracy, EAA 713538

## Come for the weekend BUILD FOR A LIFETIME

### HANDS-ON HOMEBUILDER WORKSHOP SCHEDULE

**GO TO:**  
[www.sportair.com](http://www.sportair.com)  
for a complete  
schedule

Oct. 14-16	<b>Griffin, GA</b> (Atlanta Area)	▪ TIG Welding
Oct. 15-16	<b>Corona, CA</b> (LA Area)	▪ Composite Construction ▪ Fabric Covering ▪ Sheet Metal Basics ▪ Electrical Systems & Avionics ▪ Test Flying Your Project
Oct. 22-23	<b>Atlanta, GA</b>	▪ RV Assembly
Oct. 22-23	<b>Chicago, IL</b> (Lewis University)	▪ Composite Construction ▪ Fabric Covering ▪ Sheet Metal Basics ▪ Electrical Systems & Avionics ▪ Introduction to Aircraft Building ▪ Test Flying Your Project
Nov. 4-6	<b>Frederick, MD</b>	▪ Repairman (LSA) Inspection-Airplane
Nov. 18-20	<b>Griffin, GA</b>	▪ TIG Welding
Dec. 2-3	<b>W. Palm Beach, FL</b>	▪ Repairman (LSA) Inspection-Airplane
Dec. 3-4	<b>Corona, CA</b> (LA Area)	▪ RV Assembly

EAA SportAir  
Sponsors:

**KLEIN  
TOOLS**  
[www.kleintools.com](http://www.kleintools.com)

**POLY  
FIBER**  
Aircraft Coatings  
[www.polyfiber.com](http://www.polyfiber.com)

**Aircraft Spruce**  
SINCE 1965  
& Specialty Co.  
[www.aircraftspruce.com](http://www.aircraftspruce.com)

**EAA  
SPORTAIR  
WORKSHOPS**  


**1-800-WORKSHOP  
1-800-967-5746  
[www.sportair.com](http://www.sportair.com)**

**YOU CAN BUILD IT! LET EAA TEACH YOU HOW.**

8 inches long. Weighing about 4,800 pounds loaded, it was said to be capable of 121 mph.

Both XA-1s were flown at Wright Field. A.S. 23-1247 was given the Wright Field number P-383. After testing at Wright, it was sent in April 1925 to France Field in the Panama Canal Zone. A.S. 23-1248 was also tested at Wright Field and given the Wright Field number P-421. I could not find the final disposition of either aircraft.

A front quarter view of the XA-1 appears in Fahey's U.S. Army Aircraft 1908-1946 and in A Chronicle of the Aviation Industry in America 1903-1047. The only other aircraft in the Air Service's "A for Ambulance" category was the Atlantic (Fokker) A-2, a conversion of the T-2 transport, also with a 420-hp Liberty 12A.

We received this answer and a nice copy of a Cox-Klemin advertisement from Harold Swanson of Shoreview, Minnesota:

*It is the Cox-Klemin XA-1 ambulance.*

*I found the aircraft easy to identify, but other material was hard to come by.*

In 1923 a contract was negotiated with C-K by the U.S. Air Service for this plane. Jane's indicates that three of the XA-1 were constructed. The plane could accommodate a crew of two and two stretcher patients. Powerplant was a Liberty 12A of 420 hp.

Jane's has an interesting note about the C-K company. It stated that the firm, in some other models, had used designs developed by Ernst Heinkel, the noted German engineer.

I've enclosed a copy of a full-page ad which appeared in the October 1925 edition of Aero Digest. The ad was also in the November issue of that same year.

Shortly after the publication of these ads, Cox-Klemin was placed in the hands of a receiver.

John (Jack) Erickson, State College, Pennsylvania; Russ Brown, Lyndhurst, Ohio; and Charles F. Schultz, Louisville, Kentucky; and Bub Borman, Dallas, Texas (who's currently in Quito, Ecuador!) also sent in correct answers.

# VINTAGE TRADER

Something to buy, sell or trade?

Classified Word Ads: \$5.50 per 10 words, 180 words maximum, with boldface lead-in on first line.

Classified Display Ads: One column wide (2.167 inches) by 1, 2, or 3 inches high at \$20 per inch. Black and white only, and no frequency discounts.

Advertising Closing Dates: 10th of second month prior to desired issue date (i.e., January 10 is the closing date for the March issue). VAA reserves the right to reject any advertising in conflict with its policies. Rates cover one insertion per issue. Classified ads are not accepted via phone. Payment must accompany order. Word ads may be sent via fax (920-426-4828) or e-mail (classads@eaa.org) using credit card payment (all cards accepted). Include name on card, complete address, type of card, card number, and expiration date. Make checks payable to EAA. Address advertising correspondence to EAA Publications Classified Ad Manager, P.O. Box 3086, Oshkosh, WI 54903-3086

**BABBITT BEARING SERVICE** – rod bearings, main bearings, bushings, master rods, valves, piston rings. Call us Toll Free 1-800-233-6934, e-mail [ramremfg@aol.com](mailto:ramremfg@aol.com) Website [www.ramengine.com](http://www.ramengine.com) **VINTAGE ENGINE MACHINE WORKS**, N. 604 FREYA ST., SPOKANE, WA 99202

**CUSTOM PRINTED T-SHIRTS** for your flying club, flight shop, museum. Free samples. Call 1-800-645-7739 or 1-828-654-9711

## THERE'S JUST NOTHING LIKE IT ON THE WEB!!

[www.aviation-giftshop.com](http://www.aviation-giftshop.com)  
A Website with the Pilot in Mind  
(and those who love airplanes)

**Warner engines.** Two 165s, one fresh O.H., one low time on Fairchild 24 mount with all accessories. Also Helton Lark and Aeronca C-3 project. Find my name and address in the Officers and Directors listing and call evenings. E. E. "Buck" Hilbert.

**For Sale – 1939 Spartan Executive,** 3500TT, 10 SMOH. 214-354-6418, [www.lpjetservices.com](http://www.lpjetservices.com)

## Airplane T-Shirts

150 Different Airplanes Available  
WE PROBABLY HAVE  
YOUR AIRPLANE!  
[www.airplanetshirts.com](http://www.airplanetshirts.com)  
1-800-645-7739

**Flying wires available. 1994 pricing.**  
Visit [www.flyingwires.com](http://www.flyingwires.com) or call  
800-517-9278.

**A&P I.A.: Annual, 100 hr. inspections.**  
Wayne Forshey 614-476-9150  
Ohio - statewide.

## FLY-IN CALENDAR

The following list of coming events is furnished to our readers as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (fly-in, seminars, fly market, etc.) listed. To submit an event, send the information via mail to: Vintage Airplane, P.O. Box 3086, Oshkosh, WI 54903-3086. Or e-mail the information to: [vintageaircraft@eaa.org](mailto:vintageaircraft@eaa.org). Information should be received four months prior to the event date.

**OCTOBER 5-9**—Tullahoma, TN—"1932 to 2005—The Tradition Lives: Year of the Staggerwing" Staggerwing, Twin Beech 18, Bonanza, Baron, Beech owners & enthusiasts, Sponsored by the Staggerwing Museum Foundation, Staggerwing Club, Twin Beech 18 Society, Bonanza/Baron Museum, Travel Air Division, & Twin Bonanza Assn. Info: 931-455-1974

**OCTOBER 14-15**—Pineville, LA—EAA Ch. 614 Annual Fall Fly-In. Info: <http://www.eaa614.org>, [margaretortigo@hotmail.com](mailto:margaretortigo@hotmail.com) or 318-445-1772.

### REGIONAL FLY-IN SCHEDULE

#### EAA Southeast Regional Fly-In

October 7-9, 2005  
Evergreen, AL (GZH)  
[www.serfi.org](http://www.serfi.org)

#### Copperstate Regional EAA Fly-In

October 6-9, 2005  
Phoenix, AZ (A39)  
[www.copperstate.org](http://www.copperstate.org)

#### Sun 'n Fun Fly-In

April 4-10, 2006  
Lakeland Linder Regional Airport (LAL)  
[www.lal.org](http://www.lal.org)

#### EAA Southwest Regional Fly-In

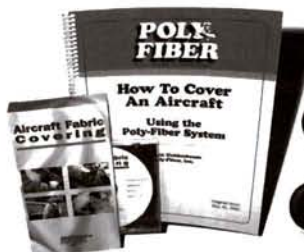
May 12-14, 2006  
Hondo Municipal Airport, Hondo, TX (HDO)  
[www.hondoairport.com](http://www.hondoairport.com)

#### Golden West EAA Regional Fly-In

June 9-11, 2006  
Yuba County Airport, Marysville, CA (MYV)  
[www.yubaairport.com](http://www.yubaairport.com)

#### Rocky Mountain EAA Regional Fly-In

June 24-25, 2006  
Front Range Airport, Watkins, CO (FTG)  
[www.frga.org](http://www.frga.org)



## WE'VE GOT YOU COVERED

These are the **first** tools you need to buy when you re-cover your airplane. Anyone who has used them will tell you they're the next best thing to having one of our staff right beside you. The **VHS** tape and the **DVD** will give you the Big Picture, and the **manual** will walk you step by step through every part of the process. You're never on your own when you're using Poly-Fiber.

**POLY FIBER**  
Aircraft Coatings

[www.polyfiber.com](http://www.polyfiber.com)

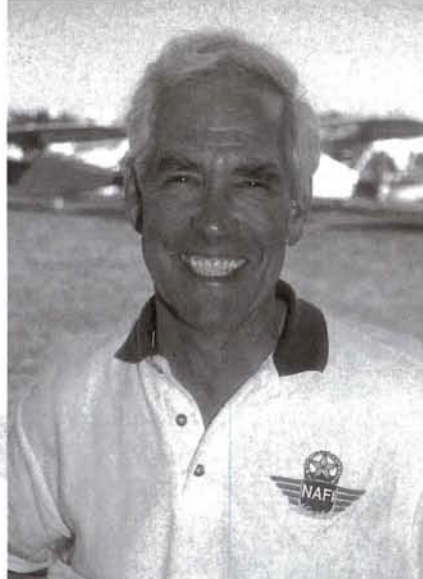
e-mail: [info@polyfiber.com](mailto:info@polyfiber.com)

**800-362-3490**

# THE VINTAGE INSTRUCTOR



DOUG STEWART



## Night flight

Well, here it is fall...my favorite time of the year...especially to fly. In New England, where I base and live, it is a time of year when the air gains a clarity of light that allows a pilot to really understand the meaning of CAVU: ceiling and visibility *unlimited!* The turbulence of the unstable summer air is gone, so the ride is usually smooth. The cooler air yields much better performance not only from wing, but from engine as well. But the part that really gets me going is the visibility.

Now you folks who live in the Southwest, please bear with me. You get this kind of visibility year-round, but for those of us on the East Coast, this is that time of year when we actually get to see where we are going. From 5,000 feet AGL one can see for almost 100 miles. For me, the Catskill Mountains to the west, the Adirondack Mountains to the north, and the Green and White Mountains to the northeast are no longer fuzzy outlines sometimes seen (and quite often not seen at all); they now stand out with a crisp and sharp contrast to the deep blue sky.

But even as I wax euphoric about all the joys of flying at this time of year, I also remember the one downside...the days are getting shorter. It is now still dark when I arise in the morning, and by the time I get home from the airport, there is little daylight left in which to get anything done outside. This also means that for many of us it is time to regain our night currency if we wish to fly at night with passengers. It also means that for those of us who are flying aircraft without electrical systems, and thus no position lights or anti-collision lights, the amount of time during the day that we can fly is getting reduced substantially.

We need an understanding of how the FARs define night. We can find that in FAR Part 1. It defines night as "The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the *American Air Almanac*, converted to local time. Sometimes there is some disagreement as to what constitutes 'civil twilight.'"

... sometimes those night landing skills do become rusty, and the first few landings that you do when regaining your currency might well be logged as arrivals rather than landings.

According to the U.S. Naval Observatory, "civil twilight is defined to begin in the morning, and to end in the evening when the center of the sun is geometrically 6 degrees below the horizon. This is the limit at which twilight illumination is sufficient, under good weather conditions, for terrestrial objects to be clearly distinguished."

In New England at this time of year, civil twilight is about a half an hour in duration. Depending upon your location and time of year, this period might be longer or might be shorter. If you are really curious you could go to [http://aa.usno.navy.mil/data/docs/RS\\_OneDay.html](http://aa.usno.navy.mil/data/docs/RS_OneDay.html) to research the actual time of civil twilight for your area. (Two notes: Civil twilight varies not only with your position from the equator, but also at different times of the year—twilight is shorter during winter, longer during the summer. For you pilots residing in Alaska, this whole discussion becomes, in many ways, rather irrelevant.) We need to consider, as well, the effects of atmospheric conditions and terrain in

determining whether there will be sufficient light for our flying activities. I am referring here not to the regulations, but rather to a sense of safety and personal minimums.

When looking at the regulations, let's first review what they have to say about equipment and when that equipment is required. FAR 91.209 says: "No person may: (a) during the period from sunset to sunrise (1) operate an aircraft unless it has lighted position lights" and "(b) operate an aircraft...unless it has lighted anti-collision lights." This means that all of us who fly aircraft without electrical systems have to be back on the ground before the sun sets, and cannot fly again until the sun has risen. When I used to ferry a Champ from New England to Florida every fall, it meant that I lost about an hour of flight time due to the limits of 91.209.

Those who fly aircraft equipped with position and anti-collision lights also have to be aware of FAR 61.57, dealing with recent flight experience. It says: "...no person may

act as pilot in command of an aircraft carrying passengers during the period beginning one hour after sunset and ending one hour before sunrise, unless within the preceding 90 days that person has made at least three takeoffs and landings to a full stop [italics mine] during that period.

If the last time you made a landing at night was back in the spring, this means that you will have to regain your currency. I want to caution you that sometimes those night-landing skills do become rusty, and the first few landings you do when regaining your currency might very well be logged as arrivals rather than landings. Certainly judging when to begin the flare becomes one of the major problems. It is not uncommon to fly the airplane right into the runway for that first night landing after a long hiatus. I suggest to pilots having trouble with this to begin the flare when the "skid marks" on the runway are clearly seen.

Let's take a look at some of the other considerations we need to have when flying at night. We do need to remember that the physiological way we see in darkness is different than in the light. Because of the way the eye sees light, it is easier to spot things if we use our peripheral vision. If ATC calls out "traffic at 1 o'clock" we'll have an easier time spotting it if we look toward 12 or 2 o'clock. The same thing applies when trying to find that elusive beacon leading your way to the airport. You will usually pick it up if you do not look straight out to where you think the airport might be.

Another thing to consider is that although night flight is not inherently any more dangerous than flying during the day, the risks certainly do go up. If that engine quits and you are going to have to perform a forced, dead-stick landing, it will be difficult, if not impossible, to pick a safe landing spot. I tease my primary students by saying that if you find yourself in that situation, do not turn on the landing light until you are close to the ground. Then, if you don't like what you see when you turn the light on, turn it off.

If you are going to be flying over uninhabited terrain, it might be best to fly IFR (I follow roads). That way if you do have to commit to a forced landing, your chances of a successful landing go way up. I am sure you are also aware that it is much more difficult to recognize deteriorating weather at night, so a proper briefing is always in order prior to flying at night. Please also remember to bring along at least one flashlight with a red, blue, or green lens (two would be better), and make sure the batteries are fresh.

So for those of you with airplanes that are not equipped with an electrical system, although the hours you can fly in a day are reduced as we move into fall, you still have the opportunity to enjoy some of the best skies we can ever have to fly in. For those of you who can continue flying into the dark, this, too, can be enjoyable and rewarding flying. Just be sure that you are current and that your airplane is properly equipped. Here's wishing you tail winds, whether the sky is blue or black.

Doug Stewart is the 2004 National CFI of the Year, a Master Instructor, and a DPE. He operates DSFI Inc. ([www.dsflight.com](http://www.dsflight.com)) based at the Columbia County Airport (1B1).



# An Old Friend Is Back

## Just Like in the Good Old Days

All the Randolph products, all the Randolph colors, all the Randolph quality. An aviation icon is back on the market again... to stay.

**800-362-3490**

Or e-mail us at [info@randolphaircraft.com](mailto:info@randolphaircraft.com)

**Randolph**  
Aircraft Products



## AERO CLASSIC

"COLLECTOR SERIES"

## Vintage Tires

New USA Production

Show off your pride and joy with a fresh set of Vintage Rubber. These newly minted tires are FAA-TSO'd and speed rated to 120 MPH. Some things are better left the way they

were, and in the 40's and 50's, these tires were perfectly in tune to the exciting times in aviation.

Not only do these tires set your vintage plane apart from the rest, but also look exceptional on all General Aviation aircraft. Deep 8/32nd tread depth offers above average tread life and UV treated rubber resists aging.

First impressions last a lifetime, so put these jewels on and bring back the good times.....

New General Aviation Sizes Available:

**500 x 5, 600 x 6, 700 x 8**

**Desser has the largest stock and selection of Vintage and Warbird tires in the world. Contact us with your requirements.**



**DESSER**  
TIRE & RUBBER COMPANY  
In Support Of Aviation Since 1920...



Telephone: 800-247-8473 or 323-721-4900 FAX: 323-721-7888  
6900 Acco St., Montebello, CA 90640  
3400 Chelsea Ave, Memphis, TN 38106  
[www.desser.com](http://www.desser.com)

# PASS IT TO BUCK

E.E. "BUCK" HILBERT

## Prop'er behavior: Part II



Well, since part one I've had more experiences. I was over in Michigan at a fly-in, and a gal named Dorothy had a real neat Meyers OTW with a Kinner on it. No electric starter of course, and I got to prop it. "Switch off!" I yelled, and she gave an affirmative reply. I grabbed that prop and moved it about one blade. The impulse snapped, and it was running! My precaution of always treating a Kinner like it's going to start paid off! Meanwhile Dorothy was screaming in a voice loud enough to hear in heaven, "It's off! It's off!" When I walked around the wing and up to the cockpit it was indeed off. But it was one of those old A-7 switches from 1946 that had an airworthiness directive. They were all supposed to be replaced because they had an internal problem that wiped some of the brass off the contacts and imbedded it in the Bakelite, thereby making constant contact and making it hot anytime it was out of the detent.

Let's skip to 1975 when I had *Mr. Fleet* (the first one). That's the one I sold to Richard Bach to raise the money to build the Swallow. I was up at Oshkosh, and the blasted thing wouldn't start. I had Curt Taylor in the cockpit, and it just wouldn't start! Sure it was cockpit trouble, I ousted Curt and jumped in myself after I recruited Bill Haselton to prop it. Now, Bill overhauled the engine and has as much smarts as anyone who has been around Kinnners as long as he has. We went through the routine, and after about

three tries he hollered, "It must be loaded. Switch off!" I did as he said, and he backed it up a couple of revs and called, "Contact." I replied, "Contact." He grabbed the blade, and it promptly fired backward and busted his hand. It didn't start, and I heard all this cussing and saw him jumping around, so I shut down everything and jumped out to see

If it doesn't  
want to start,  
it's trying to  
tell you something.  
Investigate!

what happened. After a trip to the infirmary and getting him patched up, we opened the cowl. The impulse was just hanging on one mag, and somehow the assembly had slipped and was firing way ahead of proper time. Lesson? If it doesn't want to start, it's trying to tell you something. Investigate!

Then we got the Swallow flying. In an effort to be as authentic as possible, I didn't have an electrical system. I propped it each time I got ready to go, and I always did it myself because I didn't trust anybody else. I tied the tail in most instances and left the fuel off, and I always briefed the person in the seat, whether passenger or pilot, on what to do if something went wrong.

Well, everything was going along real nicely until the day I was flying from Kansas City, where I was to meet some of the KC Antiquers. I was running parallel to a fast-advancing cold front and making terrific ground speeds when I realized the rain and thunderstorms had cut me off from my destination, which was actually Gardner, Kansas. I elected to land at Paoli, Kansas, about 10 minutes ahead of the weather. The place was deserted—not a soul around and the office was locked up. I found one T-hanger (no doors) open, so I decided to taxi over there and stuff the Swallow in it. I was alone, but I'd been through this many times. All went well and she started up beautifully. I jumped into the Swallow and taxied to the hangar. As I swung the tail around toward the hangar, the left brake pedal let go! It broke right off at the master cylinder and gouged the heck out of my angle bone to boot. I had given one good blast of the engine to get the tail around, and that momentum carried me right into a barbed wire fence. The big Ham Standard wrapped itself in barbed wire and pulled fence staples like crazy! I cut the switch. My ankle was hurting, and the storm was coming, *fast*.

I jumped out, started to unravel barbed wire from the prop, tried to get the Swallow up the incline into the hangar, and couldn't seem to accomplish either one as the hail balls started beating me about the shoulders and bouncing off the fabric. It rained and hailed and blew like the dickens, but the barbed wire

held and the Swallow rode it out pretty well. As it lessened up some, I dashed out into the highway in front off the airport and tried to flag down a passing car to get help. I can just imagine the feeling the drivers had as they saw this soaking wet character with helmet and goggles, dressed in a 1920s flying suit, trying to stop their car, especially, as I learned later, since there is an insane asylum just down the road a ways, and there are signs posted against picking up hitchhikers. Thoroughly wet and defeated, I went back to my Swallow.

The storm had all but quit. There was a fine misty rain falling now, and I was wet anyway, so I got to work with side cutters and a two-by-four and whatever else I could find lying around. I untangled the barbed wire and levered the Swallow out of the fence, one wheel at a time, with the two-by-four. I finally got it up the incline and straightened around so I could prop it and continue on toward Gardner. My ankle hurt, and I hurt—because I had hurt the airplane. I was mad and disgusted. I started propping.

No go.

Shutting the Swallow down with the switch and not the mixture like usual had loaded it up. I must have unwound it and rewound it 10 times, and it still wouldn't start. I walked back to the cockpit and nudged the throttle a little. On the next pull it started, went to about 1100 rpm, and almost ran me down as I dropped to the ground and let the wing pass over me. Then the chase began. It was moving at a fast walk, and I realized I couldn't get up on the wing and into the cockpit to close the throttle before we came to the end of the row of hangars. I grabbed the wing strut and sort of veered it around the corner of the hangars and headed it out toward the open field. It was gaining on me! I finally got up on the wing, threw myself into the cockpit, and closed the throttle.

I sat there trying to gather my marbles and "believe you me," as Nick Rezich used to say, I'd have

given up old biplanes had there been another way to get home.

To shorten the story somewhat, I did strap in, take off, and fly on to Gardner, where, after landing in standing water a couple of inches deep, Kelly Viets and the boys helped me install a new master cylinder, tended my gored ankle bone, fed me, and nursed me back into a better frame of mind.

Now we're here at the Funny Farm. Swallow again. Nice brisk morning. I was about to leave for a flight over to Niles, Michigan. My destination was Jack Knight's hometown of Buchanan, Michigan. The folklore hero of the airmail days was being recognized by the hometown at last, and they were about to dedicate a chapel in his honor. My Swallow would pay its respects to the man who proved the mail could be carried by air. Tail tied, everything went great. Carb heat on and mix rich; it started with ease. I let it sit and idle and warm up while I suited up, climbed into the cockpit, and got all buckled up and ready to go. Yes, I did untie the tail rope. I opened the throttle. It barked once and quit! Dagnabbit! I unbuckled and, fully suited up, started the procedure again. It was loaded, so I nudged the throttle (again?). Well, this story is getting to be repetitious; it chased me all around the Funny Farm when it did start. Lesson? Get an electrical system and a starter installed, ASAP. It was and is still installed, and that took care of that. I never propped it again.

What brought all the incidents and thoughts to mind was a conversation with Ben Owen at EAA. A fella had just called him and asked him what to do, because the FBO had expressly forbidden him to prop his airplane on the airport. Even though he tied the tail and all that, the FBO was not about to allow hand-propping on his airport. I don't know what that fella is going to do to alleviate the situation, but I do know I recited all the things I knew on how to accomplish a safe and sane prop job. Ben suggested I write them down. I said I would, but that writing

## Flight Control Cables

Custom Manufactured!



Each Cable is Proof Load Tested and Prestretched for Stability

- \*Quick Delivery
- \*Reasonable Prices
- \*Certification to MIL-T-6117 & MIL-C-5688A
- \*1/16" to 1/4"
- \*Certified Bulk Cable and Fittings are Available

**McFarlane**

Aviation Products

McFarlane Aviation, Inc.

696 E. 1700 Road  
Baldwin City, KS 66006  
800-544-8594

Fax 785-594-3922

www.mcfarlane-aviation.com  
sales@mcfarlane-aviation.com



it down still doesn't get around the FARs, and most insurance policy clauses say hand-propping can only be accomplished with a qualified person at the controls. Despite the fact that the tail is tied and that you can't find a qualified person to twirl the prop or sit in the cockpit, you just ain't legal, according to the FARs, and your insurance is no good! What are you gonna do? I really haven't the answer, but I usually do get someone into the cockpit where I can show them the switch, the throttle, the mix, and the fuel, and drill them as to what to expect and what to do if you-know-what happens. It makes him or her as qualified as you can get and should satisfy the rulebook, so go ahead and prop your airplane. If perchance you are alone and if perchance you lose your cool, count to 10 slowly and take every precaution possible to ensure a safe, sane operation.

*Buck*

# VINTAGE AIRCRAFT ASSOCIATION

## OFFICERS

President  
Geoff Robison  
1521 E. MacGregor Dr.  
New Haven, IN 46774  
260-493-4724  
chief7025@aol.com

Secretary  
Steve Nesse  
2009 Highland Ave.  
Albert Lea, MN 56007  
507-373-1674  
stnes@deskmedia.com

Vice-President  
George Daubner  
2448 Lough Lane  
Hartford, WI 53027  
262-673-5885  
vaaflyboy@msn.com

Treasurer  
Charles W. Harris  
7215 East 46th St.  
Tulsa, OK 74147  
918-622-8400  
cwh@hvsu.com

## DIRECTORS

Steve Bender  
85 Brush Hill Road  
Sherborn, MA 01770  
508-653-7557  
sst10@comcast.net

David Bennett  
P.O. Box 1188  
Roseville, CA 95678  
916-645-8370  
antiquier@inreach.com

John Berendt  
7645 Echo Point Rd.  
Cannon Falls, MN 55009  
507-263-2414  
mjbfcld@connect.com

Robert C. "Bob" Brauer  
9345 S. Hoyne  
Chicago, IL 60620  
773-779-2105  
photopilot@aol.com

Dave Clark  
635 Vestal Lane  
Plainfield, IN 46168  
317-839-4500  
davecpd@quest.net

John S. Copeland  
1A Deacon Street  
Northborough, MA 01532  
508-393-4775  
copeland1@juno.com

Phil Coulson  
28415 Springbrook Dr.  
Lawton, MI 49065  
269-624-6490  
rcoulson516@cs.com

Roger Gomoll  
8891 Airport Rd. Box C2  
Blaine, MN 55449  
763-786-3342  
pledgedrive@msn.com

Dale A. Gustafson  
7724 Shady Hills Dr.  
Indianapolis, IN 46278  
317-293-4430  
dalefaye@msn.com

Jeannie Hill  
P.O. Box 328  
Harvard, IL 60033-0328  
815-943-7205  
dinghao@owc.net

Espe "Butch" Joyce  
704 N. Regional Rd.  
Greensboro, NC 27409  
336-668-3650  
windsock@aol.com

Steve Krog  
1002 Heather Ln.  
Hartford, WI 53027  
262-966-7627  
sskrog@aol.com

Robert D. "Bob" Lumley  
1265 South 124th St.  
Brookfield, WI 53005  
262-782-2633  
lumper@execpc.com

Gene Morris  
5936 Steve Court  
Roanoke, TX 76262  
817-911-9110  
genemorris@charter.net

Dean Richardson  
1429 Kings Lynn Rd  
Stoughton, WI 53589  
608-877-8485  
dar@aprilair.com

S.H. "Wes" Schmid  
2359 Lefebvre Avenue  
Wauwatosa, WI 53213  
414-771-1545  
shschmid@milwpc.com

## DIRECTORS EMERITUS

Gene Chase  
2159 Carlton Rd.  
Oshkosh, WI 54904  
920-231-5002  
GRCHA@charter.net

E.E. "Buck" Hilbert  
P.O. Box 424  
Union, IL 60180  
815-923-4591  
b7ac@mc.net

Ronald C. Fritz  
15401 Sparta Ave.  
Kent City, MI 49330  
616-678-5012  
rfritz@pathwaynet.com

# Membership Services Directory



ENJOY THE MANY BENEFITS OF EAA AND  
THE EAA VINTAGE AIRCRAFT ASSOCIATION

EAA Aviation Center, PO Box 3086, Oshkosh WI 54903-3086

Phone (920) 426-4800 Fax (920) 426-4873

Web Site: [www.vintageaircraft.org](http://www.vintageaircraft.org) and [www.airventure.org](http://www.airventure.org) E-Mail: [vintageaircraft@eaa.org](mailto:vintageaircraft@eaa.org)

EAA and Division Membership Services  
800-843-3612 ..... FAX 920-426-6761  
(8:00 AM-7:00 PM Monday-Friday CST)

- New/renew memberships: EAA, Divisions (Vintage Aircraft Association, IAC, Warbirds), National Association of Flight Instructors (NAFI)
- Address changes
- Merchandise sales
- Gift memberships

### Programs and Activities

EAA AirVenture Fax-On-Demand Directory  
..... 732-885-6711  
Auto Fuel STCs ..... 920-426-4843  
Build/restore information ... 920-426-4821  
Chapters: locating/organizing 920-426-4876  
Education ..... 888-322-3229

- EAA Air Academy
- EAA Scholarships

Flight Advisors information. . 920-426-6864  
Flight Instructor information 920-426-6801  
Flying Start Program ..... 920-426-6847  
Library Services/Research. . . 920-426-4848  
Medical Questions ..... 920-426-6112  
Technical Counselors. . . . . 920-426-6864  
Young Eagles ..... 877-806-8902

### Benefits

AUA Vintage Insurance Plan . 800-727-3823  
EAA Aircraft Insurance Plan . 866-647-4322  
Term Life and Accidental. . . 800-241-6103  
Death Insurance (Harvey Watt & Company)  
Editorial ..... 920-426-4825  
Vintage ..... FAX 920-426-6865

- Submitting article/photo
- Advertising information

### EAA Aviation Foundation

Artifact Donations ..... 920-426-4877  
Financial Support ..... 800-236-1025

## MEMBERSHIP INFORMATION

### EAA

Membership in the Experimental Aircraft Association, Inc. is \$40 for one year, including 12 issues of **SPORT AVIATION**. Family membership is an additional \$10 annually. Junior Membership (under 19 years of age) is available at \$23 annually. All major credit cards accepted for membership. (Add \$16 for Foreign Postage.)

### EAA SPORT PILOT

Current EAA members may add **EAA SPORT PILOT** magazine for an additional \$20 per year.

EAA Membership and **EAA SPORT PILOT** magazine is available for \$40 per year (**SPORT AVIATION** magazine not included). (Add \$16 for Foreign Postage.)

### VINTAGE AIRCRAFT ASSOCIATION

Current EAA members may join the Vintage Aircraft Association and receive **VINTAGE AIRPLANE** magazine for an additional \$36 per year.

EAA Membership, **VINTAGE AIRPLANE** magazine and one year membership in the EAA Vintage Aircraft Association is available for \$46 per year (**SPORT AVIATION** magazine not included). (Add \$7 for Foreign Postage.)

### IAC

Current EAA members may join the International Aerobatic Club, Inc. Division and receive **SPORT AEROBATICS** magazine for an additional \$45 per year.

EAA Membership, **SPORT AEROBATICS** magazine and one year membership in the IAC Division is available for \$55 per year (**SPORT AVIATION** magazine not included). (Add \$15 for Foreign Postage.)

### WARBIRDS

Current EAA members may join the EAA Warbirds of America Division and receive **WARBIRDS** magazine for an additional \$40 per year.

EAA Membership, **WARBIRDS** magazine and one year membership in the Warbirds Division is available for \$50 per year (**SPORT AVIATION** magazine not included). (Add \$7 for Foreign Postage.)

### FOREIGN MEMBERSHIPS

Please submit your remittance with a check or draft drawn on a United States bank payable in United States dollars. Add required Foreign Postage amount for each membership.

Membership dues to EAA and its divisions are not tax deductible as charitable contributions

Copyright ©2005 by the EAA Vintage Aircraft Association  
All rights reserved.

VINTAGE AIRPLANE (USPS 062-750; ISSN 0091-6943) is published and owned exclusively by the EAA Vintage Aircraft Association of the Experimental Aircraft Association and is published monthly at EAA Aviation Center, 3000 Poberezny Rd., PO Box 3086, Oshkosh, Wisconsin 54903-3086, e-mail: [vintageaircraft@eaa.org](mailto:vintageaircraft@eaa.org). Periodicals Postage paid at Oshkosh, Wisconsin 54901 and at additional mailing offices. POSTMASTER: Send address changes to Vintage Airplane, PO Box 3086, Oshkosh, WI 54903-3086. PM 40032445 Return undeliverable Canadian addresses to World Distribution Services, Station A, PO Box 54, Windsor, ON N9A 6J5, e-mail: [cpcreturns@wdsdmail.com](mailto:cpcreturns@wdsdmail.com). FOREIGN AND APO ADDRESSES — Please allow at least two months for delivery of VINTAGE AIRPLANE to foreign and APO addresses via surface mail. ADVERTISING — Vintage Aircraft Association does not guarantee or endorse any product offered through the advertising. We invite constructive criticism and welcome any report of inferior merchandise obtained through our advertising so that corrective measures can be taken.

EDITORIAL POLICY: Readers are encouraged to submit stories and photographs. Policy opinions expressed in articles are solely those of the authors. Responsibility for accuracy in reporting rests entirely with the contributor. No remuneration is made. Material should be sent to: Editor, VINTAGE AIRPLANE, PO Box 3086, Oshkosh, WI 54903-3086. Phone 920-426-4800.

EAA® and EAA SPORT AVIATION®, the EAA Logo® and Aeronautica™ are registered trademarks, trademarks, and service marks of the Experimental Aircraft Association, Inc. The use of these trademarks and service marks without the permission of the Experimental Aircraft Association, Inc. is strictly prohibited.

E A A M E M B E R S

# \$ave Cash!

on your next vehicle purchase

"Great Program! I bought a Ford at a great price, no sales games. Keep up the good work EAA!  
L.B., EAA Member, Florida



2006 Ford Fusion



2006 Lincoln Zephyr



2006 Mercury Milan

## partner recognition VEHICLE PURCHASE PLAN



EAA members **SAVE HUNDREDS, EVEN THOUSANDS OF DOLLARS** on your next vehicle purchase.

Ford Motor Company, in association with EAA, is proud to offer their members the opportunity to save on the purchase or lease from one of their family of brands - Ford, Lincoln, Mercury, Mazda, Volvo, Land Rover and Jaguar vehicles. In more ways than one, it pays to be an EAA member. Take advantage of the Ford Partner Recognition Vehicle Purchase Plan. The simple way to save money on your next vehicle purchase.

Get your personal identification number (PIN) from the EAA website ([www.eaa.org](http://www.eaa.org)) by clicking on the EAA/Ford Program logo. You must be an EAA Member for 1 year to be eligible. This offer is available to residents of the United States and Canada.

Certain restrictions apply. Available at participating dealers. Please refer to [www.eaa.org](http://www.eaa.org) or call 800-843-3612.

**VOLVO**

 **mazda**

  
**LINCOLN**



  
**MERCURY**

  
**JAGUAR**

  
**LAND-ROVER**

