

# THE VINTAGE AIRPLANE

MARCH 1985





# STRAIGHT AND LEVEL



*By Bob Lickteig  
President  
Antique/Classic Division*

With this issue, **THE VINTAGE AIRPLANE** has grown to 32 pages and the back cover is now in color. We are moving ahead and we congratulate the editorial staff for their continued fine efforts on the magazine.

With our 15th anniversary year celebration continuing, we once again are making plans to be a major sponsor of the EAA Air Academy '85. The first year, 1984, was a success with 30 students from across the country and three foreign lands. Our goal is 50+ boys and girls 15 to 17 years old for our EAA Air Academy Class of '85.

One of the goals of our EAA Antique/Classic Division is to expose and encourage young people to get into aviation. We as an organization have been complimented on our efforts of the past and our continuing youth programs nationwide. We are all proud of our results to date. However, as the old saying goes — charity starts at home. We should all have a personal goal to encourage and expose young people to aviation at our home field on a one-to-one basis.

When each of us rolls out the old bird, why don't we look around — check

the fence, the parked cars, the side of the hangar. More often than not we'll see a young person standing there. He or she will look to be anywhere from 12 to 18 years old, of average build, and probably attends a junior or senior high school. This clean and bright-eyed youngster won't necessarily look like the local high school fullback. He or she may have tried out for high school sports and found they were too small or light weight. They probably build model planes as a spare time activity — and now they're saving their money for radio control gear. Their interest and dreams are in the sky or they wouldn't be at the airport.

This same youngster has probably seen you roll out the old bird a dozen times and may have offered to help you gas it at the pump — even held the hose when you were topping off the tank. He may have asked you questions about your beautiful flying machine and then backed up. But he's there, and he knows your big round engine coughs, belches smoke and then barks to life at your command. He knows more than you think.

In their dreams, these "airport kids" know what it must feel like to push in the throttle on that monster — the surge of power, the noise and lift-off from the runway or the grass strip and the climb

into the noisy, shaky freedom of flight. They know just when you'll adjust the power and prop and turn out of traffic. After all, they've witnessed it 100 times and, of course, they know that you have an empty cockpit or an empty right or rear seat in the cabin. They must think, what a waste!

So why don't we each pledge to look and find that young person, introduce ourselves, and ask if he or she would like to see the grand old bird inside and out, and if he has any questions. Then why not volunteer to talk about what makes it fly and explain the difference in old aircraft compared with modern types. And best of all, ask if he or she would like to go around the patch with you. Oh yes, he's seen a Tomahawk and a C-150 and someone told him it would cost \$3,000 to \$4,000 to get a private license. To him that's the same impossible figure the government would like to find to balance the federal budget.

Oh yes, about the trip around the patch, he'll probably beat you to the front hole or the right seat after you ask him. Let him feel the bird and make a few turns. His eyes will be the same size as the wheels on Lindbergh's "Ryan", and I can assure you that you will enjoy it as much as your new recruit.

The next weekend you plan to go to a local area flight breakfast or fly-in, why not ask if he would like to ride along. Again, you won't have to ask twice. And why not ask him to attend the next chapter meeting — don't be surprised if he brings along one or two of his latest models and one of them will be your grand old bird.

So what have we done . . . we've exposed a young person to aviation who may never have had an opportunity. We have climaxed that dream, so what will happen next! He or she will be back, trying to help and asking more questions, and you'll have an opportunity to discuss learning to fly. You'll be able to explain that he or she can learn to fly and can get a license with a part-time job if there's no other way, and that's usually the best way. And as this youth gets more involved with aviation, don't be surprised if you're asked for a ride to Oshkosh because his or her last birthday present was a membership in the EAA. Now we have not only helped the future of general aviation and our great antique and classic movement, but you can have your own Class of '85. ●



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**FRONT COVER** . . . Ken Flaglor flying his Grand Champion replica Gee Bee Model Y "Senior Sportster". See story on page 6.

(Photo by Ted Koston)

**BACK COVER** . . . Beautiful customized Stearman PT-13, N450UR owned by Louis and John Nalbhone, Jr., Dunkirk, NY. See story on page 22.

(Photo by Dick Stouffer)



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Compiled by Gene Chase

## WW I AIRCRAFT PLANS AND PHOTOS

We have learned of a source of factory construction drawings and photos of World War I Austrian aircraft. Arge Phönix, a group of aircraft rebuilders and restorers in Vienna, Austria is making these items available. They have obtained some 20,000 drawings . . . a partial list of types includes 22 different aircraft from the k.u.k. Austrian Army in WW I.

To date the group has restored an Etrich-Taube and an Albatros B 1 and they are building from scratch a Phönix D1 and a Taube. Some of the other planes for which they have drawings are: Hansa-Brandenburg C 1, Oeffag C 1, Lohner AD, Fokker D III, Uffag C 1, Aviatik B III, etc.

Information packets are available, containing photos, 1:72 scale drawings and a listing of the aircraft drawings.

The cost for a complete set of construction drawings and photos depends on the number of original sheets involved. An example is the Albatros D III with 80 original drawings from which 600 sheets are copies, 26 x 36 cm in size, at a charge of \$300 U.S. dollars.

For more information contact:

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## HELP IS NEEDED TO LOCATE MISSING PROPELLER

Henry Proescher (EAA 14701, A/C 1367) 4613 Twain Lane, Virginia Beach, Virginia 23455 volunteered several years ago to rebuild the EAA Aviation Foundation's Art Chester "Jeep" NR12930 racing aircraft to its 1937 configuration. (See **Golden Age of Air Racing**, Vol. 2, page 347.) He has heard many rumors about the original propeller for this plane being seen in a bar somewhere in Florida. Anyone having knowledge of this is asked to contact either Henry Proescher at the above address or Foundation Director, Ralph Bufano, at EAA Headquarters, telephone 414/426-4800.

Because of Henry's own heavy workload, progress on the Jeep is slow but steady. The original drawings reportedly were done on paper bags and on hangar floors so no drawings have been available for the project. He has been working mainly from photos.

The following has been accomplished so far:

**Drawings** — these are being made of the structure and all parts . . . 60% complete.

**Wings** — working on spars and ribs — some fittings are made . . . 40% complete.

**Fuselage** — new forward section and firewall area has been mated to the original rear fuselage section. Various fittings have been made . . . 50% complete.

**Landing gear** — drawings for the gear are being worked on now. Henry will need help in "bending" the gear.

A Menasco engine was located and donated to the project by members of EAA Chapter 57 in Billings, Montana in 1981. Any input which would help to complete the restoration of this beautiful little racer would be greatly appreciated.

## ATTENTION PRIMARY AND BASIC TRAINERS, LIAISON AND OBSER- VATION AIRCRAFT

All Primary and Basic Trainers, Liaison and Observation aircraft will be flying in the Saturday, Sunday and Tuesday Warbird portions of the Oshkosh '85 air shows with other Warbird participants. Anyone interested in participating in one or more of these shows should call Mike Weinfurter before 10 May 1985. Especially needed are Stin-

son L-5s in the litter carrying configuration.

All participants will have to meet the requirements set by EAA and Warbirds of America in order to fly during the air show waiver times. One requirement is that the airplane be in military colors and paint scheme of some country. Foreign aircraft (Moths, Buckers, Austers, etc.) are welcome and invited. If interested, please write or call Mike at 908-1/2 Terrace Avenue, Marinette, WI 54143, 715/732-2206 (home) or 715/735-6621, ext. 482 (work.)

## EAA LIBRARY

The EAA Library now has a video disc information system. This consists of a laser disc player, a television monitor and video disc software. Each disc contains 100,000 individually accessible images. Two discs are currently available for use in the library and a third is on order.

These discs are from the National Air and Space Museum. Disc 1 contains 100,000 photographs of U.S. and foreign aircraft arranged by manufacturer. For example, there are over 900 photographs covering Wacos. Disc 2 contains images of major aviation personalities (over 400 of Lindbergh), and Disc 3, on order, will contain the U.S. Air Force still photo collection.

Staff and users of the library will have visual access to 300,000 photographs from the NASM archives. Copies of these photos can be ordered from the Smithsonian's Office of Photographic Services. This system is a great method of aircraft recognition, an efficient tool for studying the development of aircraft and for doing comparative studies. Eventually, a video printer will allow in-house reproduction of the images. ●



Photo by Jim Koepnick, EAA Staff Photographer

Dennis Parks operates the EAA Library's video disc information system. Dennis' one year sabbatical from Purdue University ended on 12/31/84 but he will make monthly trips from his home in Lafayette, IN to Oshkosh, WI to continue his work of setting up the library system.



Flight, January 2nd, 1909.

# Flight

A Journal devoted to the Interests, Practice, and Progress of  
Aerial Locomotion and Transport.

## VINTAGE LITERATURE

By Dennis Parks

Last year **FLIGHT INTERNATIONAL** celebrated its 75th anniversary. First published in January 1909, **FLIGHT** is not only the world's first aeronautical weekly, but the oldest trade aviation journal in existence. As such, its nearly 4,000 issues constitute the most complete journalistic account of aviation history.

**FLIGHT** is an outgrowth of the **AUTOMOTOR JOURNAL**. It had been covering aeronautics since at least February 1902 when it reprinted a 4,000 word paper by Wilbur Wright on glider experiments. In January, 1906 the **AUTOMOTOR JOURNAL** recognized the Wright Brothers accomplishment of powered flight. This was nearly a year before the **SCIENTIFIC AMERICAN's** recognition.

Starting with the November 5, 1908 issue the **AUTOMOTOR JOURNAL** published a separate section on aeronautics entitled, "Flight". In December, 1908, J.T.C. Moore-Brabazon, pioneer British aviator, wrote a letter to the editor of **AUTOMOTOR** stating that in regard to its coverage of the "Conquest of the Air," that it should change its title "so as to show you recognized the movement and are alive to it." **AUTOMOTOR** did better than that, for on January 2, 1909 it started publishing **FLIGHT** as a separate journal and the front piece had a picture of Mr. Moore-Brabazon flying his Voisin.

As Mr. Moore-Brabazon was only the second Englishman to fly and the channel had not yet been crossed, the appearance of a British aeronautical journal appeared a bit premature. However, the founder of the journal, Stanley Spooner, said in his first editorial that they, as an offspring, were just carrying on a tradition started by the **AUTOMOTOR JOURNAL**.

The scope of the new journal was to be broad in nature. The first editorial stated "Anything which tends towards progress in aerial navigation . . . essentially comes within our immediate purview." Spooner stated, "The flying world

is about to grow up; we are preparing to grow with it."

Through the years **FLIGHT** has chronicled the events of aeronautics — the records, the races, the aero meets, the trade shows, new aircraft, technical developments, private flight, flying clubs, airports, military aviation, commercial aviation, etc. So extensive has been its coverage that **FLIGHT** has covered and reported virtually the whole of aviation history. By 1910 its annual output was over 1,000 editorial pages and in 1919 it produced 1,670 pages. To increase its contribution to aviation historical research, it also produced an annual index for many years.

Another useful feature of **FLIGHT** was its "Diary of events." This included air displays, flying club meetings, aero shows, races, and even lectures before the Royal Aeronautical Society. This feature provides quite a detailed chronology of aviation in Europe.

**FLIGHT** has always taken an interest in the personalities of aviation. Examples are the March 6 and 13, 1909 articles on the Wright Brothers. The series was called "The Human Side of Flying" and was listed as being "An attempt to introduce the reader to Messrs. Orville and Wilbur Wright." The author, Mr. Buist, had the privilege of observing the Wrights at Pau France as a guest of Mr. Rolls.

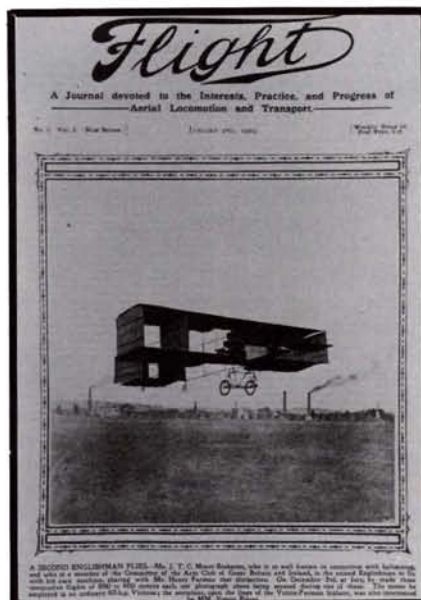
Among the most notable of **FLIGHT's** contributions to aviation literature were its photography and graphics. **FLIGHT** had its own staff photographer since 1913 when John Yoxall joined the staff. After his service in the war he pioneered air-to-air photography. An early example of his work is the air-to-air shot of A.V. Roe looping an Avro 504 at Hunslow published in the May 22, 1919 issue.

From the earliest issues **FLIGHT** made fine use of graphics including full page, 3-view drawings and detailed views of cockpits and components, but it is the large 2-page cut-away drawings that proved their excellence. These fine

drawings continue today to be a feature of **FLIGHT**. The first cut-away was by Max Millar of a D. H. Puss Moth and appeared in the December 15, 1932 issue. Examples of many of these fine drawings have appeared in many books.

**FLIGHT** has made an enormous contribution to aviation literature and continues to do so today. Note must also be made to a companion volume published since 1973. This is **AEROPLANE MONTHLY** and it provides in-depth articles on aviation history.

The EAA Library holds a nearly complete collection of **FLIGHT** beginning with Vol. 1, No. 1, January 2, 1909. ●



Frontpiece of first issue. January 2, 1909.





Ken flies his Grand Champion Replica Gee Bee Model Y over lush Wisconsin farm land.

## GEE BEE MODEL Y SENIOR SPORTSTER

*By Gene Chase*  
(Photos by Ted Koston,  
except as noted)

To many, the words "Gee Bee" and "Granville Brothers" conjure up visions of fast racing planes from the 1930s. It's true that Granville Brothers Aircraft, Inc. of Springfield, Massachusetts produced a stable of thoroughbred racing aircraft, but they also turned out some handsome sport planes during that period. Except for a canard design and the Gee Bee Model A, a two-place side-by-side biplane built in 1930, the others were low wing, high performance craft which attracted crowds wherever they appeared.

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Two of those were the Gee Bee Model Y "Senior Sportsters", two-place, open cockpit beauties powered with various engines ranging from 215 to 440 hp. Although the series of Gee Bee "Sportsters" were built with the sportsman pilot in mind, they were frequently raced and they consistently finished in the money. The nimble performance of these aircraft made them favorites with pilots who were fortunate enough to fly them.

Modelers of the day were also impressed with Gee Bee aircraft and built many static and flying versions. One of these was Ken Flaglor who later would learn to fly and become widely known in homebuilt circles for his nifty little Flaglor "Skooter" — a single-place, VW

powered high wing monoplane built in 1967. Ken and his Skooter were seen regularly at EAA Conventions in Rockford, IL.

Back to Ken's flying career which isn't exactly "run of the mill", he learned to fly in gliders in 1948 then checked out in powered aircraft. In time he purchased a glider, a Waco UPF-7 tow plane, and became a flight examiner.

In 1955 he wrecked the Waco while towing a glider, and destroyed the airplane. Luckily, he suffered only a sprained ankle in the crash. Ken's family and flying friends, including the local FAA people were very sympathetic toward his misfortune. When he found a Fleet 16-B to replace the Waco, they gave him a great deal of encourage-



ment and cooperation in modifying the Fleet for use as a tow plane. A major change was the installation of a 220 Continental engine.

This plane was called the Flaglor High Tow (Ken's brother and an FAA inspector named it). Ken recalls it fondly as a superb tow plane capable of pulling a glider to 2,000 a.g.l. in two minutes. At the EAA Convention in 1957 at Milwaukee's Curtiss Wright Airport (now Timmerman Field), Ken received the Best Workmanship Award for his High Tow. Incidentally, this plane is still active on Long Island, New York.

His next project was the installation of two go-cart engines on a Cherokee glider which he built himself. Next came the previously mentioned Flaglor Skooter followed by a Monnett Sonerai II.

After finishing the Sonerai and flying it for awhile he began thinking seriously about another project. He decided it had to be challenging, unconventional and very good looking. Other requirements were a plane that would be nice to handle, fun to fly, and most important of all, able to carry at least one passenger so he could share it with others. He's not sure he attained all those goals, but more about that later.

Over the years from his early days of building models he frequently thought about Gee Bees and especially the Model Y. In 1976 he committed himself to building a replica of this plane.

As he suspected, he found little available data. He determined that most drawings of the Model Y contained serious errors because the draftsmen didn't have much to go on. He found that working with photos was very helpful even though few of those were available.

In talking with Bill Turner whose replica Gee Bee Model Z was being built in Ed Marquart's shop, Ken learned of



Photo by Jack McCarthy

**Ken taxis back after flying in the Oshkosh '84 Parade of Flight.**

the American Air Racing Society and their collection of available drawings. Ken joined the A.A.R.S. and ordered a set of drawings showing the basic structure and a 3-view of the single place Gee Bee Model D. This plane was certificated and accurate plans were available. (Membership in the A.A.R.S. is \$10.00 per year. This includes a quarterly newsletter edited by the president of the Association, Rudy Profant, 4060 W. 158th Street, Cleveland, OH 44135.)

The Model Y was a 20-25% enlargement of the Model D and Ken was able to lay out the structure for his replica from the plans of the smaller plane, using the same truss design. Although he didn't intend to do aerobatics he wanted it to be reasonably strong so he stressed the airframe for 6 g's at 2,200

pounds. This figure is reduced to 4.8 g's at the plane's full gross weight of 2,500 pounds.

The all wood wings are built exactly as those on the Model D, except for lengthening them five feet to a 30' span. He also utilized the same M-6 airfoil. Being tapered in both thickness and planform, the wings weren't easy to build. During their construction Ken made a trip to the EAA Museum (then in Hales Corners) to look at the right wing panel for the Gee Bee Model E Sportster, NC72V, which was on display. This wing was still 90% covered, but where fabric had previously been removed, the structure was easily seen. Ken took measurements and photos and became more inspired than ever by the wing's beautiful elliptical shape, which is the same as the Y's.

Ken strived for authenticity throughout the project, even to such details as the wooden knobs on the throttle, propeller and mixture controls; and using old-fashioned varnish rather than the modern polyurethane type so the wood would stand out more.

He duplicated the Gee Bee logo on the rudder pedals per the Model D drawings and even had some belt buckles made containing the logo. Those he gave to friends who helped on the project.

The Lycoming emblems on the engine cowl are exact reproductions of the original by a man in Idaho. Ken spent nearly six months tracking these down.

Three windshields were made — one for the front cockpit and two for the rear. One of the latter is a long "racing" windshield which is installed only when the front cockpit cover is in place.

Ken's Gee Bee has a full electrical system including the inertia starter. It is 17 pounds heavier than the direct drive

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**Ken Flaglor strikes a nonchalant pose beside his pride and joy. The Gee Bee is big, with an empty weight of 1,792 lbs. The streamline wires alone weigh 32 lbs.!**





Photos by Ken Flaglor

Two views of the Gee Bee prior to covering. Note battery box in aft fuselage.



unit but the sound it makes when winding up is worth the weight penalty. This along with the considerable weight of the 300 hp Lycoming engine and Hamilton Standard 2B2O-9 constant speed propeller, a lot of weight was up forward.

Anticipating c.g. problems, Ken placed the battery in the aft fuselage, and still had to add lead to bring the total added weight in the tail to 48 pounds to stay within c.g. limits. Ken says even this feature is authentic because 50 pounds of lead had to be added to the tail of one of the original Super Sportsters when the original 215 Lycoming engine was replaced with a 440 hp Wright.

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While the rear cockpit has a full set of standard instruments, the front panel contains an attractive grouping of only three; airspeed, altimeter and rate-of-climb. The fact that Ken is a romanticist is confirmed by a verse inscribed on both the front and rear instrument panels. Taken from a calendar photo of a sailplane soaring over the Western plains, it reads "Paradise is a personal thing" by Richard Bach.

A variety of engine and cowling combinations were used on the original Gee Bees and the one Ken liked best was the version with the bump cowl. To make a pattern he borrowed a Stinson SR-5 bump cowl from his friend and fellow EAA member, Tom Rench of

Racine, Wisconsin. Another friend, Al Abraham (EAA 115244) of Wheeling, IL is a master at working with fiberglass and Ken credits him with the super job on the cowling, fairings and wheel pants.

They decided to make Ken's cowling in three pieces and selected the best section of the Stinson cowl from which to make a pattern. Unfortunately when expanding this section into a whole, the measurements didn't work out and the cowl wouldn't fit Ken's engine. So it was back to square one and another cowling had to be made.

Ken designed the teardrop shape of the wheel pants to be 100% symmetrical so only one mold had to be made. This saved considerable effort on this part of the project.

The fuselage/wing root fairings were made rather heavy, but the fairings on the fuselage sides were made quite light making them look very much like metal when painted.

Ken used the Stits process in finishing his Gee Bee to assure the same color on fabric, metal and fiberglass. The Stits Polytone colors are Tucson Cream and Madrid Red, the same as on the original Model Y flown by Art Knapp.

The Granvilles built two Model Y Senior Sportsters in 1931, the first one for the Tate family of Springfield, Massachusetts. Well-known aviatrix Maude Tate flew it in a number of races. The second Y was built for the Cord Company as a test bed for the 215 hp Lycoming engine. It had a smooth NACA cowl.

Cord eventually sold the plane to Art Knapp who installed a 440 hp Wright for racing. He also added fabric to cover the landing gear vees, installed more fairings and generally "cleaned up" the plane. He also installed a bump cowl. Ken thought this version of the Model Y looked extremely sexy and chose it to replicate, except for the fabric covered landing gear vees.

Except for the detail lettering on the plane which was done by a professional sign painter, and the fiberglass work, Ken built it all himself. He did the welding, woodwork, sheet metal work, covering and doping and is pleased with the results even though he claims he's not good at any one of those jobs. A lot of people would argue with him on that point!

Ken definitely attained most of his goals in the creation of this handsome aircraft . . . with the possible exception of the machine being "nice to handle and fun to fly". He is quick to praise the Gee Bee for its flight characteristics, but admits it's a handful when landing on hard surface runways.

Ken built his Gee Bee at his home in Northbrook, Illinois and first took it the 37 miles to the airport at Kenosha, Wis-





Photo by Gene Chase

Aviation artist Kristin Hill mixes colors before committing the Gee Bee to canvas at Oshkosh '84.



The aileron mass balance is visible in this view.



Front cockpit instruments.

consin for pre-assembly and rigging in August, 1982. It was then returned to his home for covering and finishing. It was taken back to the airport for final assembly in May 1984. This took place in a hangar built by himself and other Chicago area EAAers who had lost their local flying field to urban development. The first flight was two months later on the 4th of July.

That first flight lasted 45 minutes and was uneventful except for the excitement of the occasion. The plane was a little left wing heavy which was later corrected by re-adjusting the tension on the landing and flying wires.

On the second flight it became obvious that a landing gear problem existed. On the third flight, Ken groundlooped the Gee Bee and nearly lost it. It was determined that when the wires were adjusted to correct the wing heaviness, the landing gear became twisted. (The flying wires are tied into the landing gear struts.) Also the gear was slightly bent during the groundloop. Ken repaired and straightened the landing gear before the fourth flight.

Other problems in those first few flights were caused by the lack of rebound dampening in the landing gear oleo shock struts. Ken found those units at nearby B&F Aircraft Supply. They were surplus Waco CG-4A tailwheel oleos, utilizing both oil and coil springs for absorbing landing loads. The rated weight of these units (1,100 pounds each) was ok, but on touch down the Gee Bee bounced back into the air making Ken feel like he was on a pogo stick. He finally determined he could handle that built-in characteristic by making power on, tailwheel low wheel landings. After Oshkosh '84 he replaced the Waco struts with MacPherson automotive shocks. This tamed the landing problem 100%.

While studying the factory 3-view drawings of the Gee Bee Model D, Ken wondered about the 5 degrees positive incidence in the wing. He considered building in a lesser amount on his replica but did decide to follow the plans. Now he's glad because at cruise speeds over 120 mph the plane flies level and he can see over the nose. At slower speeds it is considerably more blind than he anticipated.

One day at Oshkosh '84, Ken was asked to bring his Gee Bee to the Interview Circle. While taxiing into position he heard Steve Wittman who was being interviewed over the PA system say, "My gosh, look at the angle of attack on that airplane!" The Model Y sits at 16 degrees on the ground and with its 5 degree incidence the angle of attack in the 3-point attitude is a mighty 21 degrees!

The combination of a high angle of attack and 5 degrees of dihedral results in some interesting landing approaches





The rear cockpit instrument panel. Electrical panel is at right. Both cockpits are easily accessible through downward opening doors on left side.

during gusty and/or crosswind conditions, with the plane being tossed around like a much lighter machine.

Like most taildraggers the Gee Bee prefers grass to hard surface runways. But on any surface, take-offs are quite normal. With the full swivel tailwheel in the locked position, full throttle, and stick neutral the tail comes up by itself and the plane flies off easily. The take-off roll is very short and there are no torque or propeller effect problems. It's a straight forward airplane.

Reducing the climb power, about 285 hp at 2,200 rpm, it climbs steadily at 2,500 fpm in hot weather and 2,850 fpm in 40 degree air or less.

In the air, the ailerons are much lighter than Ken anticipated. He built them like the originals except for adding external mass balancing (like the Navion) for insurance against flutter. It's a "rudder" airplane and rudder control is excellent. The elevators are not balanced and they get quite heavy during maneuvering while trimmed for cruise. At normal cruise the plane indicates 140 mph at 22" mp and 1900 rpm (55-60% power). Stall speed is 64 mph indicated.

In retrospect, Ken says he has never been so satisfied and content with an airplane. It flies very well and he is pleased with the reception he and his Gee Bee received at Oshkosh '84 where he received the Grand Champion Replica Award and the Northern Illinois Aero Club trophy for their choice as the best aircraft at the Convention. He was also honored at the National AAA Fly-In at Blakesburg where the Gee Bee was

named Best Civilian Replica, Most Rare Monoplane, Best Workmanship and Greater New York Chapter Choice awards.

Ken regrets not meeting Ed and Bob Granville when they attended EAA Conventions at Oshkosh in years past. He is not "overly forward" and didn't want to infringe on their time, but he would love to have asked them questions about the Model Y.

Ken's fabulous Gee Bee has impressed a lot of people during the 50 hours he has flown it, but none more than those who came up to him at Oshkosh, shook his hand and said, "Thanks for building it. If you hadn't, I would never have seen a Gee Bee!" That's when Ken knew his choice of a replica was a good one.

*Editor's Note:* Ken Flaglor (EAA 3450, A/C 3295) lives at 1550 Sanders Road, Northbrook, IL 60062. He owns his own business, a small company dealing in residential glass work. Ken plans to bring his Gee Bee to Oshkosh '85 but will be there only through the first weekend as the Academy of Model Aeronautics (AMA) has asked him to display his plane at the 1985 National Model Airplane Championships. This meet occurs the same week as the EAA Convention, so Ken will divide his time between the two events. The AMA Nationals will be held at Westover AFB, near Springfield, Massachusetts where the Granville Brothers built their line of Gee Bee aircraft in the 1930s. ●

#### Ken Flaglor's Gee Bee Model Y Replica

Wing Span	30'
Length	21' 6"
Empty Weight	1,792 lbs.
Gross Weight	2,500 lbs.
Engine	Lycoming R-680-13
Horsepower	300
Fuel Capacity	48 gals.
Fuel Consumption	15 gph
Top Speed	175 mph
Cruise Speed	140 mph
Stall Speed	64 mph
Rate of climb	2,500 fpm +



Ken Flaglor paid close attention to detail in building his full-size replica.



# Type Club Activities

Compiled by Gene Chase



The aircraft pictured here is a 1937 Funk Model B, NC 22678, S/N 5, with the original Funk E engine, S/N 6 installed. It is beautifully restored — colors are blue with cream trim. Owned jointly by Gene Ventress of Olathe, Kansas and Tom Higley of Basehor, Kansas, it is flown to every fly-in within their reach.

Note the legend, "Akron Aircraft, Inc." on the fin. This signifies the plane was built in Akron, Ohio before the move to Coffeyville, Kansas and name change to Funk Aircraft Co. which took place in 1941.

The two gentlemen on the bikes are Funk Aircraft Owners Association members Ray Sage (L) and Junior Martin. Their efforts are instrumental in making the annual Funk Fly-In a success at Coffeyville, Kansas.

We regret the inadvertent omission of the Funk Aircraft Owner's Association from the listing of aviation organizations and type clubs in the September 1984 issue of THE VINTAGE AIRPLANE. The missing information is:

## FUNK AIRCRAFT OWNERS ASSOCIATION

G. Dale Beach, Treasurer and Editor  
1621 Dreher Street  
Sacramento, CA 95814  
Newsletter: THE FUNK FLYER  
(10 per year)  
Dues: \$12.00 per year.



The 1985 National Convention of the Ercoupe Owners Club has been set for July 2-4 at Carlsbad, New Mexico. Skip Carden plans to represent the club in the Type Club Tent at Sun 'n Fun '85, March 17-23 at Lakeland, Florida. He looks forward to seeing many club members and anyone else who wants to talk "Ercoupe" with him.

For more information on the club and its activities, contact: Ercoupe Owners Club, Skip Carden, Executive Director, Box 15058, Durham, NC 27704, phone 919/471-9492.

## Super CUB

### SUPER CUB PILOTS ASSOCIATION

The Super Cub Pilots Association celebrated its first anniversary last November and at that time they represented 17% of all Super Cub Owners.

Flying activities planned for this summer include a fly-in in the Idaho Wilderness Area and a tour to Alaska.

The Association's newsletters contain an abundance of information concerning maintenance and operating tips; also special accessories available for Super Cubs.

For information, contact: Jim Richmond, Super Cub Pilots Association, P.O. Box 9823, Yakima, WA 98909.

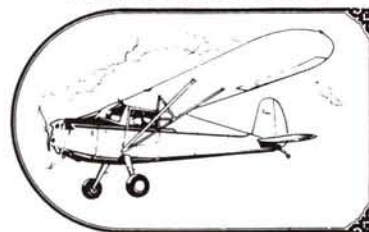


Production drawings of the Bucker Jungmann and Jungmeister are available from Bucker Club member Joe V. Krybus, 350 Princeton Street, Santa Paula, CA 93060.

Information is being sought on the Czech Jungmann, C-104, S/N 129. The first known owner of the plane was Sammy Mason of Santa Paula. He sold it to Shelby Kritcher who in turn sold it to Bill Barber. The Jungmann's registration number N1545 was changed to N191X. Any information concerning this plane or the owners and addresses would be greatly appreciated.

For more information on the Bucker Club, contact John Bergeson, Secretary/Treasurer, 6438 W. Millbrook Road, Remus, MI 49340, phone 517/561-2393.

### INTERNATIONAL CESSNA 120/140 ASSOCIATION



The 10th Annual Convention of the International Cessna 120/140 Association is scheduled for October 3-10, 1985 at Fountainhead Lodge on beautiful Lake Eufala, about 55 miles SSE of Tulsa, Oklahoma. The Fountainhead Lodge Airport has a 3,000' hard surface runway and unicom.

The Association's Eastern Oklahoma representative, Carl Atkinson, is in charge of the event and can be contacted at 918/426-1897.

For more information on the Cessna 120/140 Club, contact Dorchon Forman, Box 92, Richardson, TX 75080, phone 817/497-4757.







Carefully tied down at Oshkosh '84, the Cessna 140A belies its custom appointments, except for the many antennae top and bottom. Jack's own paint design in white and yellow is tastefully done.

## Jack Cronin and his CUSTOMIZED CESSNA 140A

*Story and Photos  
By Norm Petersen*

If you have attended one of the Cessna 120/140 forums at Oshkosh, you have listened to the interesting words of one of the mainstays of the program — John W. (Jack) Cronin, Jr. (EAA 81835) of 433 Franklin St., Denver, CO 80218. Jack has earned the respect of his fellow Cessna drivers by virtue of his vast knowledge of the "bird" and, best of all, hours and hours of humbling experience. His willingness to share his knowledge is second only to his ability to deliver the message in an entertaining and factual style, a rare talent indeed.

12 MARCH 1985

The really tough problem in writing about Jack's 140A is where to begin! His updates and mods on this 1949 airplane are extensive, to say the least. We must remember that this aircraft is custom built for IFR work in the high country of Colorado with its rugged mountains, so bear this in mind as we delve into "Jack's Jewel".

Up front, the Continental C90-14F engine was replaced with a Continental O-200A of 100 hp which uses a 60 amp alternator, an engine-driven vacuum system and is equipped with 100 octane valves. The propeller is a 71x48 highly polished MacCauley "Kliptip." The engine was completely majored by Dick DeMars of Firewall Forward, Ft. Collins,

Colorado which included a modification to the oil slinger on the crankshaft so it doesn't throw oil out the breather. (Keeps the belly clean.) Jack installed a "150" tachometer to go along with the O-200 engine and even brought the hour log in sync with the airframe time! (Showed 2223 hours at Oshkosh '84.)

Under the beautiful original wheel-pants, Jack installed Cleveland wheels and brakes which are more cost effective (spelled cheaper) and more effective than the original Goodyear model. In addition, brake pedals were installed on the passenger side for added redundancy. (Many 140A models had only one set of brake pedals.)

In 1948, Cessna swung the landing





**A look inside reveals full custom IFR panel that was undreamed of when Cessna built this plane in 1949! Jack uses ADF and Loran extensively in the mountains as VHF can suffer terrain problems. Note arm rest on door. Custom interior is in complimentary colors.**

gear four inches forward on the 140 to overcome a nose-over tendency. Many prior machines used wheel extensions to accomplish the same result. Other changes were dictated by the competition, especially the Luscombe 8F with its all metal wing and single strut. Cessna developed the tapered all metal wing for the 140A and fixed the accumulated "AD's" (23) at the same time. The result was the 140A which came out in March of 1949. Some 525 "A" models were built by the time production was halted in 1951. About 275 airplanes of this group survive today.

Only four "AD's" have been applied to the 140A. Two are on the Bendix magnetoes and two are on the mufflers. These must be inspected every 25 hours for fatigue cracks. Many owners, including Jack Cronin, have installed 150 mufflers which are more reliable and give more cabin heat than the original ones.

One important item Jack installed is an electric aileron trim which allows him to trim out any wing heaviness (from uneven fuel consumption) and to make minor enroute heading corrections. The unit is STC'd and manufactured by Aero Trim, 1130-P 102 St., Bay Harbor, FL 33154. Jack attests to its effectiveness.

When disassembling the fuel selector in the cabin floor, Jack found a "glob" of stuff that had been in residence for

many years! Not keen about fuel starvation (over the Rockies), he installed a  $\frac{1}{8}$ " quick drain in the bottom of the selector which just happens to be the low point of the fuel system. Now he can drain each wing tank, engine fuel sump **and** the fuel selector to check for water and/or contamination.

Just forward of the left door is a small airscoop that provides cooling air to the entire radio installation. This one small mod did more for steady communications than any other. Of course, we should also mention the excellent sound proofing job done on the entire cabin. The windshield is a special  $\frac{1}{4}$ "



**Original wheelpants were a \$69 option in 1949! Note Brackett air filter on carb intake. Just above is small clearance dome for vacuum pump. Skullcap spinner replaced "150" spinner which fatigued. Landing light in wing was rescued from a salvaged 182.**





Tail view shows Scott 3200 tailwheel mounted on leaf spring that uses a "170" main spring for added ruggedness. Note large trim surface on right elevator. Very small fixed trim is visible on rudder, just below navigation light.



Jack Cronin demonstrates the spring-loaded door on the APU receptacle. From this plug, a 15 foot welding cable attaches to the car battery and he is ready for a jump start. APU plug is well away from engine and propeller area for safety.



Jack Cronin taxis his 140A to the active runway at Oshkosh '84. Note heated pitot below left wing. Standard pitot extended from leading edge of left wing.

plexiglass made in California by C. Bailey. Together with new side glass, it helps contribute to a quieter 140A.

The seats in Jack's machine are converted "150" seats that can be adjusted fore and aft for reaching the rudder pedals and in addition can be leaned forward to gain access to the baggage compartment. They're very comfortable on a long cross country.

A listing of avionics and instruments in Jack's 140A consumes one complete typewritten page! The full panel has been FAA/GADO **certified for IFR flight except into known icing conditions.** Dual King 170B Nav/Coms with VOR's, King ADF, Transponder, DME, Encoding Altimeter and a host of smaller "goodies" make up the avionics package that rivals many corporate twins. Even a portable receiver for standby use is included! A Dorne and Margolin ELT is employed with extended antenna and panel-mounted remote switch, together with a panel mount ELT microphone receptacle.

Jack relates a story about his "ATP" ride with an FAA Inspector from Grand Junction, CO. After flying the entire sequence of maneuvers and requirements for the Airline Transport Rating (which is quite a feat in itself!), Jack was asked by the inspector if he would like a demonstration of the capabilities of the 140A! Jack's affirmative answer was greeted by 20 minutes of the most skillful flying he had ever witnessed. The inspector did things with the ol' bird that Jack felt were impossible — and he did them so smoothly it looked easy. Jack says he gained more respect for the Cessna 140 as a **real airplane** during that 20 minutes than in all of his previous experience put together. It turned out that the inspector, who was about 60 years old and very sharp (Jack says "feisty"), had honed his flying abilities to a razor's edge with over 4000 hours of Cessna 140 time in Alaska! If ever a book were to be written on how to fly a 140, Jack says this inspector should be the author.

About the only problem encountered with all the custom mods and improvements to N9405A, is the increase in empty weight from the normal 900 lbs. to 1075 lbs. This allows only 425 lbs. of useful load, which requires a careful eye at all times to keep everything below the 1500 lb. gross weight. Other than this one item, Jack is entirely satisfied with the way his custom flying machine handles its job on a day-to-day basis. For ideal, two-place transportation at reasonable cost, it is hard to beat the Cessna 120/140/140A — a near perfect combination.

Oh, yes, the final touch of Jack's handiwork. He has installed courtesy lights in the bottom of each wing that illuminate the door area on each side of the plane to assist during night time loadings and deplaning! Now that's class. ●



# MYSTERY PLANE

By George A. Hardie, Jr.



This neat little biplane was photographed at Jeffersonville, Indiana "sometime in the 1930's". The insignia on the side of the fuselage appears to read "Closed Course" or something similar. The license number is not visible but evidence of a fancy paint job can be seen on this original print submitted by Ed Peck of Waddy, Kentucky. Answers will be published in the June 1985 issue of *THE VINTAGE AIRPLANE*. Deadline for that issue is May 1, 1985.

The Mystery Plane in the December 1984 issue of *THE VINTAGE AIRPLANE* was the Laird "Limousine", a seven place transport designed by Mattie Laird for Jake Moellendick, financial "angel" of the Laird Airplane Co. in Wichita, Kansas. Jake intended to start an airline with it. Built in 1921, it was test flown in July by Buck Weaver. Powered with two Curtiss OX-5 engines, performance was inadequate for the small fields of the time. Mike Rezych of Chicago, Illinois supplies further details.

"The photo originally came from Charles Arens, a boyhood friend of Mat-

tie's, later famed for inventing the Arens control. The airplane was intended for use on an airline between Wichita and Chicago, another of Jake Moellendick's ideas that never came to be.

"In fact, when I spoke to Mattie about it some years later, he told me it was underpowered and vibrated so badly it almost shook itself apart. So after a few flights it was decided to remove the OX-5's and install a single Packard V-12, which improved the performance somewhat. But on the second test hop the water expansion tank blew up in flight causing a forced landing and the end of the airplane.

"Guess who was flying it at the time — none other than the famous Walter Beech. The engine was salvaged and the rest of the ship was scrapped."

Answers were received from Rezych; Charley Hayes, Park Forest, IL; Doug Rounds, Zebulon, GA; Dr. Harvey M. Richey, Waco, TX. (Ref: "Command the Horizon" by Page Shamburger and Joe Christy, page 109.)

Mike Rezych further adds his comments to John Underwood's identifica-

tion of the Mystery Plane in the April, 1984 issue of *THE VINTAGE AIRPLANE* . . . "Regarding the ship I called the Kentucky Special which Nick (my brother) took a picture of when we saw it in Chicago, it was rebuilt from a Kinner powered Fleet. It had a worked over Fleet fuselage and a hard starting Kinner B-5. The wing and tail group were modified. But let me tell you, it could have competed with an autogiro for climb, even with a load of tubing and lumber clamped to the side of it. We saw it — John didn't." ●





# BELLANCA CRUISAIR



Larry & Pam's 1951 Bellanca 14-13-3, N5602N, S/N 1619.

Photo by Dave Broadfoot

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## A Plane Worth Waiting For

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*By Lawrence D'Attilio  
(EAA 150262, A/C 8265)  
1820 N. 166 St.  
Brookfield, WI 53005*

(Photos by the author except as noted)

**Author's Note: Purchasing an older airplane can be high adventure, particularly if the desired object is rare and far away. A solid set of rules probably cannot be laid out for making a purchase of this kind. However, this story may help another EAA member avoid the more expensive errors that we and others have made. In reading this story I hope you will be wiser and merrier.**

The late Saturday afternoon sky glowed softly as a tiny knot of us watched the triple tail Bellanca's landing lights loom up in the distance. This aircraft's approach towards Capitol Airport's runway 21 had taken a long time to materialize, and yet it didn't seem normal to have one little machine cause

such a fuss. Still, we all were there, with cameras smothering our faces, and possessed by a kind of breathless waiting.

A wisp of time ran by and then the plane touched the runway, rolling on the center line, so unwavering and sure of itself.

Maybe we all would have felt more casual if things had gone right when this now finished ferry flight began a month ago. That Franklin engine still left so many unanswered questions, though seeing our aircraft investment finally arrive here in Milwaukee tended to still my fears. There were well wishers standing next to me who had helped us through the last three confusing weeks. They were a reminder that we were fortunate to be part of a very devoted group of people at this Airport. Antique/Classic Chapter 11 had been a major reason my wife, Pamela Foard, and I had taken our chances buying a kind of uncommon old airplane.

We always loved Bellancas, but like all unusual objects in the world, these

machines have their detractors. Wooden wings seem to scare a lot of people. There have been a few instances of wing shedding in the Bellanca Cruisair through Viking series, and this does not seem to increase the detractors' respect. These same optimists implicitly trust aluminum, which seems reasonable when thought about casually. But corrosion is just as insidious as wood rot, and the occasion for wing failures shows up in the adverse statistics on the Viking's high performance counterparts, the Cessna 210 and the Bonanzas.

Our particular Bellanca, a Cruisair 14-13-3, has no record at all of airframe failure in its model series, and that is after being around for a third of a century! We were also proud of its record on ADs, less than 10 from 1949 to 1984. When you couple this data with the fact that the contemporary Bellanca, the Viking, uses approximately the same wing that the Cruisair does, (first produced in 1939), it is clear that this design was remarkably farsighted.





**N6502N started its trip here.**

While we are on the subject, I want to point out other salient Bellanca advantages. It has a simple, rather fool-proof manually retracting gear using the concept of simple geometry for low maintenance that is found in the latest advanced homebuilts. The efficiency performance characteristics are almost competitive with some of the recent fiberglass designs. At 75% power most Cruisairs will do 150 mph on 150 hp using less than 9 gph. The useful load comes close to 900 lbs. and it will climb at 1100 feet per minute when equipped with the 165 hp Franklin and an Aeromatic prop.

It would be naive to avoid considering the problems potentially associated with old wood airframes. They must be kept free of moisture damage, and that means a dry hangar and a yearly inspection more meaningful than a "paper annual". But even with these considerations it involves no more trouble or expense to make wood your thing, as compared to aluminum, with its propensity for fatigue cracks and rust.

With arguments all lined up to persuade ourselves that a Bellanca was the thing to buy, we got out the cute little yellow newspaper that has the airplane classifieds. Here our adventure took on a twist. Could the information listed in the yellow rag, coupled with verifying phone calls, really give us an honest idea of the aircraft being proffered? We worried and wondered — should we see it and fly it first? When was a major overhaul really thorough? And we got a lot of unsolicited advice on how to buy, which filled our ears like a klaxon horn going berserk. Worries, speculation, downright fear, and rumors occupied the bulk of our buying fantasies.

Things seemed to be getting out of control, and it was clear that we pilots-in-command-to-be had to become buyers-in-command.

Among our friends was a certain Lear Jet captain who had experienced many facets of aviation. He was casting a particularly jaundiced eye on the manner in which we seemed to be about to part with a laundry basket of our after-tax dollars. Said this man of pithy character, "I wouldn't under any circumstances pay a dollar for any airplane that wasn't first delivered to my turf for inspection". Readers, put that in italics, double underline and boldface type! "Well," said my contrary little voice, "do you really think that every owner out there is in a position to ferry a vintage airplane clean across the country? Maybe they are too old or can't get away from work, and besides with only a few of these airplanes for sale a year, it isn't exactly a buyer's market." (Note, dear reader, how concise the Lear Jet Captain's statement was compared to the Bellanca buyer's rambling rationalization. There is a lesson here and "King" Lear, whose authentic name is Eric Hanner, would have to step in during the last act to salvage this drama.)

Well, if you must buy a wood wing airplane, then buy a dry one. Southern New Mexico has less than 10 inches of rainfall annually, so that must be a good place to look, right? (We did end up buying in New Mexico and as a result we have a very dry wing and some additional thrills that come along with a desert airplane; you still must be careful inspecting because there may be no wood rot, but when you reach inside those inspection holes you may come flesh to fur with a Tarantula.)

Seventy-five dollars bought us the friendly services of a New Mexico A&P to look over our new found love and inspect its papers. It was cheap insurance before sending off some big green ones, so we thought. Our first instinct was to have me take an airliner to New Mexico, which lasted as a thought only until we found that the round trip cost would be \$750.00. That expense would seem cheap later on!

Then there was the wrangling to get the seller to deliver the plane to Wisconsin for sale. That was no dice, as the seller couldn't find anyone to fly this rare type, and he had no time and had physical problems. Remember my earlier rationalization? While King Lear observed us with fatherly concern, we made arrangements to purchase the plane and have another pilot of great character ferry it home.

Art Morgan needs little introduction to you wonderful readers, but you should also know he was president of Antique/Classic Chapter 11, and owns a Bellanca Cruisair also. Our insurer made it clear that only a pilot with 25 hours in this type plane should undertake our ferry flight. After all, it was an old airplane of uncertain quality, and lacked navigation instruments. Then there was a dearth of 80 octane, dicy weather, and shortage of time, that made the ferry pilot's job more difficult. No 125 hour nosewheel-only pilot was going to guide this craft from New Mexico to Wisconsin.

Armed with credit cards, cash, shiny



**Lee Boehm, owner of Mid Aero Service in Midland, TX where the Bellanca received tender loving care enroute to Wisconsin.**





Photo by Dave Broadfoot

### Home at last — touch down at Milwaukee's Capitol Airport.

cowboy boots and some hutzbah, Art left for New Mexico 2½ days before Easter Sunday. Gene Chase, the humble editor of this magazine, had helped Art prepare some extensive sectionals for this trip, so Art's ample confidence reigned supreme.

On Friday, our Mr. Morgan looked over the new recruit for the chapter 11 airfleet while a 50 mph sandstorm blew around and through him. Tumbleweeds scooted along the runways like go-carts, and sand replaced the snow that Art was so much more familiar with. No way can we leave today, he thought. But on the good side, the Bellanca looked in good shape. Noting nothing amiss, he handed over the big piece of change, and received the right documents. With time on his hands, Art spent some time with the seller who had many tales to tell of his life. These stories covered a range of interesting subjects, including some activities back and forth across the Mexican border which made even the stalwart Irish in Mr. Morgan a little anxious.

The next day was quite a day for all of us. The plan was that Art would pick up the plane first thing in the morning and come straight home if possible. If weather was mean, he would divert to Dallas and stay overnight with Bob Herman, who recently migrated from verdant Wisconsin pastures to the "Big D". This was a good plan on the face of it. Meanwhile, we would stay home and wait for the phone calls from Art noting his progress.

Saturday morning the weather was better and the stage was set for the day's events. While the seller was busy extracting the Bellanca from his hangar, Art was busy standing on the tarmac some distance away. Here he could reflect on the tales the 72-year-old seller had been telling him the day before. While he was enjoying his little cigar, and those memories of yesterday were in front of his eyes, he failed to notice a nearby apparition that was about to confront him. He had been thinking about a small weapons making operation he thought he may have seen, and those two tall spy types now approaching him seemed to be part of

the dream, except these characters were all of a sudden very real and menacing. Art mused over the rate at which his reveries became realities.

He squinted up into the New Mexican sun to scrutinize the face of the tall, officious person now demanding his identification. Art does not like to be bullied. "You want mine, then let's see yours first", spoke our intrepid EAAer. One glance at his opponent's papers convinced Art that this was serious, and he forked over his wallet smartly. Having won their point, the two major domos advised Art not to locomote even one foot while they went off to check out his authenticity. In case Art had any smart ideas, they pointed out one of their own kind menacingly staring out of the window at him from a very large black car.

Some ten minutes passed before Art's inquisitors returned to where Art had remained rooted. Fortunately, his ID checked out OK. Apparently a computer near Washington, D.C. coughed up all the details of his life and found him to be a legitimate human being. Slowly exhaling, our fearless Bellanca pilot made his way towards the waiting airplane keeping in mind his inquisitor's advice. "If I were you, I would get in that airplane as soon as possible and get the hell out of here."

There were some pretty barren stretches facing him, and some possible nasty weather that he might encounter, but it seemed wise to take the "friendly" advice and leave pronto. In hindsight it now seems even more daunting since this was a 35-year-old airplane with minimal navigation equipment and what would turn out to be a strange engine. Duane Cole makes a valuable point in **HAPPY FLYING, SAFELY** when he recommends following major highways. Art's morning spent with Gene Chase laying out routes on the relevant sectionals was going to be worth something to all of us. Gene had been over a good part of this country during his flying career and also during the more recent Spirit of St. Louis tour. The plan was to stick to these routes using pilotage and carefully planned fuel stops.

While all this action was going on in New Mexico, Pam and I were at home awaiting reports on Art's progress. We were a little apprehensive because we knew the flight was a challenge, and we were dependent on entries in the log, which though showing the correct inspections, etc., made no guarantees as to reliability. So we sat and waited. The afternoon plodded on, and we thought no news was good news.

The phone jangled suddenly and loudly. It was Art. the news was good and bad. "It's a great airplane, but there is a problem." He was in Midland, Texas, having been forced to land there by smog and dust restricting his visibility. After refueling, the started up the Franklin engine and got a loud backfire followed by a severe drop in rpm on one mag. He had found an apprentice A&P to help him check the plugs and hoped they were only fouled. He would call again soon.

An hour later, Bob Herman called us. He is well known to many members of the Antique/Classic Division, and had been a member of our chapter before his recent move to Texas. He was reporting that Art had tried every way to get that Franklin to behave, without luck. He was unable to really have it thoroughly looked over because, it being Easter weekend, most every active airplane mechanic in the area had gone on a fishing trip, and would not be back until Tuesday. Art had to be back at work Monday, so there was nothing he could do except leave the Bellanca there and return to Milwaukee by big bird.

Thus Pam and I joined the ranks of those who have had their airplane down in some distant and unfamiliar place. Easter Sunday was gloomy around our house.

Pulling ourselves up by the bootstraps, we pulled our chairs up to the phone and started calling for help. By Tuesday afternoon, help appeared in the form of a very hospitable Texas mechanic named Lee Boehm, who owns Mid Aero Service in Midland. He took our plane into his hangar, and by the end of the week, we knew we had a wrecked No. 3 cylinder assembly. Franklins are good engines if treated well. Somehow this one had gotten overheated, and an intake valve seat got loose and wreaked some havoc. Fortunately, there was no broken metal to go tearing around the rest of the engine.

Our engine logs were with the plane, so only later were we able to see that the recent major we were told about actually had taken place in 1969, which was only 70 tach hours ago! The English language seems to become quite vague when discussing the current state of an airplane's mechanical well being when you are about to buy it.





L-R, Eric Hanner (King Lear) and Art Morgan.

In retrospect, we should have become knowledgeable about Franklin parts availability before we purchased the plane. The following week found us deep into **Trade-A-Plane** and long distance calls. At the time, we didn't know master Franklin rebuilder George Heinley had moved to Texas. Lee Field of Coastal States Aviation in Connecticut eventually shipped the cylinder to Midland, and our kind Lee Boehm put 6502N back together again and pronounced it cured.

One of the things that made this trial easier was that a local EAA member, Mr. Richard Dechert, went over to the airport and kept his eye on things for us. Pam and I are indebted to this gentleman. Years ago Dick and Gene Chase lived in Tulsa, Oklahoma and crewed a Lockheed Lodestar as corporate pilots. The last challenge remained the flight home again. Would another valve seat go? Or would some other gremlin poke its head into our affairs?

Since Art had used his only time off to help us at Easter, we needed a new ferry pilot, and this time I would go along. King Lear volunteered to fly the Bellanca back, and might have been able to transport us to Texas for small cost, but delays in reassembling the Franklin saw the time for that low cost trip come and go. Lest you think moving two pilots from Milwaukee to Midland is cheap, the lowest price one way fare was \$265.00. However, damn the cost, for we had owned the plane for one month and still had not laid eyes on it.

One of the elements of aviation that makes it so much fun is observing the style and initiative of the people in it. Eric Hanner admires a man (or woman) of character, and he has plenty of that himself. So I wasn't too surprised when he called at 10 p.m. on Tuesday and said his weather sense told him that early Wednesday was the time to go to Midland. Fine, said I, but what about airline flights and tickets? No problem,

said he. (Never underestimate the improvisational talents of those who earn a living in charter flying!) Eight and one half hours later we were in a Baron heading for Chicago's O'Hare Airport with too little sleep and sectionals only briefly reviewed. And of course, O'Hare is a real eye opener when you are taxiing between streams of 747's glowering over you like African elephants.

At Midland we were introduced to the rascally airplane itself. Lo and behold, it had painted blue scallops on its leading edges and looked rather pugnacious next to the 172's and Aztec's in the repair hangar. Eric and I looked it over, feeling here and there, and all the while throwing questions at Lee Boehm.

I saw it was 2 p.m., and I wondered if we could follow highways real well at night, or if we'd need to stop and wait for the day. (125 hours on my log didn't make for a lot of ferrying savvy.) Well, Eric knew what he was going to do, with all that Beech time flying overnight auto parts freight, so I shut out my own mental ramblings and paid attention to the master.

Eric lifted us off at Midland at 3 p.m., putting the Bellanca through a few cir-

cuits of the airport until he was sure that the engine intended to hang together this time. We then headed up a big interstate towards Sweetwater, Texas, using my highway following style, which satisfied my ego.

I was lost temporarily in musing about the bleak countryside when the chief pilot intoned, "You have the airplane." Gee, couldn't this wait until later, I nervously wondered. What a pleasure this airplane was, however, such light controls! It might make a decent pilot out of me yet. While I was congratulating myself on our decision to purchase this Delaware manufactured marvel, Eric was busy playing with the old King KX150 VOR. It started, worked nicely, so he had me steer a course the would go more directly to Milwaukee and some intervening VORS.

This was the first time I had flown from the right seat of any plane; Eric said that I seemed to have a tendency to wander to the right. That made me recall a guy I used to know in the Buffalo (New York) Philharmonic Orchestra. We went on a three-week tour, and he only brought one pair of shoes! Normally okay, except that he brought two left shoes. Not willing to buy another pair, he simply wore them that way. He was never able to walk straight or to the left, which made me wonder what he would have looked like with a trim tab hanging on his posterior!

Our first stop was at Chickasha, Oklahoma, and my introduction to the hospitality created when you land in an old classic plane. The airport residents were friendly, and one young C.F.I. took us to his favorite place for dinner. There I realized how much I looked forward to meeting people and seeing many places in our new airplane.

By the time we got started again the sky was black in the east and turning a rich indigo to the west, though clear air prevailed. We droned on into the evening, pushing toward the Mississippi River, both lost in our thoughts, except when I had to be admonished about drifting to the right.



Some of the Capitol Airport crowd greet the new arrival. Owner, Larry D'Attilio, in center facing camera.

Photo by Dave Broadfoot



We talked about our wives, too, both of them so supportive. Of course, while we were out there somewhere in the Great Plains, they weren't exactly sitting at home biting their nails. These good and jolly women had gone to the Milwaukee Symphony Annual Ball in their evening gowns to eat shrimp and drink champagne. We might be pined after, but that would have to wait until the ball was over.

We all have witnessed some rather glorious sights while floating through the atmosphere, and this night was providing a memorable one. As we crossed

the Mississippi, the air seemed to become quite transparent, and a full moon shimmered on the river. Stars seemed to be so dense that you might have been dazed if you looked too long. Below, the river made several big bends, and the cities appeared like jeweled mounds, virtual showers of optical light. In each of these showers, there was a bright rotating beacon beckoning us to a safe footing. But we had to move on.

So this saga ended rather quietly at Mitchell Field in Milwaukee at 4 a.m.

Those threshold lights on that long runway certainly were welcome, and the driveway at home even more so.

And at the end, with the Cruisair safely tucked in its hangar at Capitol Airport, we mostly seemed to remember all the people who had helped. Eric and Art, Gene Chase and Richard Dechert, Lee Boehm and so many encouraging members of Antique/Classic Chapter 11. It is really remarkable how airplanes can cause such romantic feeling about them and about the people who fly them, but I think flying has always been this way.

## EPILOGUE

It took a few months for me to become checked out in the Bellanca as I had no tail dragger time and also was a low time pilot. But when I was ready to go up on my own, I began to enjoy the truly gentle characteristics of this design. It is a joy to fly and it makes my landings look quite good. Several Chapter 11 members came up to me during my first few solo hours in this airplane and told me how good my landings were. Knowing that I was really only doing a fair job of it, I concluded that the plane almost makes perfect landings by itself.

One last piece of this story developed as the winter blanketed Wisconsin. During the past few months the engine ran fine but continued to have considerable blow by. Then one day the exhaust valve in the replacement cylinder cracked. Thinking it a fluke, we had the valve replaced, and immediately took the Bellanca to Chuck Swain of Beaver Aviation in Juneau, Wisconsin. The annual was due, and the local advice said that Chuck had the best operation around for really checking out an older airplane. Moreover, what was particularly important to me was that he welcomed the owner to work along with him and his son.

So early one day the inspection began in earnest, and while the airframe looked great, the Franklin still seemed to have problems on the left side. Let me interject here that there were plenty of people who made smart faces whenever Franklin was mentioned. These new unexplainable problems would only encourage these same critics, I thought. Even Chuck and his mentor, Paul Baker, both experienced Franklin hands, seemed baffled by the engine's symptoms.

So one of the following days I found myself trekking the 45 miles to Beaver Aviation to totally disassemble the engine.

When it was all apart, it was completely clear that it had plenty of desert sand in it, which did you-know-what to

all those expensive shiny metal objects. That explained some things, but not the valve failures, which seem to be heat and oil circulation related and only affected the left cylinders.

In order to scrub out the long oil galleries in the crankcase, you remove a screw plug at the end of each gallery. There are three galleries, one for each side of the engine, to oil the lifters, pushrods, and the valve train. The third gallery oils the cam and crank bearings. It was after I had cleaned two of these galleries and was about to start on the one which oils the left lifters, that I noticed it had no plugs.

So after all those hours of speculation as to what the engine problems were, here was the answer. Oil going to the left gallery was able to freely run out into the accessory case. The main accessory gear picked it up and slung it into the generator and starter, and then

the oil breather. Lacking pressure in the gallery, the left lifters and valve trains not only were inadequately lubricated, but would also run hot, causing valve and valve seat failure. The problem with the Franklin was not its design or construction, which is quite rugged. The failure is human. The pilot who probably flew our plane through a sandstorm with a malfunctioning carb heat that wouldn't close all the way may be the same one who hired the mechanic who didn't remember to replace the oil clean-out plug when he split the case. Naturally those same folks managed to avoid making any entries in the log showing that they had disassembled the engine. We will probably never know who they were.

The story will have a pleasant ending. We are redoing everything firewall forward. Be sure to look for us at Oshkosh in '85. ●



Photo by Eric Hanner

Larry D'Attilio with the family's new possession. Larry and his wife, Pam are professional musicians playing bassoon and violin respectively in the Milwaukee Symphony Orchestra.



# Letters To Editor

Gentlemen:

My latest issue of THE VINTAGE AIRPLANE arrived today and, as usual, I began devouring it over lunch. Right off the bat I noticed in the A/C News column that you have come up with a new logo for the Antique/Classic Division.

I was about to write this letter anyway, requesting another decal — the one I received with my membership has gone, along with my MGB-GT. I have recently become the very happy owner of a Rx/7 GSL and need both the EAA and the Antique/Classic decals for it.

It would be appreciated if you would send them to me and, if there is a charge, please bill me — I'll send a check just as soon as I hear from you.

I still can't figure out why it took me so long to actually join your organization — the publications are terrific and I am planning on being there for next summer's shindig.

Sincerely yours,  
Donald B. McLaughlin  
(EAA 236321, A/C 8750)  
The Commons at Stratham  
Circle  
Stratham, NH 03885

*The requested decals have been sent to member McLaughlin.*

Dear Gene,

The enclosed photograph of Jim Church and his original Mid-Wing was taken by me at the Heath Field in Chicago on July 28, 1929. He brought it out for flight testing that day. Note that there are no numbers on it as yet.

At the time, I was head of the propeller department at Heath. In the evening I did a little "moonlighting" making propellers at home. I made the prop for Jim's plane. My records show I charged him \$5.00.

Those were the days! We were all kids — I was 19. Now I am 75 years old and still making a propeller now and then.

Best wishes.

Sincerely,  
Roger E. Lorenzen  
(EAA 6912)  
P.O. Box 5  
Niles, MI 49120

*Roger Lorenzen along with Bill Schlapman (EAA 133433, A/C 4799), Winneconne, WI conducted the Heath Forum at Oshkosh '84. Also, Roger supplied four of the photos and most of the material about Ed Heath and his aircraft used by co-authors Wes Schmid and T.C. "Pappy" Weaver in Volume I of THE GOLDEN AGE OF AIR RACING (see ad on page 29 of this issue of THE VINTAGE AIRPLANE).*

Dear Sir,

Enclosed is a check and copy for an ad in The Vintage Trader.

I really enjoy THE VINTAGE AIRPLANE and I read each issue from cover to cover.

Congratulations on an interesting magazine. All the stories of old aircraft and their history are very interesting.

Keep up the good work!

Yours truly,  
J. F. Leatherman  
(EAA 17630, A/C 7961)  
1408 Elizabeth  
Scott City, KS 67871

Dear Sir,

Enclosed is a check for \$100. This is to show the appreciation of the International Cessna 120/140 Association for EAA's help during the Oshkosh Convention. Without that help the type clubs would have a difficult time meeting with their members.

See you at Oshkosh '85.

Secretary/Treasurer  
Bill Rhoades  
(EAA 227742)  
R. 3, Box 145  
Northfield, MN 55057

Dear Bob,

I am currently restoring a 1946 Bellanca 14-13-2 Cruisair Senior, S/N 1334, NC74221, that I bought in April, 1982. It has about 690 hours on it and I'm the third owner! The aircraft was in good shape (no rot or rust so far) but I've got it all stripped and have the ailerons, flaps and some of the fairing strips rebuilt and ready for cover. As with others, time, money and a good place to work keep me from making more progress.

I would like to contact anyone who has restored or is restoring an aircraft in the Cruisair/Viking group. Perhaps we could form a Bellanca type club for the exchange of procedures and parts for our various projects. I would appreciate any information you could supply.

I support the EAA position on the Repairman Certificate proposal. I feel that if I spend 1000-2000 hours restoring my Bellanca and do it under the supervision of a licensed A&P that I can do the routine maintenance on it without having that A&P hold my hand through the whole process.

Finally, do you know of a source for a GE AS1B low frequency radio?

Sincerely,  
Thomas N. Treue  
(EAA 75217, A/C 6288)  
825C Hardy Springs Circle  
McAlester, OK 74501

*Here is an opportunity for Bellanca buffs to band together and start a type club. Can any reader help Mr. Treue locate the low frequency radio he is seeking?*





# 13th ANNUAL STEARMAN FLY-IN

*Story and Photos By Dick Stouffer  
(EAA 8221, A/C 6705)  
Four Wayne Lane  
Acorn Acres  
Hawthorn Woods, IL 60047*

The spirit is the same though the numbers were less! A total of 69 aircraft comprised the 13th annual gathering of Stearmans held on September 5-9, 1984 by the Stearman Restorer's Association on Lloyd Stearman Drive, Municipal Airport, in Galesburg, Illinois. In years past there have been as many as 85 Stearmans registered as I recall. One hundred registered aircraft is the goal, or magic number of the SRA.

It all starts on the Wednesday following Labor Day. The 1984 event was no exception. Of the 69 registered Stearmans only one did not stem from a "Yellow Peril". It was a 1929 C3R from Broken Arrow, Oklahoma flown by Emil Bryant. This Stearman is "Old #1" — serial number 5001, all polished up with brass fittings and the original factory installed engine still on the engine mount. Gleaming red it was, too! All the other Stearmans present left the factory as versions of the "Kaydet".

Starting the whole thing off this year was the arrival of a 1941 Stearman N2S-2, N60562, with John Hooper and John McCormick out of Harvey, Louisiana which gained the "early bird" award for them. I suspect they had to bring it in early because Hooper and McCormick also brought a T-6 and a Grumman F4F (FM-2). You don't ride those horses "Roman" style! Nor were these warbirds static display aircraft. They stayed busy in demo and formation flights with the FM-2, and buddy flights with the T-6 and N2S-2.

Co-hosting the Annual Stearman Fly-In is Stearman Restorer's President and Galesburg Coordinator, Jim Leahy. The work is continuous while the results are enjoyed by everyone. We "Non-Stearman Outlanders" simply have an opportunity to enjoy good friends, tall tales, take lots of pictures, and listen to round engines. It is a laid back affair with no pressure and lots of traditional activities such as flour bombing, formation flying, buddy rides, short field take offs and spot landings.



Four plane formation over a field of Stearmans.





Stearmans "bedded down" for the night.



Aerial view of the flight line as seen from the front cockpit of "Griff" and Jeannie Griffin's N2S-5, N9078H.



Pilots are briefed by SRA President, Tom Lowe (center, facing camera).

There is a traditional 0635 dawn patrol fly-in/drive-in breakfast at the Monmouth, Illinois Municipal Airport (11 miles west of Galesburg) on Saturday. Surprisingly, about 75% of the aircraft were up and roaring over Galesburg at that awful hour. An annual amateur Stearman aerobatic competition is held there after breakfast, but the event was cancelled this year because of rain. Regardless of that, President Tom Lowe observed some likely candidates for his Monmouth Special Awards for the "Best-Go-Around", the "Best Landing" and, of course, the "Worst Landing". The recipients were overjoyed, overwhelmed, and overcome with great passion and emotion, I'm sure. It seems that Tom acts as "LSO" for the Monmouth fly-in and observes precisely what and how landings progress. Hence his personal nominations.

Friends gather at the Holiday Inn on Wednesday and Thursday evenings for food, drinks, talk, watching video tapes, movies, slide shows and displays of photos and memorabilia pertaining to previous Stearman Fly-In and Stearman historical events and interest. Stearman historian, Ken Wilson, had prepared a photo layout of significant examples of Stearman aircraft on large 4 x 8 foot panels for the Thursday evening bash. Others brought their video tapes, slides and movies to Wednesday evening affair while the Dusters and Sprayers organization were the hosts for Thursday evening.

Friday evening was given over to the official Stearman Restorer's Association annual meeting. Saturday evening was the recognition banquet for the fly-in events and activities. Most awards were given out after particular events at the airport. This left the banquet evening open for greater enjoyment, reflection, and sharing, without the tedium of many awards. On Sunday, breakfast was served at the airport by the Galesburg Squadron of the Civil Air Patrol until 10 a.m. Then it was saying goodbye, going home, and the big airshow that began at 1:30 p.m. for the folks in the Galesburg community to enjoy. This was a thank you from the 13th Annual Stearman Fly-In for all those noisy Stearman that were constantly flying over town.

Tom Lowe handled the briefing for the Saturday flight events of flour bombing, spot landings, and short field take offs. John Hooper did the briefing for the formation flights. There was a good gathering of pilots at both events and they listened attentively. On Saturday, Galesburg Airport could have been any Stearman Primary airfield in the country during WW II. Stearmans were practicing formation flight while individual Stearmans were engaged in "circuits and bumps" using the runway for landings and takeoffs while the fly-by



pattern for flour bombing was over a grass strip parallel to and on the east side of the hard surface runway 22.

Round engines were growling and Stearman aircraft were landing, taxiing in and out for runup and take-off. There was a lot of "business" going on. It is a credit to pilots and briefers that all events and flight activities were flown with no relaxation of safe flight conduct throughout the fly-in. Some pilots must have practiced at home during the year since there were three ground loops during the 1983 12th Annual Fly-In and none this year. Eugene Massignani from South Holland, Illinois received the "Hard Luck" award for his "buck and wing" dance on landing. A bit of bouncing from one wheel to the other wing tip a couple of times. No ground loop. Just a scraped wing tip of minor consequence as the only incident for 1984. Glory be!

Some other awards: Shannon Elliott of Lafayette, Louisiana garnered the Youngest Stearman Pilot award for being just 21 years old, or was it 20? Regardless, Shannon was the youngest present. The long end of the age scale was picked up by Willis Buck of Carthage, Missouri at age 78 for the Oldest Stearman Pilot Award. I do think he aced Deed Levy on that one. The Newest Stearman Award went to Stearman N2S-3, N23YB, owned by Bob Moore and flown by Alden and Marty Miller from Tulsa, Oklahoma. It is a grand looking restoration in Navy colors.

The Annual Lloyd Stearman Award for contributions to the Stearman Restorer's Association and the movement went to the 1961 founder of the SRA and its first President, Don Williams. Terry Lescher, Galesburg, Illinois took home the Bill Adams Memorial Award for contribution to the Fly-In. For many years, Terry has been a regular and dependable volunteer in Flight Line Security. This award recognizes Terry's dedication and accomplishments in matters of security. The SRA publishes the "Outfit" for members. Robert Livingston was given the SRA "Outfit" Contributors Award for the best article in 1983, "Airport Dogs I Have Known."

Galesburg Airport has no eating facilities available. Filling the Stearman Fly-In need for refreshments is a concession operated by the Galesburg Musicians Union. Pop, hot dogs, bar-b-que sandwiches, frozen malts, snacks and chips, coffee and rolls in the morning, and, of course, coffee all day, are at hand under a tent on the ramp area. Without such support by local people it would be a long break between meals from sun up to past sun down for most of us who spend all day on the ramp and flight line.

It would be appropriate to comment on the apparent good relationship that the Stearman Annual Fly-In enjoys with

the Galesburg Airport FBO, Airport Authority, and the City of Galesburg. I have never heard an unkind word about the Fly-In from any member of the community. There seems to be a symbiotic

relationship existing for the Stearmans and Galesburg as with EAA and Oshkosh. This should provide many more years of mutual enjoyment and enrichment for everyone involved. ●



A pair of PT-17s and a Navy N2S-4.



Chuck Kessler and Sandi Gschwender of Litchfield, IL own this 1940 PT-17, N4007B, S/N 75-397.



Lowell White (L) and Jim Leahy share microphone duties.



John Lewkowicz and Tim Racey of Walled Lake, MI own this nicely restored 1941 Stearman A75N1, N25400 in Al Williams' Gulfhawk colors.



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# A FOCKE-WULF 44 FLIES AGAIN IN SWEDEN

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Story and Photos by Manfred Bachmann  
(EAA 144735)  
Niedersachsenplatz 3  
3036 Bomlitz  
West Germany

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As late as the 1950s the Focke-Wulf 44 "Stieglitz" was a common sight at every Swedish military airfield where they were used as trainers. These machines had been built in Sweden under license in 1939-40 and were flown by the military until 1952. Then they were put out to pasture and most of them ended up in Swedish flying clubs where they were used as trainers and for towing sailplanes.

After some years they were sold off one by one to lovers of antique and classic aircraft when they needed total rebuild and/or when mechanical problems developed. Most of the Stieglitz's left Sweden because of this.

For many years not one Stieglitz was flying in Swedish skies, but this was changed on September 15, 1984. Ulf Lundin of Stockholm, a member of EAA Chapter 222 spent 12 years restoring



Ulf's smile says it all — the 12 years he spent restoring the plane was all worthwhile.

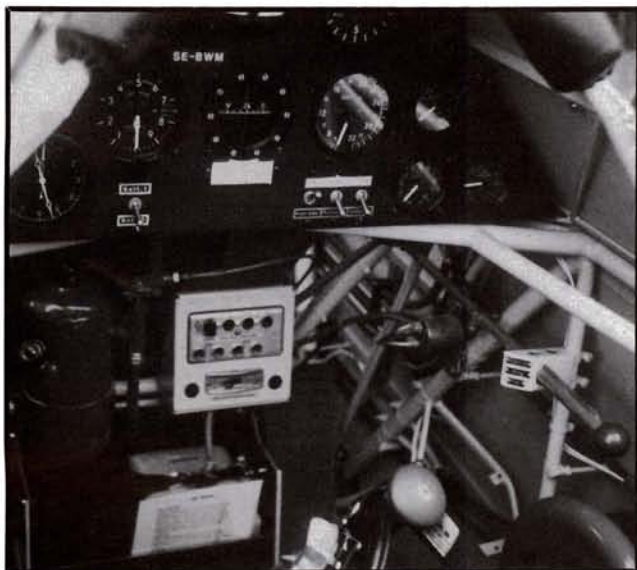
his Stieglitz, and it made its first flight on that date. He had bought the plane in 1965 from the flying club in Östersund and all in all it had not flown in 20 years.

Both the owner/pilot and the plane, SE-BWM, S/N 655, were "born" in September 1939. Perhaps this was the inspiration for Ulf to restore it as authentically as possible. Ulf is an inspector for a Swedish airline. Every little detail on the Stieglitz is correct and was

meticulously overhauled by him.

The Stieglitz is now hangared at the sport airport of Norrtälje, 30 miles north of Stockholm.

*Editor's Note: Author Manfred Bachmann has written articles on Oshkosh for the German magazine "Aerokurier" and he owns and flies a Stieglitz which he uses to tow sailplanes and fly in airshows. He went to Sweden to make the initial test flight of Ulf's Stieglitz.*



Every part is original and now as good as new.



Manfred Bachmann's Focke-Wulf 44 Stieglitz.





After 20 years of being grounded, the newly-restored Stieglitz emerges for flight.



Ulf Lundin and his Stieglitz after 12 years of exacting work.

## TYPE CLUB ACTIVITIES . . .

(Continued from Page 11)



We note an announcement in the "Short Wing Piper News" concerning the availability of a new lifetime lift strut fitting for the following Piper aircraft: J-5 Cruiser, PA-12 Super Cruiser, PA-14 Family Cruiser, PA-16 Clipper, PA-18 Super Cub, PA-20 Pacer and PA-22 Tri-Pacer.

This new lift strut fitting has an unlimited life, is FAA approved and eliminates the need for 500 hour magnetic inspections. For additional information contact Jensen Aircraft, 9990 Gliderport Road, Colorado Springs, CO 80908, phone 303/495-4812.

For more information on the Short Wing Piper Club, contact: Larry D. Smith, Membership Chairman, Short Wing Piper Club, Rt. #11, 708 West Annie Drive, Muncie, IN 47302, phone 317/289-5487.

## CALENDAR OF EVENTS

We would like to list your aviation event in our calendar. Please send information to the Editor, *The VINTAGE AIRPLANE*, Wittman Airfield, Oshkosh, WI 54903-2591. Information must be received at least two months in advance of the issue in which it will appear.

**MARCH 17-23** — LAKELAND, FLORIDA — 11th Annual EAA Sun 'n Fun Spring Celebration of Flight. Contact Sun 'n Fun office at 813/644-2431 Monday through Friday, 9 a.m. to 4 p.m., or write to P. O. Box 6750, Lakeland, FL 33807.

**APRIL 13-14** — WASHINGTON, DC — 5th Annual Tour of National Air and Space Museum and Paul E. Garber Facility by EAA Chapter 4, Inc. Dinner with speaker of note. Limited to 200. Contact Margaret Scesa, 9611-51st Place, College Park, Maryland 20704, 301/345-3164.

**APRIL 26-28** — KILL DEVIL HILL, NC — 3rd Annual Wilbur Wright Fly-In. Three-day festival honoring Wilbur Wright's birthday April 16, 1867. Sponsored by First Flight Society, National Park Service and EAA Chapter 339. Contact Bob Woody, National Park Service, 919/473-2111 or Katherine Martin, 919/441-4124.

**MAY 3-5** — COLUMBUS, INDIANA — 4th Annual Indiana EAA Convention — sponsored by the Indiana EAA Council at Columbus Municipal Airport. Forums, aircraft awards, commercial exhibits, static displays. Held jointly with Columbus Municipal Airport Awareness Day. Most activities on Saturday, May 4. Non-radio aircraft waivers available from IEAAC. Contact J. E. Dickey, 511 Terrace Lake Road, Columbus, IN 47201, 812/342-6878.

**MAY 4** — COLUMBUS, INDIANA — 2nd Annual Airport Awareness Day. Fun all day — air balloons, military fly-overs, airplane rides, static displays of military and sport aircraft. Contact J. E. Dickey, 511 Terrace Lake Road, Columbus, IN 47201, 812/342-6878.

**MAY 5** — ROCKFORD, ILLINOIS — EAA Chapter 22 Annual Fly-In Breakfast, Easton Aviation. Greater Rockford Airport. 7 a.m. till noon. Contact Wallace Hunt, 815/332-4708.

**MAY 18** — HAMPTON, NEW HAMPSHIRE — 9th Annual Aviation Flea Market (rain date Sunday, May 19). Fly-in, drive-in, bring your junk! Buyers and sellers welcome. No Fees. Anything aviation related okay. Food available from 11:00 a.m. to 5:00 p.m. Contact 603/964-6749 - days or 603/964-8833.

**MAY 24-26** — ATCHISON, KANSAS — Greater Kansas City Area 19th Annual Antique Fly-In at Amelia Earhart Memorial Airport. Contact Fly-In Chairman Lynn Wendt, 8902 Pflumm, Lenexa, KS 66215, 913/888-7544.

**JUNE 7-9** — MERCED, CALIFORNIA — 28th Annual Merced West Coast Antique Fly-In. Merced Municipal Airport. Fabulous air show Saturday and Sunday. Contact: Merced West Coast Antique Fly-In, P.O. Box 2312, Merced, CA 95344, 209/722-3145.

**JUNE 27-30** — HAMILTON, OHIO — 26th Annual National Waco Reunion. Contact National Waco Club, 700 Hill Avenue, Hamilton, OH 45015.

**JULY 7** — ALBERT LEA, MINNESOTA — EAA Antique/Classic Chapter 13 2nd Annual Fly-In breakfast and many other activities, including sky diving. Contact Air Albert Lea, 507/373-0608.

**JULY 26 - AUGUST 2** — OSHKOSH, WISCONSIN — 33rd Annual EAA Fly-In and Convention. Make your plans now to attend the World's Greatest Aviation Event. Contact EAA, Wittman Airfield, Oshkosh, WI 54903-2591.

**OCTOBER 3-10** — EUFALA, OKLAHOMA — 10th Annual Convention of the International Cessna 120/140 Association at Fountainhead Lodge, Lake Eufala, 55 miles SSE of Tulsa. Contact Carl Atkinson, 918/426-1897.





## Where The Sellers and Buyers Meet...

25¢ per word, 20 word minimum. Send your ad to  
The Vintage Trader, Wittman Airfield  
Oshkosh, WI 54903-2591.

### AIRCRAFT:

**1947 J-3-C-65 Cub** rebuild project. Metal spars and ribs, new metal prop. All original instruments. All this aircraft needs is a new cover. 1017 TT, 280 STOH, priced to sell. 316/872-2667. (3-1)

**Culver Dart** 1939, 200 hrs TT on Continental A-100, \$11,500.00. Don Corning, Fond du Lac, WI 414/922-8630. (3-1)

**1929 Kreider-Reisner C-4C**, 3-place open biplane. Professionally rebuilt 1981. Spare J-65 and prop. Accepted Smithsonian 1984. Must sell. B. A. Williams, 2423 Cragmont Street, Madison, IN 47250. (3-1)

**POBER PIXIE** — VW powered parasol — unlimited in low-cost pleasure flying. Big, roomy cockpit for the over six foot pilot. VW power insures hard to beat 3½ gph at cruise setting. 15 large instruction sheets. Plans — \$47.00. Info Pack — \$5.00. Send check or money order to: **ACRO SPORT, INC.**, Box 462, Hales Corners, WI 53130. 414/529-2609.

**ACRO II** — The new 2-place aerobatic trainer and sport biplane. 20 pages of easy to follow, detailed plans. Complete with isometric drawings, photos, exploded views. Plans — \$85.00. Info Pac — \$5.00. Send check or money order to: **ACRO SPORT, INC.**, P.O. Box 462, Hales Corners, WI 53130. 414/529-2609.

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### MISCELLANEOUS:

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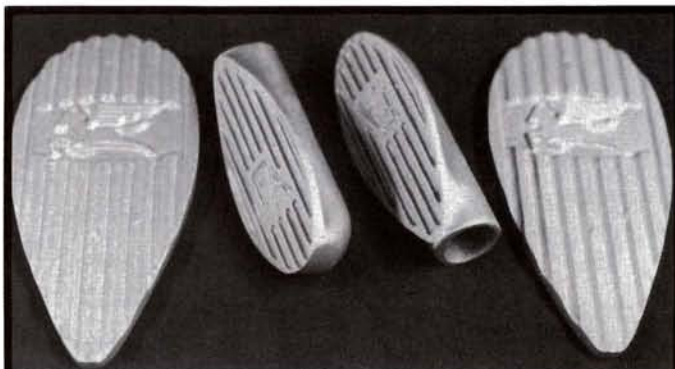
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