THERE'S ONE AT EVERY FLY-IN

I attend as many fly-ins, air shows and get-togethers as I can 'cause, frankly, that's where the fun and games are, and I enjoy them.

I meet new friends, see new airplanes, renew old acquaintances, and we most always, weather permitting, have a great time. We loosen up after sunset, tell tall tales, and fall into bed that night pleasantly exhausted and full of pleasant reveries. It's great.

But always there are some birds flying during the day who try real hard to put us out of business . . . the one who bull-dozes his way into the pattern, the one who makes that hairy low pass because he figures he is being spectacular, the one who sucks up the gear, holds it down with the prop ticking the grass and then pulls up so abruptly the wings flex, and an occasional one who doesn't exercise any judgment at all, no matter what he does, disregarding all common sense.

You've all seen these things happen. We all cringe a little when they do and we all think that somebody "oughta talk" to that guy — and somebody has to. Usually that's all it takes to make him realize his actions were a little foolish and the matter is taken care of.

But it shouldn't happen at all. No one should have to "talk" to the guy. We all know that sport aviation is the target of rigid thinking ecology and safety conscious antagonists who would just love an excuse to shut us down. We just can't afford to give them ammunition to use against us. I know the definition of "straight arrow" is something that comes in a quiver, but before we create an odor that permeates all of our activities let's quell that urge to show off and become defensive pilots at public activities.
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JUNE 16-17, 1973

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HOW TO JOIN THE ANTIQUE-CLASSIC DIVISION

Membership in the EAA Antique-Classic Division is open to all EAA members who have a special interest in the older aircraft that are a proud part of our aviation heritage. Membership in the Antique-Classic Division is $10.00 per year which entitles one to 12 issues of The Vintage Airplane published monthly at EAA Headquarters. Each member will also receive a special Antique-Classic membership card plus one additional card for one's spouse or other designated family member.

Membership in EAA is $15.00 per year which includes 12 issues of SPORT AVIATION. All membership correspondence should be addressed to: EAA, Box 229, Hales Corners, Wisconsin 53130.
PIPER VAGABOND ... THE 88 DAY WONDER!

By Jack Cox

The Perky Piper Vagabond, N4853H is a PA-15 owned by Warren Hall (EAA 3416), 1711 Pinecrest St., Burlington, N. C. 27215. This was the last PA-15 built that is still flying. It has the Lycoming engine and has been fitted with a 74ck-4-40 Sensenich metal prop that has increased the performance markedly. Cruise is 100 mph true at 3500 feet. Warren is a Vagabond enthusiast if there ever was one! Obviously, this is a beautiful restoration. The aircraft shown above was used in Piper ads.

Few of man's activities are more deliberate than the design, certification and production of an airplane ... even a small, simple airplane. This is a process that normally involves enormous amounts of time, work and money and is not done without a great deal of thought given to how the venture can become profitable. These very reasons make the story of how the Piper Vagabond came into being 'stranger than fiction', to borrow a hackneyed phrase from the days of yore.

What's so strange about the birth of the Vagabond? Well, it takes some explanation, and you can read all the lurid details in Devon Francis' recent book "Mr. Piper and His Cubs" — but, briefly, this is the story:

1946 was the greatest production year in the history of civil aviation — before or since. Just over 33,000 units, mostly single engine aircraft, were delivered that year by U. S. manufacturers. Piper Aircraft Corporation of Lock Haven, Pennsylvania was leading the pack, rolling out 7,773 Cubs and Cruisers that year. Almost every light plane manufacturer was running 24 hours a day, yet still unable to keep up with orders. With no end in sight for this post war boom, the more prosperous firms like Piper were buying huge amounts of raw materials so as to be able to keep on popping out airplanes.

Then it happened.

The second week in March of 1947 — some 18 months since civilian production of light aircraft had resumed — the great post war boom became a bust. There was no warning — the ferry pilots simply stopped showing up to pick up airplanes. Within days the factory staging areas were swamped with acres of unclaimed planes — a scene that panicked company officials and caused immediate production cut-backs and lay-offs in plants from coast to coast. The manufacturers had been churning out aircraft so rapidly that the market's set up point was reached in a dead run, like a man running headlong into a brick wall rather than easing up to it gradually.

Before summer was over, the only people making money on light aviation were the attorneys handling the bankruptcy proceedings. Proud aviation names like Luscombe, Waco, Stinson, Aeronca, Swift, Culver, etc. would soon be closing their doors for good or would be changing ownership ... and banks! Piper, the biggest and hardest running of them all, had suffered a fearsome blow and was bleeding at every pore. Only time would tell whether the blow would prove to be fatal.

Piper's worst problem, after not being able to sell airplanes, was a tremendous stockpile of raw material ... and the money owed New York banks for the purchase of that material.

To avoid going completely under, the Piper family agreed to allow their biggest creditor, The Manufacturers Trust Company of New York, to send in a professional trouble-shooter to bail out the company. William C. Shriver arrived in Lock Haven in June of 1947 and waded into the fray with an axe in both hands. He closed the plant, chopped the payroll from 2,607 to 157, and took over W. T. Piper's office, banishing the patriarch of private flying to a make-shift office in a hangar on the other side of the company airport.

After selling off the airplanes on hand and cutting the company's cash outflow to virtually nothing, Shriver next tackled the problem of the stockpile of raw materials. One morning he called in Tony Piper and asked how long it would take to design a simple, cheap, two-place, side-by-side, airplane for the sole and specific purpose of using up the surplus raw materials.
“Six weeks,” was still the answer, so Tony, his brother "Pug" Piper and Dave Long, the company’s chief design engineer (and designer of the still popular Midget Mustang), were set to work immediately. "Cheap" was the admonition of an imaginary sign that must have figuratively hung over their drafting tables.

Forty-four days later — on September 15 — the new airplane was on paper.

Forty-four days from that date — on October 29 — they flew the prototype... and on July 1, 1948 the government issued Approved Type Certificate Number 800 for something called a Piper PA-15. Someone gave it the name "Vagabond".

What had the monumental 88 day effort of Dave Long and the brothers Piper wrought? The Vagabond in its original factory form was a spartan flying machine, to say the least. Completely conventional in concept, the little bird differed radically from the usual Lock Haven product by having short wings, six feet shorter than the standard Cub wing. In deference to Shriver's battle cry, "Cheap," the Cub wing had been used, but with 3 feet lopped off each butt end. The Cub ailerons were unchanged, resulting in near full span surfaces on the Vagabond and a roll rate heretofore unknown in the hills of middle Pennsylvania.

To further cut costs, it was decided that the standard 8:00 x 4 Cub tires were adequate to insure the difference between a happy Vagabond owner and one with a severe compression of the spine. No other shock system was used. (At least it was easy to make one wheel landings!) The interior of the Vagabond was doped fabric as it was in a Cub, however, with the much wider cabin, all that expansion of taut yellow fabric really looked plain. Not half as plain as the exterior, however — the Vagabond left the Piper factory in Cub Yellow, period. Despite the protests of everyone else in the world, Shriver stood his ground, turning thumbs down on any trim or other color combinations. "No stripe" joined "Cheap!" on the top shelf of everyone's vocabulary at Piper during those days.

Perhaps because Piper was in hock to its earlobes to Continental, the Vagabond was equipped with a 65-hp Lycoming rather than the Cub’s familiar A-65. It was a remarkably smooth little engine and used just a few eye-droppers full of gasoline per hour... even if it did lack some of the punch of the larger displacement Continental.

To complete the economy package, its designers left out such amenities as rear "D" windows and a skylight — without which the Vagabond was left with rather poor visibility, although not significantly worse than some competitors of the day. Only one door was provided — on the right — and one set of controls — on the left. A stick, rudder pedals and toe brakes (that were out of Republic’s Seabee surplus heap), and a push-pull throttle, curiously mounted on the far left of the instrument panel, were about all the Vagabond pilot had to say the least. Completely conventional in concept, the Vagabond back in those days, but they cost more than $1990 and they hardly ever gave the kind of performance the Vagabond has, at such low operating cost.

Actually, the PA-15 was not the last gasp of the Vagabond. About 7/8 of the way through the production run, Piper came up with a few improvements — a shock cord system, dual controls, and the installation of the Continental A-65 — and even had the bird recertified as the PA-17 (ATC 805). Just over 200 Vagabonds left the factory as PA-17s before the line was closed.

Most Classic Airplane enthusiasts know what transpired in the years that followed. In early 1949 the Vagabond was quietly swept under the carpet forever by Piper Aircraft Corporation, but the short wing concept was kept alive in the form of the four place Clipper — a stretched Vagabond with a Lycoming 108-hp engine, an extra door on the left side for the rear seat only, and a wing tank. The stubby little machine was an amazing performer for its low power and sold well during its production run in 1949. It became the Pacer in 1950 after Pan American objected to Piper’s use of “their” name Clipper and after a series of improvements suggested by a questionnaire sent out to every Clipper owner. The Pacer had flaps, 125 hp (later 135 hp), a wheel control and wing tanks only — the old Vagabond fuselage tank finally getting the axe. Still later the Pacer had its main gear turned around, a nose wheel grafted in and, voilà! — the Tri-Pacer.

Despite some latter day sneers and the not too flattering sobriquet "flying milk stool", the truth is that the Tri-Pacer was one of the real commercial successes of the decade of the 50s with nearly 8,000 built before it died as the Colt in 1963. The Tri-Pacer made the Pipers rich, forced Cessna to put a nose gear on the 170 and is still in use all over the world to this day.

But that’s getting ahead of the game — what has happened to the little Vagabond in all these many years? During the 50s and early 60s the PA-15s and 17s did a yeoman job of boring holes through the sky simply as cheap transportation for those who could not afford more exotic aircraft. Then, in the mid-60s the preservation of the 65 hp lightplanes of the 30s and 40s began to catch on and suddenly for the first time in its life, the Vagabond found itself a collector’s item. This author derives a great deal of satisfaction from the poetic justice that has come to the Vagabond. Born of economic expedience, relegated to backwoods airports during the first two decades of its existence, it now is being sought out, purchased for more than it cost new, and is being lavished with some of the TLC formerly accorded only the rarer antiques.
There is today in the U.S. and Canada a tight little knot of Vagabond lovers who are as fanatical as the followers of any other aircraft. They are, of necessity, a small group because there aren't that many Vagabonds left. In the latest U.S. Civil Aircraft Registry there are 197 PA-15s and 117 PA-17s listed. That's a total of 314 Vagabonds, slightly more than half of the total produced 25 years ago ... quite a tribute to the safety and durability of the little bird.

Many of the Vagabonds being restored today are quite plush compared to the original product — Cinderella finally getting to wear her finery. Fancy multihued paint schemes, lush interiors, radios (gasp!), wheel pants, metal props and larger engines are commonplace. The little 0-145 Lycoming is becoming somewhat scarce and already the little 0-145 Lycoming is becoming somewhat scarce and already is being hoarded by Vagabond and Mooney "Mite" owners — and also homebuilders. Others are installing Continentals — C-85s, C-90s and O-200s, usually on a one-shot 337 form approval.

Oddly enough, despite this enthusiasm for the airplane and the activity going on, there is no Vagabond type club of which this author is aware. Perhaps the owners are too smart — they realize how much work there is to running a type club and printing a newsletter and had rather spend the time flying!

It's strange, isn't it ... how we have come almost full circle in the past quarter century. A little airplane is built in 1948 strictly from hunger and now, two and a half decades later, faced with rampaging governmental taxation, ever stiffening regulations, and an impending energy crisis, a simple little thing like the Vagabond begins to make very good sense again. With the Lycoming it can be flown around on less than 4 gallons per hour, parts are readily available and maintenance is low.

The world turns upside down ... but, perhaps, things aren't really that bad after all. Vagabond owners don't seem to think so!

1 Mr. Piper and His Cubs, Devon Francis, The Iowa State University Press, Ames, Iowa, 1973.

CUB VS. VAGABOND

(From: Flying, May 1948)

<table>
<thead>
<tr>
<th></th>
<th>CUB TRAINER²</th>
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<tr>
<td></td>
<td>(PA-15)</td>
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<td></td>
<td>(PA-11)</td>
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<tr>
<td>CAA Type Certificate No.</td>
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<tr>
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<td>Height</td>
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<tr>
<td>List Price (f.a.f.)</td>
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¹ 65-hp Lycoming Engine
² 65-hp Continental Engine

Source: Piper Aircraft Corporation

VAGABOND AD NOTES

50-23-1 — Shock Strut Fittings
58-12-2 — Aileron Hinge Brackets
61-6-6 — Fabric Reinforcement
68-5-1 — Exhaust Muffler

ADs apply to both PA-15 (ATC-800) and PA-17 (ATC-805)

Remember when airports used to stack Cubs, T-Crafts, Vagabonds, etc. like this to make hangar space go further? Well, they still do ... this is Dick Wagner's Vagabond (and Cub). Dick's business, Wag-Aero of Lyons, Wisconsin, specializes in replacement parts for Cubs and Vagabonds.
Gliding in for a landing is Jack Kromer of Mt. Carroll, Illinois in his PA-15. Notice that it has been converted to a shock type gear.

The PA-16 "Clipper" is a "stretched Vagabond" — in concept — even if a lot of the major components are not interchangeable. This one belongs to Elmer J. Wilemon of Tulsa, Oklahoma.

The next evolutionary step from the Clipper was the PA-20 Pacer. Flaps are the most obvious physical change.
In 1935 the Stinson Aircraft Company sold a brand new airplane to American Airlines. The number was NC15165 and it was a low wing tri-motor called the "Model A". The 60 ft. wing span and 3 Lycoming engines covered a lot of the United States in its lifetime. There were 35 of these planes built and this is the last one known by me to exist. Hopefully, this article will bring some comments on parts and other pertinent information.

On its last flight in 1947, the pilot of NC15165 noticed the left engine was running poorly, apparently in need of carburetor heat. After a short interval the other two engines quit from the same probable cause. The pilot landed on a frozen lake in the wilds of Alaska, 100 or so miles from Fairbanks. The plane slid across the ice and up the far bank. It came to rest in a grove of small saplings damaging the leading edges of the wings and the outboard props. All of the passengers and the pilot were able to walk away from NC15165.

In March of 1964, Mr. J. D. (Red) Berry, a resident of Fairbanks with an interest in finding and salvaging old airplanes, decided on a salvaging expedition. He purchased the "A" sight unseen and condition unknown. The only assurance of condition we had was the very good word of Red Berry. The date was October, 1970 and in May of 1972 the old workhorse of the past finally arrived in the civilized world. In June of 1972 after two days of prior preparation, the "A" was taken apart and loaded in two additional days into a 40 ft. van-type trailer. The size of the fuselage made the trailer appear to shrink. Only the fuselage, center sections and tail sections were able to fit in the trailer. Since the space inside the trailer was of limited size I was glad that my son Van was along to assist with the tying down of all the parts. He was 13 years old and light enough in weight not to damage the structure as he climbed about making sure each part was secured. After a four day trip most of
NC15165 arrived at the Crystal Lake Airport none the worse for its journey on the Alcan Highway (3,500 miles total). Three weeks later after all the fabric, stringers and formers were removed, we were able to see very little damage from rust. Most of the repairs to the fuselage main structure have been accomplished as of this writing and we are ready for a light sandblasting prior to priming. During the first half of September 1972 I drove to Fairbanks with a recovery trailer behind a pickup truck to get the outer wing panels and the three 300-hp Lycomings with props.

The plane has a wing span of 60 ft. and a wing area of 500 sq. ft. It employs semi-cantilever construction. The cantilever portion extends outboard of the strut attachment at the nacelles. The wing has a double tapered planform and the airfoil section is a NACA 2R, 18-10. The overall length is 35 ft. 10 in. The fuselage is of steel tube construction with plywood formers and spruce stringers. It is fabric covered from the tail to a point just ahead of the forward wing strut and metal covered from there to the firewall. The belly, however, is metal covered back to the wing flaps. The total height is 12 ft. 10 in. in its 3 point attitude of 11° static. The center section is metal covered and the outer wing panels are fabric as are the tail group and ailerons. The "A" has drag type metal flaps and a retractable landing gear, both operated through a transmission using a reversible electric starter motor. The main gear operated up into the nacelles. The tailwheel does not retract. At gross takeoff, with a weight of 10,200 lbs, the "A" leaves the ground in 800 ft. The landing distance is 400 ft. Empty weight is 7,120 lbs. Fuel capacity of the 4 tanks - 220 gals. The service ceiling with 3 engines is 17,000 ft., with 2 outboards - 8,500 ft., and 1 outboard and center - 7,700 ft.

During its short career, the Stinson "A" was one of the fastest planes in airline service, having a cruise speed of 163 mph (top speed - 180 mph) and luxurious accommodations for its 8 passengers and two crew members. Hopefully, within a couple of years, Stinson "A", NC15165, will once again be back in the air as a flying tribute to past early transport aviation.

Now this is a BIG steel tube fuselage! The author looks like a midget caught in a maze.
How many trunks in how many basements contain slightly faded, slightly out of focus pictures such as this? . . . the young soldier in a patriotic pose before some object sure to wow the folks back home. This is Don Nagens of Wheeling, Illinois. The picture was taken in 1940 in Anchorage, Alaska. The Stinson A was owned by Woodley Airlines, but no registration number can be seen. Pictures such as this are a lesson to all antiquers — don't ever pass up an auction sale or a chance to go through old trunks. You never know where such a treasure will turn up.

(Photograph by Dwight Dendy)

The author, Gene Coppock, at his normal place of business — the left seat of a United Air Lines 727.
The spring fly-in of EAA Chapter 395/Antique-Classic 1 was held at Wings and Wheels Airport at Santee, South Carolina May 4-6. Good weather all over the Southeast and the reputation of the fly-in as always a good one brought out a record crowd of airplanes and people.

Buck Hilbert, Antique-Classic Division President and Board of Directors member Gar Williams, plus two fellow antiquers, all attended, flying non-stop from Chicago to Santee in Gar’s newly restored Cessna Airmaster. They made amazing time and we’re counting on Gar to write up that flight for these pages — meanwhile, here is President Buck’s report of his "Southern Invasion":

It’s sure nice to have a friend with a Cessna C-165 Airmaster or I wouldn’t be writing this. Gar Williams, myself, Stan Tonkin and Tom McCann left Naperville, Illinois Friday morning — non-stop and 4 hours later we were there. I could spend pages telling how fine that Airmaster flew but I’ll let Gar write that up at a later date.

We arrived at Santee about 1:10 local time — a real early bird . . . there wasn’t too much doing. Mr. Dolph Overton, Wings and Wheels Museum owner, extended his brand of "Southern Hospitality" and after a little conversation escorted us to the Museum. Mr. Overton explained the Museum layout and then left us to our devices.

Back outside, the field was fast filling with airplanes. The weather was ideal, the wind almost calm and by nightfall there must have been fifty airplanes on the field. Mr. Overton hosted an early bird party that night and I know we all went to bed happy.

Saturday morning the motel restaurant resembled the Annual Oshkosh Convention — there were aviators everywhere! All sorts of pilot talk could be overheard . . . there was even some talk about girls.

Saturday I must have walked the line ten times taking pictures and meeting people, then about one o’clock I was drafted as a judge by Evander Britt. This was the most difficult task I’ve had in sometime. I’d already fallen in love with more than 35 airplanes and each time I turned around there was another one — would you believe that at 7:45 that evening we were still trying to decide on a couple categories? We just about wore out Evander’s car going back out for one more look.

Evander was his usual exuberant self at the awards dinner that night as we gave away all the awards. His explanation of the difficulties involved in choosing the winners was the real understatement of the evening.

The dinner was delicious, the company was unexcelled and the weather was delightful. We four Yankees certainly hated the idea of heading back north, but we did. The Airmaster lifted into the air at 8:25 A.M. and after a fuel stop and stretch at London, Kentucky we were home for dinner at 1:10 CDT in Naperville.

Beyond a doubt this was the friendliest fly-in I’ve ever attended. I didn’t hear any negative comments and I did receive many favorable and complimentary words on the new Antique-Classic Division. There were also many good wishes and words of encouragement. I can truthfully say I’m ready to go back again — anytime.
Evander Britt (EAA 13137, A-C 140) of Lumberton, N. C., left, and Morton Lester (EAA 55178, A-C 14) of Martinsville, Va. are regulars at antique fly-ins around the nation. Evander is Chief Judge at Oshkosh for antique aircraft and Morton holds the same position for Classic aircraft.

N2S-3 was the Navy designation for the Stearman trainer. This beauty was awarded the Warbird Biplane trophy. It is owned by John Downing (EAA 54500) of Atlanta, Ga.

"Best Classic Monoplane" award went to Dick McNeil of North Wilkesboro, North Carolina for his 1947 Swift.

Herb Puckett (EAA 38835), President of Chapter 395, in his Fairchild PT-23. Herb is the "Fairchild King" — he also has recently completed a PT-19 that is authentic down to the last stencil.

The Grand Champion! Left to right, Bob Farrington, Master of Ceremonies, Buck Hilbert, winner John Turgyan, and Chief Judge Evander Britt.
How dare they call M. B.'s Vibrator the "Dirtiest Airplane"? This BT-13 has had one owner since it was released as surplus right after World War II — none other than M. B. "Dusty" Huggins, the squire of Timmonsville, S. C., "flying revenooer" for the state of South Carolina, yam spinner par excellence, and everybody's friend!

AWARDS — SANTEE, SOUTH CAROLINA
May 4-5-6, 1973

Most Original — 1949 Luscombe 8F, N817B, Oliver Holmes, Durham, N. C.
Most Rare Airplane — 1939 Waco ARE, N20953, Richard Austin, Greensboro, N. C.
Best Classic Monoplane — 1947 Swift, N2457B, Dick McNeil, North Wilkesboro, N. C.
Best Cabin Biplane — 1938 Staggerwing, NC49301, Swanson Poer, Greensboro, N. C.
Best Antique Biplane — 1936 Waco YKS-7, N17464, Joe Hurdle, Mebane, N. C.
Best Cabin Monoplane — 1940 Porterfield LP65, NC7281, Bill Knox, Marietta, Ga.
Best Silver Age Monoplane — 1949 Luscombe 8F, N817B, Oliver Holmes, Durham, N. C.
Best Silver Age Biplane — 1949 Spitfire, NC5959, Dr. E. C. Garber, Fayetteville, N. C.
Best Experimental Biplane — Pitts S-1, N8519, Dwight Cross, Jr., Huntersville, N. C.
Best Experimental Monoplane — Gibson-Rogers Acrocraft, N1115M, Mandeville Rogers, Florence, S. C.
Longest Distance — 1940 Cessna C-185, N165, Bill Schultz, Madison, N. C.
Golden Age Antique — 1929 Waco JYM, N731K, Walt Webber, College Park, Ga. (Flown by Winn Baker)
Warbird Biplane — 1941 Stearman, N5003N, John Downing, Atlanta, Ga.
Best Biplane — 1949 J-3 Cub, NC70870, Jerry Wiggins, Madison, N. C.
Best Monoplane — 1949 Vultee BT-13, N55759, M. B. Huggins, Timmonsville, S. C.
Best Cabin Plane — 1945 Staggerwing, N165, Bill Schultz, Madison, N. C.
Best Open Cockpit — 1945 Staggerwing, N165, Bill Schultz, Madison, N. C.
Best Experimental Biplane — Pavel B. Orlof, Moscow, Russia
Best Experimental Monoplane — Tom Lail, Osage Beach, Mo.

1973 OSHKOSH AWARDS

EAA ANTIQUE AIRCRAFT AWARDS

The following classes of antique aircraft will be eligible for awards at Oshkosh this year. Evander Britt of Lumberton, N. C. is Chairman of the Antique Awards of the EAA Antique and Classic Division.

Pioneer Era — 1900 through 1912 — Hang glider, Wright Brothers. Years of early experiments and "Air Meets".

Best Biplane
Best Monoplane
World War I Era — 1912 through 1923 — Either years of war development or design influence from war planes. Note: Exact replica aircraft shall compete with originals if original type engine is used.

Best Biplane
Best Monoplane
Best Cabin Plane
Best Open Cockpit
Lindbergh Era, 1927-1932
Category Champion

Golden Age Aviation Era — 1923 through 1939 — Development of modern aviation, racing, distance flights, and monoplane phase.

Best Biplane
Best Monoplane
Best Cabin Plane
Best Open Cockpit
Silver Age Aviation Era — 1929 through 1939 — Sport, commercial and modern, experimental phase. Age of numerous small aviation manufacturers.

Best Biplane
Best Monoplane
Best Cabin Plane
Best Open Cockpit
Silver Age Antique Aviation Category Champion

World War II Era — 1939 through 1945 — This category is for military aircraft produced through this period that are not displayed as military aircraft and, therefore, not eligible for awards by the Warbirds of America, Division of EAA.

Best Biplane
Best Monoplane
Best Cabin Plane
Best Open Cockpit

Champion, World War II Category
Senior Division of Grand Champions — All former Grand Champion Antique winners at EAA Fly-In Conventions (Rockford and Oshkosh) shall compete against each other in this category. Some previous winners have been: 1968 — N11456 Waco RNF then owned by Dr. Jim Calis; 1969 — NC105W Lockheed "Vega" owned by Dave Jameson; 1970 — NC105W (a repeat winner which will no longer be possible under the Senior Division set-up); 1971 — NC16009 Vultee V-1A owned by Harold Johnston; 1972 — N719E Waco ATO owned by Gordon Bourland.

1973 Grand Champion Antique Airplane — Best antique aircraft attending the 1973 EAA Oshkosh Fly-In Convention (excluding the Senior Division former champions). An additional JUDGES CHOICE, ANTIQUE AIRCRAFT ACHIEVING SPECIAL MERIT will be awarded.
CLASSIC AIRCRAFT AWARDS

Classic airplanes will be judged by a team co-chaired by Jim Gorman of Mansfield, Ohio and Morton Lester of Martinsville, Virginia. Classic Airplanes are production aircraft produced in any nation between January 1, 1946 and December 31, 1953. These aircraft must be pre-registered with EAA Headquarters and must display a special parking sticker in order to park in the Classic area and be eligible for judging. Awards will be made for:

- Best 65 hp Classic
- Best Classic Under 150 hp
- Best Classic Over 150 hp
- Classic Airplane Champion

In addition, a "best in class" award will be made when at least 3 of a given type is represented, such as Best Aeronca, Best Beechcraft, etc. Owners of Classic aircraft are urged to pre-register with EAA, Box 229, Hales Corners, Wisc. 53130 prior to the Oshkosh Convention.

1973 looks like a banner year for our Fly-In Convention - don't miss it.

EAA Museum Gets A Bucker

On May 5 the EAA Air Museum received a new and valuable addition to its collection — a Bucker Jungmeister. Mike Murphy, who won so many aerobatic championships in the late 30s and 40s that he is hard pressed even today to find a place in his beautiful home to display the trophies, turned over his red and white Bucker to Tom Poberezny. Tom had the enviable job of flying the plane from Mike's home in Findlay, Ohio to Wisconsin where it will be displayed in a place of honor in the EAA Air Museum.

N515 was Mike's second Bucker — his first was the famous Alex Papana Jungmeister flown from Germany in the dirigible Hindenburg for appearances at the 1936 Cleveland Air Races. Mike bought the Jungmeister in 1940, and in 1946 sold it to Bevo Howard who flew it in air shows for over 20 years before being killed in an unfortunate accident in Greenville, N. C.

Mike Murphy was the first American to use the Jungmeister, the undisputed top aerobatic airplane in its day, and he regretted for many years his sale of N15696 to Howard. In the middle 60s while visiting Count Aresti in Spain, Mike spotted the remains of a Jungmeister in an aviation junkyard. As it turned out, the "pieces" belonged to Aresti ... so a deal was quickly consummated and soon the prize was crated and on its way to Findlay. It was rebuilt in '66-'67 and test flown on July 26, 1967.

N515 has been converted to a 185 Warner and at the time it was turned over to Tom Poberezny had only 37 hours and 25 minutes since complete rebuild.

Because the Jungmeister is such a legendary airplane in the aerobatic world, because it has belonged to such aerobatic luminaries as Count Aresti and Mike Murphy, and because it is such a fine restoration — the EAA Air Museum is proud to have N515 for all to see.

Mike Murphy's Bucker Jungmeister just before being flown to the EAA Air Museum by Tom Poberezny. Mike headed Marathon Oil's aviation department with headquarters in Findlay, Ohio until his recent retirement.

CALENDAR OF EVENTS

JUNE 1-3 — MERced, California — Annual Fly-In. Contact: Antiquity Fly-In, P. O. Box 2312, Merced, Calif. 95340.

JUNE 3 — BURLington, WISCONSIN — Burlington Municipal Airport. Piper Fly-In/Swap Meet for Piper Aircraft from the E-2 to the PA-20 Pacer. Sponsored by EAA/Antique Classic Division. For further information contact EAA Headquarters.

JUNE 8-10 — DENTon, Texas — Denton Municipal Airport. 11th Annual Texas Antique Fly-In. Everyone welcome. Texas hospitality assured. Contact: Jack Winthrop. 3536 Whitley Dr., Dallas, Texas 75229.

JULY 21-22 — LA RUE, Wisconsin — 5th Annual Antique Transportation Meet. Near world famous Baraboo, Wisconsin. Antiques only. Registration fee — $5.00. This is a fun meet. For information, contact Edward C. Wegner, 10 Stafford St., Plymouth, Wisc. 53073.


SEPTEMBER 28-30 — Gastonia, North Carolina — Gastonia Municipal Airport. Carolinas-Virginia Chapter 395 Annual Fall Fly-In. Contact Morton Lester, P. O. Box 3745, Martinsville, Va. 24112.

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