HOLIDAY GREETINGS FROM

Ron Fritz  Butch Joyce  Steve Wittman  John Turgyan  Buck Hilbert  Roy Redman  Stan Gomoll  Bob Kesel  Ray Olcott  Paul Poberezny

Pat Etter  Al Kelch  Bob Lickteig  Art Morgan  Dan Neuman  Norm Petersen  Wes Schmid  Gene Chase  Brad Thomas  John Copeland

Dale Gustafson  Claude Gray  Morton Lester  Bob Herman  Gene Morris  George York
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by Gene Chase

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by Ted Businger

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by Frank C. Sabo

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by Ted Businger

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FRONT COVER . . . Fernando Ramos (EAA 31244, A/C 3197), Villa Park, California purchased this 1949 Bellanca 14-13-3, N6508N, S/N 1627 and flew it to Oshkosh '83 "as is." He plans to completely restore the plane so the next time he flies it to the Convention it should look as great as his Marquart Charger.

(Photograph by Ted Koston)

BACK COVER . . . Rudy King's Folkerts SK-3 in a hangar at the '37 Cleveland Races. In the background is Roscoe Turner's Packard and Dick Granere's Curtiss-Wright Junior. See story on page 6. Who can identify the propeller-less radial-engined biplane?

(Jim Vliet Collection)
PAUL POBEREZNY AWARDED
FAI GOLD AIR MEDAL

Paul H. Poberezny, President and Founder of the Experimental Aircraft Association was awarded the Federation Aeronautique Internationale's (FAI) Gold Air Medal at ceremonies in Los Angeles, California. The presentation took place during the 76th Annual FAI World Conference. The FAI is the international governing body of aviation.

The Gold Air Medal, which is FAI's highest honor, cites Poberezny's aeronautic service on a national and international level, his achievements in aviation, as well as his initiative, devotion and work involvement for the cause of aviation. The award was presented to Poberezny by FAI President Amos Ishai of Israel. Poberezny thanked Ishai and the FAI. "I am deeply touched by this great honor. I feel that it not only recognizes my efforts but acknowledges the important work of the EAA and all of its members. I don't think there has been a day in my life that I haven't said or thought the word airplane. I'd like to think that thus far in my career, I have learned a little about airplanes . . . and a lot about people."

Poberezny took the opportunity to call for greater respect and cooperation within the international aviation community, "Through our combined efforts, we can achieve man's age-old dream of flight . . . and together, we can share, peacefully, the joys of this vast ocean of air above us."

AIU NAME CHANGE

Aviation Insurance Unlimited (AIU), P.O. Box 19267, Greensboro, NC 27419 has changed its name to Aviation Underwriters of America (AUA). This name change was devised in concert with their new facility which is now used exclusively for the EAA program.

The address remains the same as do the phone numbers: 800/334-0061, 919/668-7751 and TELEX 574 482.

WALLY MITCHELL HONORED


Among the recipients were D. W. "Wally" Mitchell (EAA 126806, A/C 4102), Brookfield, Wisconsin for "Aviation Person for the Year." Wally and his wife, Lois own Capitol Airport in Brookfield and they have made it into one of the prime reliever airports for the Milwaukee area.

With major improvement in facilities, Capitol now boasts the sixth largest compliment of permanently based airplanes of any airport in the state. In addition, Mitchell has developed a unique flight education program with New Berlin (Wisconsin) High School and has actively supported the efforts of various volunteer groups including the Experimental Aircraft Association and the Antique Airplane Association.

Antique/Classic Chapter 11 meets regularly at Capitol Airport and many members base their planes there. Wally owns a Waco RPT, Waco RNF and a Beech Bonanza, but seldom has time to fly thanks to the never-ending chores of maintaining an active airport.

OSHKOSH '83 ANTIQUE/CLASSIC
FORUM TAPES AVAILABLE

The following cassette tapes, recorded at Oshkosh '83 are available from Forum Recordings, Dave Yeoman, 3410 St. Peters Rd., Marion, IA 52302. In most cases the tapes run from one to one-and-a-half hours and the cost is $5.25. Those marked * are up to three hours in length and cost $8.50. All prices include postage.

A listing of the complete collection from the years 1972 through the present, including many historical presentations, is available upon request.

Bucker Jungmanns
Beechcraft Bonanzas
*Cessna 120/140s
Navion Inspections & Modifications
Luscombes
*Cessna 170 Aircraft
*Fabric Covered Pipers
Ryan PTs
Waco Aircraft
*Aerome Champions & Chiefs
Piper Vagabonds
Swift Aircraft
Piper Tri-Pacers & Piper Conversions
Fokker Dr 1 and Nieuport 17-24bis Reproductions
Taylorcrafts
Aeronca Restorations
Cessna 190/195 Aircraft
PIPER REPLACEMENT RIBS

Univair Aircraft Corporation announced recently that it is now producing FAA-STC approved wing ribs for all Piper metal-spar, fabric-covered aircraft including the J-3, PA-11, PA-12, PA-14, PA-15, PA-16, PA-17, PA-18, PA-20, PA-22 and some PA-25 models.

These ribs are now being manufactured following an extensive two-and-a-half-year engineering research and tooling development program for which Univair has received FAA approvals. The ribs are of high-strength, one-piece stamped aluminum construction. They have been designed as a direct replacement part and require no major installation modification to either the existing wing parts or to the ribs. Also, these ribs have been approved for use with blind rivets for ease in attaching fabric. These approvals cover the ribs used in the above aircraft wing assemblies including many that have not been available for several years, such as the PA-12 and PA-14 tip ribs.

Depending on the type of rib, Univair ribs are priced approximately 15 to 20% lower than the comparable OEM rib. Each rib is supplied with the applicable STC and a complete FAA approved interchangability list.

For further information contact Mr. V. P. “Bob” White, Univair Aircraft Corporation, Route 3, Box 39, Aurora, CO 80011, 303/364-7661.

BOOK ON L-PILOTS

Mr. P. Robert Leslie, P.O. Box 1252, Cabria, CA 93428-1252 has embarked on a two to three-year research project that will result in a non-profit book telling the story of the WWII Liaison Pilots. Leslie feels the L-Pilots have been ignored for too long a period of time and denied their rightful place in history. He hopes to remedy this situation with the publication of his book.

There are about 900 surviving L-Pilots and Leslie hopes to contact as many of them as possible. He is seeking names, addresses, photos, newspaper clippings, etc., and asks that readers spread the word of his project and contact him with any pertinent information.

Each L-Pilot who is noted in the book will be notified by Leslie when the book is available.

EAA’S NEW ADDRESS

By the time you read this, EAA’s move from Franklin, Wisconsin into its new facility at Oshkosh will have been completed. The new addresses are: Experimental Aircraft Association, Inc., P.O. Box 2591, Oshkosh, WI 54903. EAA Aviation Foundation, Inc., P.O. Box 3065, Oshkosh, WI 54903. The street address for both is 3000 Poberezny Road, Oshkosh, WI 54901.

The telephone switchboard number for the entire facility is 414/426-4800. As in the past, the EAA address is also common for each of the Divisions, including Antique/Classic.

AIRCRAFT REGISTRATION NUMBERS

It’s triennial report time again - those reports sent out every three years to random computer-selected aircraft owners from the FAA Aircraft Registry, P.O. Box 25082, Oklahoma City, OK 73125. If you receive one (or more) of these report forms, be sure to comply with the instructions to insure that you don’t lose the registration number of your aircraft.

Noncompliance can result in the re-issuance of your aircraft number by the FAA to another aircraft. If you have any questions about the current registration status of your aircraft, contact the FAA at 405/686-2284.
My first disappointment was the cancellation of one of the 397 cu. in. qualifying races. The previous two accidents, plus the continual over-heating problem in George Dickson's "Loose Special," forced the decision. It seemed that the tightly closed cowl on that little radial was the culprit. In 1941 the erudite Richard Palmer modified his design of the Hughes Racer to include a very similar cowl on the Vultee P-66. This also resulted in an over-heating problem.

The 397 cu. in. race was a real dandy, with S. J. "Steve" Wittman and Roger Don Rae locking horns in a near wingtip-to-wingtip struggle that lasted to the checkered flag. Don Rae beat Wittman on the take-off and held a narrow lead through the first two laps. Wittman picked a spot and bore through for a marginal lead, to lap number eight. Roger firewallled it and took the lead for the ninth lap. On the last lap Wittman once again led, to take the win.

Through most of this race, Art Chester was hounding the two leaders, waiting for one or both to lose position; but this didn't happen and near the end he eased up. Clem Whittenbeck trailed all the way, but it didn't matter as he cut pylon number two on lap nine and was disqualified.

DAVIS QUALIFYING RACE

<table>
<thead>
<tr>
<th>Finish</th>
<th>Pilot</th>
<th>Airplane</th>
<th>Time</th>
<th>Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wittman</td>
<td>Wittman &quot;Chief&quot;</td>
<td>12:38</td>
<td>237.156</td>
</tr>
<tr>
<td>2</td>
<td>Rae</td>
<td>Folkeerts SK-2</td>
<td>12:45</td>
<td>235.208</td>
</tr>
<tr>
<td>3</td>
<td>Chester</td>
<td>Chester &quot;Jeep&quot;</td>
<td>13:00</td>
<td>230.746</td>
</tr>
<tr>
<td>4</td>
<td>Whittenbeck</td>
<td>Hardwick-Whittenbeck</td>
<td>Disqualified</td>
<td></td>
</tr>
</tbody>
</table>

S. J. "Steve" Wittman in his Menasco-powered "Chief Oshkosh" at the '37 Races where he won 1st place in the 397 cu. in. Davis Cup Qualifying Race; 1st place in the Greve Trophy Qualifying Race; 1st place in the Davis Cup Race; and 2nd place in the Greve Trophy Race.
One of the closed course feature events was the Amelia Earhart Memorial Handicap Race. This event left me bewildered as announcer Barney Capehart did not clarify the procedure. I recall that the ladies flew superbly in their “off the showroom floor” equipment. It has to be understood that after Florence Klingensmith’s fatal accident in 1933, the women became over-regulated.

The Bendix racers had been arriving from the West Coast throughout the day. Most of them radiated ahead their ETA and this information was relayed to announcer Barney Capehart, who in turn called the crowd’s attention to the west in time to see them arrive. At times, there were gaps of several hours between arrivals. The times and approximate speeds were given a few minutes after each landing.

No one would know the final outcome until after the 6:00 p.m. arrival deadline. The last plane to officially finish was Eiler Sundorph. During his high speed pass his plane developed a violent aileron flutter that threatened disaster. Sundorph chopped power and zoomed for altitude, then set his racer down smoothly. After the races I observed substantial damage to both ailerons and flaps on the Sundorph Special.

1937 was the last year the same aircraft could compete in both the Bendix and Thompson Trophy Races. After that, a choice had to be made.

To be perfectly honest, watching a single plane speed across a finish line was not terribly exciting to this kid, although I recognized the accomplishments of the event. The Bendix racers finished thusly:

<table>
<thead>
<tr>
<th>Finish</th>
<th>Pilot</th>
<th>Airplane</th>
<th>Time</th>
<th>Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fuller</td>
<td>Seversky SEV-3</td>
<td>7:54</td>
<td>258.242</td>
</tr>
<tr>
<td>2</td>
<td>Ortman</td>
<td>Marcoux-Bromberg</td>
<td>9:09</td>
<td>224.833</td>
</tr>
<tr>
<td>3</td>
<td>Cochran</td>
<td>Beech D17W</td>
<td>10:29</td>
<td>194.740</td>
</tr>
<tr>
<td>4</td>
<td>Sinclair</td>
<td>Seversky SEV-3</td>
<td>11:03</td>
<td>184.526</td>
</tr>
<tr>
<td>5</td>
<td>Burcham</td>
<td>Lockheed 12</td>
<td>11:03</td>
<td>185.526</td>
</tr>
<tr>
<td>6</td>
<td>Sundorph</td>
<td>Sundorph Special</td>
<td>12:17</td>
<td>168.210</td>
</tr>
</tbody>
</table>

In winning, Frank Fuller broke Jimmie Haislip’s five-year-old 1932 record. Fuller was only on the ground long enough to refuel, then was off to Bendix, New Jersey for a new coast-to-coast record.

Even at this early stage of Jackie Cochran’s career, her ability had to be obvious as she bested such luminaries as Seversky test pilot Frank Sinclair and the great Milo Burcham (who was flying for F. C. Hall, the one-time backer of Wiley Post). Jackie’s Beechcraft was paradoxical; in auto racing the color green and number 13 are considered hexes, yet she had both. Obviously she wasn’t as superstitious as most race car drivers.

Earl Ortman’s Marcoux-Bromberg had lost its elegant ladylike look of 1936, and had a fiercely purposeful appearance that looked mean. Frank Sinclair’s Seversky was very attractive but appeared to be rather large and clumsy for pylon turns, especially when compared with the smaller racers.

Those who did not finish the Bendix Race were three whom we had expected to be top contenders. They were Roscoe Turner, Joe Mackey and Bob Perlick. The fuel tank on Turner’s plane exploded (more later), Perlick wrecked his Staggerwing when the landing gear collapsed on take-off, and Mackey was grounded out West with oil tank trouble.

On Saturday, September 4, the weather was a significant factor in the program for that day. Intermittent rain generally spoiled the crowd’s appreciation of the show, and vendors had a field day selling rain capes. Just prior to the start of the day’s program, the ticket man was called away from his post just as I approached the entrance. The opportunity was too good to pass up and I scooted for a seat at the top where the view was nearly level with the low flying stunters and racers. When the rain came it was just “grin and bear it.”

That morning, Steve Wittman made his one lap time trial in “Bonzo” at 275.672 mph. This was the top speed recorded that year. That Curtiss D-12 at full throttle had a way of searing your insides, like no other reciprocating engine ever built. It was clearly audible throughout the time trial and was easily distinguishable from all others.

The Greve Qualifying Race — Group I contestants lined up early in the afternoon, Haines, Kling, McKeen and Rae. Once again Roger beat the pack through the scatter pylon and the first lap. Rudy Kling took over on lap two and held a narrow lead through lap eight. Rae regained the lead on lap nine, only to lose it midway in the last lap when Kling beat him to the checkered flag.

Roger Don Rae flew a race course in a manner reminiscent of Benny Howard which was about 60 feet off the ground (my eyeball measurement against the 80-foot-high pylons). With all things being equal, the few pilots who flew that low seemed impossible to beat.

Out on the back stretch on that last lap, something flew off Kling’s Folkerts. It was reminiscent of the Lee Miles disaster and everyone was relieved to see Rudy continue on. The canopy was jarred open by turbulence and the slipstream then tore it off. That evening the plane underwent emergency repairs, the damage being to the door and hinges, a large tear in the fabric in the aft fuselage, a smaller one near the wing flap and a few dings around the cockpit.

Roscoe Turner and his crew repair the hail damage on his Turner-Brown-Laird “Meteor” incurred while inbound to Cleveland.
Rudy Kling in his Folkerts SK-3, “Pride of Lemont.” Rudy was from Lemont, IL and he won the 1937 Thompson Trophy Race.

Gus Gotch was a fine pilot and the “Firecracker” was an eccentric, but outstanding race machine. The two were just not compatible. Gus was quite vocal in his displeasure with the antics required after take-off to retract the gear. However a much more serious problem was the continual magneto malfunction which threatened to turn the ship into a clipped-wing glider. On those few occasions, when everything worked properly, the Schoenfeldt appeared to be the fastest plane in the 550 cu. in. category. (Tony LeVier mastered the odd gear retraction procedure in 1938. During the 1939 Greve the magneto problem resurfaced, forcing Tony to land after he had established supremacy.)

Between the last Greve Qualifying Race and the Davis Cup Race, Count Otto von Hagenburg was the center stage performer. He was just a trifle more precise than Papana in the other Jungmeister. The Count was a superb pilot and was the current aerobatic champion of Europe. His routine was dazzling.

Near the end of his performance, he began a series of low level inverted passes over the field. He started out approximately 150 feet agl, angling down across the perimeter fence, then flattened out at about three feet. On his next pass, from the opposite direction, he went down to about two feet.

The third pass was even lower! Whether caused by a down draft or a twitch of the stick, the biplane flew into the ground. It was not possible to know if the prop or the rudder made contact first. Dust and debris surrounded the accident scene and the emergency crew rushed to his rescue. By the time they arrived, the air was clearing and

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### GREVE QUALIFYING RACE — GROUP I

<table>
<thead>
<tr>
<th>Finish</th>
<th>Pilot</th>
<th>Airplane</th>
<th>Time</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kling</td>
<td>Folkerts SK-3</td>
<td>13:26</td>
<td>223.104</td>
</tr>
<tr>
<td>2</td>
<td>Rae</td>
<td>Folkerts SK-2</td>
<td>13:29</td>
<td>222.357</td>
</tr>
<tr>
<td>3</td>
<td>McKean</td>
<td>Brown B-2</td>
<td>15:37</td>
<td>192.014</td>
</tr>
<tr>
<td>4</td>
<td>Haines</td>
<td>Haines “Mystery”</td>
<td>16:04</td>
<td>186.536</td>
</tr>
</tbody>
</table>

Late that afternoon the Greve Group II contestants lined up. Included were Chester, Gotch, McArthur and Wittman. With the drop of the starting flag Steve Wittman was off first and well into the lead while Gotch struggled with the gear retraction procedure. Art Chester pulled out all the stops in an attempt to close the gap on the speedy “Chief Oshkosh,” then he committed the costly error of mistaking the scatter pylon for number four. The loss of an additional mile was too much of a handicap in such a short race and Art finished in second place.
the Count could be seen clambering out of the totally destroyed Bucker.

The grandstands erupted with a great cheer for the Count's good fortune. He was taken to the field hospital for treatment of his head injuries and in a short time was talking to the crowd from the announcer's stand with his head in bandages.

For the following Sunday and Monday performances, he borrowed Papania's plane. That man really had guts! When the Count returned to Germany, the accident was treated as a national disgrace.

The last race of the day was the 397 Cu. In. Davis Cup Feature Race. By this time in the afternoon, the wind had abated and starter Joe Nikrent flagged them off. Steve Wittman had his super fast take-off procedure down to a science and immediately took the lead. Roger Don Rae was close on his heels with Art Chester pushing as hard as he could in third. "Chief Oshkosh" was at its best and the others could only follow in the prop wash. The results were:

<table>
<thead>
<tr>
<th>Finish</th>
<th>Pilot</th>
<th>Airplane</th>
<th>Time</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wittman</td>
<td>Wittman &quot;Chief Oshkosh&quot;</td>
<td>12:13</td>
<td>245.325</td>
</tr>
<tr>
<td>2</td>
<td>Rae</td>
<td>Folkerts SK·2</td>
<td>12:21</td>
<td>242.676</td>
</tr>
<tr>
<td>3</td>
<td>Chester</td>
<td>Chester &quot;Jeep&quot;</td>
<td>12:57</td>
<td>231.520</td>
</tr>
<tr>
<td>4</td>
<td>Whittenbeck</td>
<td>Hardwick-Whittenbeck &quot;Special&quot;</td>
<td>13:13</td>
<td>158.884</td>
</tr>
</tbody>
</table>

The contest ended on a bittersweet note as this was the last 397 cu. in. race held in conjunction with the National Air Race. In winning, Steve Wittman broke the class record.

On Sunday morning, September 5, Grandad insisted on my going to church before heading for the airport. Arriving late, I ended up far down the fence line for this day's show. The unlimiteds had pretty well completed their one lap time trials by this time and the only ones I saw fly were Joe Mackey and Frank Sinclair. I was amazed that they appeared to be equally fast on the course.

The weather started out pleasant but breezy. As the day progressed the weather deteriorated badly, resulting in the worse conditions for the entire show. Several chute jumpers got banged around pretty badly by the wind, some receiving serious enough injuries to require several weeks of hospital confinement.

The aerobatic performances also suffered with a great deal of the crisp precision being lost. Even Count Hagenburg flew a little higher. Only Harold Johnson in his Ford Tri-Motor didn't appear to be greatly bothered.

The events that day featured the "big iron" on the 10-mile course. The Thompson Group I Qualifying Race had only McKeen, Rae and Sinclair on the line. Roger Don Rae jumped out in front early, but Frank Sinclair had too much horsepower and the event turned into a parade. They finished in the following order:

<table>
<thead>
<tr>
<th>Finish</th>
<th>Pilot</th>
<th>Airplane</th>
<th>Time</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sinclair</td>
<td>Seversky SEV-3</td>
<td>12:23</td>
<td>242.082</td>
</tr>
<tr>
<td>2</td>
<td>Rae</td>
<td>Folkerts SK·2</td>
<td>17:11</td>
<td>174.473</td>
</tr>
<tr>
<td>3</td>
<td>McKeen</td>
<td>Brown B·2</td>
<td>18:15</td>
<td>164.381</td>
</tr>
</tbody>
</table>

Steve Wittman was originally scheduled for this race as he had the fastest time in the time trials. No explanation was given for this schedule change.

The Thompson Group II Qualifying race later in the afternoon was also undermanned with only Gotch, Mackey and Ortman competing. This contest was a dogfight between Mackey who got off to an early lead, and Ortman who took over near the end of the first lap. They ran nose to tail for the balance of this short race. Once Gotch had the gear tucked away the "Firecracker" really moved and it appeared that the mag problem was finally solved.

<table>
<thead>
<tr>
<th>Finish</th>
<th>Pilot</th>
<th>Airplane</th>
<th>Time</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ortman</td>
<td>Marcoux-Bromberg</td>
<td>12:05</td>
<td>247.975</td>
</tr>
<tr>
<td>2</td>
<td>Mackey</td>
<td>Wedell-Williams &quot;Comet&quot;</td>
<td>12:08</td>
<td>247.029</td>
</tr>
<tr>
<td>3</td>
<td>Gotch</td>
<td>Schoenholtz-Rider</td>
<td>13:25</td>
<td>223.480</td>
</tr>
</tbody>
</table>

Late that Sunday afternoon, the 550 Cu. In. Greve Trophy Race was on the agenda as the day's feature race.
By scheduled take-off time the wind was so bad that it forced a postponement of about an hour. Later the wind began to lessen somewhat but available daylight became a problem which forced another change ... the race distance was shortened by 50 miles to 100 miles (or 20 laps).

The pilots were Gotch, Haines, Kling, McArthur, McKeeen, Rae and Wittman. Art Chester and Clem Whittenbeck were missing from the line-up, possibly because the rough air and deteriorating light were more than they cared to cope with in the close racing quarters.

The Greve Race turned into a great dual among the top four competitors. The adverse flying conditions restricted all efforts at maximum speed as all the planes were porpoising noticeably with the lighter ships of Rae and Wittman having the most difficult time. Positions changes frequently and the contest ended like this:

<table>
<thead>
<tr>
<th>Finish</th>
<th>Pilot</th>
<th>Airplane</th>
<th>Time</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kling</td>
<td>Folkerts SK-3</td>
<td>25:49:91</td>
<td>232.272</td>
</tr>
<tr>
<td>2</td>
<td>Wittman</td>
<td>Wittman &quot;Chief&quot;</td>
<td>25:51:79</td>
<td>231.996</td>
</tr>
<tr>
<td>3</td>
<td>Gotch</td>
<td>Schoenfeld-Rider</td>
<td>24:54:45</td>
<td>226.530</td>
</tr>
<tr>
<td>4</td>
<td>Rae</td>
<td>Folkerts SK-2</td>
<td>26:46:73</td>
<td>224.197</td>
</tr>
<tr>
<td>5</td>
<td>McKeeen</td>
<td>Brown B-2</td>
<td>26:48:70</td>
<td>223.644</td>
</tr>
<tr>
<td>6</td>
<td>Haines</td>
<td>Haines &quot;Mystery&quot;</td>
<td>33:45:71</td>
<td>177.715</td>
</tr>
<tr>
<td>7</td>
<td>McArthur</td>
<td>Delgado &quot;Flash&quot;</td>
<td>(Out Lap #5)</td>
<td></td>
</tr>
</tbody>
</table>

Thanks to the poor flying conditions, the Greve contest did not necessarily prove which of the 550 cu. in. entries was the fastest. It did prove, however, that those racing pilots were not a bunch of prima donnas who could not take a good deal of physical punishment.

It was a tough, thrilling race. Rudy Kling’s margin of victory was less than two seconds over Wittman and one minute over McKeen in fifth place ... that is a mighty close finish!

During the race Roger Don Rae’s ship had a fuel leak problem and he was sprayed with fuel during his landing approach. Partially blinded and nearly overcome with fumes, he possibly did not lock the gear down as it folded up on roll-out and “Miss Detroit” slid along on her belly. The damage eliminated her from further competition in the 1937 Cleveland Races.

A sidelight to this is that three months earlier during the St. Louis races over the Memorial Day weekend, “Miss Detroit” sheared the prop bolts, forcing Roger to crash land. His skill saved both the ship and himself and Roger refrained from racing again.

After the last race it was the usual long trek back to the hangar area. It was surprising to see the relaxed level of activity.

While eavesdropping I overheard two pilots grumbling about Roscoe Turner. In asking around, I was astounded to learn that Roscoe would be there, either later that evening or early the next morning, and would fly in the Thompson! This meant that all the rules would be waived. The complaining I heard was because of the special treatment for this one pilot, to the exclusion of all the others. This was not fair, but the big showman would bring the attendance up.

Roscoe Turner had an exceedingly difficult time getting to this year’s National Air Races. His first problem was a flash fire on arrival at the west coast to participate in the Bendix Race. Next was a fuel tank explosion during a welding operation prior to the start of the race. Lastly, he encountered a hailstorm on his approach to Cleveland. The hail damage had to be hastily repaired before the contest committee would allow participation in the speed trial.

Labor Day, Monday, September 6 was a beautiful day. The temperature was comfortably warm with a gentle breeze and a few cumulous clouds. It was perfect air show weather and this was the day we’d been waiting for. A gang of relatives and my family crowded into three sedans for the trip to the airport to witness the grand finale of the 1937 National Air Races.

Getting that sizeable tribe together resulted in our arrival being later than planned. By the time we passed through the admission gate and were nearing our seats, Roscoe Turner went booming past on his one lap time trial. His Twin Wasp sounded louder than those of the Seversky’s.

The Group III Thompson Qualifying Race was run at 10:30 a.m. as it had not been previously scheduled on the regular program. The four contestants in this added event were Wittman, Kling, Moore and Turner.
Steve Wittman shot into his normal first place position with Turner in hot pursuit. The contest split into two separate groups, with Wittman and Turner blazing away in front while Rudy Kling and Ray Moore were considerably behind. Wittman was solidly entrenched in his favorite groove and Roscoe was flying 20 to 30 feet above the pylon tops.

Rudy Kling was in front of Moore and in this race only, he had dropped down to the tops of the pylons. He seemed to be telling Moore that if he was to be passed, Moore would have to do it 50 feet higher and thus lose the tight turning radius. Neither Roscoe nor Ray were able to pass under those conditions, and that was the order in which they finished.

With the completion of the Thompson Group III Qualifying Race, the starting positions in this premier racing event were finalized. The following list shows the starting positions as determined by the Qualifying Races. The one lap speed trial results are also included for reference.

<table>
<thead>
<tr>
<th>Race No.</th>
<th>Pilot</th>
<th>Plane</th>
<th>One Lap Speed Trial</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Wittman</td>
<td>Wittman “Bonzo”</td>
<td>275.672</td>
</tr>
<tr>
<td>29</td>
<td>Turner</td>
<td>Turner-Brown-Laird “Meteor”</td>
<td>263.620</td>
</tr>
<tr>
<td>4</td>
<td>Ortman</td>
<td>Mareaux-Bromberg</td>
<td>263.023</td>
</tr>
<tr>
<td>25</td>
<td>Mackey</td>
<td>Wedell-Williams “Comet”</td>
<td>264.154</td>
</tr>
<tr>
<td>63</td>
<td>Sinclair</td>
<td>Seversky SEV-3</td>
<td>252.136</td>
</tr>
<tr>
<td>301</td>
<td>Kling</td>
<td>Folkerts SK-3</td>
<td>256.510</td>
</tr>
<tr>
<td>23</td>
<td>Moore</td>
<td>Seversky SEV-3</td>
<td>233.717</td>
</tr>
<tr>
<td>70</td>
<td>Goch</td>
<td>Schoensfield-Rider</td>
<td>235.602</td>
</tr>
<tr>
<td>39</td>
<td>McKeen</td>
<td>Brown B-2</td>
<td>221.330</td>
</tr>
</tbody>
</table>

Below are the entrants who failed to qualify:

<table>
<thead>
<tr>
<th>Race No.</th>
<th>Pilot</th>
<th>Plane</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Chester</td>
<td>Chester “Jeep”</td>
<td>Accident</td>
</tr>
<tr>
<td>1</td>
<td>Rae</td>
<td>Folkerts SK-3</td>
<td>Withdraw</td>
</tr>
<tr>
<td>49</td>
<td>McArthur</td>
<td>Delgado “Flash”</td>
<td>Accident</td>
</tr>
<tr>
<td>88</td>
<td>Haines</td>
<td>Haines “Mystery”</td>
<td>199.015</td>
</tr>
<tr>
<td>44</td>
<td>Miles</td>
<td>Miles &amp; Atwood “Special”</td>
<td>182.010</td>
</tr>
<tr>
<td>21</td>
<td>Whittenbeck</td>
<td>Hardwick-Whittenbeck “Special”</td>
<td>182.010</td>
</tr>
</tbody>
</table>

When the planes lined up for the Thompson Trophy Race, my anticipation for this great event was near the boiling point. Not since 1932 had so many top contenders entered the competition. The event was scheduled for 20 laps of the ten-mile course, or 200 miles.

With the drop of the starter’s flag, the entire pack turned into a thundering herd. McKeen got off the ground first. Kling swerved, which caused Moore’s Seversky to lift off early and “hang on its prop.” Wittman passed McKeen...
and Turner as they approached the scatter pylon, and he was really pulling away fast. By the end of the first lap Wittman had opened a large and growing lead.

Ortman, Mackey, Sinclair and Turner were locked in a ferocious battle for second place. This feud continued for many laps but eventually Turner’s superior horsepower resolved the situation. Mackey was the first to drop back, then Sinclair, and finally Ortman. While they did string out, it was only by a narrow margin.

Meanwhile, Wittman continued to increase his lead. Due to the bad take-off, Rudy Kling ended Lap #1 a dismal last. Marion McKeen started out very well, but soon his Menasco developed a problem. McKeen exhibited much courage in trying to continue but it was dangerous and futile.

Ray Moore was probably under instructions from owner Frank Fuller to “cruise” the big Seversky but he showed some flashes of speed when the leaders were lapping him. The Schoenfeldt was its old recalcitrant self and pilot Gotch, too was just cruising, but at a higher altitude.

For nearly the entire race, Rudy Kling had “The Pride of Lemont” riding in the “catbird seat.” Rudy’s qualifications to complete had been challenged by a contestant in the past. He appeared to relinquish the more favorable lower altitude, as a gentlemanly gesture.

Near the tenth lap, Wittman ceased gaining, seemingly content to maintain his lead over Turner. Crossing the line at the end of the 17th lap, without warning, Steve zoomed “Bonzo” high, throttled back, and continued on course.

Roscoe then took over the number one spot but couldn’t stand prosperity and recircled the uncut pylon #2 on the 19th lap. Earl Ortman then inherited first place. The “fabulous finish” has been written about too often to repeat here.

The main event ended as follows:

<table>
<thead>
<tr>
<th>Finish</th>
<th>Pilot</th>
<th>Time</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kling</td>
<td>46:42</td>
<td>256.910</td>
</tr>
<tr>
<td>2</td>
<td>Ortman</td>
<td>46:43</td>
<td>256.858</td>
</tr>
<tr>
<td>3</td>
<td>Turner</td>
<td>47:16</td>
<td>253.802</td>
</tr>
<tr>
<td>4</td>
<td>Sinclair</td>
<td>47:33</td>
<td>252.360</td>
</tr>
<tr>
<td>5</td>
<td>Wittman</td>
<td>47:58</td>
<td>250.108</td>
</tr>
<tr>
<td>6</td>
<td>Moore</td>
<td>50:20</td>
<td>238.411</td>
</tr>
<tr>
<td>7</td>
<td>Gotch</td>
<td>55:05</td>
<td>217.810</td>
</tr>
<tr>
<td>8</td>
<td>Mackey</td>
<td>Out in Lap #17</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>McKeen</td>
<td>Out in Lap #13</td>
<td></td>
</tr>
</tbody>
</table>

After the race one of the aviation writers of the day noted that Wittman’s average speed, through lap number 15, was 262 mph (4.367 miles/minute) and that Rudy Kling’s average at that point was 240 mph (4.00 miles/minute). These may have been his own stop watch readings, but they do indicate a sizeable difference in performance of the two planes.

In checking this mathematically we find that at the end of the 15th lap (150 miles), Wittman’s speed of 4.367 miles/minute equates to 34.4 minutes elapsed time and Kling’s speed of 4.000 miles/minute is 37.5 minutes elapsed time. This indicates that Kling trailed Wittman by 3.1 minutes at that point, or approximately 1 ½ laps.

Kling was credited with flying the entire 20 lap race in 46:42 or 46.7 minutes. 46.7 less 37.5 (Kling’s time for the first 15 laps) is 9.2 minutes... the time in which he...
would have flown the last five laps. To accomplish this, Kling would have to average 5.4 miles/minute or approximately 324 mph for the final five laps. As a comparison, Howard Hughes' straight-away world speed record at that time was 352 mph!

It is unlikely that such a phenomenal increase in speed during those last five laps could have gone unnoticed by the many professional observers in attendance. Announcer Kling would have to average 5.4 miles/minute or approximately 324 mph for the final five laps. As a comparison, Howard Hughes' straight-away world speed record at that time was 352 mph!

If this appears to be a vendetta to discredit Rudy, allow me to say that Rudy was a very nice guy, an excellent mechanic, and a lot better pilot than generally given credit for. Rudy's only fault was being caught in a situation beyond his control and then trying to live up to the public's image of him. I believe this official error has to bear part of the burden for his tragic and untimely death three months later at Miami, Florida.

Barney Capehart had a crew supplying him with information, yet he only mentioned Rudy's position three times during the entire race.

Capehart first announced Ortman as the winner. Shortly thereafter, there was a great deal of confusion at the microphone and then Rudy was named winner! On being notified that he had won, Rudy said, "I thought I finished no better than second or third!"

Benny Howard had been directing Ortman's race by radio, while his wife, Maxine ("Mike") maintained the charts. With the announced change in the winners, Benny went into one of his air blistering tirades but it didn't help. (Ben and "Mike" were still recovering from the "Mr. Muligan" crash.)

As was mentioned earlier, this kid kept charts of all these races. The chart for this race does not show Rudy passing Frank Sinclair. I did see both Wittman and Turner lap Rudy, but did not see Ortman lap Kling. Wittman was having a problem and about the same time, Joe Mackey had to pull out. This dual elimination could have broken the concentration of the scorers and timers.

Kling was flying a cream-colored mid-wing with a Menasco engine while Gotch was flying a yellow low-wing also with a Menasco. Both were close to the same altitude. With all this confusion, the passage of both planes was probably scored for Rudy Kling, gaining a lap for Kling and losing one for Gotch.

If this is what actually happened, it was a simple mistake and referees seldom change decisions. While I've always been convinced that Earl Ortman won this Thompson Trophy Race, it will not change the official records.

This story has been written with the idea of presenting all the known facts, then the reader may choose to accept or reject the thesis. Several current authors have published much misinformation on the subject. One of these writers even insinuated that Mr. Ortman lacked skill and intelligence, which was not true.

In spite of the problems and peculiarities that surrounded this 1937 event, it was a thrilling spectacle that shall not be forgotten. In closing, may I offer a heartfelt "thanks" to all the wonderful people whose efforts made the old National Air Races into something that stirred the hearts and minds of the kids of my generation.

Epilogue

Miami, Florida — December 1937. Rudy Kling and Frank Haines died in separate air race accidents.

Washington, DC — January 1938. Dr. George Lewis discharged individuals from the contest committee.

Detroit, Michigan — February 1938. Mrs. Joy Haines gave birth to twin sons.

Oakland, California — May 1938. Gus Gotch died in an air race accident.

Kansas City, Missouri — June 1938. Clayton Folkerts stated that the Vmax for the SK-3 was 307 mph; for the SK-4 it would be 330 mph.


Note: This was originally written for the American Air Racing Society Newsletter. Published in the Fall and Winter Editions, 1982 and Spring 1983... author.
In October 1976 I saw an ad in Trade-A-Plane for a Piper L-4 less engine and wings at Pontiac, Michigan. I had been looking for something to rebuild after selling my clip-wing Cub and Vagabond. I telephoned the owner and found that the plane was still available. He was a young French boy who had bought it surplus and brought it here from France. He never had enough money to have the wings and engine shipped to the U.S.

He was returning to France and, not wanting to ship the fuselage again, he decided to sell. We made a deal and my wife and I headed for Pontiac in our station wagon along with a lot of rope.

When we arrived we found the L-4 was also missing the windshield, instruments, wheels and tires. We decided to take it anyway because it did have all the greenhouse complete with glass. The fuselage was still covered so we proceeded to remove same to reduce wind resistance and tied it down on top of the wagon.

We attracted a lot of attention heading south on I-75 toward Toledo! We arrived home at Castalia, Ohio with no problems . . . these were to come later in searching for all the missing items. No work was accomplished on the plane the rest of that winter.

When warm weather returned in the spring I sandblasted and primed the fuselage frame and tail surfaces. All the original wood was retained to keep the restoration as authentic as possible. The inside of the cabin was covered with Stits and the controls, seats and floor boards installed. New original-type cushions were purchased from Wag-Aero.

During 1977 not too much was done except for locating some original-type instruments. During that time I found a pair of PA-12 gear legs complete with wheels, brakes and tires. I did the needed repair then covered and sold them.

In the summer of 1978 I located a pair of surplus L-4 wings at a small farm strip and talked the owner into selling. My son, Frank, Jr. (EAA 136355) and I picked them up. Knowing that I had purchased two left wings, a good part of the summer was spent disassembling one to reverse the spars to make a right wing. Over the years I had collected enough wing parts that I could do this.

By then winter had returned and I didn't work on the Cub again until the spring of '79. I located a pair of rear struts and proceeded to weld in the large barrels, then treat the insides. I ordered slip covers for the fuselage and tail group along with a supply of dope; and with my son's help, covered these units.

Illness put a halt to the L-4 project until the summer of 1980 and I also lost my helper when Frank, Jr. started his A&P course at Embry-Riddle in Daytona Beach, Florida. When I was finally able to work part time on the plane I got it on the gear and installed the fuel tank, boot cowl, instrument panel, windshield and greenhouse glass.

The wings finally were covered in 1981 but in September of that year I had major surgery. Sometime later many of the EAA Chapter 50 members asked if I was going to finish the L-4 or sell it . . . what with all my setbacks and all.

I assured them it would be completed as the project had a lot of sentimental value to me. I was restoring it in the same colors and markings as one of the planes I gave dual in at Ft. Sill, Oklahoma Liaison Pilot School during WWII.

My son obtained a pair of front wing struts from one of the teachers at ERU and sent them to me via a friend who was visiting in Florida. When they arrived I painted them . . . I had already painted all the other metalwork.
In the fall of 1982 I stopped working on the plane because we had decided to sell the house in Ohio and move to Florida. The property sold in December but we had until the end of January to vacate.

My son-in-law, Butch Hartenfeld offered to haul the plane to Florida on his trailer so we built wing racks and an extension boom to support the aft fuselage. On January 20 we headed south in our station wagon followed by Butch in his pick-up pulling the trailer.

Shortly after getting on I-71 at Columbus it began to rain. The temperature was dropping and soon the precipitation turned into freezing rain. We had to slow down considerably because the highway was slippery and by then I was following Butch to keep an eye on the trailer. Suddenly the trailer began sliding sideways and I envisioned the L-4 being scattered across the countryside.

My wife wisely suggested that we stop at the next motel, which we did just a couple of miles down the road. Everything was coated with ice the next morning but according to our CB radio I-71 was clear so we proceeded on. As we neared Cincinnati we heard a trucker say, "Hey, look at that plane on the trailer — looks like he decided it was too bad to fly!" We heard a lot of entertaining remarks all the way to Florida. We arrived at Orange City two days later and unloaded the Cub at Florida Aircraft, the FBO where Frank, Jr. worked at Sanford, Florida.

It was stored there for a couple of months before we were able to assemble it. We ran into problems finding all the hardware and small parts as everything got mixed up when we unloaded.

Frank, Jr. painted the engine cowl which was the last item to finish before flight. For some reason the paint cracked and wrinkled and the job had to be redone.

I got all the paperwork in order and an I.A., Al Wallace inspected it and signed it off on July 28, 1983. Saturday, July 30 was test flight day and my wife, son-in-law and I arrived at the airport before 7:00 a.m. to check out the plane and get it running.

The sky was overcast and a front could be seen coming in from the Atlantic. I told the group I planned to lift off about 10 feet, check the rigging, then set it back down. I taxied to the end of Runway 9, fed in the throttle and she was airborne in about 150 feet.

Everything felt so good that I said to myself, "Okay, baby, you want to fly — let's go." She climbed out like a homesick angel and as we gained altitude I looked at the threatening sky to the east and decided to head directly for Bob Lee Airport, about 23 miles away at Deland where I planned to base the L-4.

I beat the front by a good margin and that first landing in old #43 at Bob Lee's really felt great. After landing I realized it had been 12 years since I had flown a "good old" Cub, but it seemed like only yesterday.

The L-4 was rigged perfectly and it flew hands-off. My wife was also very proud and relieved to see it in the air.

At the time of writing this article, I have 11 hours on the Cub and Frank, Jr. has seven hours of dual.

Even with all the time and work involved I would do it again. In fact, before long I will be helping my son restore a 1939 J-3.

MEMBERS' PROJECTS

This section of The VINTAGE AIRPLANE is dedicated to members and their aircraft projects. We welcome photos along with descriptions, and the projects can be either completed or underway. Send material to the editor at the address shown on page 2 of this issue.

Dear Sirs:

I am enclosing an airframe photo of my rebuild of a 1942 Waco UPF-7, S/N 5849, NC39716. This airplane which was based in Bloomer and Racine, Wisconsin crashed near Chicago in 1962.

Restoration work started in 1968. I am converting the Waco to a ZPF-7 using a 275 hp Jacobs R-755-B2 engine on an Ag-Cat ring mount made by Schweizer. (STC is pending). All new wings are about half complete at present.

John Eney
(EAA 21712, A/C 191)
272 Sandy Ridge Road
Doylestown, PA 18901

Ken Flaglor (EAA 3450, A/C 3295), 1550 Sanders Rd., Northbrook, IL 60062 is well along with his ambitious project of a full size replica of the 1931 Gee Bee Model Y Senior Sportster. The wing span is 30 feet and the length is 21 feet.

Since this photo was taken the wings have been covered, completed and ready to fly. All the metal fairings are done; the wing root fairings will be made of fiberglass.

The engine is a 300 hp Lycoming R-680-13 and it's overhauled and ready to hang. Ken hopes to be flying by late spring and plans to fly the Gee Bee to Oshkosh '84. Ken's workmanship is absolutely beautiful and this two-place open cockpit airplane is sure to be one of the most popular at the Convention.
In the fall it's time to be thinking of the Annual Tulsa Fly-In at Tahlequah, Oklahoma. Located approximately 50 miles ESE of Tulsa, it is difficult to imagine a more beautiful site for any kind of activity.

Tahlequah lies between the huge Grand Lake of the Cherokees and the Western edge of the Ozark Hill Country. Any reader contemplating a fall vacation will do well to consider this area. It is great for water sports, hunting, fishing, bird watching (this is migration time) or just enjoying a particularly beautiful area, with the added attraction of a very special fly-in.

The dates were September 23-25, 1983 and again the weather was most cooperative with daytime highs running 75 to 80°. If you are like me, you want to see a good variety of well kept planes, friendly people, and coupled with a measure of economy. These factors all come together pretty well at Tahlequah. In the two years we have attended this show, many people have gone out of their way to make us feel welcome, and we plan to return in the future.

There always seem to be a few surprises in store at the Tulsa Fly-In. Do you remember when Gene Chase unveiled his Church Midwing at one of the events some years ago? This year's treat was a 1930 Curtiss-Wright "Travel Air Sedan" 6B, that still needed a few finishing touches by master rebuilder Fran Rourke. This last remaining example belongs to Doug Rounds of Zebulon, Georgia. It was a real thrill to see it come in with a full load of passengers, including Clarence Clark, the plane's original test pilot.

We enjoyed hearing Mr. Clark of Bartlesville, Oklahoma tell about his days with Travel Air. Later we listened to George Goodhead of Tulsa tell some of his experiences as a WWII flight instructor with Spartan School of Aeronautics. Goodhead also related the details of this year's Reno Air Races.

When the last time you saw a matched pair of Kreider-Reisner KR-31's? The only discernable difference was the registration numbers on Bill Watson's and Doyle Cotton'sOX-5 powered beauties. Gordon Bourland, Ft. Worth, Texas attended in his customized Aerona Champ instead of one of his better known Wacos. Bud and Connie Dake brought their clipped wing Monocoupe 110 Special from St. Louis and Roy Redmond flew his award winning gull wing Stinson Reliant down from Kilkenny, Minnesota.

The rare bird department saw Doyle Cotton's completely original Fieseler Storch, Raylon Roger's very colorful Luscombe T8F, and Red Stevenson's Grumman Goose. Dan Mooney of Salinas, California brought a homebuilt bipe that he described thusly, "I always wanted a Fleet but couldn't find one that I could afford, so had to design and build this." With a 165 hp Kinner, one had to look closely to be sure that it wasn't a Fleet.

We've all seen many Luscombes and Ercoupes, but two outstanding customized examples belonged to Steve Hinkley, Ft. Worth, Texas and Don Laird from Tulsa. Mr. Hinkley's Luscombe 8A was without a doubt the most beautiful restoration of a Luscombe this author has ever seen, both inside and out. Many others shared the same opinion, one even suggesting that it was a replica as it was too perfect! Mr. Laird's Ercoupe was of equal quality. For the Cub lovers Charlie Harris of Tulsa had his unrestored original J-3 on hand; it has only 450 hours total time, since brand new in 1945!

There were many more beautiful airplanes there and even though all aren't mentioned here, each one added a great deal to our enjoyment of this event. In closing I'd like to thank all those who worked so hard to make the fly-in possible, and my good wife, Catherine for taking me as I was recovering from recent surgery and couldn't have attended otherwise.

If this sounds like your kind of a fly-in, then you owe it to yourself to be there next year.
Three of the top award winners (L-R): Bob Creitz, Tulsa, RV-3, custom-built; Hal Elliott, Tulsa, Wizard, ultralight; Doug Rounds, Zebulon, GA, Curtiss-Wright Travel Air Sedan, antique.

1941 Fieseler Storch, NX44FS, S/N 43 owned by Doyle Cotton, Tulsa and flown by Jim Dross.

1939 Beech F17D, N50A (originally NC20785), S/N 271 with G-Model gear doors. Owner is Don Sharp of Pauls Valley, OK.
Grand Champion Antique Award went to this rare 1930 Curtiss-Wright "Travel Air Sedan" 6B, NC452N. Owner is Doug Rounds, Zebulon, GA. The plane was restored by Fran Rourke of Bartlesville, OK. The registration number is the same as on a similar plane flown by Truman Wadlow, Bartlesville, in the 1930 Ford Reliability Tour. Truman and his twin brother, Newman of Tulsa, were both at the fly-in.

Steve Hinkley, Ft. Worth, TX owns this customized Luscombe 8A, NC1939 which received the Ladies Choice Award.

Nice custom Ercoupe, N99121 by Don Laird of Tulsa.

1927 OX-5 powered Kreidner-Reisner KR-31, NC3615, S/N 119 owned by Doyle Cotton, Tulsa and flown by Emil Bryant. One of a rare matched pair at the fly-in, this aircraft received the Oldest Antique Award.

Custom-built look-alike is this replica Fleet, N60DS by Dan Mooney, Salinas, CA. Power is a 165 hp Kinner.

Gorgeous new restoration by Vernon Ford, Ft. Pierce, FL is this 1943 Howard DGA-16P, NC66294, S/N 892. Vernon won the Greatest Distance Award - Antique.
MYSTERY PLANE

By George Hardie

In the Depression years following the stock market crash in 1929, the booming aviation industry in particular was hard hit. Designers, builders and pilots turned to the air racing circuit as a means to keep going. This month's Mystery Plane is an example of one designer's efforts to meet the challenge. The airplane was built in 1932 but its later history is obscure. Perhaps some of the air racing experts among our readers can come up with more details. Answers will be published in the March 1984 issue of The VINTAGE AIRPLANE.

* * * * *

The Mystery Plane in the September 1983 issue of The VINTAGE AIRPLANE shows the disappointing end of another attempt by Harold Bromley to be the first to fly from Japan to the United States. The airplane is a specially modified Emsco B-3, the "City of Tacoma," shown on the beach at Shitsukari, Japan on October 9, 1930 after the forced return caused by a balky engine. Harold Gatty had accompanied Bromley as navigator. This was the fourth airplane named "City of Tacoma" — the other three were low-wing Lockheeds which had crashed on other attempts by Bromley.

Pangborn and Herndon made the first successful trans-Pacific crossing on October 1, 1931, winning the $25,000 prize offered by a Tokyo newspaper. References can be found in Juptner Vol. 4, ATC #400; Airplane Quarterly, Vol. 1, No. 2; "Upside Down" Pangborn by Carl M. Cleveland, 1978; and Revolution in the Sky by Richard Sanders Allen, 1964.

Correct answers were submitted by Charley Hayes, Park Forest, IL; Robert K. Armstrong, Rawlings, MD; and Russ Brown, Lindhurst, OH, who also gave the license number NR-153-W and detailed statistics on the airplane's characteristics. •
This poster, donated to the EAA Library by Russell G. Karl of Peru, Illinois is the last to be presented here unless readers can loan or donate any of the following: Lockheed Electra Model 10-A, Grumman JF-1 Amphibian, Aeronca Low Wing Monoplane. Pitcairn Autogiro as used by A. Earhart, and Capt. Jimmy Thompson & His Dog Scottie. If these were available for reproducing here, it would complete the presentation of the entire known set of 39 Borden/Thompson posters. The originals are 19" x 10½" in size, printed on heavy stock paper, and were available free by sending in a coupon supplied with each 16-ounce can of Thompson's (later Borden's) chocolate malted milk powder.

The prototype Boeing P-26 first flew on 3/20/32 and went into service with the U.S. Army Air Corps early in 1934. This tubby little fighter, also called the Peashooter, was the change from biplanes to monoplanes. The description of the Boeing P-26A on the back side of the Borden Poster was as follows:

“One of the fastest air-cooled fighters in the world, the P-26A is a single-seater all-metal low-wing monoplane type pursuit plane manufactured at the Boeing Aircraft Company at Seattle, Washington. It is standard equipment at United States Army Air Corps bases throughout the country. Powered by a 550 hp supercharged Pratt & Whitney Wasp engine, with Hamilton Standard adjustable pitch propeller, the plane has a maximum speed of 235 mph. Its cruising speed at 75% power at 6000 feet is 210 mph and cruising range at 75% power at 11,000 feet is 745 miles with maximum fuel. The P-26A measures 23 ft., 7½ in. overall length and has a wingspan of 27 ft., 11½ in. It weighs 2,354 lbs. empty and carries a useful load of 1026 lbs.”

20 DECEMBER 1983
BOEING P26-A PURSUIT

AERONAUTICAL CHAMBER OF COMMERCE OF AMERICA, INC.

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THE BORDEN COMPANY
350 Madison Avenue New York, N.Y.

This premium offer is valid only in the United States, where the redemption of the enclosed coupons is permitted without breach of law or regulation to States prohibiting the sending, mailing, or regulating of such coupons. The redemption thereof is subject to the laws of the States of the United States in which such are permitted.

☐ Please send me Airplane Picture No.
☐ Please send me PERFEX ECONOMY

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Name: _________________________________
Address: _______________________________
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Dear Gene:

Just a quick note . . . the other day at a car parts/automobile swap meet I met a person wanting to sell an aircraft engine. I recorded bits of information in the event you might know of someone who could use it.

It's a 1919 Lawrence, two cylinder opposed, and the engine is free/loose and looks quite good. The owner is Max Hansen, 1909 Wisconsin, S.W., Huron, SD 57350. Res. 1-605-352-5016, Off. 1-605-352-6257.

Sincerely,
Dave Arnold
(EAA 70912, A/C 1181)
P.O. Box 2
Osceola, WI 54020

Dear Gene:

Thanks ever so much for the research and update on the Beech C17R. Orange and black are such good visual colors for airplanes—large or small! So nice to know for replica bent readers that all Staggerwings are not yellow! Haw-aw-w-w-w-w.

The VINTAGE AIRPLANE is a “golden” mine of nostalgia and inspiring information. It also stimulates labors of love, by such as that black and white clip wing Monocoupe photo by Ted Koston on the back cover of the April 1983 issue. I am now attempting to research sources for original color and marking of all seven clip wing Monocoupe 110 Specials. William Symmes plans to build up N2347 in diana cream and royal blue. Originally it probably was dark Stearman red and diana cream. All Monocoupes and Vern Clements’ drawing now make me break out in cowl bumps!

Now the August of VINTAGE gets me again on another long term research project. I’m working on Russ Hosler Fury drawings and was surprised and pleased to see the Ed Beatty story on Stinson NC18425 with the color data and test on Russ Hosler. I will certainly want to check in with Ed Beatty and Nick D’Apuzzo.

The Hosler Fury was parked outside a hangar at Cleveland Hopkins Airport then partially burned in a garage fire, and later scrapped entirely. Please do advise me of any reader response to the article.

Thanks,
Russ Brown
(EAA 126563, A/C 6428)
4909 N. Sedgewick
Lyndhurst, OH 44124

W. Brad Thomas, Jr.
President, Antique/Classic Division
P.O. Box 229
Hales Corners, WI 53130

Dear Brad:

Received your letter of August 25 and wish to thank you and EAA for the return of our check. We are very pleased to hear that the Type Club Tent will be a regular part of Oshkosh activities.

Our Association found the tent to be very convenient and of great benefit in reaching fellow Cessna 120/140 owners. We especially want to thank you personally for helping us in setting up.

At this time we would like to make a donation to the A/C Division in appreciation of its support in the past. We look forward to working with you in the future.

Best wishes,
Jim Merwin
Secretary/Treasurer
Cessna 120/140 Association
Box 92
Richardson, TX 75080

Mr. Gene Chase:

My brother and I attended the Curtiss-Wright Technical Institute of Aeronautics in Glendale, California in 1936. My brother enrolled in the Mechanics School and worked on the Crosby Racer. I enrolled in the Engineering School and that is the reason for this letter to you.

In 1935 the students designed and built a light single place monoplane known as the Bunting 1: It had a wing span of 26 feet and a length of 17 feet, 6 inches. It was powered with an Aerona C-E113B or about 26 hp.

The story I got from earlier students was that they couldn’t afford to buy an engine for the Bunting so they borrowed one from Joe Pletters who operated a service and repair shop on the other side of Grand Central Airport. The Bunting was test flown by Tex Rankin.

By the time I arrived at the school the engine had been returned to Joe and the airframe and wings were uncovered. These were used in the school shops for the students in making and assembling parts.

The engineering students used the Bunting design as their class project. So we went through the complete process of designing and drawing the parts of the airplane. After making the drawings of the parts we would go over to the shop and build them. I still have the rib that I built in the shop.

I was never able to find anyone who had photographs of the Curtiss-Wright Bunting 1. After joining the American Aviation Historical Society in 1959 I advertised in the Newsletter for photos and only had one answer from a man in Glendale who sent me a copy of a short article from a 1935 issue of POPULAR AVIATION. So I am still looking for good photos of the plane.

Sincerely,
Cedric E. Galloway
(EAA 35278, A/C 152)
14624 Willow Street
Hesperia, CA 92345

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VINTAGE AIRPLANE 23
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2. Members of other bonafide aviation organizations and their guests (membership card necessary).
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Auto parking is free to EAA members. All that is necessary is to show your current International EAA membership card to the parking attendants.

VOLUNTEER CENTER
Sun 'n Fun is operated by volunteers. Even the officers and directors are unpaid. All of these people register and pay just like you do.

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If you are fortunate enough to fly to Sun 'n Fun in a showplane you certainly would want it judged for one of the many awards. In order to have your aircraft judged it must be registered. Judging registration forms are available at any of the aircraft registration points on the airport (Warbirds, Ultralight, Airside, etc.). Just complete the form and leave it at the registration booth. All aircraft must be parked in the appropriate area to be judged (i.e., Homebuidts in the Homebuilt area, etc.). A WORD OF CAUTION: Your aircraft must be registered for judging prior to 5 p.m. Friday, March 16 in order to have it judged.

If you bring your showplane Antique, Classic, Warbird, Homebuilt, etc., to Sun 'n Fun 1984 you will receive a very special pair of wings to wear.

IF MORE INFORMATION IS NEEDED
We have attempted to provide the info that you will need before coming to the Fly-in. If, however, you find some additional questions that you need answered, one of the following people may be able to help. You will receive a complete program on your arrival at the fly-in.

Registration & Camping
Pat Quinn
813/345-5914 (H)
813/823-6488 (O)
649 Folsom St. So.
St. Petersburg, FL 33707

General Information
Ann McKee
813/688-8214
2325 Woodley Ave.
Lakeland, FL 33803

Commercial
James F. Dorman
813/585-2184
8:30 A.M. - 5 P.M. Weekdays
1605 S. Missouri Ave.
Clearwater, FL 33756

Advertising
Sun 'n Fun
813/644-2431
P.O. Box 6750
Lakeland, FL 33807

Auto Parking Center
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Lakeland, FL 33803
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<td>IMPERIAL 400 MOTEL</td>
<td>740 E. Main Street</td>
<td>813/688-5506</td>
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<tr>
<td>LAKE PARKER MOTEL</td>
<td>1536 E. Memorial Blvd.</td>
<td>813/683-7821</td>
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<td>RED CARPET INN</td>
<td>3410 U.S. Hwy. 98 N.</td>
<td>813/685-3851</td>
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<td>HUNTLY INN</td>
<td>I-4 &amp; U.S. 98 N.</td>
<td>813/688-8484</td>
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<td>MOTEL LAKELAND</td>
<td>1224 E. Memorial Blvd.</td>
<td>813/682-2106</td>
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<td>910 E. Memorial Blvd.</td>
<td>813/682-0101</td>
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<td>508 E. Memorial Blvd.</td>
<td>813/683-7471</td>
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<td>MOTEL RAMA</td>
<td>601 E. Memorial Blvd.</td>
<td>813/683-5961</td>
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<td>MARYLAND INN MOTEL</td>
<td>1433 Lakeland Hills Blvd.</td>
<td>813/683-6745</td>
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<td>DAYS INN</td>
<td>3223 U.S. Hwy. 98 N.</td>
<td>813/688-6031</td>
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<td>QUALITY INN</td>
<td>3311 U.S. Hwy. 98 N.</td>
<td>813/688-7972</td>
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<td>SCOTTISH INN</td>
<td>244 N. Florida Ave.</td>
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<td>COZY COURT MOTEL</td>
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<td>Avis Rent A Car</td>
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<td>813/688-7641</td>
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<td>Buick Dealer Leasing and Rental—Cannon Buick</td>
<td>5210 South Florida Ave.</td>
<td>813/646-5051</td>
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<td>Reardon Oldsmobile-Fiat-AMC</td>
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<td>Lakeland Ford</td>
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<td>Regal Pontiac Honda, Inc.</td>
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<td>Yerton Leasing &amp; Auto Sales</td>
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<td>Hertz Car Rental Florida &amp; Beacon Gulf Stn.</td>
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<td>813/683-4727</td>
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<td>Campbell’s National Car Rental</td>
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