CONTENTS

Contents

1 Straight & Level/Espe "Butch" Joyce
2 AeroMail
3 A/C News
5 Sun 'n Fun Results
6 Vintage Literature/Dennis Parks
10 Mike Araldi's Lockheed 12A Electra Jr./H.G. Frautschy
14 What Our Members Are Restoring/Norm Petersen
16 Vintage Seaplanes/Norm Petersen
18 For Five Months, 50 Years Ago/James Dillion
22 Hornet Moth/Connie and Ed Clark
24 Pass It To Buck/E.E. "Buck" Hilbert
25 Snap-on's Hints For Restorers
26 Mystery Plane/George Hardie
27 Calendar
29 Welcome New Members
30 Vintage Trader

Page 14
Page 16
Page 22
by Espie "Butch" Joyce

For those of you who were not able to attend the Sun 'n Fun EAA Fly-In this year at Lakeland, Florida, you really missed a good event. There were more people in attendance this year than ever before. Airplanes were in good attendance. The weather was very nice with the exception of a thunderstorm Friday night that damaged several airplanes, but the damage was relatively minor in nature. There were winds in the 65 mph range and in the report that I got, it rained three and a half inches in 30 minutes. Quite a storm, but other than that the weather was excellent for the event.

There were quite a number of very well restored antique airplanes in attendance, as well as classic aircraft. Also, they were parking the Contemporary class of aircraft at Sun 'n Fun with a good turnout of this category. I received a note from Roy Wicker from Georgia after the fly-in, commenting about the nice airplanes, but one of the other factors he enjoyed during the fly-in was seeing good friends that he hasn't seen for some time. That is one of my favorite aspects of a fly-in - you do get to see a number of people whom you have not seen for some time get to reestablish good friendships with people you have met throughout the years. After all, most of us have the same interest in aircraft. As I mentioned, there were a number of outstanding antique aircraft, but there was one there in particular that really impressed me - the newly restored Clipwing Monocoupe belonging to John McCulloch. I have known John for a number of years, starting back in the early 1970s, when he had the Clipwing "Little Butch". A good friend of mine, Dick Austin, also had a Clipwing Monocoupe. John had donated his original "Little Butch" to the Smithsonian Institute and had dropped out of flying for some time. Then he later acquired a D-145 Monocoupe (that I owned at one time) and rebuilt that aircraft, selling it when he started his Clipwing Monocoupe 110 Special project. This aircraft is really outstanding; everything is finished just right. I understand that when John picked up his aircraft from Jim Kimball's shop in Florida, there were a number of individuals who came up to witness the first flight. Among those were Bud Duke and Jim Younkin, as well as other well-known antique airplane people. Considering the condition the Clipwing was in when the project started, it it a remarkable job! Another outstanding airplane is the antique replica Gee Bee R-2 that was flown daily during the air show by Delmar Benjamin. It was amazing to see this aircraft fly and do such a nice aerobatic routine. In watching this replica fly, it struck me and a lot of other antiquers that the purest antique people in the past have not supported recognition of replica aircraft. They wanted the aircraft to be an original product and that still holds true to be true antique; that's the way it should be. But, on the other hand, if it weren't for those enthusiastic people who have built replicas of different aircraft, such as the Mr. Mulligan and the 'Travel Air Mystery Ship' by Jim Younkin, the Gee Bee Z by Bill Turner used in the movie "The Rocketeer", and Jim Clevenger and Budd Davison's replica of the Wedell Williams "44" racer, the people of today such as myself would not be able to see this type of aircraft flown. I really would like to extend my appreciation to those who have endeavored to build these replicas so that the young people of today can see this type of aircraft fly.

Those of you who did not attend Sun 'n Fun, you really missed a spectacular event. There were many improvements and the people of Sun 'n Fun, Inc. just keep making it better each year.

Evidently my relating my experiences with the Piedmont DC-3 in the last Straight & Level column sparked quite a bit of interest. I have had several pieces of mail from different members relating to this aircraft and experiences with DC-3s. I had one gentleman, Jim Coolbaugh, relate some of his experiences, and he was surprised by my comment of how difficult the DC-3 is to taxi. He said that when he was flying C-47s, sometimes he had to taxi miles to the ramp, mostly in crosswinds. He said with the tail wheel locked and an application of differential power, there was nothing to it. I agree that when I locked the tail wheel, it was nothing to taxiing the aircraft. It was those times when the tail wheel was not locked, and during that part of the practice, that I found it difficult to handle the aircraft. I appreciate your comments, Jim, and I am glad that you are enjoying VINTAGE AIRPLANE. I also received some correspondence from Cliff Tomas indicating how much he enjoyed the VINTAGE AIRPLANE magazine, and I certainly appreciated your comments, Cliff.

As you read this Straight & Level column, we will be having, or have had, our spring Antique/Classic Board of Directors meetings. This will be our final planning session for the Oshkosh Convention. Don't forget, we will be parking the Contemporary aircraft this year in the showplace area at the Oshkosh Convention. Those of you who bring your Contemporary aircraft to EAA Oshkosh, please remember to fill out and display the "prop card" that you will be issued when you register and park. That will help everybody from the public to those who wish to learn more about your airplane.

Dean Richardson, one of our advisors for the Division, has accepted the Chairmanship at Oshkosh this year to form a committee charged with setting up judging guidelines for the Contemporary class to be used at the 1993 Convention. To help set up the guidelines, the committee will tour the Contemporary aircraft present at the 1992 Convention. Dean said that I had really given him some job, for when he started putting together a committee to accomplish this requirement, he sent a request to the FAA to get a computer run of the U.S. aircraft that are registered with manufacturing dates from 1956 through 1960, and found that there are greater than 22,000 aircraft in this category. He also had them print out only those for the state of Wisconsin, (the state where Dean lives). In Wisconsin there are 585 aircraft in this category, so you can see we will be tapping a great source of new aircraft and members for the Division. I am proud to report to our membership that the EAA Antique/Classic Division is the fastest growing division of the Experimental Aircraft Association, so let us all work together and continue to increase our membership. I encourage any member who would like to submit articles for our publication to do so. H.G. will review them and make a decision as to which ones we can use. We certainly appreciate any that we receive from our membership. (You bet! HGF)

As spring of the year is here, activities are picking up as far as flying is concerned. As I have said before, we want to keep everyone we can around to be a member for years to come, so please, let's be careful. Be extra cautious as you start flying again this spring. Remember, we are better together. Join us and have it all!
Dear Experimental Aircraft Association,

The photo enclosed was taken Dec. 28, 1991 in front of Crawford's Service Station in Lynn Grove, KY.

My brother Roger Hughes and my oldest son Jeff Hughes arrived in Roger's newly restored Cessna 120. My son Charles Hughes and I were in the Aeronca Champ 83589. We landed in the field behind the station, then taxied to the gas pumps. Roger and I each live over 100 miles from Lynn Grove but were both raised there. We enjoyed the homecoming. We later learned barnstormers had used the same field in the early 1930s. I bought 83589 with a fresh restoration in Lebanon, TN in November of 1990. According to the logbooks it spent most of its life in the Champaign, IL area.

After getting my license in February of 1991, Charles and I flew the Champ from Owensboro, KY to Ciudad Victoria, Mexico on our spring break. The trip down took 17 hours. We found the Mexican FAA to (be) very accommodating and had lots of fun, including a thorough shakedown by the Mexican DEA.

In July of 1991 Jeff and I left Owensboro, KY for Rainy River, Canada. After a short stop in a bean field in western Illinois, due to marginal weather and fuel, and 14 flying hours we crossed the Canadian border. With a good tailwind we made the Burdett, Minnesota to Hayward, Wisconsin return leg nonstop. The next day was on to the trauma of landing at Oshkosh. The tower radios went out with us and a large number of other airplanes in the pattern. The radios came on just in time to tell us to land long, as we came over the numbers with a Long-EZ on our tail!

We have put over 300 hours on the Champ in our first year and have had lots of fun. Both boys are learning to fly in her. If any previous owners of 83589 read this, please write us we would like to know more about her past.

Wayne E. Hughes

Wayne and his friends will be pleased with the back cover painting this month by artist Sam Lyons, depicting a similar scene a number of years ago. - HGF
ENGINE THEFT

Aeronca Champ owner Dick Love has had a restorer’s nightmare come true - during the night of March 14th, someone stole the engine right off his airplane, as it was hangared at Bermudian Valley Airport in Kralltown, PA. Dick’s mint restoration was performed by Aeronca expert Bill Pancake, and is very original. The complete Continental A65-8, including Eiseman AM-4 magnetos and new Hanlon-Wilson mufflers, was removed from the airplane, and may have sustained some damage during the theft. The engine is original looking in every respect, including “pal-nuts” for locking all nuts on the engine, and a gray with black cylinders paint job. A specially made Sensenich 72-C-42 5-ply prop, with decals saying “Made especially for Aeronca by Sensenich” was also stolen. The engine serial number is: 5338168. The prop serial number is: AB 0907

If you have any information about this crime, please contact Dick Love, at 717/432-4079 or Pennsylvania State Trooper Paul Semler, 717/848-6355.

MUSEUM HELP

The EAA Air Adventure Museum needs your help in cataloging the collection of aircraft, aircraft parts and aviation memorabilia. An ongoing program to document everything in the museum collection has been in progress for almost 3 years. The museum has a limited staff available to do this work, and Carl Swickley, Museum Director, and Ron Twellman, Collections Manager, are interested in hearing from potential volunteers who are willing to make a commitment in helping complete this project. The individual interested in volunteering should be willing to make at least a two week commitment (two weeks prior to or after the EAA Convention would be acceptable), or longer if at all possible. Since the project will require some training, a minimum of two weeks is needed. The ideal person for this volunteer position should be someone with an interest in seeing our aviation heritage preserved, and familiar with aircraft parts. The inventory will be conducted during normal working hours, working alongside our museum staff. The volunteer can stay within EAA’s Camp Scholler, or arrangements can be made for accommodations in the Bunkhouse. Also, volunteers who can remain on site longer (say from May through October, if you are so inclined), are welcome to stay within the EAA camp grounds. Contact Museum Director Carl Swickley or Collections Manager Ron Twellman at 414/426-4800 for more information on how you can help the EAA Aviation Foundation Museum.

SPECIAL AIRLINE DISCOUNTS AVAILABLE FOR EAA OSHKOSH ’92

“American Airlines, Delta Airlines, Northwest Airlines and Midwest Express have agreed to provide discounted round trip airfare for those who will be traveling to EAA OSHKOSH via scheduled airline service,” EAA Convention Chairman Tom Poberezny has announced. “We sincerely appreciate their efforts to provide this special discount program,” he added. This is the second year that airlines have offered reduced fares for travel for the EAA Fly-in Convention. Contact each of the airlines or your travel agent for specific fare information, and reference the appropriate airline reservations code when you are making your travel plans. Here are the reservations codes:

- American Airlines: refer to star file “S-EAA Convention”
- Delta Airlines: refer to star file “Number L0511”
- Midwest Express: refer to star file “C-195”
- Northwest Airlines: refer to star file “Number 05601”

in all cases, certain restrictions may apply, and seats may be limited. Make your plans as early as possible to attend EAA OSHKOSH ’92.

RAY STITS RECEIVES AWARD

Each year, the EAA Aviation Foundation recognizes an individual of his or her contributions to the Convention workshops. This year, the Foundation recognized Ray Stits for his continuing contributions.
support of the Fabric Covering Workshop. Workshops play an important role in the Fly-In Convention and give builders and restorers a chance to learn by doing, under the supervision of knowledgeable instructors. We may never know how many projects were completed - or started - because of the Workshop opportunities available during the Fly-In. Ray Stits and others like him have made this possible. A plaque recognizing Ray Stits and past recipients of the award is on display within the Air Adventure Museum. Congratulations Ray!

PIPER OWNER SOCIETY
FLY-IN SEMINAR
On June 20th, the Piper Owner Society will be sponsoring a Fly-In seminar at the EAA Aviation Center at Wittman Field, Oshkosh, WI. Seminar topics will include “Making the Most of Your Annual Inspection”, Parts, Parts, Parts... Where Can I Find What I Need? Fast!”, “Insurance Doesn’t Cover Accidents” and “The Use of Auto Fuel in General Aviation Aircraft”. For more information and a registration form, contact the Piper Owner Society, P.O. Box 337, Iola, WI 54945.

CESSNA 120/140
ASSOCIATION NOTE
Bill Rhoades, the editor of the 120/140 Newsletter, dropped us a note to point out that the phone number for the association is 612/652-2221. In our type club listing in the November, 1991 issue, the area code was incorrectly listed.

KREIDER-REISNER
CORRECTION
Bob Taylor, longtime President of the Antique Airplane Association, was kind enough to point out an error in the article on Bill Watson’s KR-31. It was not the K-R plant that Sherman Fairchild purchased to produce his FC-1 and -2. Elmer Sperry’s factory in Farmingdale, New York was purchased for that purpose a few years prior to the purchase of the Kreider-Reisner company. The purchase of the K-R was made by Fairchild in the spring of 1929, according to Joseph Juptner’s “U.S. Civil Aircraft”.

SENTIMENTAL JOURNEY 1992
The family oriented Fly-In known throughout the country as “Sentimental Journey” will again take place at the William T. Piper Memorial Airport in Lock Haven, PA. The dates for this years event, with the theme “Wings For Victory” are August 13 -16. All aircraft are welcome, especially antique and classic airplanes. For more information, write P.O. Box J-3, Lock Haven, PA 17745-0496 or call 717/893-4207 (9a.m. to 5p.m.).

TULSA FLY-IN CHANGES
LOCATION
The Tulsa Fly-In, which has been held at the Tahlequah airport for a number of years, will be relocated, starting this year, to Frank Phillips Field in Bartlesville, OK. Charlie Harris, Senior Chairman for the Tulsa Fly-In, points out that the Tahlequah airport site has been a very fine location for the past 20 years, but that the physical size of the airport, and availability of lodging in the surrounding area has simply been outgrown by the Tulsa Fly-In, necessitating the relocation of the event. With greater facilities in the surrounding community, plus the greater capacities on the airport, planning is being made to increase the “comfort level” of the Fly-In this year. The 35th Tulsa Regional Fly-In will be held September 24 - 26, 1992. For more information, call or write Charlie Harris, 918/742-7311, P.O. Box 904038, Tulsa, OK 74105.
### SUN 'N FUN 1992 AWARD WINNERS

#### ANTIEQUES

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<tr>
<th>Aircraft</th>
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<tr>
<td>Culver Cadet</td>
<td>N29272</td>
<td>John Karlovich (N/A 11323)</td>
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<td>Monocoupe</td>
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<td>Phil Michmer-huizen (N/A 581)</td>
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<td>N11760</td>
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<td>Chris and Lyle Wheeler (N/A 16268 &amp; 9443)</td>
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<td>Waco QCF-2</td>
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#### CLASSICS

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<td>N2460N</td>
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<td>Richard Hoyle (N/A 16890)</td>
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<td>Piper Clipper</td>
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<td>Mitch Freitag (N/A 16595)</td>
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Our Congratulations to the Winners!

Look for our full color coverage in next month's VINTAGE AIRPLANE.
McDONNELL DOODLEBUG

Though not successful in the Guggenheim competition, the Doodlebug became one of the best known of the entrants due to its coast to coast demonstrations. It was also important as McDonnell’s first aircraft, though he would not mass produce an aircraft until 1945.

The announcement of the Guggenheim competition caught the attention of James McDonnell in April, 1927. McDonnell, at the time chief engineer for Hamilton in Milwaukee, Wisconsin, joined forces with James Cowling and Constantine Zakhartchenko early in 1928 for the specific purpose of constructing an entry for the competition.

The design was a two place tandem, open cockpit, low wing strut braced monoplane. The structure was of metal with fabric covering. Power was supplied by a 110 hp Warner Scarab engine spinning a two-bladed metal propeller. For good low speed performance as required by the competition, the wing was fitted with full span automatic slots on the leading edge and large slotted flaps along two-thirds of the trailing edge. Good landing and ground performance was assured with wide track landing gear and large long throw oleo shock struts.

After months of testing models of the design in the New York University wind tunnel, construction was begun at the Hamilton factory in Milwaukee. It was a race against time as the entries had to be at Mitchell Field on Long Island by midnight October 31, 1929. As the Handley-Page was the only entry to arrive on time, the competition committee granted an extension until the middle of November.

It was not until November 15, 1929 that McDonnell made the first flight in the Doodlebug. This was an exciting flight as the takeoff was made at dusk and the test flying done in the dark with McDonnell landing by moonlight after about an hour of flying. The next day he took off for Long Island.

A leaky gas tank forced him down at Racine, Wisconsin. With the tank repaired, he flew on to Chicago for an overnight stop. The next day he was off again, following the route of the Airmail with stops scheduled in Toledo, Ohio and Bellafonte, Pennsylvania. He was again forced down about 12 miles west of Cleveland with thick fog hampering his way. He was able to locate a small field to land in which made a good demonstration of the plane's short field capability.

He took off later and made his way to Cleveland where he again landed in poor visibility. This was on Sunday. He remained grounded until Tuesday.
when he was again airborne towards Long Island where he arrived at Mitchell Field late that afternoon. With all his experiences along the way, McDonnell was confident that the aircraft would win the $100,000 first prize in the Guggenheim Competition.

McDonnell was able to give his first demonstration flight on Saturday, November 23. He demonstrated stalls, tail spins, loops, and brought the aircraft down in a high vertical descent and rolled about 15 feet after touching down. Unfortunately on his second flight, after coming out of a steep dive, the horizontal stabilizer collapsed and the craft plunged earthward at a terrific speed. Through the use of the slots and flaps, McDonnell was able to brake the speed and level off, bringing the plane down in a nearby field where he hit a concrete block, knocking off the right wheel, which in turn caused a ground loop, resulting in a damaged right wing.

The repairs were estimated at two or three weeks. Guggenheim officials gave McDonnell until December 23 to have the plane repaired and back to Mitchell Field for tests by the official competition pilots. The Doodlebug was shipped back to Milwaukee for repairs. The day of the deadline, McDonnell and his mechanic were in the air heading for Mitchell Field on Long Island. Further trouble struck as the engine broke a connecting rod and they were forced down near Waukegan, Illinois. The landing resulted in a broken landing gear strut and the loss of McDonnell’s hopes of winning the Guggenheim Competition.

TOUR

Though discouraged by the problems that kept him from pursuing the Guggenheim prize, McDonnell was happy with his design and embarked on a nationwide tour to demonstrate its remarkable performance. To help finance a year of barnstorming, McDonnell took a job as a consultant to the Air Transport Engineering Corporation of Chicago.

During the course of 1930, McDonnell had flown his Doodlebug across the United States and Canada, covering over 26,000 miles. In August, 1930 he appeared at the National Air Races in Chicago where his plane was entered in a free-for-all race. In January, 1931 the Doodlebug took part in the All-American Air Races held in Miami.
“Doodlebug”

In an interview in the May, 1931 issue of POPULAR AVIATION, James McDonnell recounted on how he came to name his airplane the “Doodlebug.”

“Well, I had to name it something in a hurry before entering the National Air Races last August. When you look at most airplanes, you think of birds, but there’s something about mine — the way it hops off and the way it lands — that suggests an insect.

“Besides, I’d built a flivver plane, you know, and flivvers are supposed to be a sort of insect pest. Words like cricket and grasshopper seemed too tame and common. I wanted one with a kick to it and a little humor, too, if possible. So I called my ship the Doodlebug because it acts like a doodlebug, if there were such a creature.”

Despite the interest shown in the aircraft, McDonnell was not able to obtain the funding necessary in order to place it into production. In 1931 he sold the Doodlebug to NACA which would use it for experiments on the effects of slots and flaps. It became one of the first aircraft to be tested in the new big mouthed wind tunnel at Langley, Virginia. A report on the experiments was given in NACA Technical Note No. 398 of November 1930.

NACA Report

In 1930 NACA reported that it considered one of the most important problems facing aeronautical engineers was improving the airplane in such a manner as to increase the safety of flight. Of course, this was the impetus behind the Guggenheim Safe Plane Competition. To this end NACA, in 1930, became engaged in an extensive program of research, including both wind tunnel and flight testing, for the express purpose of increasing the safety of airplanes.

NACA reported in Technical Note No. 398, “From the standpoint of the aerodynamics of the airplane, it appears that the most promising immediate line of attack is to find means of decreasing the landing and takeoff speeds and of providing adequate control and stability at the attitudes corresponding to these speeds. Because of their known ability to increase the maximum lift coefficient, slots and flaps present one very promising method of accomplishing this object.”

The data collected on the Doodlebug consisted of lift and drag characteristics; slot behavior; and performance data, including minimum speed, high speed, glide angles and climb characteristics. The results were obtained with four combinations of slot and flap settings; slots open and closed, with flaps neutral; and slots open and closed, with flaps depressed.

The results showed that the slots used alone increased the maximum lift coefficient 54 percent; the flaps alone increased it 38 percent; and the slots and flaps in combination gave a total increase in lift coefficient of 94 percent. The slots and flaps in combination decreased the landing speed from 60 to 43 mph; increased the speed range of the airplane 40 percent; and increased the gliding angle at landing speed 4.2 degrees.

NACA also used the McDonnell airplane in tail buffeting experiments. The wind tunnel tests showed that with the proper application of wing-fuselage junction fillets, the buffeting could be eliminated. These studies were reported in NACA Report 482 and Tech Note 460.

DESIGN AND CONSTRUCTION

In the March, 1930 issue of THE MARQUETTE ENGINEER, Russell J. Smith wrote an article about the McDonnell Doodlebug. Smith, who received his M. E. degree from Marquette in 1929, was fortunate in securing a position with James McDonnell and Dr. Zakhartchenko of the newly formed McDonnell and Associates of Milwaukee.

Russell Smith, during the previous two years, had worked on the design of airships and gliders. He assisted McDonnell and Zakhartchenko with the
Smith begins his article, "Airplane crashes have had so much publicity that it is probable the public is not getting a true picture of the safety of modern commercial air travel. The number of crashes is very small when the great number of miles of commercial air service is considered.

"The average man is still very skeptical about the prospects of traveling above the surface of the earth. He may be glad when his country's airmen set new records and may be interested in reading of flying exploits. He probably regards with mild resentment the reported superior aeronautical progress of other nations. But in the back of his head there lurks a deep-seated reluctance to trust that most elusive of the elements — air. The fury of tornados ashore and of typhoons at sea holds less terror for him than the paradoxical business of defying gravity with heavier-than-air machines. Though he sends his letters by airmail, he prefers to let someone else do the flying."

He then provides a short description of the purposes of the Guggenheim Safe Aircraft Competition for which the Doodlebug was conceived. "The McDonnell entry met these requirements (of the competition) as favorably as any plane entered, and some of the special design features will be noted.

"The powerplant was a Warner Scarab. This is a radial, air-cooled, seven-cylinder engine that develops 110 hp. In general, the more cylinders an engine has, the smaller each may be for the same horsepower. This results in a more uniform torque and a consequent reduction in prop flutter and plane vibration. The overall diameter was also low. Later, when a NACA cowling was added, the frontal area was only slightly increased. The cowling added materially to the top speed without overheating the engine.

"The structure was of all-metal with fabric covering. The fuselage was made of dural tubing riveted into welded steel fittings and the whole trussed with steel tie rods. Though very expensive, this type of assembly gave the best weight-strength ratio.

"The wing was of unusual design and strength due to the use of a leading edge airfoil and a trailing edge flap. The main spars or beams were made of dural sheet and the bulb angle had the general cross section of a widened "I." Flanges on these spars varied as to the bending moment. The ribs were made of dural tubing bent to shape, and the compression struts were made of steel tubing welded to shape.

"The whole was covered with fabric, which was doped and painted. The leading edge airfoil or Handley-Page slot was a composite construction of wood and dural. The trailing edge flap was of ordinary dural tubing control surface construction.

"Landing gear and wing struts were made of steel tubing. Because of the severe landing tests, special shock absorption was used. Aerol struts, with 14 inch travel, were specially made. This travel is twice that which is ordinarily used. United States six ply airplane tires had to be made to withstand the inertia forces of landing at as high a vertical velocity as 14 feet per second. Bendix roller bearing wheels with brakes were used to hasten takeoffs and shorten landing runs. This landing gear is unique and probably as strong as can be found on any similar ship.

"In general, the plane was very strongly built, load factors running as high as 15, and has shown a great ability to stand up under abuse. Department of Commerce regulations were adhered to throughout."

**HIGH LIFT DEVICES**

Smith continues his article with a discussion of the aerodynamic devices used on the aircraft's wing. "Airplanes are judged by their performance. One of the hardest requirements to fulfill was to have a low speed of 35 mph and a high speed of over 110 mph, a ratio greater than three to one. Most commercial planes of today have a top speed of only 2 1/2 times their landing speed. With a fixed airfoil as ordinarily used, it is practically impossible to better this ratio.

"Ordinary fixed wings do not have enough variation to meet the speed range. To obtain maximum range, an airfoil would have variable coefficients. A basic section with low drag was therefore chosen to meet the high speed. The section chosen was similar to an M-6. To this were fitted a leading edge airfoil which increased the lift coefficient about 60 percent and a trailing edge flap which added another 60 percent, in all giving the wing a lift of over twice that of the basic section. With this increase in lift, the slow airspeed of 35 mph was possible.

"This plane has fulfilled the purpose of its design as a safe airplane. At the end of student solo time, a novice pilot could fly this ship with confidence, whereas with the ordinary plane it would take many more hours before he would be a capable pilot. We will see more of this type in the future."

— But not the near future.
On the last day of Sun 'n Fun '91, Jack and Golda Cox and I were walking the Antique/Classic flightline for the last time when we came upon the twin tails of what appeared to be a great looking Lockheed, sitting in the middle of a circle of concrete as though it had been neatly deposited there by the gods. No one was around the area, and no airplanes crowded the intimidating presence of such a large twin. "Whose is this?", we puzzled? And why was this the first time we saw it - why, he was so late, he missed the judging! With no prop card or any other information around the airplane, we didn't know whose it was or where it came from, but "it sure was purty".

When we returned home to Oshkosh, a quick check of the FAA register solved part of the mystery - the owner was Mike Araldi, the son of Joe Araldi, well known aircraft builder (he built the replica of the "Little Rocket" that was one of the featured racers at EAA Oshkosh '91). Mike was a well known aircraft restorer in his own right, and he had outdone himself this time. A Lock-
heed enthusiast from the word go, Mike has always had a soft spot in his career for the type - he currently flies a Lockheed Jetstar for Bernie Little, a distributor of Anheuser-Busch products. He started flying a Lockheed Lodestar in high school with his father, who also earns his living as a corporate pilot. To Mike, the Lodestar is the “Cadillac” of airplanes, and he set out to restore his Lodestar to elicit the “oohs” and “ahhs” that a well restored automobile will get. The road to all that admiration was full of potholes, though...

With the parts and pieces to one Electra Jr. at his home already, Mike heard about a Lockheed 12A that needed a lot of help from his friend, Frank Moss, who also owned a 12A. Buzz Hale, an America West pilot, owned the Lockheed, having obtained it from the estate of Paul Pfoutz, who originally had no intentions of restoring the Electra. Paul first bought the 12A to obtain the engines, so he could use them on his BT-13. On the ferry flight home, though, Paul fell in love with the old corporate airplane, and decided that it would have to be restored someday. As a result, it sat at the field in West Alexandria, Ohio and deteriorated. When Buzz Hale obtained it, it was looking pretty sad. Buzz hoped to ferry the airplane, but while he poured fuel in the wing tank, the level never seemed to rise - when he looked under the wing, he discovered why. The fuel was leaking out through the corroded wing tanks. Mike was able to search out Buzz, and went up to Ohio to have a look at the airplane. After arriving in the middle of the night in the dead of winter, they headed out to the airport. Sitting frozen to the ground, with no wheels on it, was a forlorn looking heap in three feet of snow. Fortunately, through the years, a occasional coat of plain old latex house paint was put on the Electra, so Mike would later find practically no corrosion in those protected areas. Mike closed the deal, swapping a Stampe biplane and some cash, and headed on back home, leaving the Lockheed in West Alexandria. He had his Electra! As it turns out, Mike had just bought the last civilian Lockheed 12A Electra Junior ever produced, serial number 1294. It had been manufactured in 1942.

Getting “the beast” ready to ferry home was the start of a new adventure. With the parts that he already had at home from the disassembled Lodestar, he made up “Quick Change Units” for various components, such as brake assemblies and wheels. Five trips would be needed to get the airplane ready to ferry, many of them with Mike’s friend Jerry Van Winkel and his dad Joe. One of the first problems to tackle were the engines. Neither of them had been overhauled since 1955, but they both would turn when rotated by hand. All was not rosey though - zero was the compression reading in all cylinders when they were checked. In fact, Mike said you could have spun them like a child’s toy if you were so inclined (they weren’t). The cylinders, feathering pumps and oil tanks were all filled with Marvel Mystery Oil. Each time one of them walked by an engine, they would turn the prop one blade. Bit by bit, the valves and rings loosened up, and the engine began to feel a lot better.

During the five trips, one elevator skin would be replaced due to rodent residue, and he changed the elevator trim cables. The rest of the primary structure was good, except for the fuel tanks - they would all be replaced later. During the course of the ferry

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Ready to go on the EAA Oshkosh '91 flight line, the Lockheed 12A was a prized airplane for executive transport in the post-war period.

VINTAGE AIRPLANE 11
The flight deck is set up for basic VFR flight, with a Nav-Com, transponder with encoder and a loran.

flight preparations. Mike and his crew changed out 64 oil and fuel lines, including new AN fittings.

There was one other thing to fight getting ready for the ferry flight. All of the work in Ohio was done outdoors. Not too bad, you say? In the summertime, you'd be right, but Mike and his crew did this during the winter of 1990. Mike kept telling himself that it would be OK to leave the airplane sit until spring (after all, it had been sitting there for almost 20 years), but each time he saw the winter storms plowing through the Midwest, he just couldn't stand it. He just had to get it back home, safe from the elements. But freeing the frozen mass from the Ohio countryside was no easy task for Mike and his friends.

The entire electrical system was worked over. When the electrical system was first checked, the only functioning item was one cylinder head temperature gauge. Being a 12 volt airplane, a lot of amps would be carried for major items like the landing gear motor. Each of those huge house-style fuses and copper contacts had to be cleaned of the green corrosion that accumulates on copper. A lot of "CRC" cleaner and contact lube went into the circuits too!
Finally, the moment of truth arrived. Mike had run the engines, obtained the ferry permit, and when it came time to ferry the old Lockheed out of West Alexandria, Ohio, most of the town showed up to watch, including the students of a schoolhouse up on a hill overlooking the airport. The Electra had been sitting on the airport so long, it had become a local landmark. With overhauled carburetors, feathering pumps, starters and mags, as well as new pushrod tubes and seals, he fired her up and headed out to Cincinnati, Ohio. Creeping along at 135 mph, the engines gave a few uninvited passengers. After Mike touched down, the rest of the crew started at the nose and changed every nut, bolt and wire they could put their hands on. Mike estimates that 1800 nut plates alone were replaced on the airframe. The pleasant surprise came as the latex paint was stripped off the sheet metal. After resting for nearly 20 years, the airframe was very straight, and the cowling was virtually dent free. Neat little details came along with the project, including the fancy mud guards mounted just above the main landing gear tires. The beautiful balloon tires mounted on the Electra Junior are of new manufacture from the Antique Tire and Rubber Company of San Diego, CA. At nearly $3,000 apiece, Mike prefers to land the airplane on the grass to save the tires. (He figures a landing on concrete costs 20 to 30 bucks each time!)

Even though the engines had run well during the ferry flight, the cylinders were sent out to Dumont in Sebring, Florida, and the Hamilton Standard 2B-30 propellers were brought to U.S. Propeller in Tampa for overhaul. A number of smaller pieces were scrounged up, including a pair of feathering buttons for the propellers he found in the flea market at Sun 'n Fun. At the same time, he found a new twin-engine primer, still in the original packaging.

The rest of the instrument panel was laid out pretty much as it was originally, with the exception the updated avionics, including a loran and transponder. A black crinkle finish finished off the instrument panel.

When it came time to complete the finish on the outside of the Lockheed, Mike made an interesting discovery - the original scheme was still visible after all the latex paint was stripped off. Early in its career, the Lockheed had been the corporate transport of the Haliburton Oil Company of Duncan, Oklahoma. In the company archives in Duncan, Mike located some nice clear photos of the aircraft as it had appeared almost 40 years ago. After some good-natured ribbing from his friends about not polishing the Lockheed (most had polished sheet metal with color trim), Mike decided to follow the Haliburton color scheme, with a few modifications to show off the beautiful sheet metal. The spectacular polished aluminum “trim” on the nose of the 12A is quite appealing. The paint on the rest of the airplane is the polyurethane enamel Awlgrip, with Dupont Imron used for the trim.

Is Mike pleased with the final results? Very much so. As mentioned before, he thinks of the Lockheed line as “the Cadillac of airplanes”. The culmination of all of his and his friends efforts to put to old corporate transport back in the air have resulted in a spectacular recreation of the earlier days of twin-engine corporate travel. What a pretty sight it had proven to be!

Epilogue

After completing the restoration of the Lockheed, Mike put it up for sale in the Santa Monica Museum of Flying auction, held this past winter. Charles M. Theis of Reno, Nevada purchased the Lockheed, and is reportedly building a new hangar to house this rare gem. Mike Araldi is currently hard at work on his next project - a Beech 18 on floats!
Bud Buchholz's Aeronca Champ

This photo of a nice looking Aeronca Champ, N84171, S/N 7AC-2589, was sent in by owner Melvin "Bud" Buchholz (EAA 126686, A/C 6250) of Greenleaf, WI who has owned the neat little tandem for nearly 20 years. Still powered with the original Continental A-65 engine, the Champ is flown on wheels in the summer and Federal skis in the winter. It was originally owned by Beverly Butler (EAA 334176), former manager of the Nicolet Airport at DePere, WI, and author of the book, "PIPER CUB ERA at Nicolet Airport."

The Champ was then purchased by Dick Martin (EAA 62813, A/C 3099) of Green Bay, WI, and Bud Buchholz bought in with Dick on a partnership basis. In 1973, Bud bought out Dick's share and has owned the airplane ever since. It was recovered with Stits in 1971 and still looks good today. Bud has his own nicely mowed N-S grass strip on the farm and enjoys flying the Champ whenever he has a few spare moments.

The J-5A was purchased by Allan's uncle in 1944 and used in flight training at Tomah, WI, under the name of Bloyer Flying Service until approximately 1970.

Allan reports the aircraft has been rebuilt twice, once by his uncle in the early sixties and once shortly prior to his purchase from a relative. It is now powered with a Continental C90-8F and requires the usual hand cranking. Allan, who is a qualified tailwheel instructor, took his very first flying lesson from his uncle in this very airplane in 1964 and looks forward to flying it into Oshkosh for the 1992 convention.

Note the original Grimes navigation lights on the wingtips and the top of the rudder.
Royal Flying Club PA-11

These photos of Piper PA-11, N4642M, S/N 11-150, were contributed by Don Kinneberg (EAA 222420, AIC 8559) of Spring Grove, Minnesota. Manufactured on May 6, 1947, the PA-11 was purchased new by the 10-member Royal Flying Club of Spring Grove, of which Don Kinneberg was a member. Gradually over the years, the members have left the club for one reason or another, until Don Kinneberg is the sole owner of the airplane, 45 years later!

The airplane is still painted in the original blue and yellow PA-11 colors as it came from the factory. It was recovered using Stits process in 1978 and finished in Aerothane. At the same time, the Continental C85-8 engine was major by the A & P class of Winona Tech School at Max Conrad Field, Winona, MN. The total time on the plane is about 2200 hours since new.

Don loves to fly the PA-11 on Federal 1500 skis, however, getting from the hangar to the runway was a problem until he developed the auxiliary axles and 4:00 X 8 sidewheels which slide on the skis and are held by a hairpin clip. The airplane is rolled out of the hangar and onto the snow where Don uses a board to lift the ski and remove the wheel on each side. He is then ready to go ski flying. At the end of the day, the wheels are re-installed and the plane is rolled into the hangar.

About the only changes made to the PA-11 in the past 45 years have been the switch to the C85 engine from a C65 and the installation of the matching 71 X 46 metal propeller. Don reports the PA-11 flies as well today as it did 45 years ago although he admits it is just a bit more difficult to get his substantial Norwegian frame into the front seat in later years!

Don comes from a "flying family" as his brother, Glenn, and his nephew, Russell, are all well known pilots from the Spring Grove area. Many number of people in the area have taken their very first airplane ride with members of the Kinneberg family. In addition, Don proudly drives his car with "PA-11" on the license plates!
Kenneth “Buck” Carter’s PA-11

This photo of a Piper PA-11, N4855M, S/N 11-372 mounted on a set of Edo 1400 floats, was sent in by owner Kenneth “Buck” Carter (EAA 154155) of Drummond Island, MI. Painted blue and white, the PA-11 is powered with a Continental C90-8 engine and features a large baggage compartment, 36 gallons in two wing tanks, 6 qt. oil sump and spray rails on the floats. (The 6 qt. oil tank is a necessity with long range tanks!)

Buck reports he has a Long Ranger loran to aid the navigation and a handheld STS radio for communication when necessary. His 1400 floats were rebuilt by Eddie Peck in Bear River, Nova Scotia, and are in top condition.

Having done most of his flying with “stick” controls - Aeronca, Porterfield, Interstate, Luscombe and 75 hours through aerobatics in a N3N biplane, Buck likes his PA-11 and the performance. He formerly owned a J-3 Cub with a C90-12 engine on Edo 1320 floats. The engine was fully cowed like a PA-11 and had the 18 gal. wing tank like a PA-11. Buck admits he should never have sold that airplane!

Living on Drummond Island, Buck is a close friend of Willie Ropp (EAA 12331) who was named the Seaplane Pilot of the Year by the SPA. They share the same joys of flying on floats and have been known to spend time telling about the large fish they caught! The enclosed aerial photo of Buck Carter’s place shows his PA-11 on the well-protected ramp, his lakeshore home and a very nice seaplane hangar. Buck reports the deer come into his yard to eat on a regular basis so he has to do the feeding chores every day!

Luscombe 8E

This photo of a Luscombe 8E on Edo 1400 floats was taken years ago by noted aviation photographer, Howard Levy. Note the landing lights in each wing and the auxiliary fin below the tail. It was common practice among seaplane operators to always buy Luscombe struts for inventory as they were the longest available and could always be cut down for use with other aircraft installations!
Travel Air SA-6000-A

This photo from back in the 1930's of Travel Air SA-6000-A, NC8111, S/N 883, mounted on a set of Edo J-5300 floats was contributed by Garland Bernhardt of Baudette, MN who retrieved it from the owners of Oak Island Resort on the Minnesota/Canadian border of Lake of the Woods. Powered with a 450hp P & W Wasp, the Travel Air was a large airplane, weighing about 3600 lbs. empty and grossing 5500 lbs. With a 54 ft. wingspan, the aircraft could haul up to six people or 90 cu. ft. of cargo.

One of two SA-6000-A Travel Air's built, NC8111 saw service for a number of years, flying out of Warroad, Minnesota, and serving the communities on Lake of the Woods that were accessible only by air or boat. In the winter, the huge Edo floats were exchanged for a large set of wooden skis that used the wheels for cushioning as pictured in the next photo. Note also that a Townend ring cowling was added in the winter photo. In the lower corner of the photo, someone has written - 1931.

The sign on the side of the Travel Air says, “Lake of the Woods Air Service, Passengers and Transport, Warroad, Minn.” This same aircraft is pictured in Juptner's Volume Two for A.T.C 175.

Stinson Junior SR

This pretty photo of a 1933 Stinson Junior SR NC13462, S/N 8715, mounted on a set of Edo 3430 floats was contributed by Dick Hill (EAA 56626, A/C 629) of Harvard, IL, who it turn received it from Chester Lizak of New Bedford, MA. The blue and yellow Stinson Junior SR, one of only ten remaining on the U. S. Register, is owned by Pete Annis and flown under the name, North River Aviation, Halifax, MA. Besides the 3430 floats, the SR sports a 300 hp Lycoming R-680 in place of its original 215 hp Lycoming, which should make for a good-performing floatplane.
A kaleidoscope of thoughts and emotions was sweeping through me as I caught my last glimpse of Alaska's Ketchikan harbor. Once again I was a passenger in the cabin of an airplane, instead of the pilot in the cockpit. I was gazing out the window of the Alaska Airlines jet as it climbed above the clouds and fog of a typical southeast Alaska September morning. Twenty-five years ago I had accomplished my first airplane solo flight. Today, after a five month aviation odyssey, I was returning to my wife and home in southeast Florida with another goal accomplished.

The odyssey had begun with a phone call. I have been fortunate to have had the opportunity to fly professionally for over 18 years. From military transports and trainers through homebuilt biplanes and Lockheed TriStars, I've always enjoyed variety and a good challenge. The last two years of my six year job flight engineering and piloting for a major airline had been particularly interesting. But two months had passed since completing my last flight on the Great Silver Fleet and I was hungry to fly. By chance I spotted a business card and brochure I had tucked away in the bookcase the previous summer after returning from a week long cruise of the Inside Passage. My mind flashed back to a flight seeing floatplane tour of the Misty Fjords my wife and I had taken in a de Havilland Beaver. I picked up the telephone and made the call.

Four days and as many phone calls later, I was talking across four time zones to the owner of Ketchikan Air Service. During a four day break from airline flying the previous June, I had driven to Jack Brown's in Winter Haven, Florida and added the single and multi-engine seaplane ratings to my Commercial Pilot's License. My lack of seaplane experience was balanced by almost 10,000 hours of private, commercial and military flying time. Still, since I had no experience flying in the marginal weather and mountainous terrain of southeast Alaska, my new employer was taking a chance. But then, so was I.

After spending a few days in the guest room of my new employer's home, I found a place to
stay that would suit my needs for the summer. I rented an upstairs room at a small bed and breakfast overlooking the harbor. My hosts were kind and generous people and I was often invited to share in their evening meal. Throughout the summer I continued to meet and make friends with some of the friendliest, most helpful and hard working people I have ever encountered.

There was a lot to learn about the local area and flight operations. I learned by doing, working and flying 15 days in succession before taking my first day off. I took only one day off a week for the first two months. Reflecting back, I should have taken more time off in the beginning. I made up for it, though, in August when my wife came up for a fantastic two week flying vacation, celebrating our 10th wedding anniversary.

Most of the flying was scheduled commuter air carrier freight and passenger flights to logging camps and fishing villages around the Prince of Wales Island area. The camp cooks, village store operators and private individuals would send in their orders to the Ketchikan stores. For an arranged fee, the stores would package the goods for shipping and transport them to the post office. From there, after being weighed and postage assessed, the contracting commuter air carriers would pick up and deliver the goods to the seaplane dock of the camp or village. A person designated by the post office would receive the goods which were held for the consignee. Often the consignee was the logging camp cook who stood on the seaplane float and helped the pilot unload the camp's groceries. Of course passengers, outside mail and outside freight would complete the load.

Competition and ability to perform establishes the contractual mail and freight rates, which are a poundage fee charged according to air distance flown. A carrier must fly a scheduled route a minimum of one year in order to be eligible to bid for a mail contract on that route. The difference between the contractual mail rate and the U.S. postage charge to the shipper can be substantial.
and provides an economic basis for year-round scheduled operations. This "difference" is the "mail subsidy" you read about in the airline history books. Due to the remoteness and sparsity of population in Alaska, the mail subsidy is still very much alive and necessary in "the last frontier." The original Alaskan "postmen" were, of course, the famous dog mushers in the colder regions. Today, in virtually all remote areas, the modern day "pony express rider" is still — you guessed it — the bush pilot.

Charter flights of all types, flight seeing and recreational wilderness flights, brought a tremendous variety to the summer season. I averaged five flight hours during a duty day usually lasting 13 hours. One-hundred and five flight hours a month worked out to about 315 landings each month, due to the short route segments. I got to know the country and terrain faster than expected. My training was excellent, as I had another pilot along for route familiarization during my first 50 hours "inside southeast." I really was thank-
ful for the thorough check-out when the weather turned marginal, which occurred frequently.

I was determined to fly conservatively and made no attempt to cover up my inexperience in seaplane flying and bush operations. The seasoned “sourdough” bush passenger sometimes would muse out loud about the competence and experience of a pilot who had to “look at a map” to find where he was going. I let the comments go, or else kidded them right back. As I gained experience, I loosened up and tried different techniques. Sometimes I would gain proficiency, and sometimes I would learn NOT to do something. Thankfully, I survived the latter.

Ketchikan Air currently operates the only two turbine powered amphibian planes available for charter in Ketchikan. One is a stretched turbine Beaver and the other is a turbine conversion of the Otter. The KTN Air Otter is being converted to wheel/skis as long-range ferry tanks are installed in the fuselage for the 1100 mile journey to Antarctica. Long-time bush pilot Dan Baldwin is planning the trip, scheduled to depart October 10th. Once in the Antarctic, the aircraft and pilot will be part of the Adventure Network support team.

Wildlife is abundant in southeast Alaska, both the furry and mechanical kind. Ketchikan is home port to the largest fleet of DHC-3 Otter floatplanes in the world. At last count there were an even dozen of the beautiful old round engine Pratt & Whitney R-1340 powered behemoths. “Two Poppa Mike” — ProMech Air’s flagship — recently joined the fleet after 30 years of distinguished service with the Burmese military. Approximately two dozen DHC-2 Beaver floatplanes call Ketchikan home. Not as many as around the Lake Hood area in Anchorage, but certainly a bountiful bevy. “Three Roe-Fox” got her picture snapped at Labouchere Bay, Prince of Wales Isle, the day I completed my FAR 135.244 initial operating experience with “Bald Eagle” Dan.

As the gear snaps down on the Boeing 727 in preparation for landing in Seattle, I muse on how thankful I am that I can’t see into the future like I can peer into the past. For if I could have foretold the future, I may not have had the courage to choose the path that is right for me. Then I might never have actualized a dream: to fly for five months, like it was 50 years ago.
The Clark's deHavilland Hornet Moth

by Connie and Edmund Clark, Jr.

Last year, I wrote to the owners of the few deHavilland Hornet Moths that are registered here in the United States. Surprisingly, only the Clarks responded to my request for a photo and more information. The Hornet Moth features a number of uniquely deHavilland features, including the main landing gear strut fairings - with the flick of a lever, the fairings rotate as much as 90 degrees to act a speed brakes, allowing a steeper approach. This airplane has always been one of my favorites - my thanks to the Clarks for sharing their Hornet Moth with us. - HGF

Our Hornet Moth was imported by a friend of ours, Bob Mc Johnston, now deceased. He had been working in South Africa and searching for any aircraft he might find, when he located this Hornet Moth, which was in private ownership. It had been damaged, and the owners had repaired the damage, but not yet started actual restoration. Bob shipped it to California and we were storing it for him until he could restore it. Unfortunately, he became ill, and we bought it from him in September of 1985. We did the restoration which included repairing the fuselage, rebuilding the engine and making new "flaps" to once again allow the wings to fold. The interior did not require an extensive restoration, but we redid certain details with brown leather and walnut wood grain. We bought a propeller from Australia made especially for the Hornet Moth. She is completely original, even down to having Demec navigation lights, which have all three colors in one unit. One light is on the top and one is on the bottom of the cabin. As a tribute to her heritage, she carries her original South African registration number. Being hangared in the Los Angeles area, however, we also have a 720 channel radio, VOR, and transponder with Mode C, hidden in the luggage locker behind a sliding door. With the door closed, she can still look like the antique airplane that she is.

More Info On the Interior

The interior was done in brown leather, including the door panels and trim, as well as the seats. An original lacing over the Y-shaped yoke was copied. There is a "window shade" type shade that can be pulled forward over the skylight, and a rearview mirror. The fuel tank is behind the seats, with a baggage area over it. The gas gauge is located at the back of the seats, at seat level, between the seats. The brakes on the Hornet are also unique.
gan flew in the Hornet Moth that week— the brake lever is on the door; you pull the handle and step on the pedals.

**Finally, we were done...**

The roll-out date was September 20, 1986. Our home airport, Hawthorne, has an annual Air Faire. I'm sure that was the reason that the Police Department cooperated with our request to taxi the airplane, instead of tow it, to the airport from Ed's shop, a distance of about one mile. This was with the wings out, not folded. We had three police cars as escorts at 6 AM that Saturday morning. They seemed to enjoy it as much as we did. We reached the airport car gate, shut down the engine, folded the wings, restarted the engine, and then after all that—it seemed so strange right at that moment—Ed had to get on the radio to be able to move again. An exciting morning and weekend.

**Other Activities**

On Memorial Day weekend, May 1987, we participated in the 50th Anniversary celebration of the Golden Gate Bridge in San Francisco. We flew the Hornet Moth in a grand flyby over the bridge, one of 86 airplanes in the air at one time.

In July 1988, the Hornet Moth was to be in the Hawthorne parade. When it turned out that the trailer wasn't big enough to carry the airplane, permission was given to taxi it through the parade. (That was good for some fouled spark plugs.) We were part of a group from the Western Museum of Flight, located on Hawthorne airport.

In August of 1988, "Wrong Way" Corrigan and his Curtiss Robin were featured at the Hawthorne Air Faire to celebrate the 50th Anniversary of his "wrong way" flight to Ireland. Corrigan flew in the Hornet Moth that weekend and took a turn at the stick.

The Hornet was in the TV miniseries "Till We Meet Again." The heroine, Freddy, took her first airplane ride in our Hornet Moth and it was also in some background shots. It has also appeared in "Designing Women." Ed flew the airplane to Burbank airport, near the studios, folded the wings, put the tail on the back of a pick-up truck and towed it into the studio for the filming. Having folding wings made all this much easier.

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The folding wings on the deHavilland Hornet Moth are demonstrated in these two photos. One of the last DH.87B aircraft built, this example was manufactured in 1938. Owner Ed Clark (below) is pleased with his British antique.

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**Specifications:**

Manufactured in England in 1938 and shipped directly to deHavilland in South Africa.

- **Wingspan:** 30 Feet
- **Length:** 25 Feet
- **Engine:** Gipsy Major -10 145 hp
- **Serial No.:** 8161
- **Cruising Speed:** 105 to 110 mph
- **South African Registration No.:** ZS-AOA
I'm Impressed!

Attending the Casa Grande Fly-In '92, I was impressed with the lineup of airplanes and the people I met. One fellow, though, I didn't meet, but I sure would like to. A look at the picture will tell you why.

The airplane it was hanging on was a neat little Stinson 10A or Model 105, just like I flew when we used them for Instrument instruction at Lewis College in the late forties and early fifties. Since it has become very rare to see one with the old 90hp Franklin, that was the first thing that attracted me. It was definitely an original. Just like the ones the Civil Air Patrol did anti-submarine patrol with during WW II. I would have loved to fly the old gal. The thought of what a wonderful old needle-ball- and airspeed and a low frequency approach would be like, put me into another world, just thinking about it.

But what really turned me on was the bottom line on this prop tag! Read it! “Make someone’s day. Take a kid for a ride!” I would sure like to meet this pilot. I want to shake his hand! Here is a guy that is putting into action what all the alphabet groups, EAA, AOPA, CAP, NAA and all the rest of the world are talking about. This guy is DOING it!

EAA is readying a program to give a million rides to kids over the next ten years. This, coupled with the Air Academy programs and the Primary Aircraft program will do a lot for aviation by creating interest among the younger generations. I'm looking forward to it!

But remember it's the little guy out there with the airplane just like this little Stinson 10, guys like him, and you, and me, who are going to make it happen! Lets adopt this Larry Rynberg’s bottom line!

Make someone’s day.
Take a kid for a RIDE!
Over to you.
When sand-blasting the fuselage of my Colt, I found that calling my wife to help me turn it over on the two horses was leading to preliminary discussions of divorce. Deciding that there had to be a better way to handle this problem (that of turning the fuselage, of course!) pictured is my solution.

The materials used consisted of two old truck wheels, some scraps of 2" and 1-1/2" pipe, 1" pipe flange, a couple of pieces of 1/4" steel plate and a bolt and nut for locking the fuselage in place.

The beauty of this is that I can change the front and rear hook-up to accommodate any type of airplane. I'm even looking forward to covering and painting the plane now.

The stand is made up of 2" pipe with one hole at the top into which is inserted a piece of 1-1/2" pipe drilled with a series of holes to allow adjustment up and down. On the top of the 1-1/2" pipe is welded a piece of 2" pipe to be used to hold the 1-1/2" nipple which is attached to the airplane. I chose to use a piece of 2x4 wood to bolt to the front of the plane and the pipe flange to fit to the stand.

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Editor’s Note: Snap-on Tools has advised us here at EAA that as of the end of July, 1992, they will no longer be sponsoring “Hints For Restorers”. John Fluke Mfg. Co. will continue to sponsor electrical awards. We thank Snap-on Tools for their 4-year long sponsorship of the “Hints” feature in EAA publications. - HGF
With the help of a number of our readers, we’re able to present some interesting aircraft designs in our Mystery Plane series. This month’s Mystery is a good example. Sent in by Earl F. Stahl (A/C 11013) of Yorktown, Virginia, the view shows the airplane in the final stage of construction. Answers will be published in the August issue of VINTAGE AIRPLANE. Deadline for that issue is June 20.

A record 18 answers were received for the February Mystery Plane! Evidently our readers “do their homework.” Emil Cassanello of Huntington Station, New York sent a concise history of the airplane. He writes:

“The Mystery Plane is the Lockheed Explorer, Model 4, C/N 2. The pilot of this, the first of three Explorers named ‘City of Tacoma,’ was Albert Harold Bromley. The plane was originally designed as a single float, retractable outrigger-pontoon seaplane for Sir Hubert Wilkins by Jack Northrop. It was never completed, and after Bromley saw the fuselage, talked Jerry Vultee into completing Lockheed’s first low winged airplane.

“NR 856H was painted orange, and its name, ‘City of Tacoma’ was in white. On July 28, 1929, ‘City of Tacoma’ left a specially constructed ramp at Pierce County airport with 902 gallons of fuel on board. As 20,000 onlookers watched, Bromley rolled down the ramp. But then fuel bubbled up from the tank breathers on top of the fuselage in a steady stream. The windshield fogged, so Bromley peered over the side, only to have his goggles coat up with fuel. Brushing them back, the stinging spray of gas blinded Bromley. The ship wobbled from the runway, swerved, and the right landing gear crumpled. The wing followed and the ship stood on its nose. Thankfully there was no fire.

“The plane was returned to Lockheed where parts were used to build a second ‘City of Tacoma.’ Vultee designed a balanced rudder, droppable landing gear and metal belly on this design. On its first test flight, tail flutter was encountered, and when the pilot flew at a low altitude to show the engineers on the field, the rudder fell off, followed by the fin! Test pilot Herb Fahy came out of the crash with a broken elbow and bruises.

“A third ‘City of Tacoma’ was built. At its first test flight at Muroc with 900 gallons of fuel on board, it floundered through the air after takeoff, half rolled and crashed on its nose and burned. Test pilot Ben Catlin came walking out of the flames a human torch only a hundred feet from the horrified Bromley who was watching the takeoff a mile down the runway from where the plane started. The test pilot died that evening.”

Other answers were received from Charley Hayes, Park Forest, Illinois; Glenn Buffington, Eldorado, Arkansas; Marty Eisenmann, Garrettsville, Ohio; Robert Richardson, Broken Arrow, Oklahoma; Robert Wynne, Mercer Island, Washington; Jack Lengenfelder, Lawrenceville, New Jersey; John Underwood, Glendale, California; Frank Abar, Jr., Livonia, Michigan; James Borden, Menahga, Minnesota; Jim Boettcher, Enon, Ohio; Ed Byars, Clemson, South Carolina; William Bledsoe, Montgomery, Alabama; Wayne Van Valkenburgh, Jasper, Georgia; Paul Schult, Hastings, Nebraska; Mike Rezich, Chicago, Illinois; and Cedric Galloway, Herperia, California, Lynn Towns, Brooklyn, MI, Bob Louderback, Cincinnati, OH.
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(Continued on page 30)
(Continued from Page 29)

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