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As many you may already know, Steve and Paula Wittman lost their lives in the crash of Steve's O & O Special April 27, 1995. The cover of this month's VINTAGE AIRPLANE is a well done tribute by H.G. Frautschy and Sara Hansen. Steve was a Director Emeritus of your Division who took an active interest in the activities of the Division and its members. His advice and direction will be missed.

Your Board of Directors held their spring meeting in Oshkosh this past month, and a number of items were discussed. First, one of my goals when I became president of the Antique/Classic Division was to facilitate growth of the Division, with a target of 10,000 members. As it happened, at the board meeting we were able to announce that we have passed that number during the month of April, with our current membership at 10,020 members. H.G. was able to have the EAA Information Services department trace down the 10,000th member. Who is he? An EAA member since 1981, Don E. Petty, Jr. from Saticoy, California. Welcome, Don!

Bob Brauer, A/C Director and Chapter Chairman, reported that we now have 19 active A/C Chapters.

Charles Harris, Director and Chairman of the Antique/Classic Hall of Fame Committee, reported that there would be three inductees into the Hall of Fame at our Fall board meeting. They are: the late Cole Palen, Joe Juptner and Kelly Viets. The Antique/Classic Hall of Fame has new inductees every two years. We encourage you to submit nominations of candidates for this honor by sending good background information and reasons for their consideration to Charles Harris, 7215 East 46th Street, Tulsa, OK 74145.

During the membership drive discussion it was noted that Jo Olcott was responsible for signing up a number of new A/C members while working at the Sun 'n Fun main gate, and Dorothy Hilbert sold a good number of A/C memberships while working at the EAA Membership building during the EAA Sun 'n Fun Fly-In this year. By the way, I made a mistake in last month's column relating to parking at Sun 'n Fun, and Ray Olcott dropped me a note to clarify the situation. I had written that A/C Chapter 1 was responsible for the A/C parking at Sun 'n Fun. That's not true. Ray was appointed as Antique/Classic parking chairman by Sun 'n Fun and was responsible for this area. He also happens to be a member of A/C Chapter 1, but the two parts of Ray's life are not directly connected. Sorry about the mistake, Ray.

The Oshkosh parking committee discussed parking for the Convention this year. All of the improvements for the south end of the airport seem to be on line. Improved services will be available at the south end of the field, including a relocated food service kiosk and a planned shower facility just south of the Ultralight area. As of this moment, we are in the process of finalizing a permit to allow a water well to be drilled at the shower site. Everything should be completed in time for this year's Convention.

For those of you who so kindly lend your time during the Convention serving as Antique, Classic and Contemporary judges, the judging trailers are being moved just to the west of old Highway 26, at the south end of show plane camping. This will clean up some of the congestion behind the Antique/Classic Headquarters Red Barn. There also is a need from time to time for some additional people to help judge aircraft.

If you are interested in possibly helping in this area, drop me a note or call and I will pass along your information to the head judges, just in case they need additional help.

Quite a few members have in the past requested that Antique/Classic merchandise be made available on a year-round basis so it could be purchased for birthdays, Christmases and other important occasions. Bob Lumley, A/C Director, has spent a number of days with EAA Headquarters staff, building an inventory so that you will be able to order different items from time to time. We will run an ad/catalog so you can select your favorites and either buy them at the Convention in the Antique/Classic Headquarters Red Barn or order them via the phone.

The Golden Age of Air Racing is going to be featured again this year, and it promises to be even bigger than the last "Golden Age" event. As of now, we are estimating approximately 22 racing aircraft. These beautiful aircraft will be displayed directly in front of Antique/Classic Headquarters in a special area. This should prove to be a great year for your type of aircraft and flying.

We're on the move, so don't let up now. Ask a friend to join with us; he can enjoy all of the benefits that go with being a member. Let's all pull in the same direction for the good of aviation.

Whoops! I've got a last minute item - A/C Chapter 3, who for years has held its Fall fly-in at Camden, SC, will be moving to Darlington County Airport, Hartsville, SC for its October 1995 fly-in. This Fly-In has grown so in the past couple of years, and it is felt that the membership of this Chapter will be better served at this airport.

Join us and have it all!
**KEN-ROYCE HUB**

Member Joe Fulton, of 6072 Glenwood Dr., Huntington Beach, CA 92647 is busy restoring Rearwin Cloudster NC32442, a model 8135 made in January of 1941. He is still in need of a prop hub and is also looking for inside and outside door handles and an exhaust collector. You can contact Joe at the above address if you can give him a lead on where he may obtain any of these parts.

**STEEL FLYING WIRES**

Member Thomas Moore, 4 Gordon St., Roanoke, AL 36274-2214 has a set of cadmium plated steel flying wires that are rather large - they are 1.52 inches long, 7/16" major diameter and 6 wires that are 114 inches long, 5/16" major diameter. He is unsure what aircraft they may have been built for, but he is willing to sell them if anybody has a need for them. Contact Tom at the address above or phone him at 205/863-4964.

**FLEET CANUCK HISTORY**

This September will mark the 50th anniversary of the first Fleet Model 80 Canuck. A tough steel tube and fabric, they're not seen too often “south of the border” but in Canada, the land of their birth, they were a bit more numerous. 225 Canucks were built, and member John Thorpe, 23 Pine Needles Ct., Stittsville, Ontario, Canada K2S 1G5 is busy writing a history of each and every one of them. Of the original 225, there are at least 86 in Canada, 7 in Argentina and one in the UK. 24 airplanes were exported, the majority going to Argentina, but at least one went to the U.S. John would like to hear from each Canuck owner (or those who know of a Canuck under restoration) with whatever history you can add to his collection, which he hopes to publish in a Fleet Model 80 Canuck history book. Photos will be copied and returned. He is also looking into the possibility of starting a type Club for the aircraft, if sufficient interest is shown. Write to him at the above address if you can help him out.

**DID YOU SEE THE WRIGHTS FLY?**

In a bit of a long shot, the producers of a documentary destined for broadcast on PBS are looking for any eyewitnesses to Wright brothers' flights who can lucidly describe what they saw those 85+ years ago. Understanding that the time may simply be too late to find anyone who saw the events firsthand, they would also be interested in finding a taped or filmed interview of such an eyewitness from past years. If you know of such an individual or interview, please contact Gino Del Guercio at Boston Science Communications, Inc., 321 Center St, South Easton, MA 02375, phone 508/238-8677.

**HEATH PARASOL TC**

Dennis Agin, EAA 123486, of Columbus, OH, has written to tell us that he is now the owner of the FAA Type Certificates for the Heath Parason 8s, models LNB-4 and CNA-4. The Heath Co. in Michigan divested itself of the certificates through the efforts of Dennis, who didn't want to see the records of the Heath Company's aviation history lost to history. He has started a new company, Heath Aerocraft, to put the CNA-4 Parason into production, and is interested in
Tim Talen (left), of Springfield, OR, and Murray Olsen (right) stand with their latest restoration effort - a General Skyfarer. It is S/N 12, NC29025, and is one of only 2 remaining. (The other is owned by Chris Cagle of Hemet, CA.) The airplane was designed by MIT Prof. Otto C. Koeppen as a two-control “spinproof” airplane, and to that end, it was quite successful. The construction of the Skyfarer was quite novel for its time - the fuselage is built up of extruded dural aluminum (17ST) angles, gussets and channel sections, all of it held together with bolts and fiber (now elastic) stop nuts! The airplane is powered by a Lycoming GO-145 engine of 75 hp.

Tim’s partner in the restoration, Murray Olsen, purchased the airplane a dozen years ago in Portland, OR. These shots were taken last summer, and Tim advises that it is now being covered. Won’t this be an interesting Antique to see at a northwestern fly-in?

any information other members may be able to provide. You can contact Dennis at Heath Aerocraft, Ltd., 4460 Hayden Falls Dr., Columbus, OH 43221

WEST COAST CESSNA 120/140 CLUB

Donna Christopherson of Santa Clara, CA was kind enough to write and advise us that she is no longer the person to contact for membership information in the West Coast Cessna 120/140 Club. To join, write:

West Coast Cessna 120/140 Club
c/o Don and Linda Brandt
9087 Madison Way
Redding, CA 96002
Phone 916/221-3722

OSH WAYPOINTS

Terry Randall, of HarRan Aircraft at Davis Field, Muskogee, OK wrote to advise of their offer to sell 100LL fuel to those flying Antique, Classic or Contemporary airplanes to the EAA Convention in Oshkosh for $1.50 per gallon. Davis field (MKO) is located 6 miles south of Muskogee, OK. For more info call 918/682-4101.

OTHER FLY-IN NOTES

PAULS VALLEY: A reminder that the Antique Airplane Fly-In that was to be held this past May 19-21 was postponed to October 6-8. Warner Brothers is shooting a movie in the city of Pauls Valley during the months of May and June, and the city requested the change in dates. If you need more information, call 405/258-1129.

GUNTERSVILLE, AL: EAA Chapter 683 is sponsoring a Labor Day Fly-In honoring the past WW I Aerodrome Fly-Ins. To be held at the home airport of the WW I Replica Fighter Museum, camping will be available, and all pilots and their planes are welcome. If you need more information about the Fly-In, which will be held September 2-4, call Ray Brannum at 1-800/526-6072.

CLEVELAND, OH: An interesting Fly-In to visit on your way home from EAA OSHKOSH might be the 25th Anniversary Crawford Meet at Cuyahoga County Airport in Richmond Heights, OH. This meet combines an antique and classic auto and bicycle meet with a Fly-In, paralleling the displays of the Crawford Auto-Aviation museum in Cleveland. For more information, call 216/721-5722.

PARAMOUNT CABINAIRE

In last month’s listing of the award winners at EAA Sun ‘n Fun ’95, the winner of the Antique Silver Age (1928-1932) was inadvertently missed - that fortunate soul was none other than Fred Clark of Deland, FL for his exceedingly rare 1929 Paramount Cabinaire. A photo is included in this month’s coverage of Sun ‘n Fun ’95, starting on page 10, and a feature article will be published later this summer.

OSHAUFE PointS

Red Hamilton of EAA Antique/Classic Chapter 25 sent us this photo of the Chapter and their guests standing with Russ Kilmer’s Meyers OTW during their spring meeting this past April 8. The fly-in meeting netted a total of 12 new members for the Chapter while they enjoyed the hospitality of Bill Merwin’s ranch in Clarksburg, CA, complete with a soft field of dichondra to land upon! Membership Chairperson Herb Plucker and Chapter president Bill Merwin and the Chapter members appreciate the participation by the owner/pilots of such unique airplanes as Jimmy Rollison’s Laird Speedwing and Scott Crosby’s Gee Bee Model E Sportster.
Jack McRae of Huntington Station, NY supplied us with a number of “mystery-planes-to-be,” including this two-winged beauty. The answer will be published in the September issue of Vintage Airplane. Answers for that issue must be received no later than July 25, 1995.

The March Mystery Plane certainly tickled the memories of a number of readers - 16 answers were sent in!

March’s Mystery was the fairly well known production design, the Command-Aire 3C3. It was a traditional 3-seat biplane designed by expatriate German engineer Albert Vollmecke for the Arkansas Aircraft Company of Little Rock, AR, which was soon renamed Command-Aire, Inc.

Powered with the ubiquitous 90 hp Curtiss OX-5 engine, the 3C3 received Approved Type Certificate A-53 in July, 1928. Some later modifications of 3C3’s that did not qualify for full ATC’s received Group 2 certification in April 1930. (The engine was still the OX-5.)

A dedicated trainer version, still with the OX-5, was the 3C3-T. This had a single “bathtub” cockpit for student and instructor. This feature did not prove too popular, so some were converted to conventional 2-cockpit arrangement. Two other new biplanes, the Fleet 1 and 2 of 1928 and the New Standard D-29 of 1929, also started out with “bathtub” cockpits, but soon reverted to separate cockpits.

As with many other new designs that started with the war-surplus OX-5, the Command-Aire was quickly upgraded by the use of several of the newer air-cooled radial engines. See “U.S. Civil Aircraft”, by J. Juptner, Vols. 2 and 3 for the eight Command-Aire variants through the model 5C3-C. Altogether, some 200 Command-Aire biplanes were built, nearly half with the OX-5.

The Command-Aire name is often remembered today for the single seat “Little Rocket” racer that won the grinding 1930 American Cirrus Derby. Following that, Command-Aire quietly succumbed to the Great Depression.

Correct answers were received from: Jim Barton, Oshkosh, WI; John Beebe, White Stone, VA; J.P. McRae, Scott, AR; R.G. Beefer, Lakeland, FL; Charley Hayes, New Lenox, IL; Robert Wynne, Mercer Island, WA; Frank Abar, Jr., Livonia, MI; Ev Cassagueres, Cheshire, CT; Lynn Towns, Brooklyn, MI; Marty Eisenmann, Garrettsville, OH; Marion Robles, Lakeland, FL; Glenn Buffington, Bermuda Dunes, CA; Les Stevenson, who’s all over the eastern U.S.; Owen Bruce, Richardson, TX; Roy Cagle, Presscott, AR; and Dale Milnes, Richmond, IN.

Robert Lock, of Reedley, CA sent in this photo of his Command-Aire 5C3, the next to the last one produced. Robert spent time with Albert Vollmecke, the airplane’s designer, who was also an integral part of the restoration of Robert’s 5C3. They searched the old Department of Commerce and CAA files for the original drawings, but they were not to be found. After Albert’s passing, Robert inherited almost all of Albert’s remaining files.

Send your Mystery Plane replies to EAA Headquarters: Vintage Airplane Mystery Plane P.O. Box 3086 Oshkosh, WI 54903-3086
Dear Buck,

This is the first time I have written to you. The latest issue of Vintage Airplane has an article about what is done in rejuvenating dope-covered fabric (the dope is being rejuvenated) and treating cracks in enamel that covers fabric. The writer says that synthetics have longer lives than cotton and linen. He implied that these fabrics last longer than they really do!

I had a customer who was part owner of a Cessna 150. He wanted a four-place bird and bought a Stinson Wagon. He had to get a ferry permit to fly her home, because an IA or A&P on the other end said the fabric failed the punch test. (I automatically assumed it was cotton.) Also, the 160 hp Franklin was far beyond TBO and failed compression tests. Joe had an old air mechanic working with him who was unlicensed, so he needed me around too. I was busy and it was some time before I went to his hangar.

The fabric had been stripped from both wings. I asked to see the old fabric and discovered it was Ceconite. I told Joe he might have been gypped, for the correct test on Ceconite might reveal it was OK. I have since wondered many times how many people have removed perfectly good synthetics after being told they failed the “Punch Test”... I firmly believe this should be addressed in a Vintage Airplane article. I think a tear test is the only accurate way to test the strength of synthetics. I haven’t been around rag wings in some time and have forgotten much. I am sure you know the correct testing methods for synthetics. I know people will appreciate your telling them the right poop.

I’ve not worked in about two years. I am no chick, but I want to be active in the renovating and overhaul of antiques and classics. I have been an A&P since Kitty Hawk, it seems. I have worked on a very large variety of craft, and have done work in cotton, linen, Eonnex, Ceconite, and Polyfiber. If you just so happen to know of a firm of this nature needing someone in the Southwest, I’d appreciate your telling them about me. I haven’t been at Oshkosh since ’86, but hope to be there this summer. I hope we can meet.

Happy tail winds,
W.C. “Bill” Ware
DeSoto, TX
A/C 6948
Hi “Bill”,

Nice to hear from you. I hope you’ll write some more! Yours is a good letter and requesting the kind of information that means something. The answer could help to prevent problems as you describe, particularly needless work on a perfectly good airplane.

I have forwarded your letter to the man who wrote the article, Mr. W.D. “Dip” Davis. Besides being a long time friend and ally, “Dip” also heads up the Superflight division of Cooper Industries. He is my “Stick and Rag” man and is a great source of information. He is also a great airplane enthusiast. Here’s his reply:

Dear Bill,

Buck Hilbert, who is a close friend and reasonably close neighbor, passed along your letter since I had written the article in Vintage Airplane that you referred to. I didn’t mean to mislead anyone about the service life of synthetic covering fabrics, I’m sure that most old timers have encountered cotton covering jobs that were still airworthy after twenty or more years of service but in every case those were expertly done jobs which had been cared for tenderly and hangared when not being flown. I believe that just an average finish on a polyester fabric cover job, (Ceconite or equivalent) will provide twenty years of service with just average care.

Insofar as condemning a cover job as a result of a punch test, you are certainly correct in condemning the inspector who turned it down. FAA Advisory Circular 43.13-1A, chapter 3, section 4, says “Field test instruments that are commonly used to test tensile strength of aircraft fabric covering give only approximate indications of the fabric condition. Since the accuracy of field test instruments is affected by climatic and environmental conditions, a laboratory test is recommended when aircraft fabric is found to be marginal by field test methods.”

This is small consolation to the poor owner who has had perfectly good fabric removed from his airplane and is faced with an expensive recover job, but at least he shouldn’t let it happen to him again.

I sure appreciate you comments and hope you can find a suitable place to perform some “rags” work. I’m sending along some of our propaganda about our fabric and finishing systems which I hope you find of interest. Give me a call on our WATS line if you have any questions or comments. I’m in the office Mondays, Tuesdays and Thursdays. I’m out playing airplane the rest of the time!

Best Regards,
Dip Davis

There you have it, Bill, the word from Dip. I’m sure that others who have expertise in this area can also add their two cents worth. For others who may have many of the same questions, remember that the key to all of this is the fact that the silver and finish coats must be in good condition (i.e. not cracked or chipped). If the finish is badly cracked, or if pieces of the finished area are actually missing, having flaked off, the fabric underneath will be subjected to the sun’s ultraviolet rays, and the fabric will soon become unairworthy. If the finish is kept intact, the Dacron synthetic fabrics can be expected to last 20 or more years. By then you’ll want to pull it off to get a good look-see at the structure.

Over to you,

Buck
WHAT OUR MEMBERS ARE RESTORING
by Norm Petersen

Rich Komm's B-35 Bonanza
Pictured in front of his totally restored 1950 Beechcraft B-35 Bonanza, N5204C, S/N D-2549, is Richard Komm (EAA 368675, A/C 24217) of San Francisco, CA. With its blue and gold trim on a white background, the B-35 looks for all the world like it came out of Wichita last week (save for the "N" number on the fuselage). The engine is listed as the original Continental E-185 with a takeoff rating of 205 hp. You can tell by the smile on Rich's face that he likes this 45-year-old V-tailed speedster.

Jack Brage's Piper J-4E Cub Coupe
These photos of a 1941 Piper J-4E Cub Coupe, N35986, S/N 4-1468, were sent in by owner and restorer, Jack Brage (EAA 435022, A/C 20786) of Madison Heights, MI. Purchased as a "basket case" in 1980, the J-4E turned out to be a real can of worms! The engine was "junque" and was replaced with a Continental A-80, which gave birth to additional problems of overheating. Converted back to an A-75, it worked much better. The cowling would not fit when installed. An investigation revealed the engine mount, built by the previous owner, was a half-inch out of alignment and had to be rebuilt. Eventually, after thirteen years of hard work, the J-4E was completed and the owner was getting ready to fly it to Oshkosh when he developed pneumonia and two weeks later, suffered a heart attack! In 1993, Jack flew it to Sentimental Journey at Lock Haven, PA, and won the Best J-4 Award. In 1994, Jack flew the J-4E to the MERFI at Marion, Ohio, and ran off with the Second Place Award in its category. Jack admits it was a long (13-year) rebuild and doesn't plan on doing another one. The Cub Coupe is presently for sale and information may be obtained by calling Jack Brage at 810-542-4487.

Antonio Acosta's Luscombe 8A
This photo of Luscombe 8A, N71500, S/N 2927, was sent in by owner Antonio Acosta (EAA 467911) of Old Tappan, New Jersey. This Luscombe was manufactured on June 20, 1946, and when Antonio bought the airplane on November 11, 1993, it had 123 hours total time since new! It had been in storage for 33 years in a garage. (It was registered to Frank Zaranski of Greenwich, CT, for all those years.) The aircraft was disassembled and the engine was sent to El Reno Aviation, El Reno, OK, who went completely through the engine and even complied with an AD from 1946! The wings were totally rebuilt and wing tanks were installed per the Don Luscombe Foundation STC and then covered with Superflite and Randolph dope. The Luscombe was completed on August 13, 1994 and assembled at Warwick Airport, Warwick, NY, with the first flight being completed in October, 1994. The pretty blue trimmed machine has been flown 21 hours since restoration and literally flies like a new airplane. At 144 hours, N71500, should be in the running for the lowest time Luscombe in the whole country! Our congratulations and best wishes go out to Antonio Acosta for restoring a unique piece of aviation history.
These photos of a modified GC-1B Temco Swift, N2362B, S/N 3662, were sent in by owner, George Flynt (EAA 156555) of Brandon, MS, who retired from Delta Airlines after 35 years as a pilot. Built in August, 1948, the Swift has spent its entire life in Mississippi and George is the third owner. Since purchasing the airplane in 1988 with 1010 total hours on it, George has installed the following modifications: new AEIO-360-A1D Lycoming engine with a Hartzell aerobatic prop, new instrument panel and instruments, control sticks, two 13-gallon aux tanks, Cessna 150 seats and tracks, canopy by Jack Nagel, Cleveland wheels and brakes, main wing spar mod for 1970lb. gross weight, electric fuel boost pump, heavy duty 12-volt electric hydraulic drive motor and a Nagel designed electric trim. The six year project was completed in June, 1994, and the Swift now cruises at 145 mph at 24-square. For a long time pilot who began flying as a crop duster, George Flynt definitely has the best of all worlds with his beautiful modified Temco Swift.

A “Swiss Miss” Piper Cub

This photo of a Swiss registered 90 hp J-3 (L-4) Piper Cub, HB-OXR, was sent in by Marianne Rollin, the lovely wife of Emil Rollin (EAA 184915, AIC 6986), the relaxed pilot sitting in front of the airplane. Emil and one of his four godsons (with a PPL), flew this Cub from Switzerland across the Normandy coast to Dieppe, then over the English Channel to the PFA Rally in England. The entire trip required 36 hours of flight time. Note the L-4 windows on the Cub (with the baggage filled to the roof!), the Hoffman propeller, the spring loaded, hydraulic landing gear shock struts commonly used in Europe in lieu of shock cords, and the clamshell wheel fenders, used to keep the mud etc. off the airplane. Emil is a highly experienced pilot who cut his eye teeth flying missionaries around the jungles of New Guinea and is now an air controller in Switzerland. His own aircraft is an immaculate Cessna 170B, N170ER, based in Freienwil, Switzerland.

Bob Von Willer’s Fleet Model 7

Pictured near its hangar is a 1930 Fleet Model 7, N684M, S/N 234 — the pride and joy of Bob Von Willer (EAA 457062, A/C 22253) of Lakeside, CA, for the past 30 years. Powered with a Kinner B5 engine of 125 hp, the Fleet features a full ring cowl and bayonet exhaust stacks on the five cylinders. Bob spent the first ten years restoring the Fleet and since January 27, 1975, has flown it to many west coast fly-ins. Unique to this Fleet are the fabric covered wheel pants that are formed from something that looks like “coat hanger” wire and covered with fabric and dope. According to Juptner, N684M, was the fourth Model 7 Fleet produced. There are presently 25 Fleet Model 7 aircraft on the FAA register.
The recent loss of pioneer racing pilot S. J. (Steve) Wittman and his wife, Paula, while flying to Oshkosh, WI, in their "O and O Special" has triggered an outpouring of concern, sympathy and tributes from all over the nation.

To say that Steve was a legend in his own time would be an understatement. He was so much more - to so many people - over such an amazing time frame. How many of us will ever have the chance to pilot airplanes for 71 consecutive years? This one statement brings into stark reality the almost unbelievable span of time that Steve Wittman's life covered.

His life span started just after the modern era of powered flight began when Orville and Wilbur Wright made their historic flight at Kitty Hawk in 1903 - he was born April 5, 1904. To this, we might add that Steve Wittman carried a valid Second Class Medical on the day of his death and in addition, his CFI designation (#3108) was good until August 31, 1995!

On August 20, 1993, I arranged to meet Steve and Paula at the Brennand Seaplane Base on Lake Winnebago so Steve could examine me for a BFR in my Piper J-3 Cub on floats. He had just renewed his CFI designation and his Seaplane Rating from 1945 added the required validity to a BFR in a floatplane. We threshed the waters for over an hour doing plow turns, step turns, one-boat takeoffs and landings, crosswind landings, forced landings (Yes, Steve pulled an engine failure on climb out at 30 feet!).

While demonstrating the airplane in the air, Steve made several turns with the airplane while occupying the rear seat, completely unable to see the instrument panel. I didn't tell him, but the "ball" never moved during the turns.

Following an interesting oral quiz and after completing the paper work, I asked how much lowed him. Steve's unexpected answer was, "If you will take Paula for her first-ever seaplane ride, we will be square!" For the next half hour, Paula and I flitted about the south half of Lake Winnebago, making numerous landings and takeoffs. She was so excited, she giggled on every landing, no matter how smooth or bumpy. It was a beautiful day to remember and Paula talked about the seaplane ride for weeks afterwards.

To possess such unusual engineering talents, despite a lack of formal education,
The Wittman designed two-place “Buttercup” which featured the famous spring landing gear, variable camber wing with movable leading and trailing edges and quite spectacular performance. With an 85 hp engine, Buttercup will cruise at 135, top out at 150, yet land at about 30 mph, stopping in about 3 or 4 plane lengths. In 1941, this airplane was at the Fairchild Airplane & Engine Plant, Hagerstown, MD, ready to go into production when World War II stopped everything. The airplane is still flyable today.

Steve Wittman was the epitome of the “little guy” in American aviation folklore. With meager resources at best, he took on the “giants” of the racing fraternity - and beat them at their own game. And he did it with a quiet dignity that was most becoming.

To listen to Steve talk of his experiences was an experience in itself - among grown men, you could hear a pin drop. Every word was eagerly awaited. Of such things, legends are born.

Farewell, Steve and Paula, and don’t forget to lift your water rudder.
A few years after moving the Antique/Classic parking area at Sun 'n Fun, the grounds have really shaped up - there's plenty of parking is available for your antique, classic or contemporary airplane, and the Warbird folks were even kind enough to lend a bit of ramp space for a couple of the bigger birds, including the beautiful Fokker F-27 flown in by the Jeppesen Foundation. Now that's a big Contemporary airplane!

Rare antiques still continue to appear, much to the delight of the old airplane buffs - this year we were treated to the sight of a Paramount Cabinair and Hammond 100 (Parks P-1). It's certainly a pleasure to see the pages of "U.S. Civil Aircraft" come alive right before our very eyes.

(Above) “Go thata way!”

(Left) Ryan PT-22's sit silently in the early morning fog. The weather was just as you would expect while on vacation in Florida, with only one evening thundershower during the entire week.
(Left) The Swift Magic Team performed during the daily airshow at EAA Sun 'n Fun '95 in their slicked up Swifts.

(Right) The Hammond 100 (Parks P-1H) as restored by Zac and Doris Howard of Lake­land, FL and Yipsilani, MI. The restoration, completed in 1991, earned the Howards an Outstanding Aircraft award.

(Above and below) Fred Clark and Bud Rogers, when the were not talking to members about the Paramount Cabinaire, were busy with the final preparations on their Chevrolet V-8 engine conversion of Fred's Curtiss Robin. Happily, the auto engine drops neatly into the mount for the original OX-5, leaving the airframe unmodified, should anyone wish to put the Curtiss engine back in. (The Chevy came out within 10 pounds of the same weight as the OX-5, radiator included.) The engine installation was inspected by the FAA at Sun 'n Fun and approved for flight testing. Bud reports the airplane, now with over 10 hours on the installation, will cruise easily at 85-90 mph with the prop turning 1100-1200 rpm. He also says the airplane has much improved climb performance.

(Below) Just a part of the A/C parking area at Sun 'n Fun. Ray Olcott and his paddle-wielding volunteer parkers helped keep the area straight and trim for the week.
(Above) A 17+ year old restoration that still looks great, this is Bob Fergus’ Fairchild 22, powered by a Ranger engine. Built up by Jim Dewey at Santa Paula, CA in 1977, it was flown to Sun ‘n Fun by Art Miller and his wife Trisha of Ocala, FL. The most significant maintenance since its restoration has been the replacement of the fuel and oil hoses, done as preventive maintenance.

(Above and right) Jean Bell and Andy Bibber flew this Warner powered 1931 Monocoupe 110 all the way down the east coast from Gorham, ME.

(Left) Coke Darden, Lexington, SC treated the early week crowd when he paid a visit with his rare Douglas Dolphin amphibian.

(Right) A striking example of the Cessna 180, this is Jack and Angela McCloy’s 1953 Cessna. It is one of the earliest 180’s built, S/N 145. A six and a half year long restoration effort was done by Jack, including the painting and engine overhaul. Jack is the Director of Aircraft Maintenance at Kermit Weeks’ Fantasy of Flight aviation attraction in Polk City, FL.
(Above) The Sun 'n Fun Plane Parts Mart can be just the place to unload that stuff that is just cluttering up the back of your hangar, or you might find just the part you need to finish off your restoration. Spinners, props, interior parts and all other manner of aeronautical parts and pieces show up on the tables.

(Left) Another rare airplane, this is the 1929 Paramount Cabinaire, owned by Fred Clark, Deland, FL and restored Fred and Bud Rogers. A Walter Carr design, (he was a well known Michigan pilot) this is S/N 7 out of nine built. It was selected as the Silver Age (1928-1932) Champion.

(Below) Bill McClure and his family zipped down in their Staggerwing from Murfreesboro, Tennessee to visit Lake-land.
The Sun 'n Fun Judging Corps who cover everything from homebuilts to seaplanes, and everything in between. Thanks for all your hard work, guys and gals!

The Piper Museum in Lock Haven, PA has this “mobile museum” celebrating the early history of the Piper Aircraft plant that was located in that central Pennsylvania city. The Clinton County Historical Society is the prime mover behind this exhibit.

Pat Cargile, Chapin, SC and his Piper Clipper, fresh from a restoration and looking very smart in its standard color scheme. The custom interior features a full instrument panel.

Sun 'n Fun seems to be a Monocoupe magnet—here’s Bill Symmes of Miami, FL and his Monocoupe 110 Special, the winner of the Best Monoplane trophy in the antique category.
(Left) All the way from Toronto, Canada, the Most Original trophy winner in the Contemporary class was John Van Lieshout’s 1958 Cessna 172 C-FDGS.

(Below) The Antique/Classic/Contemporary Headquarters at Sun ‘n Fun is a focal point for Division activities during the week. Jane Kimball, (center, right) volunteers her time by heading up the registration desk at A/C HO. She often has help from her granddaughter, Kimberly Loos, age 10 (center, left) and her daughter, Karen Kimball (right). Here, Piper Pacer pilot Rebecca Gamwell registers for Sun ‘n Fun with the Kimball clan.
1938
THOMPSON TROPHY
paintings by Frank Warren

The winners:
#29 Roscoe Turner - LTR-14 Laird Turner
283.42 mph
#3 Earl Ortman - Rider R-3
269.72 mph
#2 Steve Wittman - Wittman “Bonzo”
259.19 mph

Others in the race:
#41 Leigh Wade - Military HM-1
#25 Joe Mackey - Wedell Turner
#18 Joe Jacobson - Rider R-6
#5 Art Chester - Chester “Goon”
DNF - Engine trouble
#52 Harry Crosby - Crosby CR-4
DNF - Gas fumes

16 JUNE 1995
The winners:

#301 Rudy Kling - Folkerts SK-3
256.91 mph

#4 Earl Ortman - Rider R-3
250.86 mph

#29 Roscoe Turner - LTR-14 Laird Turner
253.80 mph

Others in the race:

#63 Frank Sinclair - Seversky SEV-1XP

#0 Steve Wittman - Wittman "Bonzo"

#23 Ray Moore - Seversky SEV-S2

#70 Gus Gotch - Rider R-4

#25 Joe Mackey - Wedell Turner
DNF - Engine trouble

#33 Marion McKeen - Brown B-2
DNF - Engine trouble
Antique/Classic Photo Contest

THIRD PLACE
WATERBIRDS
Myron Heimer
(A/C 8190)
Rose Creek, MN

HONORABLE MENTION
WATERBIRDS
Pat & Arlys Quinn
(A/C 10079)
Ventura, CA

SECOND PLACE
WATERBIRDS
William McCarrel
(A/C 4496)
White Pigeon, MI

FIRST PLACE
WATERBIRDS
Robert T. Beecher
(A/C 17924)
Chicago, IL
THIRD PLACE
GROUND TO GROUND
Myron Heimer
(A/C 8190)
Rose Creek, MN

SECOND PLACE
GROUND TO GROUND
Charles Papas
(A/C 21063)
Crown Point, IN

HONORABLE MENTION GROUND TO GROUND
Noel Allard (A/C 1673)
Chaska, MN

FIRST PLACE
GROUND TO GROUND
Donald Dole
(A/C 10222)
Indianapolis, IN
HONORABLE MENTION HUMAN INTEREST
Lynn B. Willett (A/C 319706)
Wooster, OH

THIRD PLACE
HUMAN INTEREST
Myron Heimer
(A/C 8190)
Rose Creek, MN

SECOND PLACE
HUMAN INTEREST
Marsha Pike
(A/C 20949)
Vacaville, CA

FIRST PLACE
HUMAN INTEREST
James W. Fowler
(A/C 2293)
Houston, TX

20 JUNE 1995
FIRST PLACE
GROUND TO AIR
Robert T. Beecher
(A/C 17924)
Chicago, IL

SECOND PLACE
GROUND TO AIR
Milton Tedhams
(A/C 11778)
Vestaburg, MI

THIRD PLACE
GROUND TO AIR
Myron Heimer
(A/C 8190)
Rose Creek, MN

CHAIRMAN’S CHOICE
Joseph P. Leverone, Jr.
(A/C 8713)
Minneapolis, MN
Your judges for the 1994 Antique/Classic Photo Contest were (left to right) Ted Koston, Contest Co-Chairman Jack McCarthy, E.E. "Buck" Hilbert, Dan Hans, Lee Fray, Bill Lombardi, and Eric Lundahl. The judges would like to thank all the members of the Division who submitted photos for this year’s event.

The 1994 Antique/Classic Photo Contest was the last of the Division sponsored Photo Contests. Declining entries from a wider range of A/C members is the primary reason for the discontinuation of the contest. It seems quite a few members would sign up for the contest during the Convention (usually around 100 members) but fewer than 25 percent of those who entered actually sent in their photos. A large percentage of those who did send in their pictures did so year after year, so that few new members actually took part in the contest.

Looking towards the future, it may very well happen that the contest might reappear in a different format if enough members decide that the contest is something in which they wish to participate. To those of you who have sent in your photographic efforts, we'd like to extend our thanks - without you, the contest would simply not have happened. Thank You!

The other entrants in this year's A/C Photo Contest were:

- Heinz Bittermann
  Wiesbaden, Germany
- Phyllis Brauer
  Chicago, IL
- Phil Claus
  Thornton, IL
- Bent Esbensen
  Esbjerg, Denmark
- Cy Feller
  Elliot Lake, Ontario, Canada
- Bob Forehand
- Guy Fortier
  Incline Village, NV
- Arden Garrity
  Mt. Hope, Ontario, Canada
- Leslie Hibbert
  Laconia, NH
- L.V. Hostetler
  Grand Junction, CO
- F.O. Johnson
- Don Levandowski
  Macon, IL
- Madonna McMahan
  Wausau, WI
- Joseph Norris
  Wisconsin Rapids, WI
- Marsha Pike
  Vacaville, CA
- V.N. Smith
  Uxbridge, England
- Doug Stone
  Northboro, MA
- David S. Thurston
  Libertyville, IL
- Doug Tomas
  Waterford, WI
- Rick Tomalewicz
  Lockport, IL
- Julie Verrette
  New Franken, WI
The weather gods smiled on the hard-working organizers of the 1995 Sun 'n Fun Seaplane Fly-In at beautiful Lake Parker, situated in the northeast corner of Lakeland, Florida. An event that has steadily grown in stature and camaraderie among the dedicated seaplane fraternity, the day-long affair was held in beautiful, bright sunshine (as Florida can readily supply) with a slight breeze rippling the water. It was held on Friday, April 14, during the week-long Sun 'n Fun Fly-In and attracted spectators like bees gathering around a cache of honey! This was a first-ever “Good Friday” fly-in as the event was right towards the completion of Easter Week.

The City of Lakeland has put forth a major - and I mean, major - effort to improve the facilities, the lakefront and the entire area that is used while catering to the seaplane event. The much improved facilities included a completely new screened-in structure that was large enough to handle the huge Seaplane Pilot’s Banquet on Friday evening (plus additional parking for guests in a first class setting). In addition, considerable work had been accomplished in making the entire beach-front area more conducive to handling seaplanes. Large amounts of tall reeds and greenery had been removed from along the beach so the seaplanes could maneuver for parking, either “tails in” with a floatplane or “nose in” with an amphibian.

Numerous new hard surfaced parking areas had been expanded in anticipation of larger crowds (an excellent educated guess!) and every parking spot was filled to the brim. Although total estimates on the crowd numbers are difficult to come by, it would suffice to say that many, many thousands of interested people and spectators showed up for the all-day fly-in. At our noon lunch table overlooking the seaplanes, we had people from California, Kenora, Ontario, Canada, upstate New York and Wisconsin!

The effervescent Joe Hindall did his usual excellent job on the announcer’s stand as over 80 seaplanes of every size and shape imaginable arrived for the events of the day.

The “Water Bombing Contest,” where participants drop a grapefruit at a target from 100 feet above the water, was won by Pierce Warmley and Dick McDaniel in a Kitfox. The second spot went to Bill Small in a Lake LA-4 while third place was garnered by Jack McClory in a Quicksilver. Some of the drop attempts were rather hilarious as the judges ran for cover when errant grapefruit came their way! (Where else, but at such an event, can you get a really clear shot at the judges?)

In the “Spot Landing Contest,” the pilots with a good knowledge of their sea-
plane’s performance (along with a bit of good luck) hit the spot the best with Mark Futch taking the number one trophy with his Maule floatplane, second place went to Brian Medley with his J-3 Cub, while third place was garnered by Bill Small and his Lake amphibian.

The “Short Takeoff Contest” produced some really noisy, high-powered attempts at getting out of the water in the least amount of space. Never in your life have you seen and heard such clawing for altitude as each participant tried his very best to get airborne as quickly as possible. In the Standard Airplane Class (A) Mark Futch was off the water in 250 feet with his Maule to bring home the bacon. The Lightplane Class (B) was won by Pierce Warming who was off the water in 225 feet with his Kitfox. The Ultralight Class (C) was won by Richard Johnson who managed to lift his Quicksilver off the water in only 125 feet.

The large crowd of onlookers enjoyed the competition events and the large variety of seaplanes that were coming and going at a steady pace. The (new) hot dog stand did a thriving business with many improvements slated for next year. (It’s called being overwhelmed!)

The totally new screened-in park structure was the site of the Friday evening Seaplane Pilot’s Banquet with the Texas Cattle Company handling the catered steak dinner. Only 200 tickets were available and every place was taken. The (huge) steaks were so tender you wondered how the animal was able to remain standing.

Seaplane Award was taken by a turbine-powered DeHavilland Beaver, N53GB, flown by Tom Taylor.

The Best Amphibian Award was garnered by a Grumman Widgeon, N69058, flown by Al Nordgren. For the first time ever, a Grand Champion Seaplane Trophy was awarded this year and the recipients were Gerald and Betsy Holmes with their magnificent Grumman G-21A “Goose,” N1211G. In addition, a Special Seaplane Award was given to our “Senior Statesman,” Weldon “Willie” Ropp, whose beautiful 1933 Curtiss Wright 16E biplane on floats, N12380, was the oldest seaplane in attendance.

A more fitting ending to a perfect day could not have been found as the main speaker for the banquet, Corky Meyer, retired test pilot for Grumman Aircraft Co. for 36 years, had the entire crowd on the front edge of their chairs for nearly 50 minutes with his fantastic array of experiences. Corky has been a pilot for 57 years and is qualified in 125 different types of aircraft. To all of these, we would have to add one more very important item: Qualified Speaker!

Our special thanks go out to the hard working folks who put on the Sun ‘n Fun Seaplane Fly-In, especially Jack and Peggy Gilson, who have worked their hearts out over this past year to have a much improved fly-in. Their efforts were not in vain.
Notice of Annual Business Meeting

Notice is hereby given that an annual business meeting of the members of the EAA Antique/Classic Division will be held on Wednesday, August 2, 1995 at 8:00 a.m. (Central Daylight Time) at the 43rd Annual Convention of the Experimental Aircraft Association, Inc., Wittman Regional Airport, Oshkosh, Wisconsin. Notice is hereby further given that the annual election of officers and directors of the EAA Antique/Classic Division will be conducted by ballot distributed to the members along with this June issue of VINTAGE AIRPLANE. Said ballot must be returned properly marked to the Ballot Tally Committee, EAA Antique/Classic Division, P.O. Box 3086, Oshkosh, WI 54903-3086, and received no later than July 29, 1995. The Nominating Committee submits the following list of candidates. Arthur R. Morgan, Vice-President, E.E. “Buck” Hilbert, Treasurer. Directors: John S. “Jack” Copeland, Philip Coulson, Stan Gomoll, Dale A. Gustafson, Robert S. Lickteig.

ARTHUR R. MORGAN, Milwaukee, WI

Art Morgan began flying in 1961 and received his private license in 1962. In 1965 he went on to get his commercial rating. He has been a member of EAA since 1962 and began by parking airplanes at the EAA Convention in Rockford, Illinois. Art was one of the first to start building a KR-1 and although he did not complete his project, he was instrumental in the completion of two of the little birds. In 1974 he and his wife, Kate, purchased a 1939 Luscombe 8-C, which he promptly rebuilt. After two years of flying the Luscombe, Art and several friends organized the American Luscombe Club. The Morgans also own a Bellanca 14-13. Art served the EAA as a Museum volunteer for several years; as Classic parking chairman at Oshkosh and also as Antique/Classic Parking Chairman. Art has been a Director of the Antique/Classic Division since 1978.

E.E. “Buck” HILBERT, Union, IL

“Buck” is a native of Chicago and a graduate of Lewis College. He began learning the “pilot’s point of view” while working as a line boy at the old Elmhurst Airport near Chicago in 1938. The pay wasn’t much, but it was “flying” time and he sold an Aerocraft 65LA Chief in October, 1941. Graduating from high school almost directly into the U.S. Army Air Corps Training Command, he flew and later instructed in many of the training aircraft of the time. He flew gunnery training B-17s at Las Vegas Army Air Field and finished up teaching twin engine transition. Among the students were Chinese Nationalist and our own U.S. pilots returning to duty after liberation from P.O.W. camps. After several years of “Dirt Field” flying throughout northern Illinois and southern Wisconsin, “Buck” landed an interview with United Airlines. However, before he was officially hired he was recalled for the Korean war. “Buck” re-qualified as an Army Aviator and there followed a most rewarding and memorable experience flying for the HQ Company Air Section of the 24th Infantry Division. Back home, United Airlines went ahead with the “new hire” process and “Buck” began a 32 year career spanning the era of propellers to jets. He retired in 1984 allowing him to devote almost full time to his “love”, aviation. Buck has been a part of the Division almost since its inception. With his wife Dorothy’s encouragement and assistance serving as President from 1971 through 1975 and currently as treasurer, he is also a member of the EAA Aviation Foundation Board. “Buck” and Dorothy still live on the “Funny Farm” airstrip outside of Union, IL where he keeps his Aerocraft and Fleet airplanes. The “Funny Farm” is always a beehive of activity on weekends when any airplane is welcome.

PHILIP COULSON, Lawton, MI

Phil is semi-retired from a lifetime of surveying and engineering projects. His first ride in an airplane was at the age of 16 in a Fairchild PT-23, owned and flown by Horace Sackett, a local pilot and A&P. Twenty years later, Horace would be Phil’s guiding light in restoring his 1930 Waco INF. Phil learned to fly off a grass strip in Lawton, MI in 1962. His original dual instruction and solo flying was in a Piper J-5. Throughout the years he has owned several aircraft, including a 3-J Cub, Taylorcraft Tri-Pacer and Cessna 190. He and his wife Ruthie are lovers of Wacos and greatly enjoy flying their 1940 Waco UPF-7. They also own a 1930 Waco INF and a G model Bonanza. Phil’s Military career consisted of four years in the U.S. Air Force during the Korean War. Phil is a lifetime EAA member and began attending EAA Conventions in Rockford, IL. He is also a lifetime member of the Kalamazoo Aviation Museum. Phil is currently president of the American Waco Club, Inc., and a member of the AOPA since 1966. He was appointed advisor to the Antique Classic board in 1985 and served in that capacity until 1987 when he was elected to a directorship. The Coulsons live in Lawton, MI.
JOHN S. “JACK” COPELAND, Shrewsbury, MA

Jack received a degree in mechanical engineering from Illinois Institute of Technology in 1954. He served as an Aircraft Maintenance Officer on active duty in the U.S. Air Force from 1955-58, attaining the rank of captain in the USAF Reserve. Jack holds a commercial pilot license with a flight instructor rating. He joined EAA in 1971 and the Antique/Classic Division in 1975 shortly after purchasing his first aircraft, a 1948 Cessna 140. At that time Jack lived in the Chicago area and participated in pre-Convention weekend work parties. He has been an active volunteer at the last 27 annual Conventions serving at various times as Classic Parking Co-Chairman and Manpower Chairman, and currently serves as Participant Plaque Chairman. He was named an advisor to the Antique/Classic Board of Directors in 1979 and served in that capacity until 1984 when he was elected to a Directorship. Jack is currently semi-retired, having earned his living as a professional engineer and in various engineering management positions. In addition to his EAA involvement, he is active as a Lt. Colonel on the Massachusetts Wing Staff of the Civil Air Patrol where he serves as the Wing’s Flight Clinic Officer.

STAN GOMOLL, Blaine, MN

Stan soloed a J-3 Club on his 16th birthday on November 30, 1942. In 1945 he served in the U.S. Air Force as a ground crewman on B-29s based at Guam. Stan received his A&E license in 1949 at Spartan School of Aeronautics, then returned home to Minneapolis where he worked at a small airport. In 1951 he was hired by Northwest Airlines as a mechanic, progressing to Flight Engineer and Co-pilot. Stan is now retired from Northwest. Stan’s first airplane was a 1939 40 hp Taylorcraft. Currently he owns and flies a 1936 Waco Cabin and a 1946 J-3 Cub. Over the years he has restored many airplanes. Stan has been active in EAA working on various committees at the Annual Convention. In 1976 he was named Advisor and elected to the Board of Directors in 1984. He is currently President of Antique/Classic Chapter 4 in the Minneapolis area.

R.J. “DOBBY” LICKTEIG, Albert Lea, MN

Dobby is a native of Minnesota and had his first airplane ride at the age of 13 in a Velie Monocoupe. He earned a solo license in a J-2 Cub at the age of 16 working at the local airport for flying time, and has been flying since then. After completing college in Minnesota, he entered Air Force pilot training and graduated in Class 42J and was assigned to a new P-47 fighter group. His tour of combat was 2-1/2 years in the European Theater of Operations during World War II. Dobby has owned a varied collection of aircraft, including a Stinson V77, Stearman, L-2M, Aztec, Citabria, BT-13A and AT-6G. In 1985 he completed the restoration of a KR-21 Kinner-powered biplane and donated it to the EAA Aviation Museum. His airplanes are frequent visitors to all upper midwest fly-ins. He has been active in EAA Antique/Classic and Warbird activities since the Convention was moved to Oshkosh. Dobby is retired and he and his wife Jeanne live in Albert Lea, MN. Their son Scott is a licensed pilot and is active on the Warbirds parking committee at the Annual EAA Convention.

DALE A. GUSTAFSON, Indianapolis, IN

Dale has been interested in airplanes since he was a small child and took his first plane ride in 1939 at the age of 10. He started taking flying lessons in 1945 and soloed at 16. After high school, he worked at the airport in South Bend, Indiana servicing airliners, handling cargo and doing field maintenance. Dale attended Spartan School of Aeronautics in 1948 and 1949 to obtain additional pilot ratings. After this he freelanced as a flight instructor and ran a small FBO at South Bend until he was hired as a co-pilot on Turner Airlines in Indianapolis in 1950. Through name changes and mergers, the airline is now USAir. He had been with the airline for more than 35 years when he retired. His plans now are to spend his time between Indiana and Florida, where he has property adjoining a private airstrip. Through the years, Dale has owned various aircraft including a Stinson V77, Piper Colt, Fairchild 24, Cessna 150 and several modern airplanes. He currently owns a Cessna 195 plus a Stearman PT-17 and Piper J-4 which are being restored. Recently Dale and his wife operated a small airport northwest of Indianapolis. He is a member of several organizations interested in antique, classic and homebuilt aircraft. He has been a member of EAA since 1960 and the Antique/Classic Division since it was organized. He has served as an Advisor to the Division and currently is serving as a Director. For several years, Dale has judged antiques at Oshkosh and serves as Chairman for the Antique/Classic aircraft awards.

Be sure and send in your ballot! Over 1,000 of you responded last year when the ballots were mailed directly to your home. In an effort to keep costs down, it was decided to include your ballot with your magazine, as we have done in the past. It’s just as easy to send it through——just fill it out and send it in. We look forward to your vote!
New Members

Henry L. Adams Flora, MS
Don Ajer Salt Lake City, UT
William C. Albright Shell Lake, WI
M. Earl Allen Clifton, TX
Roy Lee Allen Reidsville, NC
George Anderson Malabar, FL
Richard L. Anderson Eustis, FL
Robin Anderson Manitowoc, WI
Albert B. Aplin Afton, OK
Manuel S. Arteaga San Antonio, TX
Luis Aurvalle Porto Alegre, Brazil
B. R. Bailey Cape Coral, FL
Thomas R. Bailey Lutz, FL
Charles Baker Edgerton, WI
James C. Baker NAS Pensacola, FL
Frank A. Balcar Palm Beach Shores, FL
John W. Baldwin Yardley, PA
Martin A. Baltz Clovis, CA
Jim Barron Breaux Bridge, LA
Donald E. Becker Edgerton, WI
William E. Bell Byron, CA
James A. Benelli Toluca, CA
Martin E. Benson Huntington Beach, CA
Joseph J. Berry North Las Vegas, NV
Dean Besseeck Waynesville, OH
Steve Betts Warren, OH
Ray Blagof Studio City, CA
Violet Blowies-Stamm McSwain, OK
Stanley F. Biyoure Ft. Walton Beach, FL
Richard A. Bohner Hermosa Beach, CA
Douglas G. Bombard Manlius, NY
C. J. Bonacum, Jr. Lexington, SC
Paul A. Book Manteca, CA
Porto Mozosky Santa Barbara, CA
Robert Boring Gresham, OR
Keith P. Boland Lone Jack, MO
James H. Bowen Ft. Walton Beach, FL
J. K. Boyd Peachtree City, GA
James Brannan Garden home, CA
August Michael Branstner Orangevale, CA
Jeffrey A. Braushe Avon Lake, OH
Patricia C. Brjhn Waterford, WI
Jay H. Brost Fontana, WI
Dennis A. Brunton Malverne, FL
Richard O. Burns, Jr. Downers Grove, IL
Robert E. Byrd San Francisco, CA
Richard Byron Orchard Park, NY
John R. Canning Milford, CT
Raymond P. Carson St. Matthews, SC
Edward B. Carter Staunton, VA
Paul E. Cassel Germantown, TN
James Caudill Live Oak, FL
Michael A. Chase Santa Barbara, CA
J. A. Cheek Carrollton, TX
Jack Chittim Eagle Pass, TX
John T. Coo Belleair, FL
Richard Byron Conaway Henderson, TN
Robert Condon Auburn, MA
Bruce E. Cox Hope Mills, NC
Robert N. Crawford, Jr. Clearwater, FL
Janna A. Cronk APO, AE
Richard C. Crowder Rocky Mount, NC
Richard K. Crowell Lakeville, MA
Michael B. Danforth Orlando, FL
John Delevoryas San Jose, CA
Janna A. Cronk Lakeville, MA
George Detunclt Fairfield, IA
Jeff Diezlow Burlington, VT
George K. Downey Palm Bay, FL
Robert H. Dyer Midland, MI
Jack W. Eagan Lodi, WI
John H. Edley New Iberia, LA
Bert Eichold Mobile, AL
Frank H. Ellersiek Sunland, CA
David R. Epp New Port Richey, FL
Lawrence A. Erdmann Susquehanna, WI
Tom Eskind, Jr. Coriscana, TX
Edward J. Fagan Pensacola, FL
Michael D. Falcone Providence, RI
Kenneth R. Fannin Deland, FL
W. H. Faust Texas City, TX
Maximilian D. Fiore Pleasonton, CA
William D. Fisher Houston, TX
Richard A. Frederburg Kerrville, TX
Nixon Galloway Manhattan Beach, CA
Eugene Gardner Merritt Island, FL
Larry George Payson, AZ
Craig A. Gevedon New Carlisle, OH
Donald L. Gibson El Paso, TX
Norman Giles Guntersville, AL
Michael P. Glynn West Bend, WI
Craig Gontner Sunnyvale, CA
William A. Goodman Chilhowie, VA
Maurice H. Goosby Arlington, TX
Chuck D. Goosic Fresno, CA
James Charles Gore, Jr. Spring, TX
R. Alan Greenwth Sanger, CA
John Guilmette Fresno, CA
James A. Benelli Brookfield, CT
Julius T. Hagen Fayetteville, NC
Woody Hall Orangevale, CA
John C. Hammel Jr. Fresno, CA
William A. Hammett San Diego, CA
Gerald N. Hampton Fair Oaks, CA
David G. Hardy Gilbert, SC
Erling Hegg Togo, MN
Paul Henderson Pittsburg, TX
A. Clifford Hill Auburn, AL
Perry R. Hill Benbrook, TX
Joel M. Hiilte Westerville, OH
Larry L. Holderfield Needville, TX
Clarence Hoover, Jr. Bradenton, FL
Robert J. Horste Ypsilanti, MI
William Hough Norwalk, MA
Robert A. Howson Foster City, CA
Lesley B. Hull Half Moon Bay, CA
Ronald R. Hyde Kenedy, TX
James P. Jacobsen Spring, TX
John E. Jenista Fort Worth, TX
Tod Jennings Stone Mountain, GA
Bobby L. Johnson Sophia, NC
Lloyd D. Johnson Portland, CT
William Paul Jones Bellville, TX
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28 JUNE 1995
Fly-In Calendar

The following list of coming events is furnished to our readers as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (fly-in, seminars, fly market, etc.) listed. Please send the information to EAA, At: Golda Cox, P.O. Box 3086, Oshkosh, WI 54903-3086. Information should be received four months prior to the event date.

John Burton, EAA, P.O. Box 3086, Oshkosh, WI 54903-3086, 414/426-4800.


AUG. 4-5 - RICHMOND HEIGHTS, OH - Cuyahoga County airport. 25th Anniversary Cuyahoga. Wings and Wheels, with a number of exciting events on the ground and in the air. For info call the Cleveland Auto Aviation Museum, 216/721-5722.

AUG. 20 - BROOKFIELD, WI - A/C Chapter 11th annual vintage airplane display and ice cream social.


SEP. 16-17 - ROCK FALLS, IL - North Central Regional Fly-In.


SEP. 9-10 - HAGERSTOWN, MD - American Waco Club Fly-In. Gates open at 8 a.m., show starts at 1:30 p.m. For info call 301/872-0783.

SEP. 9-10 - MARION, IN - 3rd Annual Fly-In/Cruise-In breakfast sponsored by Marion High School Band Boosters. Antiques, Classics, Homebuilts, as well as Antiques/Custom cars welcome. For information contact Ray Johnson, 317/664-2588.

SEP. 8-10 - VALPARAISO, IN - EAA Chapter 104 of NW indiana hosts the Tri-Motor Stinson for rides during popcorn fest at Porter County Airport. Winamac, Indiana Old Antique Car Club display and pancake breakfast on Sunday. For more info call Paul Deoppping, 219/759-1791 or Rich Lidke, 219/776-2709.

SEP. 9-10 - MARION, OH - MERFI (Mid-Eastern Regional Fly-In). 513/253-4629.

SEP. 9-10 - HAGERSTOWN, MD - Hagerstown, MD - Washington County Airport. Fairchild Homecoming and airshow. Gates open at 9 a.m., airshow at 1 p.m. Join Fairchild owners, employees and fans to celebrate Fairchild's contributions to aviation. For info call 310/745-7508.

SEP. 9-10 - SENCHETADY, NY - County Airport. Northwest Flight '95 Airshow sponsored by the Empire State Aeroscience Museum.

SEP. 10 - MT MORRIS, IL - EAA Chapter 682 and Ogle County Pilots Assoc. Fly-in breakfast For info call Bill Sweet at 815/734-4230 or the airport at 815/734-4230.

SEP. 15-17 - URBANA, IL - The Byron Smith Memorial Stinson Reunion Fly-In at Frasca Field. Call 317/769-2342 or 708/904-6964.

SEP. 16-17 - ROCK FALLS, IL - North Central EAA "Old Fashoined" Fly-in, Whiteside Airport. Contact Gregg Erikson 708/513-0641 or Dave Christiansen 815/625-6556. Pancake Breakfast on Sunday, 0700 to 1100 local.

SEP. 16-17 - ROCK FALLS, IL - North Central Regional Fly-In.

SEP. 22-23 - BARTLESVILLE, OK - 38th Annual Tulsa Regional Fly-In, co-sponsored by EAA A/C Chapter 10, EAA IAC chapter 10, AFAA Chapter 2. For info, call Charlie Harris, 918/621-8400.

SEP. 22-23 - LODI, CA - The Great West Coast Waco and Travel Air Fly-In, hosted by Precissi Flying Service. Flying events, memorabilia auction, and great food. Contacts: Frank Reizich, 805/467-3669 or Jon Aldrich, 209/762-6121.

SEP. 23-24 - ALEXANDRIA, LA - Gulf Coast Regional Fly-In. 504/467-1505.

SEP. 28-29 - CAHOOKA, IL - Parks College reunion for WW II Army Air Force cadets trained by Parks at St. Johns, Cape Girardeau, Tuscaloosa or Jackson, MS. Call Paul McLaughlin 618/337-7575, ext. 364 or 292.

OCT. 6-8 - PAULS VALLEY, OK - Antique Airplane Fly-in. Contact Dick Fournier 405/258-1129 or Bob Kruse 405/691-6940.

OCT. 6-8 - EVERGREEN, LA - South Eastern Regional Fly-In.

OCT. 7-8 - RUTLAND, VT - Rutland air-port. Annual Leaf Peepers Fly-in, 8-11 a.m. Sponsored by EAA Chapter 998, the Green Mt. Flyers and R.A.V.E. (Rutland Area Vehicle Enthusiasts). Breakfast both days, Fly-Market. Call Tom Lloyd for info: 802/492-3647.

OCT. 8 - TOMAH, WI - Bloyer Field. 8th Annual Fly-in breakfast sponsored by EAA Chapter 935. Flea market, static displays. Call John Brady for info: 608/372-3125.


OCT. 12-15 - MESA, AZ - 24th Annual Copperstate Regional Fly-In. Call 800/283-6372 for info pack, or if you wish to commercially exhibit, call 520/747-1413.

OCT. 20-22 - KERRVILLE, TX - Southwest Regional Fly-In. 915/651-8882.
MEMBERSHIP INFORMATION

EAA
Membership in the Experimental Aircraft Association, Inc. is $35 per year, including 12 issues of SPORT AVIATION. Family membership is available for an additional $10 annually. Junior Membership (under 19 years of age) is available at $20 annually. All major credit cards accepted for membership.

ANTIQUE/CLASSIC
Current EAA members may join the Antique/Classic Division and receive VINTAGE AIRPLANE magazine for an additional $27 per year. EAA Membership, VINTAGE AIRPLANE magazine and one year membership in the EAA Antique/Classic Division is available for $37 per year (SPORT AVIATION magazine not included).

IAC
Current EAA members may join the International Aerobatic Club, Inc. Division and receive SPORT AEROBATICS magazine for an additional $30 per year. EAA Membership, SPORT AEROBATICS magazine and one year membership in the IAC Division is available for $40 per year (SPORT AVIATION magazine not included).

WARBIRDS
Current EAA members may join the EAA Warbirds of America Division and receive WARBIRDS magazine for an additional $30 per year. EAA Membership, WARBIRDS magazine and one year membership in the Warbirds Division is available for $40 per year (SPORT AVIATION magazine not included).

EEA EXPERIMENTER
Current EAA members may receive EAA EXPERIMENTER magazine for an additional $18 per year. EAA Membership and EAA EXPERIMENTER magazine is available for $28 per year (SPORT AVIATION magazine not included).

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1939 STINSON SR-10 (Reliant) — 10434 TT, 598 SMOH, 265 SPOH, K1208 OBS, KT-75A Xponder, ELT. Call John Hopkinson 403/637-2250, FAX 403/637-2153. (7-2)

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