

VINTAGE AIRPLANE™



VINTAGE AIRPLANE

April 1997

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FRONT COVER . . . Ric Henkel of Winnipeg, Manitoba, Canada roars towards us in his Super Sinson on Edo 2440 floats. Powered by a 230 hp Continental 0-470, this floatplane has fantastic performance for Ric and his whole family. EAA photo by Jim Koepnick, shot with an EOS-1n equipped with an 80-200mm lens. 1/125 sec. @ f16 on 100 ASA slide film. EAA photo plane flown by Bruce Moore.

BACK COVER . . . The 1996 Sport Aviation Competition's Theme was "Thumbs Up For Aviation." The award was presented to Dennis O. Norman for his whimsical painting of Stan Laurel and Oliver Hardy. For more information, please turn to A/C News on page 2.



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STRAIGHT & LEVEL

by Espie "Butch" Joyce

With the Sun 'n Fun Fly-In being the kickoff event for the 1997 flying season, aviation activities will really start to pick up. Of course, you'll see a short report on Antique/Classic activities during the Fly-In in the May issue, with a full color recap published in June.

We will also be reporting to you about other fly-ins around the country from time to time. Since we cannot attend all of these events, it would be helpful to your editor if you could send in photos and a report so that we could keep your fellow members informed. If you need help putting it together, just call H.G. at 414/426-4800 for some guidelines regarding article submissions. Do it - it's easy!

Also along this line, any Antique/Classic Chapter activities you may have had are of interest to the membership - why not send in a report for use in the magazine? This Chapter information is also very helpful to other Chapters who may be looking for a way to keep their members' interest level airborne.

Speaking of Spring flying, please be extra careful when rolling out your aircraft if it has been put up for the winter. Do a very careful preflight inspection. Field mice, for example, can do some major damage. Randy Williams of Virginia had the pleasure of recovering the two bottom wings of his Stearman after field mice had eaten all of the rib-stitching cord, and Randy is going to write us an article about his experience; right, Randy?

You also need to be careful if you have not flown for an extended period of time. It's not that you lose the basic flight skills - it's something more insidious. Your reaction time and skills become rusty without regular use. Give yourself an extra margin of safety until you get back up to speed. You could choose to fly with an instructor or by yourself for an hour or so before you carry a passenger.

In reviewing the Antique/Classic Insurance Program loss report given to me each quarter, the causes of accidents that stand out are still hand-propping an airplane without help, losing control on takeoff or landing, taxiing into, over or too near an object, improper security such as poor tie-downs, unsafe hangars, etc., and low time in make and model. If you see fellow antiquers doing something that seems unsafe, you might want to nicely call it to their attention. Sometimes this person may not realize his mistake, and you might help save him some grief. Let's be careful out there.

I may have mentioned before that your Antique/Classic Division has obtained the IRS Class of 501(c)3 corporation. This classification now allows us to accept donations of items, time and money - those donations can be considered a tax deductible item. We had some items donated to the Division last year. This year, Leonard McGinty of Tampa, Florida has given the Antique/Classic Division two aircraft engines on stands - one is a 40 hp Continental and the other is a 50 hp Lycoming. Leonard had these two en-

gines in his office at the Vandenburg airport when he owned the FBO on the field. Leonard was the first Antique/Classic Parking Chairman at Oshkosh and is a past president of Sun 'n Fun, Inc.

Mr. Ken Brugh, Vero Beach, FL and Greensboro, NC, has donated two aircraft to the EAA Aviation Foundation; one is his Waco RNF with a 125 hp Warner engine, and the other is his Waco YKS-7. Both of these aircraft are very nice restorations and should be a great addition to the Pioneer Airport operations. The EAA and the antique folks are grateful to Ken for his having the faith in them to give these aircraft a good home. Ken grew up in the mountains of Virginia. He got involved with flying while attending VMI and went on to become an instructor. Later he and Bevo Howard were involved in FBO operations, with Ken settling in Greensboro, NC. His operation became a full service FBO, "Air Service, Inc.", and a Beechcraft dealer. This business went on to be a very successful concern and the quality of this operation set the standard that other FBOs in this area worked hard to meet. The Antique/Classic Division would like to thank Leonard and Ken for their past, present and future support of aviation.

In May, 1997, the Antique/Classic Division will be kicking off a new and aggressive membership campaign. The full details of this membership drive will be reported to you in the May issue of VINTAGE AIRPLANE. Here's a little peek at what we'll be doing:

It will be a one-on-one membership drive, where the member who gains a new member will be rewarded for his/her effort. The greater the effort a member puts into this campaign, the greater the reward will be for them. In a little over a year there will be a drawing from the names of all of those persons who have helped the Antique/Classic Division membership to grow. At this drawing we will be giving several very nice aviation related items that anyone would be proud to own. This membership drive will be a win-win campaign; those of you in Antique/Classic Chapters can start a contest as well. Let's start lining up those new members so they, too, can start enjoying all the benefits that each Antique/Classic member enjoys. The Chairman of this new membership drive is your A/C Director and past president, Mr. Bob Lickteig.

This is the year that we are giving a special thanks to all the volunteers who help with EAA and Antique/Classic activities. This month a special thanks goes out to all of your Antique/Classic members who take the time to help with the Young Eagles Program throughout the year. With your help we are striving to deepen the love of aviation for future generations; thanks for helping pass the flame.

I was sent information by Mr. Tom Trainor about an Aeronca web site (www.cris.com/~aeronca/) that is interesting. If you like Aeroncas, you should check it out.

Let's all pull in the same direction for the good of aviation. Remember we are better together. Join us and have it all.

A/C NEWS

compiled by H.G. Frautschy

ABOUT THE BACK COVER . . .

Dennis O. Norman of Cleveland, OH is a busy, prolific guy. Not only is he an award winning artist, he is a practicing attorney and the father of eight children, ranging in age from three to 31.

Dennis is known to many of us as an excellent designer and builder of rubber powered scale model airplanes. It should be no surprise that many of the top builders such as Dennis are also known for their artwork on canvas or art board - the two disciplines are certainly related to one's ability to create a piece of art using the hands and mind. Prior to Dennis' career in law, he attended the Akron Art Institute School of design on a full art scholarship. His interest in aviation has been his avocation since he was a youngster.

"Thumbs Up, Ollie" was inspired by a small photo in Dennis' office, which shows Stan and Ollie doing one of their comic bits. In the shot, Stan sticks his thumb up in the air like a cigarette lighter, and to Ollie's amazement and the delight of the audience, the thumb produces a flame! Dennis wrote in his description of his artwork "Since Laurel and Hardy were at their professional peak during 'The Golden Age' of aviation, they personify not only the humor, but also the spirit of those times." Dennis' choice to combine this classic comedy skit with an aviation theme, as well as his talent applying acrylic to canvas made it irresistible to the judges as they considered the theme of the 1996 Sport Aviation Art Competition, "Thumbs Up For Aviation." Congratulations to Dennis on his award.

POBEREZNY, THE STORY BEGINS . . .

It's now available! If you've ever wondered what Paul H. Poberezny is all about, what shaped and molded him into the champion of the homebuilder and the man willing to work to see that men and women could build and fly their own airplanes in the USA, you'll really like this enjoyable book. Liberally sprinkled with photos from the Poberezny's photo collection, the early days of his aviation career and the founding of EAA are in there, along with a lot more!

Poberezny, The Story begins . . . is available in a standard hardbound edition (\$39.95) and a special leather-bound, autographed edition (\$79.95). Order from Red One Publishing LLC, P.O. Box 3031, Oshkosh, WI 54901-3031.

MONOCOUE MADNESS III

If you thought March Madness in college basketball was big, you've not seen anything yet! What is becoming an annual event in St. Louis could soon eclipse such silly things as basketball or maybe even baseball - at least for Monocoupe fans. It's Monocoupe Madness III, held September 18-21, 1997 at Dauster Field in Creve Coeur, MO. Located near the Missouri river on the west edge of St. Louis, the airport is home to a number of antique airplanes and aviators. Bob Coolbaugh, the able editor of the Monocoupe Newsletter, sent us a note telling us that Richard Adams, the former parts manager for Universal Molded products in Orlando, FL the last company that built Monocoupes, will be on hand. Richard has gathered six of the last factory workers who will join him at the fly-in, including Jack Kinker, who was the entire paint shop in the factory in Orlando - he singlehandedly painted each of the last 99 'Coupes off the line. Add the attendance of Monocoupers and their airplanes, along with some Darts, Velie motorcars and you've got one heck of a fly-in and hangar flying session. Sounds like fun! For information, write the Monocoupe Club, 6154 River Forest Dr., Manassas, VA 20112. You can call 703/590-2375 on the weekends, if you'd prefer.

CIVIL AIR PATROL

For a book about the anti-sub effort of the Civil Air Patrol in World War II on the Atlantic Coast, researcher Roger Thiel would appreciate hearing from C.A.P. veteran of this 1942-43 armed, "belligerent" duty. Contact him at 1319 Naylor Ct., N.W., Washington, D.C. 20001 202/328-3286.

Thiel wrote a related article for the July 1992 issue of Vintage Airplane, and has given a forum on this topic each year at Oshkosh in 1984.

NUWACO IS MOVING

Roy Redman, the proprietor of Roy's Aircraft Service, Fairbault, MN has acquired the Nuwaco Aircraft Company of Silver City, NM. The Nuwaco is a kit built version of the Taperwing Waco biplane. Started by Ernest Bode in 1984, the company supplied both plans and kits to build your own copy of the famous airplane. Roy expects to be able to start shipping kits this summer. You can call Roy's at 1-800/393-5756.

EAA AIR ACADEMY STAFF POSITIONS AVAILABLE

Expanding Air Academy programs have created the need for additional staff. These are primarily volunteer positions offering the rewards and satisfactions of participating in a program at the leading edge of aviation. Youth Academy sessions throughout the Summer offer opportunities for counselors, teachers and aviation craftsmen to share their knowledge, experiences and enthusiasm for aviation. Adult programs hold opportunities for experienced aviation craftsmen to provide instruction in sessions traditionally held in February and planned for offerings throughout the school year. All of these programs are presented in the EAA Aviation Center, Oshkosh, Wisconsin.

For an information package and application please call toll free 1/888-EAA-EAA9 (1/888-322-3229). Please indicate your interest in a STAFF position in the Academy and leave your EAA number or name and complete address.

CALLING ALL EDUCATORS EAA'S VISION OF EAGLES

Plans to open the door to aviation to the next generation with educational and motivational programs. These programs will focus on Young Eagles but will also be available to educators and youth group leaders. To further these programs, we are developing a data base of EAA members who are educators or whose spouse is an educator. The list will be used for surveys and providing educational materials to the respondents.

Please call toll free 1/888-EAA-EAA9 (1/888-322-3229), indicate you are an EAA member-educator and leave your EAA number to receive the registration and survey materials.

JACK WILHELM

Jack Wilhelm, of Troy, OH passed away at the end of 1996. Jack was the President Emeritus of the Waco Historical Society Museum, and was one of the people responsible for the creation of the museum, as well as its movement towards the founding of a permanent home for the museum which chronicles the rich heritage the Waco Aircraft Co. left in the Troy area. Jack served as the Society's president for 10 years, and was a member of Waco Four group who oversaw the building of a Waco 4 replica. He was a member of the Western Waco and American Waco clubs, and the EAA.

Contributions in Jack's name can be made to the Waco Museum, P.O. Box 62, Troy, OH 45373-0062

Antique/Classic Volunteers: **FLIGHT LINE SECURITY, PARKING AND SAFETY**

by Patricia "Trish" Dorlac



Guiding the planes safely through the parking area is the task at hand for the Flight Line Safety Volunteers.

This month I am delighted to introduce you to the people who help keep Flight Line Operations running in a smooth and orderly fashion, those volunteers who work with Flight Line Safety, Security, and Parking and Safety. The chairman of Flight Line Security is Geoff Robison, who hails from New Haven, Indiana. Geoff began volunteering for the Antique/Classic Division in 1983, parking airplanes, helping with crowd control, and working as a crossing guard. He later became involved with Point Operations and still is heavily involved in that area. Geoff credits long time volunteer Andy Andrew with assisting and scheduling point operations. Geoff became an Advisor to the A/C Board for Convention field operations in 1991. Since his responsibilities during the Convention are better served if he carries a radio, he was given the radio call sign "Antique 3."

Off the field, Geoff is an active member in EAA Chapter 2 in Ft. Wayne, Indiana, and works for the City of New Haven Police Department where he has been the Chief of Police for the last 9 years. Obviously he has been placed in the perfect line of work at Oshkosh! Some of Geoff's other activities include his involvement as second vice-president for the Indiana Association of Chiefs of Police and committee chairman for the Sergeant of Arms Committee for the International Association of Chiefs of Police. Geoff is currently restoring a 1940 B model Funk with his partners, Mike Blombach and Archie James. Although he keeps busy, he does manage to find time to fly with his EAA friends.

Many of his friends serve as volunteers each year at Oshkosh and include his co-chairman Tim Fox and Tim's wife, JoAnne. They're from Ft. Wayne, Indiana. Tim is Safety Director for a trucking



If you fly in to the Convention, one of the first Antique/Classic volunteers you'll see is someone who will sort out the campers from the non-campers, and then send them on their merry way.

company in the Midwest and also has training in hazardous material and natural disaster preparedness. JoAnne is a critical care nurse and teaches in the nursing school at Purdue. They both hold Amateur Radio licenses. Tim is restoring a 1946 Ercoupe with Dave Beltz. Dave is from Columbia City, Indiana, and works as a truck driver. He is involved in amateur radio operations, flies model airplanes, and is currently working on his pilot's license. Mike Blombach is a CFI and high school teacher and has been a key worker since 1983.

Geoff has great confidence in his team and credits their hard work and long hours with the security we all enjoy and have come to expect at Oshkosh. Some of his other outstanding team members include Ed DeBolt, another truck driver and amateur radio operator. He also is a recently licensed pilot and the proud new owner of an Ercoupe! Archie James is a teacher and part owner of a Comanche and the Funk. Gary and his son Chris Lake are relatives of Geoff's and Gary actually is the person Geoff credits with getting him to ground school back in 1983. Gary is Director of Transportation for a major school corporation and has been a teacher and coach as well. Chris is a sophomore at Manchester College. Richard and Pat Troutman came to Oshkosh for the first time this year and loved it. They too have been involved in radio control airplanes and Richard is a retired Deputy Sheriff. Larry Woodrum, his



Those cutoff Volkswagens that have become such a fixture during the EAA Convention have proven to be a very effective tool for Chairmen that have to cover a lot of ground. Both Geoff Robison (below) and George Daubner (left) use the Beetles to cover the mile and a half long A/C Classic parking area. The critter in the crosshairs on the side of Geoff's Bug pays homage to a skunk who zigged when he should have zagged one night on the flight line!

wife Lea and their son Steve own a Grumman Tiger. They enjoy model airplanes as well as flying their own full size plane!

Describing his team's primary responsibility, Geoff says that they provide security for the Antique/Classic area from the show taxiway south to "oblivion," covering the largest area of all Divisions. Some of their duties include securing and locking the buildings, activating alarms where necessary and providing a two person "rolling patrol" that runs from early in the evening until early in the morning. Defining their primary purpose, Geoff states that it comes down to protecting the millions of dollars in aircraft.

That there is very little theft or vandalism (if any!) further defines the character of the members of EAA. Additional responsibilities include reinforcing quiet hours in the camping areas, responding to complaints, reinforcing camping credentials, and ensuring the personal safety of the people at Oshkosh. Geoff says that the most common complaint has to do with quiet time violations. Since we are all there having a good time, it is easy to lose track of time and usually a reminder is all that is needed to bring down the noise levels. When asked if they had ever had to apprehend anyone, Geoff said that the closest thing to an apprehension occurred when a person flew in after the field closed and was taxiing at high speed. He was quickly stopped and dealt with appropriately. Having enjoyed a wonderful working relationship with the Winnebago County Sheriff's Department, Geoff also credits their people with helping to keep Oshkosh safe and secure.

I have always appreciated the people who watch out for our airplanes as well as our personal safety while at Oshkosh. Tim says that he and Geoff work with the very best and that the diversity and outstanding people they work with make each year better than the last. Tim mentioned that a lot of these people do work the night shift. Watch out for those rolling patrols



It's not always serious on the Convention grounds. Here, Geoff gives a lift to a Warbirds flight line fellow who looks like he could use a visit from the Operation Thirst volunteers. Or he may have just gotten a bit too close to the exhaust of one of the Warbird kerosene burners during Jet Days!

and don't forget to tell them how much you appreciate them protecting your aircraft so you can sleep well at night knowing someone else is out there watching over it! Great thanks to all of the volunteers who help out with security!

Another reason Flightline Operations run smoothly is due to the efforts of George Daubner, Chairman of Parking and Flightline Safety, and the many volunteers who work with him. George's introduction to Oshkosh occurred in 1974 when he flew some people into the event, dropped them off and took off during one of the busy departure periods. He realized this was something really exciting and returned later to further explore Oshkosh. George always enjoyed the show from the An-

tique/Classic area and in 1983 he decided to volunteer. George refers to his first day on the flightline as a day of "baptism by fire" as it was the day of the fly out breakfast. In spite of a busy day (or perhaps because of it!) he continued volunteering at the Convention. A few years into his service to the Division, he landed during the "off season" at Hartford Airport, and introduced himself to Art Morgan. Art had a hangar there and encouraged him to become more involved. George took Art's advice and over the past several years has held many positions including co-chairman of both Antique/Classic and Training and Parking. He became an Advisor to the A/C Board in 1988 and was appointed



(Left) Andy Anderson pauses for a moment in one of the John Deere Gators generously provided by the Horicon Works of that world famous implement manufacturer. Andy's been a long time on the Antique/Classic flightline.

(Below) Andy Anderson, a long time A/C volunteer, and George position the Mylar® covered Waco in front of the A/C Red Barn during EAA Oshkosh '96. Placing special aircraft around the Barn highlights the extraordinary airplanes restored by A/C Division members



chairman of Parking and Flightline Safety in 1993, after Art Morgan's passing. Currently, George is the vice-president of the Antique/Classic Division.

As chairman of Parking and Flight Line Safety, call sign "Antique 2," his job includes balancing the needs of the individuals with the guidelines of the Convention in regard to planning the field layout. He coordinates group parking activities with all areas and works closely with the chairmen for the Antique/Classic Fly Out and Parade of Flight, coordinating the Flight Line part of the activities.

When not at Oshkosh, George works as both corporate pilot and data processing manager for an engineering sales firm in Milwaukee. Since flying is obviously a passion for George, I asked him how he became so interested in flying. George said that his dad was with the outfit that succeeded the Flying Tigers as a P-51 crew chief of the 531st Fighter Squadron in China. He really got a taste of the excitement of flying by listening to his dad. He just knew it was something he wanted to do. He earned his private pilot's license in 1970 and his first job was flying a Beech 18. He has flown a variety of aircraft including twin Cessnas, Beeches and the Rockwell Aero Commander. He has 9000 hours of total time with 1000 hours in a tail dragger! George is the lead pilot for the Ford Trimotor, one of the aircraft commanders of the B-17, and also flies the EAA's Spirit of St. Louis. He says that in addition to flying, his favorite part of Oshkosh is the warbird show and the part they have played in our country's history. He has a special appreciation for the missing man formation that reminds us of the ultimate sacrifice for freedom.

George's co-chairman is Geoff Robison and the two enjoy a great working relationship. They encourage the volunteers and provide a well-run operation that makes it easy for us to do our jobs. George spoke highly of all of the volunteers, including Andy Andrew, all the point managers, the people who run our operations shack and all the volunteers who assist in parking airplanes, working with crowd control and



(Left) Safely guiding airplanes in and out of the parking areas can be a big job, but it's not impossible - in fact, A/C volunteers do it day in and day out with a smile on their face.

Kathy McGurran, the "Flight Line Volunteer of the year," sometimes covers the Flight Line with a motor scooter.

about these fine people, you can look back to your January issue of Vintage where the Flight Line volunteers are recognized. George is very emphatic that when it comes to A/C Parking at Oshkosh it is 100% volunteers making it happen and making it look easy. He enjoys his job mostly because he works with all kinds of interesting and enjoyable people and in his words, "Planes bring us to Oshkosh the first time, but the people keep you coming back."

Having had the privilege of working with both of these gentlemen, I can personally testify that they are a primary reason many of us come back year after year and don the orange vest for the Antique/Classic Division. Their professional attitude and desire to do the best job possible shines through, as does their great ability to encourage and praise those of us who work with them.

manning the crosswalk. One of our volunteers who keeps coming back and deserves a special mention here is Art Maynard who can identify just about every flying object there is. He is one of our very special assets! To recognize all these outstanding volunteers we would need several pages for the honor roll, wonderful people whom we work with on the Flight Line. To read more



If you're new to the Vintage Airplane world, you might just wonder . . .

What's a Type Club

and

Why Should I Care?

by
Joe Dickey

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What is a type club?

A visiting European once observed that two Americans, upon meeting for the first time, could discover a common interest in seconds. He further noted that within minutes those same Americans would form a club to promote and encourage their common interest.

Type clubs exist as the result of a common interest among a group of people. The group may be of any size. The interest may be about any subject from Pietenpols to Pontiacs to politics. All that is required to form a club is leadership, funds, and people with an interest in an object, an idea, or a way of life. The type clubs we are concerned with here consist of people who are mutually interested in a particular type or brand of airplane.

What can a Type Club do for me?

A type club can save you money, keep you from making mistakes others have already made, show you how to restore, maintain and fly your airplane — in short, provide the equivalent of many years of hard won experience at a very low cost.

Information is a type club's most important product and is usually distributed through a periodic publication. The period may be as regular as the calendar or very hit-and-miss, depending on the resources of the club. The sort of information produced also varies widely. Some publications are highly technical, aimed at maintenance and restoration. Others are primarily social, historical, or events oriented. Most publications try to achieve a balance of subjects which they think will

appeal to their readers.

Type clubs may also offer parts, gimcracks and services for sale, classified advertising, technical assistance, contact with other members and the organization of fly-ins and fly-outs. When all else fails, a good type club will at least offer you sympathy and understanding.

What can I do for a Type Club?

Bless you. That question gets asked all too seldom. People who operate type clubs cannot know all the answers, nor can they do all that needs to be done. Just as H.G. Frautschy has asked for general contributions to this type club magazine known as VINTAGE AIRPLANE, you have specialized ideas, experience and expertise to share with others with machines similar to your particular airplane. Your type club's publication needs you. Even newcomers have a valuable point of view to share. People new to any endeavor also have an embarrassing way of asking questions which stump the "experts" and initiate whole new areas of research.

You may have talents in marketing, business administration, accounting, computing, art, printing — any of the many skills your type club needs to function and thrive. Offer your assistance. Stronger type clubs benefit everyone.

You can also help by "getting up to speed" with what the club has done in the past. Where back issues of the publication are offered, buy all you can. Many of your questions have already been answered.

How do Type Clubs operate?

The term "club" is often a misnomer.

Though some type clubs do have elected officers and operate on a not-for-profit basis, most "clubs" are small businesses owned and operated by individuals. Many of these organizations also operate on a not-for-profit basis, but not intentionally.

Type club operations take as many forms as the subjects they cover, but all strongly reflect the character, interests and resources of those who start and operate the club. Some are very well organized and operated, others less so. We who operate the latter greatly admire those who operate the former.

Who operates Type Clubs — and why?

All sorts of people operate type clubs for all sorts of reasons. Few who operate type clubs make a living at it. Indeed, few make their living in aviation at all. Everyone from musicians and farmers to engineers and librarians operate type clubs.

However, some type clubs are operated as an adjunct to an aviation business. Parts, STCs or repair services are offered for a particular type of airplane. The type club becomes a means to gather potential customers and to advertise one's wares.

Learning is a good reason to start a type club. There is no better way to learn than to teach. The operation of a type club can also be used to offset some of the operator's flying expenses, assuming there is some profit, which there seldom is.

Speaking of money, no sane person starts a type club to make money. Dues by themselves will seldom pay the expenses of the publication. Money beyond break-even must come from commercial advertising or



Weather you have a Piper Apache, Funk or a Travel-Air or something more obscure, a Type Club can help you though the rough spots of owning an Antique/Classic airplane.



the sale of books, videotapes and gimcracks or the services mentioned before.

A few people do operate type clubs just for the fun of it. In spite of the dinner hour phone calls and the time required, operating a type club is a great way to meet some of the best and closest friends you will ever have. Of course, as a member of a type club, you can meet many of the same folks and not have your dinner interrupted so often.

Finally, some type club operators confess to being evangelists. We sincerely believe our airplanes and our way of flying to be the best/most fun/safest way to aviate. Like the big- "E" evangelists, our beliefs require us to spread the word to the less fortunate who have yet to see the light. Ours is a thankless and never ending task, but we pursue our work in the certain knowledge of our righteousness and eventual reward.

Why more than one Type Club per type?

Type clubs are highly individual and specialized. It is impossible to cover everyone's special interests in a single publication. Of two or three clubs devoted to your brand of airplane, one will suit you best. You should try them all for a year or two to see which will best serve your

needs. Type clubs are no more durable than those who operate them, so more than one club assures you will not be left helpless when a club folds.

Then there is always the disgruntled member who is sure he/she can run a type club better than it is being run. We always encourage such folks to give it a try. Type club operations being what they are, we get a lot of satisfaction whether they succeed or fail.

There is no Type Club for my airplane. What should I do?

First, consider starting a type club. We would be happy to help with suggestions about what to do and not to do when getting started. We can put you in touch with other folks who are also full of advice and other materials. Don't be discouraged if there are only a few of your kind of airplane in existence. Some of the best Type Clubs represent fewer than 40 airplanes.

Your next choice is to join a club representing airplanes similar to yours. For example, all the little tube and fabric tail-draggers share many of the same ills. Tips for one brand serve well for other brands.

Where do I find the Type Club for me?

Start with the type club listing in the December, 1996 issue of this magazine. It's also available online within the EAA Home Page of the Internet at www.eaa.org. Look for it by clicking on the "Specialty Groups" button, and accessing the Antique/Classic Web Page. If you find nothing in these two locations, give us a call. We many have later news. Select the clubs of interest and write or call them. Request information and a membership form. If you want a sample magazine, send a few bucks to at least cover the mailing cost. The budget of most type clubs would embarrass a Cub Scout Troop.

During the EAA Convention at Oshkosh, come to the Type Club Headquarters in the big circus tent about 100 feet south of the Antique/Classic Division's Little Red Barn. Therein you will find representatives of many type clubs. You will also find a place to sit in the shade and rest at the TCHQ Information booth, an official bull-shooting area where all tales and sagas are required to be believed. You will also find a cool drink and some of the best times to be had anywhere on Wittman Airfield. Hope to see you there! 🍷



by Peter R. Davis (A/C 26666)

LAST FLIGHT - 37024

On a chilly December morning (December 14, 1996) Luscombe 37024 and I began our last flight together, a flight that took us, literally, from Wilmington, North Carolina to Murfreesboro, Tennessee, but, more important, a flight back in time, a journey through the mind.

37024 began life in Trenton, New Jersey, on February 27, 1941 as a model 8A powered by a Continental 65 hp engine. Over the next 50 years she acquired metal wings, numerous dings from an accident or two, and several coats of paint from many owners during three or four thousand hours flying time.

During a six months rebuild, 37024 was disassembled, stripped of paint, upholstery, the panel and items in need of repair or replacement. New paint, upholstery, a new panel, fuel lines, and refurbished instruments were installed and a few skins replaced. The result was not a show plane, but an airplane that looked and flew as she did in 1941.

As the wheels lifted from the concrete runway at New Hanover International Airport at first light that Saturday morning, a feeling of nostalgia rushed through my body. Below us, the world seemed asleep. A light mist hovered over the earth making everything seem surreal, alone in an endless sea.

The Luscombe flew west over the Cape Fear River where the battleship North Carolina is berthed as a WW II memorial. 37024 spent the war years as a trainer, doing her part to keep us free though airplanes don't know that.

Visibility was 15 plus miles, considered excellent on the east coast. Though the wind was in my face at 10 to 15 knots, it was as calm as the small ponds over which we flew at 750 to 1000 feet to avoid the headwind. Below, farms and streams and fields and houses passed, but no person or other aircraft was to be seen.

A liquid compass guided my path as I checked off landmarks on my sectional to mark our progress. With the stick in my left hand and looking at the barest of flight instruments, I thought

back on the barnstormers and mail pilots that crisscrossed the country with road maps, flying equipment that often required pilots to be magicians with tools, wood, fabric and glue; those gifted and dedicated airmen who established the value of aviation to a nation still uncertain whether or not man should fly.

No, I did not equate my talent with theirs (my Garmin 55 GPS was resting on the seat next to me for guidance and security), but rather I thanked God for the opportunity to experience flight for the sake of flight, freedom to share in the sheer joy of having a beautiful blue sky to one's self and the intelligence to realize that it was more a gift than a right.

37024 crossed into South Carolina with Camden being our first fuel stop. Other than an endless stream of cards on I-95, going where I can only imagine, the roads were empty and the only motion below being smoke curling upward and downwind from houses scattered miles apart. Still, no other airplanes had been seen two hours into the flight as I called Camden Unicom to ascertain that the airport was open with fuel.

A nice young man fueled the 14 gallon tank located behind the cockpit. I wondered if he dreamed of flying the skies one day in jets or if he was just performing a job, but I didn't ask. The inside walls of the small brick terminal were lined with pictures of the Camden airport when it was a hub of activity back in the days when hangars were made of wood and had rounded roofs and airplanes had two sets of wings and aviation was more of a dream than a reality.

After two hours of flying a Luscombe, a pilot's muscles and bones need stretching and being massaged back to their proper places in one's body. I was no hurry, and slowly I walked back to 37024 and checked her out, a habit that owners of antique aircraft develop to a fine art. Satisfied with what I found and following the proper procedure, I hand propped the nonelectric, strictly VFR machine and returned to a blue sky devoid of clouds and aircraft. Again, I had it all to myself as South Car-

olina rolled beneath us.

In this time of transponders and airspace designed like upside down wedding cakes, new pilots tend to be intimidated into believing that no movements are possible without departure, flight following, approach and a tower to guide one safely through the crowded skies when, in fact, there are less pilots and less airplanes flying than there were 25 years ago.

Once in the air, I turned off my ICOM A21 hand held radio, one of the best products that I have ever owned, and listened to the engine and the wind whistling through a cockpit sealed with 1930s technology, but the heater kept me warm. I scanned the horizon and the sky around me looking for traffic, a habit lost when depending on "big brother" to spot aircraft for you.

Below me, the pastures were bright green, almost like a spring crop. Trees still wore a few autumn colored leaves, but most were bare giving a clean look to the brown floor of the forest. An occasional person could be seen feeding their livestock or just walking through yards and fields; no one looked up to see the 55 year old airplane and the 54 year old pilot.

My route was planned to keep me outside of all controlled airspace, especially Columbia, Charlotte and Atlanta. With no transponder, it would be irresponsible to venture too close causing traffic to be diverted because they would not know if I was at 1000 feet or 10,000 feet. With freedom comes responsibility, common sense, and courtesy.

As I approached the Appalachian mountains now beginning to loom upward to the northwest of my course, I turned more southerly to skirt around them and fly to the Pickens County Airport just over the southern tip and out of sight. While I had hoped for clear air to enjoy a vista of an endless mountain range, it was not to be. Rather, the view was marred by haze that shrouded the sides but let the tips show through. At 3,500 feet MSL I crossed their southern end and flew into the valley of Jasper, Georgia an area, from my vantage point, that appeared relatively untouched by development. It was beautiful.

I landed at the Pickens County Airport and called the telephone number posted on the front door of the FBO for those pilots needing fuel. The response was quick and the service excellent. On the tarmac was another Luscombe along with more modern airplanes. In the pattern, a Champion Tri-Champ did touch and goes. Not a cloud could be seen, the breeze blowing gently from the northwest.

To the general public educated about aviation by the news media but unschooled in facts, the sky is crowded and flying is dangerous. Of the 6,000 or more Luscombes built, about 2,000 still fly. This nation manufactures more automobiles each week than the current civil aircraft (180,000) population existing in the United States. Put all of the pilots (670,000) in one place and it would be a small, and shrinking, city. It has been estimated that most days will find more government employees involved in regulating and controlling aircraft than there are airplanes in the air. The problem that does exist is that airplanes tend to be located in the same few airports and all want to schedule takeoffs and landings at the same time.

Back in the air again my mind toyed with the fact that at 92 mph I was flying across a Georgia valley at about the same

speed Lindbergh crossed the Atlantic Ocean in an airplane not much larger than my Luscombe. (A Luscombe 65 horsepower 8A still holds a speed record of 118 mph in some category.)

After departing Pickens, I climbed to get over the ridges that were left by glaciers traveling south millions of years ago. These small endless mountains or hills look very much like a furrow turned up by a single blade plow. The once separated valleys are now joined by tunnels cut through the hills. Houses, roads, and radio towers adorn the crests while the steep slopes remain virtually untouched.

Passing over Dalton, Georgia and well outside of Chattanooga airspace, I decided to give approach control a call. It was a mistake.

"Chattanooga Approach, Luscombe 37024 over Dalton flying south of your airspace to the west, non transponder equipped."

"Aircraft calling, no transponder?" A pause as if the controller were trying to believe what he had heard. And then, "Remain clear of Class C airspace." I got the distinct feeling that he had never spoken to a Luscombe before and considered flying without a transponder dangerous.

"Affirmative, Luscombe 37024, an antique is non transponder equipped, 024." I responded. Chattanooga conversed with other traffic as I scanned an empty sky and crossed over a high ridge just past Dalton. The next valley was another visual delight of farms and fields and meadows as the sun, now above me, reflected the vivid colors of a world very much alive.



Before it was restored, Luscombe N37024 needed some TLC.

I turned towards the southwest to avoid any chance of violating Class C airspace and again called to find out if 37024 was showing up on his radar scope.

"Chattanooga Approach, Luscombe 37024, do you have me as a target?"

Another silence, and finally, "Aircraft calling, I have one target between Dalton and Lafayette."

"Chattanooga Approach, that must be 024, I will remain clear of your airspace, 024." I continued on my journey, and once past Mount Eagle, I turned off the radio and again had the sky and world to myself.

Somehow, the world looks less frightening from the sky. The rivers look clean and the towns look gentle. After crossing another ridge or two, I arrived at the valley that would take me to Murfreesboro and the end of my relationship with Luscombe 37024.

To those of us who love and fly old airplanes, we have come to realize that while we may think that we own them we really don't. Rather we are stewards of a precious and fragile asset lent to us for a brief period of our life, entrusted to us in the hope and belief that we will enjoy them and pass them on in better condition than we received them. Luscombe 37024 preceded me, and for 18 months we were together. Now she is owned by a man half her age who finds her beautiful and expects her to transport him through his journey of dreams. I wish them well.

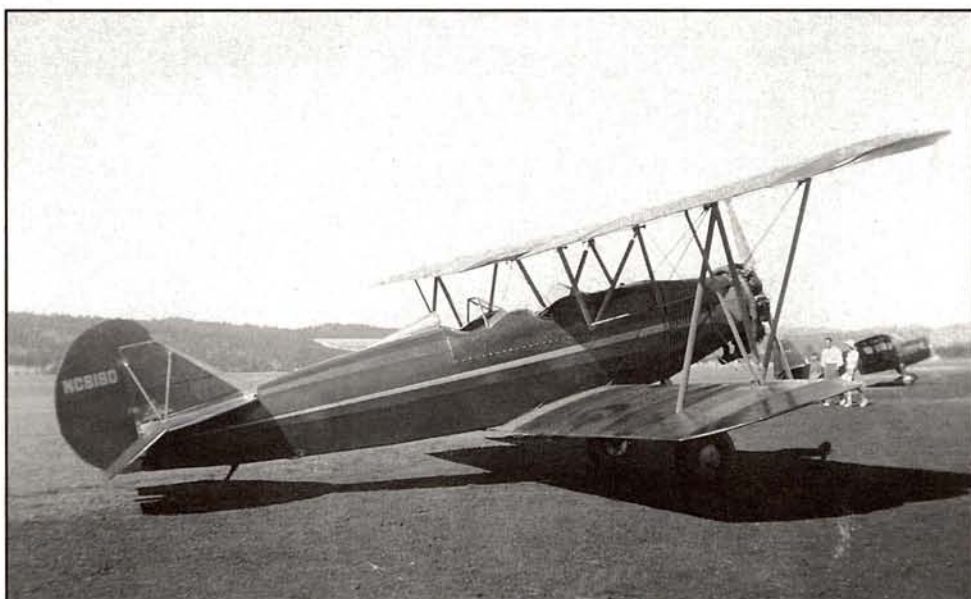
Five-hundred miles, six hours, hundreds of memories and a thousand dreams in one day, one wonderful experience called the gift of flight.

WHAT OUR MEMBERS ARE RESTORING

by Norm Petersen

Golden Oldie

This Travel Air 4000, NC8180, powered with a Wright J6-5 engine of 165 hp, was photographed in the 1950's by veteran EAAer Leo Kohn (EAA 4), the picture coming to light in the estate of John Van Buren of Mattydale, NY, and was contributed by Chuck Burtch (EAA 56205) of Phoenix, NY. Interesting items include the "long nose" for the lighter weight J6-5 engine, air wheels, square rear windshield and rounded front windshield and fancy paint stripe on the side of the fuselage. Also notable is the sharp-looking Rearwin Cloudster in the background complete with wheelpants.



Bruce Dudley's Stinson 108-3

Parked and tied down on the asphalt ramp at Sky Harbor Seaplane Base in Duluth is this pretty white and blue Stinson 108-3, N6973M, S/N 108-4937, mounted on a set of Edo 2425 floats. Tenderly cared for by its owner, Bruce Dudley (EAA 347684, A/C 21819), of Duluth, MN, the Stinson is flown around the lakes of Minnesota and Canada during the six warm months of the year. Note the daylight coming through the fixed leading edge wing slot ahead of the aileron - a Stinson trademark. All controls are clamped in place for winter and the nose is covered with a tight-fitting blanket to keep out unwanted guests. Powered with a Franklin six-cylinder engine of 165 hp, the Stinson makes a highly respectable seaplane on 2425 floats.



Gary Tree's Luscombe 8A

Snapped by EAA photographer Lee Ann Adams at the January 25, 1997 Pioneer Skiplane Fly-In in Oshkosh is this pretty Luscombe 8A, N28729, S/N 1490, mounted on a set of Federal A1500 skis and flown in by its owner, Gary Tree (EAA 419202), of Middleton, WI. This airplane, a 1940 model with '46 metal wings, has been in Gary's family since 1954, having been owned for many years by his late father, Hubert Tree, and then given to Gary by his mother. Powered with a Continental A65 engine swinging a McCauley Klip-Tip prop, the Luscombe cruises on skis at 85 and will hit 110 wide open. Gary has logged over 170 hours in the little two-placer on wheels and skis - and enjoyed every minute!

Bill Bellamy's Cessna 170B on floats

Photographed on the tiedown at Duluth's Sky Harbor Seaplane Base is Dr. William Bellamy's (EAA 530425) 1952 Cessna 170B, N1676D, S/N 20318, mounted on a set of nice looking Edo 2000 floats. Since the picture was taken, the two-position McCauley prop has been replaced with a fixed pitch 76 X 47 seaplane propeller on the front end of the 145 hp Continental which seems to work fine. Other amenities include a full STOL kit with new leading edges, fences on the top side of the wing along with drooped wingtips for good slow speed performance - so necessary on floats. With its original paint scheme in dark blue and polished aluminum, the 170B cuts a pretty picture on floats. Bill Bellamy, a dentist by trade, learned to fly floats from his father, Dick Bellamy, a longtime Piper J-4 Cub Coupe (N28234) seaplane pilot from Duluth, MN.



FW-44 "Stieglitz" from Finland

From the small country of Finland comes this photo of a restored Focke-Wulf Fw-44 Steiglitz (Finch) trainer with the civilian registration, OH-SZO. The photo was contributed by longtime EAA member Hanna Riihela (EAA 185733, A/C 10342) of Lahti, Finland. The Fw-44 has a 29 foot wingspan, four ailerons, balanced elevators and is powered with a Siemens & Halske SH-14a engine of 150 hp (later models had 160 hp). The wings are of wooden construction with fabric covering and the fuselage is welded steel tubing with fabric covering. Gross weight is 1980 lbs. and maximum aerobatic weight is 1694 lbs. Although designed and built in Germany, the Fw-44 was also license-built in Sweden, Austria, Argentina and Brazil.

A Tale of Two LOVES

by
Bebe Teichman

The 1946 Aeronca Champ taxis up to the gas pumps after a sightseeing flight over my children's school. Just as I shut down, at least one of the retired men gets up and walks towards my Aeronca. With a big smile he will say, "I learned to fly in a Champ back in the forties." Just like a broken record, the next words will be "I wish my wife was like you. She won't even fly with me, or come out to the airport." This is what I hear almost every day. The faces are different but the words are always the same.

I'm hoping that some young spouse of an aviator will read this. If you're the one who has a reluctant partner, maybe you'll just happen to leave this magazine open to this page laying on a favorite chair, or if you're really bold, just ask them to read it. Perhaps these words can strike a chord in her heart that you may find difficult to express.

It's my wish that these words can result in a positive attitude towards aviation. Certainly, if my advice is taken, a bad or failing marriage can become a fantastic and unique relationship.

Go out to the airport with your lover and take an interest in those planes. Plan a cookout at your hangar and invite other aviators, their spouses, members of your family, close friends and your flying spouse.

Go to those weekend fly-ins that most EAA Chapters put on, and soon you will find that you would like to take a vacation to places like Sun 'n Fun, EAA Oshkosh or Sentimental Journey at Lock Haven, PA. You don't have to

I Wish My Wife Was Like You



become a pilot, as I did – but you can if you'd like. You do need to keep one thing in mind though. This "flying thing" is not going to go away. If you don't want to have bitterness in your marriage, accept it and take an interest. Very soon, if your wish to succeed at embracing aviation is sincere, you will find that a love for aviation and the people that come with it will develop in you as it did in me within months of our honeymoon.

Being the wife of a man who is plane crazy, I am very grateful to have been enlightened to the world of aviation. For almost 14 years our life has revolved around flying. We have been to places in our Twin Comanche that lots of people have never heard of. Our children have had experiences that other children will never have, and because of that, they seem to be smarter. We know things that most people don't, and this sets us apart from average people, making us a unique family. That's not said in a conceited or haughty way, but as a way of expressing my appreciation for all that aviation has given to us. Besides, how else would a three-year-old

little boy like our son know what GUMP and VOR stands for?

Because of the homebuilt that my husband started in our garage six years ago, we gained talents in woodworking, welding and fabric work. We have learned to appreciate an art (homebuilding) that most people don't even know exists. By the way, our daughter Amelia is the only kid in the second grade who can weld a beautiful bead!

I never dreamed that I would be a pilot, but because my husband turned me on to this world of flying I have become not only an aviator but an owner of an Classic aircraft. This is no passing fancy – I got my private license 10 years ago, and my Champ eight years ago. Flying is something I do every chance I get, and I never grow tired of it. I have become a self-confident woman, and the knowledge I have gained from aviation has helped me in every aspect of my life. We have a fantastic marriage and two great kids. If I had not taken a positive attitude towards aviation, I'm sure I'd truly ordinary and would be a partner in a not-so-great marriage. Take it from me: "Flying is Fun!"



Heading right at you are Ric and Jason Henkel in the award winning Super Stinson, C-FKJV, mounted on round-topped Edo 2440 floats. The chrome plated spinner and cowl grills are visible as well as the highly polished stainless cowl fasteners. Note anti-splash rails on inside edges of the floats

by
Norm Petersen

Ric Henkel's Super Stinson 108-3 on floats

Running off with the "Best Fabric Covered Seaplane Award" at EAA Oshkosh '96 was a veteran Canadian seaplane pilot named Ric Henkel (EAA 234398, A/C 10766) of Winnipeg, Manitoba, Canada, who flew his brightly painted 1948 Super Stinson 108-3, CF-JKV, S/N 108-4841, mounted on Edo 2440 floats, to the big seaplane fly-in at the Vette Seaplane Base southeast of Oshkosh.

Ric did not win this award by himself - his lovely wife, Linda, his son, Jason (age 15) and his pretty daughter Jaime (age 18), all had a busy involvement in the nearly two-year restoration of the Super Stinson. In addition to the long hours spent restoring airplanes back in Winnipeg, the entire Henkel family is in the forefront of the busy volunteer crew at the Oshkosh seaplane fly-in. In short, the award could not have gone to a more deserving family.

Ric made his solo flight in a Cessna 150 owned by the Winnipeg Flying Club way back in 1976. His first airplane was a Luscombe 8E which he flew on wheels and skis, earning his Private license on - you guessed it - skis! When the floatplane bug started itching on his tender body, he bought a '48 Cessna 140 on Edo 1650 floats and earned his Seaplane rating. However, he always felt the 85 hp Cessna had to work hard

and long at getting out of the water, so he converted the bird to a 135 hp Lycoming O-290-D2 engine along with a 76 X 50 seaplane propeller. The results were surprising as the Cessna moved out smartly, getting off the water with ease and cruising in the 120 mph range with a full load. Ric put nearly 200 hours on the pretty two-place floatplane before moving on to the next experience.

In 1980, he sold the Cessna 140 and bought a Cessna 150/150 on Edo 1650 floats. Although it had more horsepower than the previous airplane, it didn't handle heavy loads as well and Ric was quite disappointed. After five months, he sold the 150/150 and starting looking for something a bit larger that could haul a family.

In far northwestern Ontario, a Stinson 108-3 on Edo 2425 floats was located and brought back to Winnipeg. The airplane was powered with a Lycoming O-435 engine of 190 hp pulling a constant-speed prop. Ric promptly jumped into the rebuild of the Stinson, registered C-FZHZ, covering the airplane in Ceconite and butyrate dope. The final color was overall yellow with white and black trim. The 2425 floats were painted white to match, making a sharp-looking combination.

The Henkel family flew 'ZHZ to the



(Left) Shown taxiing into the Vette Seaplane Base, Ric Henkel was one of the early arrivals with the pretty Super Stinson. Note how the lines on the floats add a distinct touch to the overall paint scheme.



DeKevin Thornton

(Above) Completely re-done interior reveals a new instrument panel with all new instruments, chrome plated assist handles and trim crank on cabin roof. The rich looking seats and interior panels really caught the eye of the judges. Note the tiny float hanging on the key chain, an absolute necessity with seaplanes.



Norm Petersen

Ric Henkel and his son, Jason, upon arrival at Oshkosh; perhaps a bit tired, but excited to be involved with another seaplane gathering.

Oshkosh Splash-in in '86, '87, and '88, enjoying each convention and especially the seaplane crowd, a most accommodating and close knit bunch of people. The 1989 excursion worked out a bit differently. Just two days before the '89 Oshkosh trip, Ric was taking off on a local flight when the right rear float attach fitting ripped the entire fuselage cluster loose, allowing the nose of the Stinson to pitch forward and down. The prop chewed its way into the floats and Ric had his hands full trying to get the seaplane stopped before everything fell apart. Luckily, he somehow managed to keep the

"pile" of chewed airplane and floats in one chunk as it slowed to a stop - and it remained afloat!

Once the mangled airplane and floats were hauled home, the courage to rebuild slowly swelled up in the Henkel "crew" and they went to work. In two hectic years, the Stinson looked pretty fancy in its new coat of Stits, painted white overall with red and black trim. The O-435 Lycoming was majored (spelled \$\$\$\$\$) and the prop was rebuilt (spelled \$\$\$\$) and when the rebuilt floats were reinstalled, things were looking up. Ric and family flew the bird to EAA

Oshkosh '91 and promptly absconded with the Best Fabric Covered Seaplane Award! It had to be Ric Henkel's lucky day as he had sold the Stinson seaplane to another party on the Saturday before the fly-in - while retaining permission to fly it "one more time" to Oshkosh '91! (It's known as winning the horse race after the horse got out of the barn.)

Immediately, the search began for another airplane. Ric obtained a listing of all Stinsons registered in Canada and began calling each one on the telephone. Eventually, he found a Super Stinson, CF-JKV,

This overhead view by Jim Koepnick shows the leading edge wing slots, flaps, ailerons and large vertical tail of the dash 3 model that requires no additional area when operating on floats. Just visible ahead of the fuel caps are the Auto Fuel STC stickers.

Jim Koepnick



DeKevin Thornton

Typical attention to detail on the Super Stinson, a crinkle-finished tiedown cleat on the aft float along with new polished hardware on the water rudder mechanism - all properly safetied.

Jim Koepnick



Ric accelerates the Super Stinson on the step as Jim Koepnick catches the airplane just prior to liftoff. It is at this point where the 230 hp Continental really comes into its own - brute power!

mounted on a set of Edo 2440 floats, for sale in Timmins, Ontario. His first flight in this 230 hp machine was a real eye-opener - brute horsepower at its very finest. Ric bought the Stinson and brought it back to Winnipeg.

It was soon discovered that the Super Stinson was perfect for the entire family and in '92 and '93, it easily hauled the Henkel family and all their gear to Oshkosh. The big Continental O-470 engine, with a long seaplane propeller out front, trucks along at 120 to 125 mph and gets off the water quicker than a Cessna 180. By early 1994,

Ric decided it was time to restore the Super Stinson, get a really good look at the entire airframe, and bring the airplane up to 1995 standards.

Work began in earnest. The fuselage was taken down to bare bones, sand blasted, and found to be in excellent shape with just a few minor dings to fix. Every bolt, nut and screw was replaced and every bearing was either cleaned and checked or replaced with new. Every part was carefully primed for long term usage as the airplane was slowly assembled and covered with Stits. The final coats were done in Aerothane for

the "wet look." Inside the cabin, a new instrument panel was fabricated that was flat across the top, giving it a bit of a modern look and all new instruments were installed.

The restoration required two years of dedicated work including going over the Edo 2440 floats, tightening a few seams and getting them ready for new white paint. Various small parts were sent out for chrome plating including a new Cessna 180 spinner, grills on the cowl and inside control handles. Ric Henkel does all his own spray painting and the results are quite spectacular. Even the seaplane judges men-



(Above) From the side, we can see Jason and Ric Henkel as they bring the pretty seaplane in close. The Super Stinson logo is visible on the drooped wingtip. The hole at the bottom of the float is not for drainage, it is designed to accept an axle for a set of wheels to move the floatplane around on a ramp or hangar floor.



Norm Petersen

This 1988 photo shows Ric Henkel's first Stinson 108-3, C-FZHZ, on Edo 2425 floats which he completely rebuilt twice and won the Best Fabric Seaplane Award at Oshkosh '91.



Norm Petersen

This 1992 photo shows Ric Henkel's Super Stinson, CF-KJV, on Edo 2440 floats in the original white and green colors when he brought the seaplane to Oshkosh prior to the total rebuild in 1994-96.

tioned the outstanding paint job plus the strict attention to detail, especially with the fabric work.

Bringing the Super Stinson to Oshkosh '96 was the frosting on the cake for Ric and his family, considering the furious work pace of the past two years. With all that power up front and a trusty set of wings that use an NACA 4412 airfoil, the Super Stinson

108-3 is an ideal floatplane for those who like the solid feel of a Stinson and the "get up an go" of a larger airplane. Taking home the beautiful Best Fabric Seaplane Award at EAA Oshkosh '96 was almost a birthday present for Ric Henkel as he made his solo flight in 1976, exactly 20 years ago.

May we add our congratulations to Ric, Linda, Jason and Jaime for a job well done

on the 1948 Super Stinson and perhaps we should add a special "thank you" for your many years of excellent volunteer work at the Vette Seaplane Base.

Addendum: The latest word is that Ric Henkel and his son, Jason, are busy finishing up the late, great, Bill Culbertson Avid Flyer on floats and expect to have it at EAA Oshkosh '97. Stay tuned on this project. ✈

The Greater Rockford, a Stinson SM-1 equipped with a Wright J-5 Whirlwind and extra fuel tanks for a trans-Arctic flight from Rockford, IL to Stockholm, Sweden.



Carl Schuppel

The Greater ROCKFORD

by H.G. Frautschy

Each generation has its heroes, the men and women who catch the public's eye and, for whatever reason, are elevated above the rest of the mortals they live amongst. Often their fame is short lived – perhaps not deservedly so, but the public is fickle, and they soon forget when a new shining face is introduced.

Bert R.J. "Fish" Hassell should be one of those we remember for a long time to come, years after his passing. Fish is probably best remembered by antique aviation fans for his incomplete Rockford to Stockholm flight with his co-pilot Parker D. "Shorty" Cramer. Forced to land on the Greenland Icecap, they walked approximately 70 miles over deeply crevassed ice, jumbled piles of rock and then finally a coastal mountain range. But for Fish Hassell, that adventure was but one of the many challenges he overcame during a lifetime. Most of us who grew up during the middle of the century didn't know about Fish and his life as we grew up.

We should have.

Space doesn't permit a full biographical rundown on his life, but a book published in 1987 does, and it's quite an eye opener. Often, an autobiography can be, well, less than spellbinding. This one is just that - it kept

"But it is a matter of pride today to remember that we never quit!"

—Bert "Fish" Hassell, recalling his incredible trek off the Greenland Icecap with his co-pilot, Parker "Shorty" Cramer

me curled up next to the fire for hours on end. Towards the end of his life, Fish had one more surprise up his parka sleeve - he was a pretty good writer! Edited by his daughter, Mary Hassell Lyons and Dean Todd, *A Viking With Wings* is a terrific book that takes you from his first exposure to pioneer aviation at Glenn Curtiss' Hammondspoint factory, all the way to the recovery of his Stinson SM-1 Detroitter from the Greenland ice cap. The book is still available at the address listed at the end of this article. Here's an all too brief outline of a few of the accomplishments and challenges Fish Hassell met during his life:

- He learned to fly at the Curtiss Flying School on Lake Keuka, earning his FAI Aero Club of America Hydraeroplane Pilot's certificate on June 14, 1914.

- He served as one of the first flight instructors for the U.S. Army, both as a civil-

ian and then later as a commissioned officer.

- He and Tony Yackey founded a small airport at the corner of 63rd street and Cicero Avenue in Chicago which grew to become Midway Airport.

- He flew on both the eastern and then the western air mail routes.

- His grasp of the potential for Arctic flight, both for military and civilian purposes, led him to the Rockford to Stockholm flight, and later gave him the background for his work as a U.S. Air Force Colonel during WW II and the ensuing years.

Even outside of aviation, Hassell made his mark. During the Great Depression, he worked for Great Lakes Aircraft, where he was a production test pilot. After that factory closed, He went back to Rockford and, in an attempt to keep food on the table, started the "Hassell Korn Hangar" - a caramel-syrup coated popcorn similar to Cracker Jack. He sold it in a store with an aviation theme, complete with a lighted Air Mail system route map, built by his lifelong friend Harold Carlson. His big break came when he combined the coated popcorn with an ice cream bar, and the Korn Krunch Ice Cream Bar was born. The royalties from the sales and licensing of the ice cream bars would add to the growing Hassell family's budget for years to come!

He served as a flying salesman for Giuseppe M. Bellanca during the later years of the 1930's, as the Great Depression eased off. He even flew a Bellanca Junior 14-9 off the parking lot of the Chicago Museum of Science and Industry after he decided it would be less trouble than disassembling and trucking it over to the airport. City officials later fined him \$500 for making the flight.

He left Bellanca and went to work for Rockford Screw Products, where his aeronautical expertise and willingness to work long and hard to get a job done would win the company an initial order for over \$750,000 from Ford as they geared up to produce the B-24. A letter from the U.S. Government recalling him to active duty in January of 1942 put him on the path for his next great adventure.

Fish was put in charge of building B-W-1 "Blue West One" air base, which would become a vital link in the chain of bases needed for ferrying military aircraft to the European theater of operations during the War. Located near the southern tip of Greenland, it was quite a project to put together. Later that year, he was put in command of the Crystal I route, another of the "over the top" ferry routes for aircraft headed to the war. He was later named C.O. of the air base at Goose Bay, Labrador, where his innovative "get the job done" style of command led him to an adventure getting a chapel built for the base, as well as a fully functioning pig farm, so that fresh pork was available.

He was instrumental in the building of the most northern of large air bases, Thule, well above the Arctic circle. After being retired from the Air Force at age 60 and given only a couple of years left to live by Army doctors at Walter Reed, he went to work for a civilian contractor building the Defense Early Warning radar system, the famous DEW line of the Cold War era. Fortunately, his treatment for his illness had been effective, and he lived on many more years.

His life culminated with one last big project, one that he'd have to sit on the sidelines as a very interested bystander. In 1944, while serving as the base commander for Goose Bay, Fish was sitting in his office when some young men from the Air Force who had been on a survey flight over the Greenland ice cap showed him some photos of an airplane they couldn't identify.

Tears came to his eyes as he realized it was his old Stinson Detroit, flipped over by the Arctic wind in the 16 years since he and Shorty walked away from the plane. For years afterward, he and his boys, John, Vic and Pete had wondered how they could get the Stinson off of the ice.

In 1967, aviation artist Bob Carlin paid a visit to a 74-year-old Fish Hassell in Rockford. Carlin was doing research on the Greater Rockford, and nearing the end of his first visit, he asked Fish about the airplane. "It's still up there!" was the reply. Carlin could hardly sleep that night. He be-

came the chief instigator of a project to recover the airplane that would take lots of effort and the intervention of no less than the King of Denmark, Frederick IX.

Carlin began writing and working with anyone in an official capacity who could move the project along. Getting the airplane off of the ice cap would take the cooperation of both the U.S. and Danish government. Greenland is administered by the Danes, and they had to give their permission to have the airplane recovered. Salvage rights to the airplane weren't a question, as far as the recovery effort was concerned. Fish had spent the Depression years chipping away at a \$33,000 bank note he had been given after his return from the Arctic. Not until 1941 had he managed to repay the bank, making the Stinson on the ice cap all his!

In July of '68, an Alouette III Danish helicopter arose from the Danish Coast Guard ship HDMS Ingolf after King Frederick authorized a mission to reconnoiter the

- there simply wasn't that kind of money available.

The project's salvation came from royal channels, once again. King Frederick, remembering the flight of 1928 that took place while he was the Crown Prince, interceded on behalf of the Greater Rockford recovery project. The King thought it appropriate since Hassell was of Danish decent, and the intent of the original flight was one of goodwill between that city and Scandinavia. He gave his permission for Greenlandair, an SAS affiliate, to participate in the recovery, and waived the requirement for the insurance premium. The recovery could proceed!

In early September of 1968, a Greenlandair Sikorsky S61N helicopter with a crew that included Fish Hassell's son Vic, Bob Cramer, Shorty's brother (Shorty Cramer disappeared over the North Sea in 1931 during another trans-arctic flight), and Dean Todd, then the aviation writer for the Rockford newspaper. Other members of the



(Above) The cockpit of the Stinson is complete down to the Earth Inductor Compass installed for the flight, since a regular magnetic compass would be useless in the northern latitudes near the Arctic Circle. The caned seats were re-woven by Gar Williams (see inset) and the Pioneer instruments were in nearly working condition after 41 years on the Greenland ice cap.

Stinson after a briefing by Commander H.I. Engelmann. The helicopter crew recovered many personal effects from the airplane, right down to a tube of toothpaste and a toothbrush, as well as all of the instruments.

There had been one seemingly insurmountable problem to get over before the airplane could be recovered from Greenland. The Danish Government had required that the recovery be done at no cost to them, and that a \$20,000 insurance premium be paid. It might as well have been two million



crew were employees of SAS, USAF personnel, and a few representatives from the European media.

After removing the wings, the fuselage was rolled over upright on the undamaged



Carl Schuppel



(Left) Gar Williams and Mike Werner, who completed the restoration of the Greater Rockford after extensive restoration work was completed by the Aviation Division of Rock Valley College in Rockford, IL.

(Left) May 14, 1969, Bert "Fish" Hassell was the guest of honor at the Greater Rockford Airport as the Stinson SM-1 "Greater Rockford" was brought home from Greenland.

(Below) Mike Werner holds the original rudder up to the aft fuselage of the Stinson as the welded steel tubing was reworked and in some cases replaced.

landing gear, and the wings were carefully strapped to the sides of the plane. The tail section, resting about 200 feet away, was also loaded, and the entire airplane was slung below the Sikorsky for a 59-minute flight over 55 miles to the Sondrestrom Air Force base. There, Vic called his father back in Rockford to tell him the airplane had been recovered. Fish was elated - his old Stinson was headed home!

Well, not quite yet. Red tape began to entangle the project again. A year of trying to get the airplane shipped home was a new hurdle to be jumped over. The Air Force was unable to send the airplane home on a space available basis, since it wasn't official cargo. Private charter firms were sending quotes of \$15,000 to \$17,000 to bring the Greater Rockford home, and visions of trying to pay off the debt of such an operation recalled with a shudder the effort it took to pay off the original note.

As a way of generating some of the cash needed, artist Bob Carlin had color prints made of the Greater Rockford painting he had created, and the proceeds from the sale of those prints would help offset some of the expenses. Chuck Purpera, the owner of Hemisphere Aircraft Leasing Corp., offered one of his C-46's for a \$10,000 charter to pick the Stinson up at the Greenland air base and bring it back to Rockford.

May 10, 1969, the charter left for Sondrestrom, returning to the U.S. on May 14. A stop to clear U.S. Customs was made at Midway Airport (the Greater Rockford was declared as "Used American Goods") and then a short trip to the northwest was made to Rockford. Both of Hassell's sons, Vic and John made the trip to get the airplane.

The pilot of the C-46, Monroe "Tex" Cauble of San Antonio and his co-pilot, Kent Carr flew down the runway at Machesney Field, the site 41 years earlier of the Greater Rockford's takeoff. Rolling his wheels along the old runway, Tex flew on to Greater Rockford airport, where Fish, his



Courtesy Gar Williams

wife Rosalie, daughter Mary and Fred Machesney waited. Even Elmer Etes, Hassell's mechanic who was the man who took an open rowboat powered by a small Lockwood outboard motor across the Sondrestrom Fjord to rescue Fish and Shorty, was present for the homecoming.

As you can imagine, getting it home was just the beginning. The cost of repaying the charter remained. It took over three years to repay, with the sales of the prints and donations from local residents when the airplane was displayed.

The day the airplane was brought home, the family had decided that it would eventually be donated to a museum in memory of their son, Pete, who had been killed in a fly-

ing accident while he was a new Air Force pilot. After talking with several organizations, an agreement was made with the museum being put in place in Kissimmee, FL with the Boeing SST mockup as the centerpiece.

It was shipped to Florida in the fall of 1973, with the agreement including the restoration of the Greater Rockford in view of the visitors. Unfortunately, by the spring of 1974, the work had not started, and the family decided that the airplane should be returned to Rockford. The creation of a local history museum in Rockford would allow the airplane to return, if a suitable building could be constructed to house the airplane.

A local department store, D.J. Stewarts, approached the family about displaying the Stinson as part of their 1976 bicentennial celebration. They were willing to send a truck to Florida to

retrieve the airplane, and the pledge of a permanent display at the Rockford Museum Center (now the Midway Village and Museum Center, operated under the auspices of the Rockford Park District) got things moving.

The airplane was shipped home, and the Aviation Technology Division of Rock Valley College got to work on the restoration of the Greater Rockford. The school agreed to restore the airplane, if the Hassell family would underwrite the cost of materials and supplies. Charles Billman, one of the school's instructors, and Rob McCarthy, a student at the college, brought the Stinson a long way towards the goal of a restoration

With its display assured, Rosalie Hassell formally donated the Greater Rockford to the museum. The project was in the home stretch. By 1986, with time running short for an installment of the airplane in the building during the 60th anniversary year of the flight, a decision was made by the museum to assume responsibility for the final push to complete the restoration. After in-



H.G. Frautschy

Following the wishes of the museum to keep as much of the original material with

20 MARCH 1997

BUD GURNEY SAYS

By Chet Peek, A/C 13458

"Just don't pull the stick back all the way on your Standard, or it will spin!"



Harlan (Bud) Gurney (right) and his lifelong friend Charles Lindbergh in front of the J-1 Standard they barnstormed with across the Midwest in 1923. Gurney, as a retired United Airlines Captain, accompanied Lindbergh on a United jet on his final flight home to Maui in the Hawaiian islands in 1974.

That disquieting admonition was typical of the advice I received from Bud Gurney concerning the restoring and flying of my Standard J-1. For many years I'd been slowly working on the rebuild of this fine old biplane, and had naturally turned for guidance to any old-time aviator who would help. We began corresponding in the late 1970s and early 1980s. Gurney took a serious interest in my restoration project, and offered detailed advice, both as to the physical restoration and the flying of the plane. His letters, besides being highly informative, were a real delight to read, offering insight into those romantic times of the barnstormers. I have kept all of them, and present excerpts below that might interest flyers of all ages and interests.

First, some background on this famous flier. Harlan Albert (Bud) Gurney was born July 5, 1905 on a farm near Beatrice, Nebraska. At the age of 16 he left home to seek his fortune in aviation. The spring of 1922 found him working for the Nebraska Aircraft Company in nearby Lincoln as a "gofer," his pay being room and board. Bud's life became much more exciting when a young Minnesotan named Charles Lindbergh arrived on April 1. Ray Page, the owner of Nebraska Aircraft, had induced Lindbergh to pay \$500 for a complete flying course in his "flying school." Actually, no such flying school existed; in fact, when Lindbergh arrived, they did not have a flying airplane.

So Lindbergh spent the first part of April observing the factory mechanics work on a Hisso-powered Standard, and helped stitch the wing covers to make it ready for flight. It was during this time that Bud and Lindbergh formed a lasting friendship, and Bud invented the nickname "Slim" for his new friend. Finally, on April 9, the plane was finished and the factory manager, Otto Timm, offered to take Slim and Bud along on the test flight.

It was the first time in a plane for both men, and an ultimate thrill. Timm performed a modest aerobatic routine during the flight, much to the delight of the passengers.

Lindbergh received eight hours of dual while in Lincoln, but was not allowed to solo. Bud picked up minutes of instruction here and there, finally obtaining a Standard in 1924 in which he began a barnstorming career. In one of this first letters, Gurney tells of a typical barnstorming day in the 1920s.

"I was following Lindbergh in his Hisso-Standard as we approached the infield of a county fair sulky track. All the horses have been banished from

their stalls so there are only people crammed in front of the grandstand to see our act. Tied to my inner bay strut fitting is a sacked parachute, freshly packed, but the performer who will use it is on the other ship.

"We are about to transfer our wing-walker, Herbert Budd, from one airplane to another in full flight without the use of a rope ladder. Herb is now out of his cockpit and working his way toward the left front outer bay of Lindbergh's wing as we pass the infield 200 feet or a bit less altitude. As we pass, Herb climbs to the top of the wing and steadies himself against the triangular steel cabane strut while straddling the brace wires. Although the weight of Herb is quite a burden, Slim has a strong arm and makes a normal right turn to complete our first orbit of the race track pattern.

"As we line up for our first pass at making the plane change in front of the grandstand, I move my lower right wing close to the trailing edge of his upper left wing. Standing arms spread, just a few feet from my lower wing is Herb. If I climb slightly, I could easily lower my wooden wing tip skid right into his hands. I notice, however, that his fingers are crossed (which means 'fake it' this time), so I pull back the stick and rock the ailerons as if we had almost collided in midair. Lindbergh also dodges away and abandons this attempt to make the change by circling back for another approach to the infield. The plane change would always be performed exactly in front of and above the crowd in the grandstand.

"If the air is rough, as it often is on a hot summer day, it may not require faking a pass. It is obviously difficult to synchronize the bouncing gusts with sluggish controls and very flimsy wing structures. However, on the day I'm thinking of, Lindbergh cut the oval pattern short because his arms were tired of 'strong arming' the ailerons; again, I folded my right wing strut into the trailing edge of his upper left wing. Forty-five degrees to my right I can clearly see Herbert Budd standing with both feet hooked against the Standard's cabane struts. He is not about to fall because at knee height there are four strong cabane cables within easy reach. Being secure and knowing it gives Herb the freedom to ham it up as if his moments of life were limited indeed. (They were not. Herb lived to a ripe old age after operating a flying service in Spokane for many years.) Nearing the infield again, I nod to Herb to take the wing skid. As the view of the grandstand slipped under my lower left wing, I opened the throttle a bit which lifted the nose of my plane

and put Slim's upper wing well under my lower one. My seemingly slow climb flew my wing skid into Herb's hands while the added power provided the extra lift to carry Herb's weight. (But now I had Herb's weight on the end of my wing and it took both arms to hold the wings level.)

"Quick as a cat, and before Lindbergh could turn away, Herb lifted a leg and hooked one knee over my wing strut. Almost as rapidly, he hooked the other knee over the ankle of the first. So double hooked, nothing less than an amputation could have taken him from that wing strut. Then he shook the wing, and with all the strength and aileron control I had, I flipped the ship into a steep wing over to end in a dive toward the dirt track in front of the crowd. By this time they were all standing, applauding and waving their hats, so we made another pass before them with Herb standing at a front inner bay strut bowing to the people. Then as I climbed away for altitude, Herb slipped into his parachute harness, sat down beside the bag tied to the left wing, and hung from it until I chopped the throttle completely. If I had properly guessed the winds, Herb would land in the infield near the front of the grandstand. Lindbergh and I would then fly passenger hops until nightfall.

"Our greatest danger was not falling, but starving!"

His letters were always signed: Bud Gurney, A&P #958 ATR #245.

In his next letter, Bud offered me some encouraging, but also mildly frightening, advice about the Standard J-1's flying characteristics:

"For your information, an OX-5 J-1 Standard is faster, takes off in less distance, is structurally stronger and lands slower than any OX-5 Jenny ever built. Rig the wings with the rear outer bay lower wing washer plates 3/8 inches above those at the rear inner bay and observe the sound increase in performance and aileron effectiveness that results.

"But always remember that the Standard has huge and very effective elevators. If you pull the stick all the way back, it will spin! This is no problem if the pilot does not hold top aileron. The ship will spin nicely and recover within half a turn after many turns. But if a pilot resists entering a spin by using full top aileron, as it might be natural to do, the nose may come up to a high angle attitude (about 20 degrees nose down), and the spin rotation will increase much more than is possible in a normal spin. The sink rate will decrease, while the stick will push hard rearward, while the rudder becomes dead and entirely unre-

sponsive. You are now in a dreaded flat spin!

"Why should this happen? In stalled flight, the drag of a full down aileron imposes a turn to that side, while the nose sinks to start a normal spin attitude. During the initial turn, the rotation is enhanced by continued aileron drag until the shorter arm and smaller area of the fin and rudder are overpowered by the combined drag of the down aileron and the windmill type thrust of the higher aileron on the outside of the autorotation. To recover from such a tailspin requires know-how that few possess these days.

"I. Start by centering the joy stick and forcing it to stay there. It won't help or hurt to center the rudder, too.

"II. Open the engine steadily to full power and note the nose rises somewhat even though the turns may increase.

"III. Pay no attention to the turning rate, but when the nose stops rising, chop the throttle, the nose will drop.

"IV. Open the throttle again and with the elevators neutral, watch the nose rise higher than it did before, then chop the throttle again.

"V. If the nose falls low enough, the airspeed will increase and suddenly your rudder will have a feel once more and the nose will fall into a normal spin attitude. Stop the

spin with elevator and rudder (but not the ailerons), and as rotation stops, recovery is complete. That is if you had enough altitude to do all this."

While this type of advice was appreciated, it did suggest that one should use a bit of caution when flying a Standard. Actually, I had made up my mind long ago not to do any aerobatics, even spins, in either my Standard or Jenny.

Here is his answer to my query about the advisability of using a Hall-Scott engine in my restoration.

"Do not consider using the Hall-Scott engine when restoring your Standard. The Hall-Scott A-7a engine has excessive valve overlap that sets the carburetor on fire and also the engine! (Note: I have been unable to confirm this, C.P.) That's one of the reasons why the J-1 was grounded in favor of the JN4-D. Curtiss OX-5s, Hispano-Suizas and Hall-Scott L-6s have been used in Standards, and I have flown all of these models. If you plan to stunt the restored J-1 (and I would), then do yourself these favors:

"I. Ream out the inter-spar 5/16 inch tie rod fittings and tubes to take a larger tie rod of 4130 steel which has been threaded to 3/8 inch S.A.E. then heat treated to 130,000 pounds. Two such tie rods are needed. (I

have done this, C.P.)

"2. Ream the upper inboard wing fittings and redrill wing spar blocks to take 5/16 inch 'through spar' bolts. The old 1/4 inch upper inboard bolts have too little bearing area and I have witnessed two J-1s that lost their wings. (It wasn't nice to see.) Later examination pointed to the problem; the wing bolts pulled out.

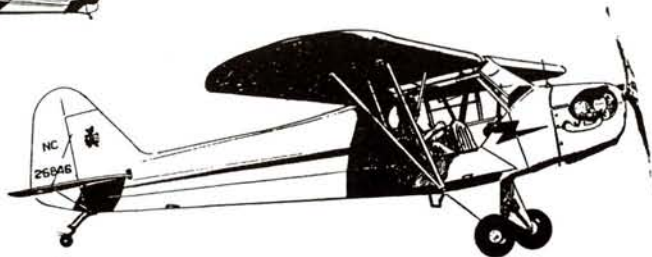
"3. Do not, I repeat, do not tighten the nose plate to front wing spar drag wires more than needed to keep them from flapping in the wind. Standard wings, when they have failed, have always moved forward in failure. The external drag wires can easily over-stress the internal anti-drag piano wire trusses. At high angles, lift is forward, so anti-drag trusses fail.

"If the above changes are made, it's almost impossible to have a structural failure in a Standard. (It can't go fast enough to develop sufficient stresses.) Believe me, I know! Just the same, junk that Hall-Scott and put in a Hissco, an OX-5 or an A-6. No one ever had any luck with the 'Bear' engine; it is no good!"

Bud Gurney, like most of the old-time barnstormers, is gone now so I will always treasure the sheaf of letters he so kindly sent. And the first flight of my Standard J-1 will certainly be a tribute to him and his comrades of long ago.

I LONG TO FLY OFF OF A GRASS FIELD IN SMALL PLANES,
FABRIC COVERED...
WITH GOOD AND ENTHUSIASTIC FRIENDS WHO THRILL AT EVERY
TAKE OFF AND SAVOR EACH SKILL FILLED LANDING...
I LONG TO SMELL VARNISHED WOOD, HOT OIL AND
COMBUSTED FUEL, THE GRASS UNDER MY WHEELS...
I LONG TO LOOK DOWN ON TWISTY CREEKS AND
TAWNY HILLS IN SUMMERTIME...
I LONG TO WAVE AT GROUND BOUND FOLKS AND SEND DOWN
A BLESSING OF GOOD WISHES...
I LONG FOR THE FREEDOM OF SLOW FLIGHT WHERE NO
ELECTRIC VOICES
FILL MY EARS...
I LONG TO SIT
BENEATH THE WINGS
AND TALK TO FELLOW
AVIATORS ABOUT THE
WONDER OF IT ALL.

Bob Clark
1992





Bob Barker of Rockton, IL sent us this photo to use as a Mystery Plane. I'll give you folks a hint - it was built in the Midwest in 1928. Answers need to be here at EAA HQ no later than May 25, 1997 for inclusion in the July issue of Vintage Airplane.

by
H.G.
Frautschy

Photos courtesy
Pete Bowers Collection

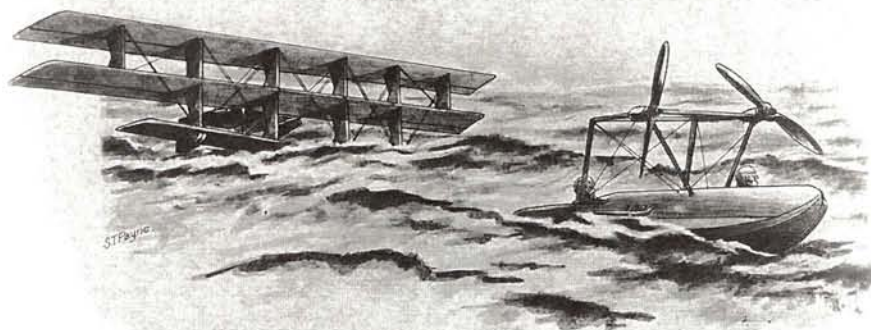


January's Mystery Plane brought out a few responses, including these photos and a short story from Pete Bowers, Seattle, WA:

"The January Mystery Plane is the 1917 Curtiss Model BT in its final form. The design has an interesting history that deserves more magazine space than a simple identification.

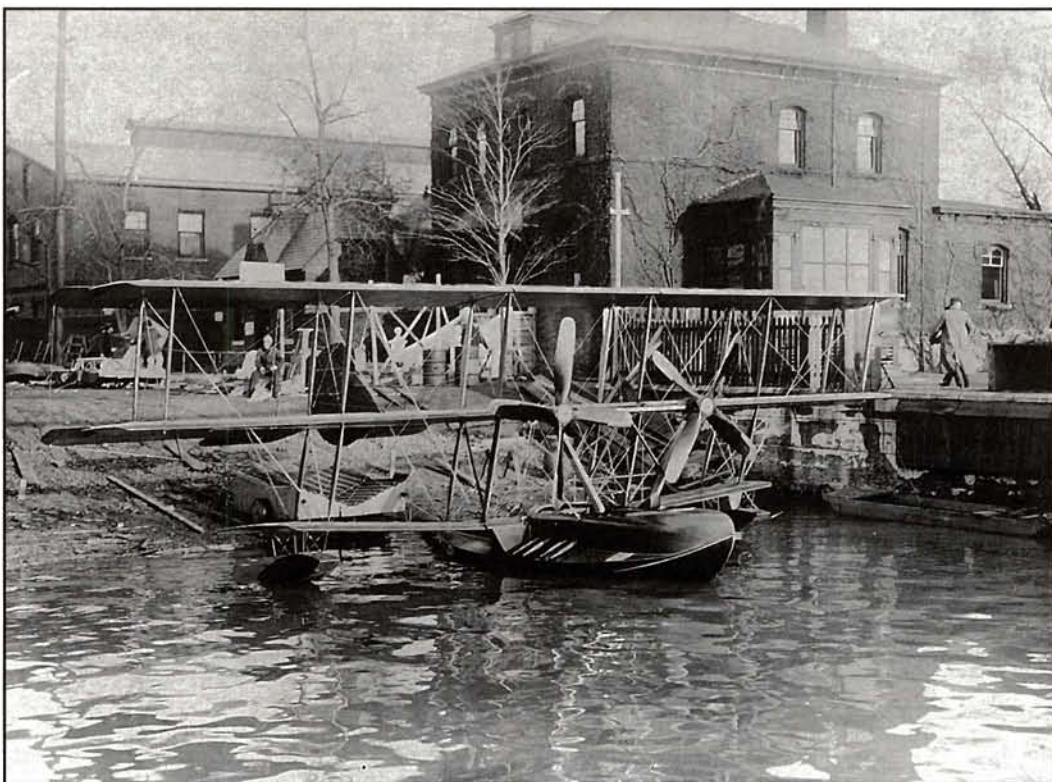
"Early in 1917 designer/builder Glenn Curtiss had a discussion with Coast Guard officials concerning the possibility of using aircraft in rescue operations at sea. Having a conventional airplane carry a lifeboat to sea from a shore station was considered impossible at the time, so Curtiss proposed a special airplane that would do more than carry a lifeboat - it would be the lifeboat!

"The BT has a short hull with a 200 hp Curtiss V-2-3 engine in the hull ahead of the triplane wings and the cockpit behind them. Two oppositely-rotating propellers at the level of the center wing were driven by shafts and



FLYING LIFEBOAT
CRUISING AFTER SHEDDING WINGS.
MODEL B-T1

Curtiss artist's sketch of the BT at sea carrying on as a boat after jettisoning its wings and tail. Testing of the flying lifeboat configuration never got to this point.



(Above) Original configuration of the Curtiss Model BT, built at the Curtiss plant in Buffalo, NY. Note the short hull, the two propellers driven by extension shafts and rotating in opposite directions, and the tail surfaces supported by booms.

gears. The wings, with a span of 52 feet, were derived from earlier Curtiss triplane models.

"Other than the remote propellers, the novel feature of the BT was that the wings and the tail, which were carried on booms, could be jettisoned if the plane could not takeoff after the rescue because of high seas or overload. With the flying surfaces jettisoned, the hull could carry on as a boat, using a marine propeller driven by a small auxiliary engine.

"The concept never worked out; the power transmission system was unworkable from the start. Curtiss then modified the BT by installing the V-2-3 engine and a single direct-drive propeller on the leading edge of the center wing and discarded the jettisonable-wing feature.

"After the U.S. got into World War I in April, 1917, both the Army and the Navy bought up a lot of privately owned airplanes, stock models mostly, but a



few questionable experimentals like the BT. The Navy bought it in December 1917, and assigned Navy serial number A-2277.

"The BT was of no practical use to the Navy, but remained in the inventory until surveyed on June 9, 1919."

Other answers were received from Marty Eisenmann, Alta Loma, CA; Lynn Towns, Brooklyn, MI; Kaz Grevera, Sunnyvale, CA; and Wayne Van Valkenburg, Jasper, CA.

We also received a note that was delayed in the mail from Frank Abar, Livonia, MI — he had the correct answer for the Thomas-Morse S-6. ✈

(Above) Final configuration of the Curtiss BT, with the engine mounted on the center wing. The rear cockpit with wheel control has been retained. A new mystery here — what WW I Naval Air Station had that arched bridge in the background. It shows up in other Navy plane photos of the time.



PASS *it to* BUCK

by E.E. "Buck" Hilbert

EAA #21 A/C #5

P.O. Box 424, Union, IL 60180

Hey! Take a look at this - here's why I enjoy writing this column. Not only was Rickard Roe able to find the part he was looking for, but he found out about another Taylorcraft 15A Sedan. It proves something I've always known. Antique airplane people are the some of the best folks around, and they prove it every day!

Dear Mr. Hilbert,

I want to thank you and Henry for printing my letter of appeal in VINTAGE AIRPLANE dealing with my need to find a Breeze plug cap. Janet Gundlach, Associated Aircraft and Marine Services, Kent, Washington came to my rescue with a Breeze 3302-1. However, I received several letters and phone calls from folks offering advice and different kinds of caps. Most of the caps were Air Associate ones without insulation and I had to return them with regrets. John McCulloch in Florida even sent me a cap from a Monocoupe D-145 that he restored, the cap coming from a 185 Warner which originally had an unshielded harness. He was willing to break up a set obtained when he overhauled the Warner and installed a shield harness. Without the insulation I couldn't use it and besides, I didn't want to break up the set. I also found out that Fresno Air Parts in California carries something they call an "Ercoupe cap" which I believe comes shielded—a number of guys told me about that one.

Last but not least, I received a telephone call from a fellow in New Zealand who has located a Taylorcraft 15A down there (basket case), read my letter in VINTAGE AIRPLANE, and called for information. There had been rumors that a 15A had gone to New Zealand from the Conway plant but until now no one could confirm it. The New Zealand find brings my total of known 15As to 15, including 12 in the United States (six flyable) and two in Brazil. That information alone was worth the letter, let alone resolving my personal problem.

Once again, thanks to you and all the

people who responded to my plea; there sure are some nice folks in this old airplane business.

Best wishes,

Sincerely,

Richard B. Roe, A/C #19244

10141 Spring Lake Terrace

Fairfax, VA 22030

Thanks for the note Richard. That's why we're here - if you need some help with any aspect flying or rebuilding your Antique/Classic airplane, drop either H.G. or I a line. We're here to help!

Dear Buck,

While rereading June 1996 VINTAGE AIRPLANE, noticed request for information on Howard Dutton and his air shows.

He lived and maintained an airport called Walker Dutton Airport, or simply Haverhill Airport. It was, is on the border of New Hampshire and Massachusetts in Haverhill, MA, no longer operational. It was sold to build new housing, but nothing was ever done.

I well remember the F4B4, though I only saw one in Haverhill. He did what he called a terminal velocity dive for that show. Also remember looking in the cockpit and listening to the instrument flywheel winding down.

He retained his "Smallest Airport in the World" for many years—the platform built on a vehicle on which he landed and took off in J3s.

Also remember the 50 horsepower Franklin Cub he had. Took my first lesson on it.

Lessons then were \$6.00 an hour; I usually could only get up \$3.00, and that not very often.

Haverhill was a short field with wires across one end of the runway, and hill on the other end which you "coasted down" on your landing approach with wheels just above the bushes. If you learned out of Haverhill, you had good short field skills.

He had a Lockheed Lightning in there, but had to wait for favorable winds to get out, had about 2,000 feet usable!

He did show work for many years and had a variety of airplanes. He died in a Citabria right on his own runway, caught a wing in a roll. I believe he was in his 60s at that time. They had a missing man flight of J3s over the cemetery when he was buried.

After the war he ran a flying school under the GI Bill, had six or seven J3s. As time went on, he acquired quite a few aircraft, many of which he resold, and restored.

The best source of information about Howard that I know of would be the Harbor-master in Haverhill, MA 01830. The Harbor-master in Haverhill is William Slavitt who himself has had many different aircraft and ran the Haverhill Riverside Airport for many years; it is also a short field along the Merrimack River. Bill is a great storyteller and can entertain with stories for hours. He is also called Captain Red, but now the topknot is all white. He had many dealings with Howard Dutton.

Another source would be the Historical Society of Haverhill, to get pertinent dates, etc.

I could also tell many stories about Howard, but many of the details are becoming somewhat hazy. Anyone wishing to contact me will be welcome and I will answer what I can.

Karl Moulton

9446 Midway Street

Spring Hill, FL 34608

Tel. 352/688-8607

Boy, there's a bunch of good info on another of our old timers. Old Howard had quite a career. Thanks for the letter, Karl.

Spring's here, and I'd better get these annuals done in time for the flying season.

Over to you,

"Buck"

WELCOME NEW MEMBERS

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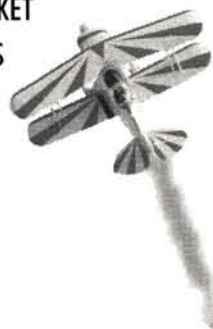
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Fly-In Calendar

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, Attn: Golda Cox, P.O. Box 3086, Oshkosh, WI 54903-3086.

Information should be received four months prior to the event date.

REGIONAL FLY-INS

SEPTEMBER 6-7 - MARION, OH - Mid-Eastern EAA Fly-In (MERFI). Call Lou Lindeman, 513/849-9455.

OCTOBER 9-12 - MESA, AZ - Copperstate Fly-In. Call Bob Hasson, 520/228-5480.

OCTOBER 10-12 - EVERGREEN, AL - Southeast Regional Fly-In. Call Harold "Bubba" Hamiter, 334/765-9109.

OCTOBER 10-12 - WILMINGTON, DE - East Coast EAA Fly-In. Call Andrew Alvarez, 302/738-8883.

OCTOBER 17-19 - KERRVILLE, TX - Southwest Regional Fly-In. Call Stu McCurdy, 512/388-7399.

APRIL 26 - DENVER, CO - Front Range Airport. (FRG) Spring Fling for pilots with a bad case of cabin fever, 10 a.m. - 3 p.m. Food, beverages, hangar flying. Exit 295 off of Interstate 70. Info: 303/261-9100 or 1-800-654-9136.

APRIL 26 - LEVELLAND, TX - EAA Chapter 19 Fly-In breakfast. 8-10 a.m. Info: Call Bob Stites, 806/794-5961 or Lorne Sharp, 806/793-3202.

APRIL 27 - HALF MOON BAY, CA - 7th Annual Pacific Coast Dream Machines, benefit for the Coastside Adult Day Health Center. 10 a.m. - 4 p.m. \$10 for adults, 5 for children under 14 and senior citizens (65 years+) Kids under four free. For info, call 415/726-2328.

APRIL 30-MAY 4 - SAN ANTONIO, TX - Stinson Aerodrome Reunion. A Celebration of the history of Stinson Aircraft Co. An extensive program is being planned. Contact Marcia Gietz, 2358 Bolsover St., Houston, TX 77005-2648, fax 713/522-2458 or e-mail at stinson@concentric.net

MAY 2-4 - ROANOKE RAPIDS, NC - Annual Spring Fly-In, sponsored by EAA Antique/Classic Chapter 3. All welcome. For info contact Ray Bottom, Jr. 757-722-5056 or Fax at 757/873-3059.

MAY 4 - DAYTON, OH - 34th Annual EAA Chapter 48 Fly-In Breakfast at Moraine Air Park. Lots of Antiques on the field. Contact Jennie Dyke at 513/878-9832.

MAY 18 - ROMEOVILLE, IL - EAA Chapter 15 Fly-In breakfast, 7-11 a.m. at Lewis Romeoville Airport (LOT). Info: Frank Goebel 815/436-6153.

MAY 18 - WARWICK, NY - EAA Chapter 501 annual Fly-In at Warwick Aerodrome (N72) in Warwick, NY. 10 a.m. - 4 p.m. Food, trophies, judging closes at 2 p.m.. Unicom 123.0. Info: Harry Barker, 201/838-7485.

MAY 23-25 - WATSONVILLE, CA - 33rd annual West Coast Fly-In and Airshow. This years theme "Quest For Speed . . . Air Racing Through The Ages." Info: Call 408/496-9559.

MAY 24 - DECATUR, AL - (KDCU) EAA Chapter 941 9th Annual Fly-In. Food, fun, aircraft judging. For more information contact Dick Todd, 205/971-4060 or 205/961-4540 (work).

JUNE 1 - DEKALB, IL - DeKalb-Taylor Municipal Airport. EAA Chapter 241 Fly-In Breakfast. 7 a.m. - noon. Info: Bernie Simuich, 815/758-8434.

JUNE 6-7 - BARTLESVILLE, OK - Frank Phillips Field. 11th Annual National Biplane Convention and Exposition. For info call Charlie Harris, Chairman, 918/622-8400, Virgil Gaede, Expo Director, 918/336-3976.

JUNE 6-7 - MERCED, CA - 40th Merced West Coast Antique Fly-In. Info: write the Merced Pilots Assoc., PO Box 2312, Merced, CA 95344 or call Virginia Morford, 209/383-4632 or for concessions, Bud Holck, 209/722-8323.

JUNE 6-8 - SUGAR GROVE, IL - Aurora Municipal Airport, EAA Chapter 579 Annual Fly-In and Open House. IAC Chapter One Heuer Classic aerobatic competition will be held at the same time. Antique/Classic aircraft displays, and EAA B-17 tours are scheduled. Lunch available on Friday, breakfast and lunch on Saturday. For info: Alan Shackleton, 630/466-4193, Bob Rieser, 630/466-7000, David Monroe, 847/639-6490.

JUNE 7-8 - ELKHART, IN - EAA Chapter 132 Pancake Breakfast. Call 616/699-5237 for info.

JUNE 8 - TOWANDA, PA - Towanda Airport (N27) Fly-In Breakfast. All you can eat, including 100% pure maple syrup! 7 a.m. - 1p.m. For info, call Carl Lafy, 717/265-4900.

JUNE 8 - ROCK FALLS, IL - Whiteside County Airport (SQI). 15th Annual EAA Chapter 410 Fly-In/Drive-In pancake breakfast. 7 a.m. - noon. Call Bill Havener for info: 815/626-0910.

JUNE 13-14 - CAMARILLO, CA - Camarillo Airport. EAA Chapter 723 Father's Day Airshow. Pancake breakfast for early birds. Info: Gary Stucker, 805/985-4058.

JUNE 13-15 - GAINESVILLE, TX - Gainesville Municipal Airport (GLE) - The Texas Chapter of the AAA's 35th Annual Fly-In. New Location! For info: Jim Austin 817/429-5385, Roy Skelton, 817/430-4018, Penny Richards 817/482-6175.

JUNE 14 - ANDOVER, NJ - Aeroflex Airport (12N) - A/C Chapter 7 Fly-In. Authentic WW I planes. Young Eagles, great food. Rain date: June 15. Info: 201-786-5682 or 201-361-0875.

JUNE 14 - ALL OVER THE WORLD - INTERNATIONAL YOUNG EAGLES DAY. Fly a Young Eagle on this day, and join the thousands of other pilots who will be doing the same to further the awareness of sport aviation. For info call the EAA Young Eagles office at: 414/426-4831.

JUNE 14-15 - ANDOVER, NJ - Aeroflex-Andover Airport (12N). Olde fashioned fly-in sponsored by EAA A/C Chapter 7. Authentic WW I birds, good eats. Info: 201/786-5682 or 201/361-0875.

JUNE 15 - ANDERSON, IN - Anderson Municipal Airport. EAA Chapter 226 Father's Day Fly-In breakfast, 7 a.m. - 11 a.m. For info call Larry Rice, 317/649-8690.

JUNE 15 - LACROSSE, WI - Father's Day Fly/Drive-In Breakfast. 7 am-12 pm. \$4.50, PIC free. Cakes by Big Jakes, displays by Harley Davidson, Skipperliner, aviation vendors. A/C fly-bys and static displays. Check NOTAMS. Info: Steve Schmitz, 608/781-5271.

JUNE 15-21 - MORIARTY, NM - Southwest Antique and Classic Soaring Rally. Info: George Applebay, 505/832-0755.

JUNE 19-22 ST. LOUIS, MO - Creve Coeur Airport. American Waco Club Fly-In. Contacts: Phil Coulson, 616/624-6490 or Jerry Brown, 317/535-8882.

JUNE 21 - WALWORTH, WI - Bigfoot Airfield (WI05) Fly/Drive-In Breakfast. Young Eagle rides, airshows at 9 and 11 am. Rain date: 6/22. Info: Bob Kirkpatrick 414/736-4201.

JUNE 21-22 - FOWLERVILLE, MI - Maple Grove Airport Chapter 1056 Fly-In. Sat. pilot events, camping, Sun. breakfast. Info: Ron, 517-223-3233.

JUNE 22 - NILES, MI - Jerry Tyler Mem. Airport. 10th Annual Fly-In Breakfast/Lunch. 6 am - 1pm. Carbon's Malted or Healthy Gourmet pancakes, real orange juice. \$3.95, kids under 5 free. Lunch is Chicago style Hot Dogs, chip and soft drinks. Tropies for first arrival and 7 categories. Proceeds to benefit EAA Chapter 865 hangar project and their safety and young peoples programs. Info: Ralph Ballard, 616/684-0972.

JUNE 26-29 - MT. VERNON, OH - 38th Annual National Waco Reunion Fly-In. 513/868-0084.

JULY 6 - NAPPANEE, IN. - EAA Chapter 938 Ice Cream Social Fly-In. Info: 219/453-4364.

JULY 30-AUGUST 5 - OSHKOSH, WI - 45th Annual EAA Fly-In and Sport Aviation Convention. NOTE DAY CHANGE - Now Wednesday through Tuesday. Wittman Regional Airport. Contact John Burton, EAA P.O. Box 3086, Oshkosh, WI 54903-3086, 414/426-4800.

AUGUST 2 - ELLSWORTH, KS - (9K7) EAA Chapter 1127 Fly-In breakfast and Cowtown Festival. Info: 913/472-4113.

AUGUST 9-10 - RICHMOND HEIGHTS, OH - Cuyahoga County Airport. Wings & Wheels, to benefit the Crawford Auto-Aviation Museum. Info: 216/721-5722 or the web site at www.whrs.org

AUGUST 30 - MARION, IN - 7th annual Fly-In/Cruise-In Breakfast sponsored by the Marion High School Band Boosters. Antiques/Classics/Homebuilts, as well as Antique/Classic cars welcome. Info: Ray Johnson, 317/664-2588.

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Aeronca C-3 Data Plate Only - Serial Number: A662; Model: C3; Date Mfd: 6/12/36; Engine: Aeronca E113C; Plate Number 9957. Contact: Hubie Tolson, PO Box 12912, New Bern, NC 28560, Voice: 919-638-4215, Fax: 919-638-7456, Email: tolson@coastainet.com (0419)

Greater Rockford (Continued from page 20)

the airframe, Gar found he could use portions of tubing salvaged from the forward part of the fuselage tubing to rebuild the aft fuselage. The aft fuselage, though recovered from the landing site, had been torn from the fuselage, so it needed extensive work. Also, to fit the Greater Rockford in the C-46 that brought it home the forward fuselage had to be carefully cut in half. Gar and Mike jugged the fuselage with pipe clamps, and they also added a newly fabricated windshield frame.

Gar even managed to neatly duplicate the caned seat bottom and back that Fish and Shorty sat upon as they flew across the Arctic. Mike built a new set of wood doors using the battered originals as patterns, and even original style chicken wire was installed in the aft cabin, just as it had been done in the Greater Rockford to help keep the baggage where it belonged. Although the airplane was destined to never fly again, the airframe has been restored to airworthy standards. Only the Wright J-5 Whirlwind was not rebuilt completely - although it looks great on the outside, thanks to preservation work done during the time the airplane was with the college, the pistons do not have a set of rings

installed. Many were rusted to the cylinder walls during the years on the ice cap, and it took hydraulic power to push some of the pistons out of the cylinders, even after prolonged soaking in penetrating oil. The Hamilton prop was overhauled and straightened, having had one blade bent when the airplane was blown over sometime after Cramer and Hassell walked away from it.

Much of the original aluminum could be reused, including the boot cowl on the forward fuselage. When it came time to paint the airplane, the original markings "Rockford To Stockholm" was still very visible, and was used as a guide for the new lettering when it was applied.

The airplane is covered with Stits HS90X fabric and painted with Stits Polytone, both in the interest of longevity, and the fact that the Polytone neatly matched the semigloss finish of the original plane. Painted in the yellow and blue colors of the Swedish flag, the airplane was installed in the museum in time for the 60th Anniversary of the 1928 flight.

When it was finally brought to the museum, there was one man missing who certainly was there in the minds of many. Fish Hassell didn't live to see his beloved Greater

Rockford restored. He had passed away on September 12, 1974, 13 years to the day after Fish had lost his son Pete in the Air Force accident. But he had seen it returned from the ice cap, and had seen fit to write his memoirs down on paper though the years, chronicling a remarkable life of a man who was tough when he had to be, yet able to see the events of the years through the eyes of a man who had a big heart. As it sits today in the Midway Village & Museum Center, the Greater Rockford rests as a tribute to the great spirit and will of Bert "Fish" Hassell and Parker D. "Shorty" Cramer, and the perseverance needed later in life to get the Greater Rockford off the Greenland ice cap, something in which their many friends and family members can be proud to have participated.

If you'd like a copy of the book, "A Viking With Wings" you can contact the Midway Village & Museum Center, 6799 Guilford Rd., Rockford, IL 61107, phone 815-397-9112. They still have a few copies left.

If you'd like to visit the museum and view the Greater Rockford and the associated exhibits, you can do so from April through October. Call ahead to be certain the museum will be open when you wish to visit. Admission is \$3 for adults, \$2 for seniors and children 6-12.

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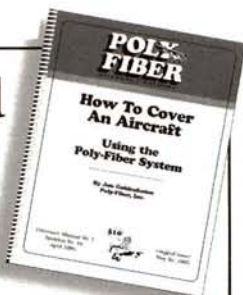
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- Al Kelch

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THUMBS UP, OLLIE
by Dennis O. Norman