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SEE PAGE 32 FOR FURTHER VINTAGE AIRCRAFT ASSOCIATION INFORMATION
If you're a new member who just joined us at AirVenture 2000, welcome to EAA's largest Division, with nearly 10,000 fellow members who share your enthusiasm for the great airplanes of yesteryear.

As a member of VAA, there are a number of benefits specific to your visit to EAA AirVenture 2000. Just look around the VAA area, and you'll many areas that your membership benefits. The Type Club Headquarters, Workshop tent and VAA Forums are great examples of what we accomplish as a group.

For you to treasure, each year we put together a participants plaque. It includes a photo of your aircraft and the AirVenture 2000 logo. As a member, the plaque is free. Non-members are charged $10.00 for the plaque.

While you're shopping in the VAA Red Barn store, be sure to show your VAA card when you check out - it's work an additional 10 percent off the price. (Discount offer good only at the time of purchase.)

We are in the process of putting a package of materials for use by VAA chapters during Fl-Ins. Included in that package will be a VAA Prop Card. We'll have these new cards on hand at the Red Barn. Show you pride in VAA by displaying it on your airplane when you visit AirVenture or any of your local fly-ins.

I try to keep my prop card neat by using a labeling machine for the letters and then putting some clear "page protector" plastic over the entire prop card. Then I can reuse it for the flying season.

People really seem to appreciate having the information about your airplane. It also makes the jobs of our judges and editorial staff much easier when you display a prop card!

Membership has many benefits, not the least of which is the opportunity to serve your fellow members. It seems hard to believe that I have been at this Volunteer work for some 27 years. Happily, there are people who have been volunteers much longer than I have! They continue to show up each year with a smiling face to once again work their heart out for the success of the Convention. Being a volunteer during AirVenture is pretty different than working for a salary with a company!

First of all, the pay comes from the heart, not the wallet. What do you gain for being a Volunteer? You receive a "Thanks for your help and doing such a great job" from your fellow members. But best of all, you'll gain friends doing what ever is needed by the Chairman. By volunteering, you're much closer to the Convention and it gives you a sense of being needed. Someday, when you choose to retire from the ranks as a Volunteer you will not receive a gold watch, but you will have acquired some life long friends.

Volunteering doesn't have to be a big job either. My very first job as a VAA volunteer was pretty simple - all that anyone would allow me to do was stay in the back room of the Red Barn and make lemonade for the volunteers working hard in the sunshine!

In the year 2000, we'll have 58 chairman and vice-chairmen administering to the wide variety of tasks we need done to put together such an amazing event.

Many of these chairman have volunteers working in their area of responsibility. We have approximately 350 volunteers who work in our area each year. Some of these hard-working folks put in 10 to 15 hours of work, while others may put in 80 hrs of work. It isn't the quantity of time you spend (it certainly is appreciated!) but the fact that even an hour or two a day makes a big difference. The volunteer force in the VAA area alone accounts for an estimated 16,000 hours of labor during the week of AirVenture, work that benefits EAA and the VAA.

To each or you who volunteer, I want you to know how much I and the rest of the VAA Board and staff appreciate all of the work that you do to make the VAA area of AirVenture the most membership friendly area of the grounds. We also welcome any input that the membership might have that might be helpful in improving what we do.

"THANKS!"

Dicky Bird of England recently wrote me an E-mail. He took time to explain that his was not a complaint E-mail. He wanted to thank me for the hard work that I have been doing for Vintage aircraft, and how much he enjoyed being a member. The work done by VAA is a joint team effort.

It's always great when members send us notes. I do appreciate someone taking the time to send these kind words along. Happily, we get more of the "good job" memos than we do complaints. When we do get a complaint, we do our best to get back to them and explain our side of the issue, and we're often able to come to a successful conclusion.

In our next issue we'll report on our joint meeting with the type clubs at Oshkosh. There are a number of points we all need to discuss. The mutual concerns that we have with regard to our older aircraft seem to be of interest to the FAA, and they've come to us as a group to help them. It's a tremendous opportunity to do some collective good, and I'm confident we'll do it well as we all get together.

Ask a friend to join so they too can enjoy VAA. Let's all pull in the same direction for the good of aviation. Remember we are better together. Join us and have it all!
Owners and pilots of vintage aircraft are becoming a greater influence in the federal regulatory process because of several recent efforts initiated or supported by EAA. These efforts have brought issues regarding vintage aircraft to the forefront, meeting the needs for thousands of airplanes built prior to 1966.

Among the issues addressed by EAA include an unprecedented effort to modify the Airworthiness Directive (AD) process, in cooperation with various aircraft type clubs, other aviation groups such as the Aircraft Owners and Pilots Association (AOPA), and the Federal Aviation Administration (FAA).

As part of EAA’s efforts, the association’s Division that is specifically dedicated for enthusiasts of older aircraft - the Vintage Aircraft Association (VAA) - have scheduled two special meetings of particular interest on specific issues. A meeting for vintage aircraft type clubs has been planned for Thursday, July 27, while FAA will report on aging aircraft issues on Saturday, July 29. These meetings are in addition to the dozens of meetings, forums and gatherings scheduled for vintage aircraft owners throughout EAA’s annual AirVenture gathering at Oshkosh.

“There has been outstanding progress in vintage aircraft issues over the past several months,” said Earl Lawrence, EAA Vice President of Government Relations. “Thousands of our members enjoy owning, restoring and flying older aircraft. There are unique situations regarding these aircraft that include maintenance, safety and restoration. We want to make sure people who own and fly these airplanes can enjoy them for years to come.”

Other vintage aircraft topics that have received extensive EAA attention include installation of shoulder harnesses in some older airplanes and maintenance of “orphan” aircraft - airplanes that no longer have manufacturers support. In addition, FAA was asked by FAA to participate in an ad hoc committee created to study other aging aircraft issues.

Many of EAA’s initiatives grew from a gathering in Kansas City, Mo., in early 2000 that dealt specifically with vintage aircraft. Included in that meeting were representatives from aircraft type clubs, associations, industry and FAA.

“We have to plan for the long-term maintenance of these aircraft, which include airplanes that were extremely popular as well as those that are unique or rare in aviation history,” Lawrence said. “As we head into the 21st century, we must also remember that the aircraft built the 1960s and 1970s - one of the most productive times in general aviation history - will be soon approaching the age where they are considered vintage aircraft. There are tens of thousands of those airplanes that are still workhorses of the general aviation fleet.”

We’ll be keeping you appraised of the ongoing efforts of EAA and the family of Type Clubs to educate the FAA and other industry groups as we all work to meet the challenges we face in keeping these great aircraft in the air.

REGIONAL EAA FLY-INS ON THE WEB

If you’re looking for the most current, up-to-date information on EAA Regional Fly-Ins, look no further than the Internet. You can start your journey by logging into EAA’s web site at www.eaa.org, or going directly to each fly-in web site. Here are their URL’s:

- EAA Golden West EAA Regional Fly-In, September 8-10, www.gwtflyn.org
- EAA East Coast Fly-In, October 6-8, www.eastcoastflyin.org
- EAA Southeast Regional Fly-In (SERFI), October 6-8, www.serfi.org
- Copperstate Regional EAA Fly-In, October 12-15, www.copperstate.org
- EAA Southwest Regional Fly-In, October 20-21, www.swrfi.org

Fall is a great time for a fly-in, so start planning your trip to one of these terrific events. In addition to these fly-ins, don’t forget the Mid-Eastern Regional EAA Fly-In in Marion, Ohio. Information on MERFI can be had by calling 419/447-1773.

A LITTLE RESEARCH HELP, PLEASE

Spirit Help Needed By Author

There has been tremendous interest in my forthcoming book on the complete historical documentation and flights of the original “Spirit of St. Louis” (NYP).
The target date for publication has been set at or before the year 2002, the seventy-fifth anniversary of the famous flight to Paris in 1927.

Actually, there will be two books, the second one covering all of the goodwill tours of both the United States (80 cities) and later the trip to Mexico, Central and South America, the Caribbean and Cuba before it was permanently placed in the Smithsonian museum's collection in Washington, D.C.

I still need help obtaining good photographs taken of the Spirit when Lindbergh visited the following cities and towns.

Indianapolis, IN
Tulsa, OK
Lordsburg, NM
Little Rock, AR
St. Paul, MN
Memphis, TN
Abilene, TX
Jackson, MS
Oakland, CA
Atlanta, GA
Dallas, TX
Baltimore, MD

While I have a few photos from a couple of these locations, they're unacceptable for various reasons. Some are unclear or can't be attributed accurately to the location.

So, fellow EAAers, please check your photo collections, photo albums, scrapbooks, attics, basements, nooks and crannies. I ask this of EAA and VAA members worldwide. One never knows where such photos can turn up. Pictures can show the airplane with or without Lindbergh. If you have anything else of interest on the subject, please feel free to contact me.

Ev Cassagneres, 430 Budding Ridge, Cheshire, CT 06410

LEWIS-LOCKPORT AIRPORT

EAA Chapter 15 is involved with developing a photo history of Lewis-Lockport Airport near Joliet, Illinois. These photos will be framed and mounted in the new Administration building on Lewis University Airport.

During World War II, there was a Navy Flight Instructor School on the airport. It was then listed as Lockport, Illinois airport. They are seeking pictures of the flight instructor school, including aircraft on the flight line, housing facilities, etc. There was also a manufacturing plant on the field called Globe Corporation that manufactured Franklin gliders for the Army Air Corps and radio controlled drones.

If you have any information or photos of the airport during this time period, please contact Frank Goebel, vice-president of EAA Chapter 15, 3017 Caroline Drive, Joliet, IL 60435, 815/436-6153.

THIRTY FIVE YEARS AT THE OUTER MARKER

We've had several requests for information on obtaining Holland "Dutch" Redfield's book, Thirty Five Years at the Outer Marker. It was self-published in the early 1980s, and is no longer available. Dutch did follow his non-fiction work with another book chronicling his experiences in aviation. The Airman's Sky Is Not The Blue is available for $15.95 plus $2.50 shipping and handling. The Airman's . . . has many of the same stories you've enjoyed in Thirty Five Years . . . plus many more flight and people experiences you'll enjoy. Order it from Holland L. Redfield, P.O. Box 941, Cutchogue, NY 11935-0941.

BOOKS TO ENJOY

Mystery Ship!

Just off the presses is Edward H. Phillips' Mystery Ship! It's a history of the Travel Air Type R monoplanes. It's published by Flying Books International as part of the Historic Aircraft Series, which is published to document the careers and service of the men, women and machines that gave America wings.

This book is so chock full of neat tidbits of information its hard to just pick out a couple to highlight. The brilliant career of engineer Herb Rawdon, who did so much of the engineering work on the "R," along with fellow Travel Air engineer Walter Burnham, is detailed. The various

—continued on page 25
Dear Sir,

Although I do not subscribe to your magazine, I thought the enclosed photo would be of interest to you.

In about 1908 my grandfather, John Henry Menning, and my father William Henry Menning built the airplane that is pictured. As you can see it was completed and ready for the maiden flight in 1910.

The young gentleman on the right and perched on the flying machine is my father. The other gentleman on the left and leaning on the wing of the plane is Charles Fessler, a lifelong friend of William Henry. The two pairs of feet in the background have never been identified.

It was constructed in a large building on the back of John Henry's property, located on East Hermitage Street in the Roxborough area of Philadelphia. I am told the building later became a peanut butter factory.

John Henry decided on the Belmont Plateau for takeoff. This is across the Schuykill River in Philadelphia and up a long hill leading to the Plateau. How John Henry and William Henry managed to get the airplane to this spot I cannot say. After what I am sure was quite an effort the plane was in place and ready for flight. John Henry was seated and ready for flight. And fly it did, but did not clear a fence. End of flight.

My grandfather was not about to lose money on this project. He hired the “Dixie Vaudeville Theater” and sold tickets. People came from all over the 21st Ward to see this modern miracle.

I have read that the Wright brothers owned and operated a bicycle shop. John Henry was a machinist, having his own “Mount Vernon Machine Works” in later years. I am told he served his machinist apprenticeship as a bicycle maker. Very interesting!

I am happy to share this information with you, also a photograph.

Sincerely,

Ruth E. Michel
North Cape May, New Jersey

Ruth’s photographs are of two different aircraft. The photo taken in front of the shed look much like a Bristol Boxkite, and the other, with William Henry Menning perched on the edge of the cockpit appears to be a shoulder-wing monoplane with a Bleriot type fuselage that had a pair of tandem wings mounted closely together, one in front of the other. In that sense, both photos raise a few questions.

What is the exact configuration of the wings? The close up view gives us scant details, but the double cabane struts on the forward part of the fuselage and the “A” frame wire braces just forward and aft of the cockpit are interesting. We won’t speculate regarding their exact use, hoping that someone can come forward with more details.

The “Boxkite” type of biplane is more conventional for the period, with the addition of the small enclosure in front of the pilot’s position on the front of the lower wing. Any comments, pioneer era aviation fans? —H.G. Frautschy
The following evening we again originated the southbound flight to Mexico City, flying the same airplane with many of our passengers from the night before. It had been thoroughly inspected, engines tested and run up, and the airplane released for flight with confirming signatures in the logbooks. Full commissary was aboard, lavatories spotless and the fuel and water tanks topped off.

The storm of the night before was now far off Newfoundland. Its passage through the New York area had thoroughly cleansed seaboard skies and it was a sparkling night as we again climbed to cruising altitude. In a short while coffee was delivered to the cockpit. We were far above the low level turbulence associated with the clearing weather and snug and warm as the lights of Philadelphia, Washington and Atlanta crept slowly toward us then disappeared beneath the huge wings, growling engines and throbbing propellers.

My companion sitting across from me occasionally turned up his map light as he referenced his charts and flight computer and we were both enjoying the evening in the dimly illuminated cockpit. Suddenly he turned to me and cried, “Look!” as he pointed to the indicators showing the positions of the airplane’s fuel supply valves on the cockpit side wall adjacent to his position. By design, the engine’s supply valves and fuel cross feed valves were positioned electrically in response to inputs from switches on the copilot’s fuel control panel, with the position of the valves being displayed on small indicators, one for each valve, and adjacent to its controlling switch. The indicators were designed to display, “ON,” “OFF,” or a “CROSSHATCH” indication if the valve was in transit from one position to another.

I was dumbfounded and alarmed to observe these fuel valve position indicators, despite no cockpit inputs, clicking in a random pattern across the four engines from “OFF,” to “CROSSHATCH,” to “ON.” “It must be the indicating circuits,” I announced, and to confirm my hopes quickly checked the fuel pressure warning lights on the engine instrument panel in front of us because these fuel system lights operated from entirely different circuitry. They too were blinking “ON” and “OFF,” in the same random pattern as the valve position indicators.

New Orleans, our last land point prior to heading across the Gulf of

by Holland “Dutch” Redfield
I was dumbfounded and alarmed to observe these fuel valve position indicators, despite no cockpit inputs, clicking in a random pattern across the four engines from "OFF," to "CROSSHATCH," to "ON."

The valves and lights of the fuel system continued their crazy cycle and as we descended she pulled softly to the right and the tailpipe temperatures indicated No. 4 engine was flaming out, but as we began the engine relight countdown she came back in as fuel as re-supplied.

As we got lower we could see that all of the airport runway lights were now on and the tower cleared us to land unrestricted on any runway. The evening winds were light as we lined up for a steep power off approach to the longest runway and delayed flap and gear extension until certain we could make it even should all four engines flame out. I was scared and ready for anything and totally unsure of what might happen next.

As we neared the runway threshold, ahead in the night alongside the runway flashed the lights of the airport's waiting emergency equipment and fire trucks. As we touched down they sped up, trailing close behind us down the runway as I reversed the pitch of the big propellers and applied the wheel brakes. Should there be any flameouts now, we were at least safe on the ground, and let the engines quit.

Except for the airplane's very warm cabin we were all right, and their job done, we dismissed the emergency trucks and thanked them. As we taxied to the ramp area, and then past the tower, the men silhouetted there peered down on us. Which radio voice that we had been communicating with, went with which of the figures silhouetted up there, I did not know, but I opened the cockpit side window as we rolled past and waved while radioing our thanks for their help during the last many hectic minutes.

Our sweltering passengers were off-loaded as we finished our cockpit chores. A few minutes later, as we left the cockpit and stepped into the main cabin, I was most disturbed to find a soaking wet forward cabin floor with streams of water dripping from the airplane's ceiling. Then, as we descended the stairway to the airport ramp, large puddles could be seen beneath the airplane just aft of the nose landing gear, glistening in the glare of the ramp floodlights, where water was dripping heavily from the plane's belly.

The airplane's forward drinking water supply tank was located in the main cabin ceiling and unfortunately positioned directly over the main electronic bay which was far below in the forward belly. The tank had sprung a leak and shorted out the fuel system operating circuitry located in the electronics bay.

Following our night glide from 28,000 feet a platoon of factory technical people were flown up to New Orleans, and then after two days of very extensive checking the airplane was ferried back to Mexico City where it was bedded down in the hangar for another ten days of tests and modifications.

At the completion, and for inflight evaluations, a combined test and training flight was scheduled.
and because I had been there at the
time of the fuel feed problems, I was
asked to accompany them as an ob-
server. For a couple of hours, the
fuel system, its shutoffs and its cross-
feeds were carefully and systema-
tically wrung out, and under all pos-
sible conditions the system now
functioned perfectly. As the test pro-
gressed we worked our way
which the autopilot automatically
be an auto-coupled approach during
possible conditions the system now
system. The fuel tests completed, it
was planned to then do some badly
needed ILS training with several
Aeronaves pilots who were aboard.
The first approach, however, was to
be an auto-coupled approach during
stems. In the autopilot section of the
Aircraft's Operating Manual, was a
statement in big black letters,
"WHEN ENGAGED, THE AUTOPI-
LOT CANNOT BE OVERPOWERED
BY THE PILOTS." I must say that
such design philosophy was differ-
ent from Yankee thinking on this
subject.

I was most disturbed to find a soaking wet forward cabin floor
with streams of water dripping from the airplane's ceiling.

Following our fuel system eval-
uations I left the cockpit. In a few more
minutes, as the training crew in the
cockpit prepared for the planned au-
topilot controlled ILS descent to the
runway, the airplane was turned
outbound on the ILS system at 1,500
feet. When it was time to engage the
autopilot the autopilot switch was
positioned to "Engage," but I
learned afterward that the switch
would not stay in the engaged posi-
tion. After a few checks were made it
was tried again, but to no avail be-
cause preventative circuitry
continued doing its job. A third try
was then made and this time it
seemed to say, "OK boys, if that's
what you want!" and applied full
left aileron and locked it there.

In response, the airplane quickly
rolled into a very steep bank causing
a side slip at a very high rate toward
the fast-rising ground. In the cock-
pit, the combined strength of the
two pilots at the controls was un-
able to overpower the displaced and
locked ailerons in order to level the
wings, and actuation of the autopil-
lot disengage buttons on the control
wheels and the engage/disengage
switch on the autopilot pedestal
control module had no effect. Aft,
in the main cabin I was unable to
imagine what was happening and
hung on for dear life.

Bill Daniels, a Miami-based in-
structor with more schooling and
experience on the airplane than any
of us, had been observing the train-
ing in progress from the rear of the
cockpit. From this position Bill
clawed his way over other observers
and crew, cutting the master elec-
trical gang bar on the overhead panel,
thereby completely removing elec-
trical power from all of the airplane.
The autopilot at last released the
locked controls and a wobbly recov-
ery was effected a few hundred feet
ways, and its taxi strips in the hot
sun to the airline terminal building.
I never looked back once. I had had
enough of this crazy airplane in the
past few weeks and with my own
money bought a ticket for a flight
that night back home to New York,
aboard a good old Eastern Airlines
Yankee-built Douglas DC-7.

Although the airline eventually
possessed three of these airplanes,
they just couldn't keep them in the
air. Operations were later resumed
but with a Douglas DC-7 leased from
Pan American and I was asked to
come back and flew several delight-
ful months in this Yankee-built,
wonderful flying airplane, which
did the work of three airplanes.

Over the years I have done con-
siderable training with British airline
pilots and I have often heard them
state that no one can build an air-
plane like the Americans, and they
are right!
May's Mystery Plane came to us courtesy of Clancy Hess, longtime EAAer. Clancy took the photo in New Orleans, and later flew the airplane. Harold Swanson sent us the most complete answer:

*The aircraft is a Monsted-Vincent MV-1 “Star Flight.” It was built in New Orleans and its first flight occurred October 1, 1948.*

Coincidentally, Pat Packard of Omro, WI also inquired about the identity of the airplane just as the May issue was going to press. Pat passed along this photo of the MV-1.

Farley Vincent and Robert Monsted were WW-II Air Force pilots who served with distinction. Vincent was ran an FBO in Louisiana.

The Designer was Art Turner, former engineer with Lockheed and Donald Butler, engineer, was responsible for the detailed drawings.

The MV-1 was powered by four 85 hp Continental engines. Cruising speed was 145 mph, landing speed 65 mph, with an approximate range of 1,100 miles.

In 1982, the Vincent family donated the aircraft to the Wedell-Williams Memorial museum in Patterson, Louisiana.

Harold Swanson,
Commander, USN (Ret)
Shoreview, Minnesota

A correct answer was also received from Ed Kaster, Elma, New York.

---

This one is pretty obscure, so we'll give a couple of hints. It was taken in front of the hangar at Michigan State Aviation School during the late 1920s. Our thanks to Member Brian Baker of Farmington, NM for sending us the photo. Send your answers to: EAA, Vintage Airplane, P.O. Box 3086, Oshkosh, WI 54903-3086. Your answers need to be in no later than September 25, 2000, for inclusion in the November issue of Vintage Airplane.

You can also send your response via e-mail. Send your answer to vintage@eaa.org.

Be sure to include both your name and address in the body of your note, and put “(Month) Mystery Plane” in the subject line.
New Technology, Friend? or Enemy?

Thumbing through Airline Pilot magazine I came across a statement by one Chris Lehman, editor in chief of CAT, the journal for Civil Aviation Training. Chris was speculating that “New technology was creating people who fly airplanes, rather than pilots.”

He stated that modern avionics and cockpit technology are pure joy, if we have the right mindset, are properly trained and don’t become absolutely dependent upon them. I agree with him.

The new technology is wonderful and almost too easy to use. My complaint is that it is eroding airmanship. It is too easy to become completely submerged, so enamored with it, that the basics are lost. “What if?” never seems to enter into it anymore. The thought of the system malfunctioning or partial failure of an electronic component is unthinkable.

The thought that if there is an emergency, one needs only to push the button that provides the information on the ten nearest airports or VORs is very comforting, but “What if?” What if it doesn’t work?

If the pilot in command is a basic-minded airman, he’s spring loaded for just this kind of situation. He’s aware of where he is, he has in the back of his mind a plan of action, and he can and will carry it out. After all, he is trained for just this sort of reaction.

Twice a year the airline pilot plays “You bet your job.” He gets recurrent training and has to prove each time that he is ATP qualified. All the known irregularities and emergency procedures, and maybe one or two he never heard of, are thrown at him. He’s in the sweat box (simulator) for a couple hours proving to the examiner that he can handle any situation.

Then, after the box, there is the critique and the oral. The oral covers most any of the aircraft systems: hydraulics, electrical, limitations, and operating techniques, regulations, hijacking, emergency evacuation, FARs and whatever else the examiner dreams up. I guarantee that the whole procedure will leave a person completely drained when it’s over. He’ll also know his weak spots and will do something about it.

Before the advent of the simulator, the entire check was done in a real airplane and it’s still done that way in some cases. We lost engines on takeoff; we used raw data for approaches with engines out. Hydraulic problems, electrical problems, control malfunctions, every possible problem was practiced, and as realistically as it could be done.

Unfortunately, as time went on, we lost people and airplanes. We learned things we really didn’t want to, but we learned. And along with the learning, basic airmanship was polished to a fine edge. Then came the simulators and the educators.

We were doing it all wrong. We weren’t training like the educators said we should, so we changed. Curriculums were developed, new buzz words introduced into the vocabulary, the whole program changed gears and we had to learn the theory of each and every situation. Fine, but we’ve become so educated and have so much information it has become difficult to make a decision. Then along comes the glass panel, the new technology. It makes the decisions for us. It plots the course. It handles the little irregularities. It leads us around by the nose and we become so dependent upon it that “What if?” is lost in the process.

“What if?” has to be brought back. That old attitude of being spring loaded to handle any situation has to be there. Use that new technology, but keep part of you attentive to “What if?” I was never a Boy Scout, but I like their motto, “Be prepared.”

Whether you’re in an Ercoupe, your Aeronca, or a Twin Beech, you should be prepared if that new or even old technology lets you down. Know your radio out procedures. Know where you are. Make practice runs in your mind to handle “What if?” situations. Do you have maps with you if that GPS takes a vacation? What will you do if you have a complete electrical failure? What’s the plan if you’re in Class B airspace and you lose the radios? A passenger becomes violently ill, what’re you going to do? Is there an airport close by? What if YOU begin to feel woozy?

These are only a few samples of “What if?” Make up your own and keep that airmanship edge as you utilize every available bit of that new technology.

Over to you,
1st Annual Vintage Chapter Thirty-Three Fly-In

By Steve Emley

All the ideas, planning and organization came together on Saturday, March 6 for Chapter Thirty-Three of the Vintage Aircraft Association. Our First Annual Vintage Fly-In was held at “The World famous Flabob International Airport” (RIR) in Riverside, California and was proclaimed a “Roaring Success” by all who attended! It seems that whenever you get a bunch of airplane people together for food, friends and fun, everyone always has a great time. Not only did this adage prove true again, but we walked around for days afterward with staring eyes, fixed gazes and crooked smiles stuck to our faces. We had a blast!

The dedicated chapter members arrived for an early breakfast at Silver Wings Café and were ready for the typical Southern California low clouds and fog to burn off and give way to the morning sun. The wait wasn’t long and we were rewarded by the airport being officially declared VFR just as the first of our guests began to arrive. Soon the burgers and dogs were on the grill and were being enjoyed along with all the fixin’s that were put together by none other than the now famous chef, Travis Gammill. What goes along with good food? Good friends, airplanes and the laid-back, relaxed atmosphere so typical of a Saturday morning at Flabob. In a nutshell, we ALL had a great time!

A hefty thanks to Travis, who in addition to organizing lunch, offered the use of his hanger to set up our workshops. Many Fly-In guests were treated to hands-on experience in welding, metal forming with an...
English Wheel, aluminum riveting and manufactured parts assembly and were astounded with the relative ease of modern fabric covering techniques. Many thanks to Aircraft Spruce and Specialty for the metal and Polyfiber, for the covering supplies. It just "goes to show ya" that with a little help from your friends, you can accomplish almost anything!

By early afternoon we had an “official guess” as to the attendance and came up with about 40 aircraft and some 150-200 people who showed up for what we hope will be only the first of a long succession of Vintage Aircraft Association Flabob Fly-Ins.

What we didn’t have in quantity, we certainly made up for in quality! We had aircraft such as Barry Branim’s 1931 Waco QCF-2, Martin and Wendy Benson’s Stearman, Ralph Baxter’s Waco UPF-7, Ron Karwacky’s beautiful Cessna 195, Larry Van Dam’s Bonanza (the engine clean enough to eat off of) and Jack Kenton’s Travelair 4000. There were many more that due to space cannot be listed, but many thanks to all who attended. We hope you had as much fun as we did.

All of us at Vintage Chapter Thirty-Three wish to offer a sincere and very heart-felt “Thank You” to all who contributed their time and effort to make this Fly-In the success that it was. We especially want to thank Gerry Curtis, Fly-In Team Leader for this year’s event. Gerry put in the time, effort, organization and planning that was required to organize a bunch of guys into a well oiled and effective Fly-In Team! Nice job, Gerry!

Next year we are planning the “2nd Annual VAA Chapter Thirty-Three Flabob Fly-In.” It will be a two day event, taking place May 5-6. Come and experience the flavor of these beautiful vintage aircraft and enjoy some time with your friends at Flabob.

You’ll be glad you did!
Rain Doesn't Dampen The Enthusiasm
American Waco Club
Fly-In at Creve Coeur
by Norm Petersen

The tiny airport located on the northwest side of St. Louis, MO, that carries the name Creve Coeur Airport was once again the gathering place for the annual fly-in of the American Waco Club, a group of multi-talented people who enjoy the sound of round engines and airplanes with two sets of wings on them. The dates were June 15-18, 2000, and some 26 Waco aircraft were on hand for the celebration.

Into this group, we must add the aura of Creve Coeur Airport itself—a literal treasure of antique airplanes of every kind and in all stages of restoration. A tour of the hangars at Creve Coeur is almost like a time warp, starting with a really fine airplane museum and continuing on to some of the most interesting hangars this author has ever been privileged to inspect.

Festivities began on Thursday evening with congenial hosts, Al and Connie Stix, putting on a Mexican party—second to none! Everybody put on their T-shirt with an inscription that emblazoned “Have a Taco with your Waco.” Not only did Al cook a fantastic Mexican meal, but the gang was entertained throughout the meal by a five-piece Mexican mariachi band, complete with trumpets, guitars and singers. The outdoor cookout and party was enhanced by a beautiful evening sky that was a joy to
From the capable hands of John Cournoyer comes his latest piece of work—a reincarnation of the Texaco Number 17 Waco UBF-2. The workmanship and finish on this airplane is outstanding.

A smiling Chuck Doyle, Jr. stands by his Travel Air 4000, powered by a gleaming Lycoming 300 hp engine that features highly polished rocker boxes with the name, “Wright” on each one. As Chuck explains, he always wanted a Wright-powered Travel Air!

Travel Air 4000, flown by Chuck Doyle, Jr. and an R-985 powered Mulli-coupe flown by Bud Dake. Impressive!

With the rain continuing to dribble towards evening, the Friday night banquet was moved inside the hangar where we were treated to a chicken dinner by hosts Al and Connie Stix with some excellent assistance by some busy volunteers. The exchange of vital Waco information between the club members during an evening meal such as this is most amazing.

One of the Minnesota contingent, Forrest Lovley, pulls up to the gas pump in Mark Gulbrandson’s beautifully finished Waco UPF-7.

Gatherings such as this make the entire trip worthwhile. Following the meal, this author served up a number of songs on the accordion plus a few sneaky jokes in between as I have been known to do on occasion.

A planned group flyout to a private grass strip on Saturday morning had to be cancelled because of more rain, so most of the folks spent time going through hangar after hangar filled with delightful airplanes of every vintage. By afternoon, the rains had given up and the Waco rides were back in full swing. One of the treats of the fly-in was a ride in John Schwander’s newly finished 1932 Waco UEC cabin with a 220 Continental up front that features a front collector ring exhaust.

behold with a perfect Missouri sunset including hues of every color. It was, indeed, an evening to remember.

Friday morning brought a light rain that helped to slow the flying activities, but still rides were being given at a lively clip. The sound of round engines filled the air and the Creve Coeur pattern was as busy as a one-armed paper hanger. In addition to numerous Waco aircraft, several significant “other” machines were flying including a really sharp
Totally restored in the livery of "The Viking Flying Boat Co." as delivered in 1932, this Waco UEC is the handiwork of John Swander of DeSota, KS. The 10-year restoration shows at every turn, even to the front exhaust collector ring on the Continental R-670 engine of 220 hp.

John’s ten-year project was impeccably restored and to fly in such an airplane—where every piece on the airplane feels tight—was indeed a treat.

The Saturday afternoon annual business meeting was held under the able direction of President Phil Coulson, who has that innate ability to keep things moving along in a brisk fashion. When all was said and done, it was back to flying Waco airplanes. A group of five UPF-7 Wacos made a beautiful formation flight over the assembled crowd with one of the UPF’s pulling skyward in the traditional “missing person” tribute to the late Mrs. Jack (Pauline) Winthrop, a vibrant member of the American Waco Club for many, many years. If there was a dry eye in the entire crowd at this moment, I didn’t see it.

The Saturday evening banquet was held in the hangar with the culinary delights handled once again by Al and Connie Stix. Believe me when I say, nobody, but nobody, went hungry. Entertainment was provided by a young song writer from Canada playing a “Chapman Stick” which is an amplified 12-string instrument that sounds like an entire band. The music that came forth was most remarkable and a joy to listen to, literally a moving experience.

Sunday morning was spent saying “Good Byes” to the many club members and guests as the beautiful Waco biplanes departed, one after the other. Serenity once again descended on Creve Coeur Airport.

Flanked by two beautiful Waco UPF-7’s is one of two Antonov AN-2 “Colt” cabin biplanes based at Creve Coeur. On a misty day, these huge cabin biplanes could almost sneak into a Waco Fly-In without being noticed!
great plains
WINTER in North Dakota.

Makes you just shiver thinking about it, and you’re reading this in August!

When the Northern plains come to mind, most of us think of broad expanses of crops, rolling hills, and blizzards of epic proportions. And we wonder what people there do during the winter when the weather is so intimidating it would probably scare an Eskimo. If you’re Cameron Saure of Reynolds, North Dakota, you restore an airplane.

Cameron’s most recent project is the Great Lakes 2-T-1 you see on these pages. Now equipped with a 125-hp Menasco Super Pirate engine, Cam’s black and orange Great Lakes turned heads in the Antique parking area of EAA AirVenture.

The thought of owning or flying Great Lakes can make an antique enthusiast’s palms sweaty with anticipation. Sportsman pilots were first introduced to it at the Detroit Air Show in March 1929. Its distinctive configuration, with outrigger-type landing gear and swept-back upper wing, helped solidify its hold on pilots who flew it.

by H.G. Frautschy
Originally, a little four-cylinder, 85-hp Cirrus Mark 3 powered the Great Lakes. While a two-place airplane, the Great Lakes 2-T-1 wasn't very big. Just 20 feet, 4 inches long with a wingspread of just over 26 feet, the Great Lakes was quick to gather a reputation as a fun, nimble airplane to fly.

But the first ones weren't that way at all. After initial test flights, a small problem crept up and bit designer Charlie Meyers. Charlie had been the guiding force on the drawing table for Waco when it produced the Waco 10 and the spectacular Taper-wing. When he left Waco in 1928 to become one of the principles of Great Lakes Aircraft Company in Cleveland, Ohio, Charlie already had a reputation as an excellent intuitive engineer and test pilot. While not formally schooled as an engineer, Meyers had been involved in aviation since the pioneering days before World War I.

The new biplane had a balance problem, one not easily solved by changing the fuselage dimensions. It was tail heavy. To compound the problem, besides the prototype, two more airplanes had already been built, with two more on the shop floor, their construction well along. If Charlie made the engine mount longer to counteract the tail heaviness, the aerodynamics of the short-coupled design would suffer. What to do?

Shifting the airplane's center of gravity (CG) aft without changing the wings' location would be the ideal solution, one that designers had used before, and often since. Charlie Meyers took advantage of this elegant solution. Each of the upper wing's outer wing panels was swept back just a shade more than 9 degrees, effectively lengthening the nose-moment and bringing the airplane's CG aft. The change gave the airplane its distinctive, rakish look, and made it one of the sweetest handling airplanes ever made, according to the pilots love them.

As salesmen's order books go, the Great Lakes "Sport," as the airplane was also known, was one hot commodity. The backlog of orders soon zoomed to more than 200 airplanes, and by mid-1929, after the introduction of the 2-T-1A, which came equipped with the 90-hp American Cirrus engine, by some accounts the order books had over 700 orders listed.

But you all know what was coming. Some of you lived it, the rest of us read about it, but we all still deal with its aftermath 71 years later. The Great Depression meant money for buying and flying fun airplanes all but dried up. Even with drastic price cuts (from $4,990 to $2,985 by 1931) the company struggled to stay in business. Each model of the airplane seemed to add to the possibility that the design would continue to make it in the marketplace, but it was hard to find new business.

In 1930, the new Cirrus "High-Drive" engine gave the Great Lakes a new look, moving the propeller up 8 inches, putting it nearly in line with the fuselage's top longerons instead of its centerline. Completely enclosed except for the short stacks poking out of the lower right side of the oval shaped cowling, the 95-hp Cirrus High-Drive inverted engine proved its worth during the All-America Flying Derby of 1930.

Charlie Meyers himself flew the...
new model, dubbed the 2-T-1E, to third place (at an average speed of 107.33 mph) in the Derby, and later to 16th position in the National Air Tour of 1930. The glowing reports from the pilots who flew the airplane for sport and for air show work helped the company some, but the financial hardships of the day made quite a dent in the sales for the biplane, and Great Lakes only built a dozen of the 2-T-1E Sports.

For decades afterward, the Great Lakes biplane was one of the most sought after mounts for air show work. Its moderate size and relatively slow speed made it easy to keep in front of the air show crowd, and its agility kept spectators interested in the aerobatics as pilots such as Tex Rankin slow rolled their way into aviation history.

Homebuilt versions of the airplane have been fielded, as was a well-received more modern production airplane with 135- and 180-hp Lycoming flat-opposed engines. The Great Lakes is one of aviation’s most enduring designs, and we’ll be seeing homebuilt modern factory-built and restored versions for many years to come.

For many years Tex Rankin ran an active fixed base operation, and he was the first owner of Great Lakes 2-T-1, S/N 20. Built in 1929, it didn’t get sold through Rankin’s dealership until 1930. Almost immediately, the new owner, W.H. Holliday, replaced the original engine with a 110-hp supercharged Cirrus. At an average speed of 98.84 mph, Holliday placed 10th in the aforementioned All-America Flying Derby.

Holliday flew the airplane until 1934, when an engine failure resulted in a wreck. Repaired, it bounced around though various owners until it came back to Holliday in 1957. By then a normally aspirated 125-hp D-4-87 Menasco Super Pirate powered the airplane, and Holliday flew the Great Lakes until 1969.

By then, the years of repairs had finally added up to an airplane that was ready for a major restoration, especially after a ferry pilot dinged the airplane by taxiing into a Cessna 180 while en route to North Carolina. After one man bought the airplane at a sheriff’s sale, Cameron Saure bought the project from him, intending to fly it from his 1,800-foot strip.

Cam Saure demonstrates the unique way you gain entry into the front cockpit of the biplane. It reminds you of getting into the “Scrambler” at the amusement park!
Cameron did his part to make sure we get to see at least one more example of the 2-T-1 on the flight line. During the summer, Cam works the farm that has been in his family since 1879. Beets seem to do well, as do soybeans, but when the cold starts to chill the ground and there’s no way anything is going to grow, Cam heads inside to work on a project. He’s had a Luscombe, Stinson 108-3, and his brother recently bought a Cessna 195 project.

About eight years ago Cam bought the Great Lakes supposedly ready for reassembly, after being recovered with Grade A cotton. But it just didn’t look “right” as far as the covering was concerned. A closer examination revealed the workmanship of the covering job and the underlying structure were not airworthy. So Cam started a complete rebuild.

After removing the poor covering job and inspecting the structure closely, there was plenty of work to do. The top wing ribs were in good condition, but Cam felt better about the airplane after he replaced the wing spars and completely rebuilt the bottom wings. None of the fittings needed to be replaced.

Other pieces were in much better condition. The tail surfaces, which are actually from a 2-T-1A, and were in great shape. So was the landing gear, although the Cleveland brake installation, done in the 1950s, had already gone home. So it never got approved for floats. A twin-float configuration was also tried without success on the Great Lakes as well, but it didn’t gain CAA approval either. Still, because the early airplanes were already in production, the fittings were installed on the assumption that there would be no problems getting the approval. Oops.

Cameron welded a new center section fuel tank because he was uncomfortable with the original terneplate (steel coated with an alloy of lead and a small amount of tin) tank, which had multiple soldered repairs.

Cameron credits his local IA, Rich Altendorf of Northwood Aero, Northwood, North Dakota for being a handy fellow, a good friend, and a perfectionist when it came to “doing it right.” Also on the list of local folks who lent their expertise was Mark Tisler at Tri-State Aero in Whapeton, North Dakota. He helped a lot with the cowling.

Cam knew a bit on the use of an English Wheel, and Mark a bit more, so the two of them worked on creating new pieces together and created a beautiful set of compound curved panels for the sides, top, and bottom of the cowl, and the nosebowl. When the Great Lakes was in production, sheet metal artisans pounded out these pieces by hand, and all of them showed some work marks, especially when painted dark colors. By using the English Wheel, the pieces that needed some preliminary hammer work came out looking like they had been formed on a hydraulic press.

Cam made a new set of top deck panels, too, because the originals had been drilled so many times for various installations of racing windshields and a front cockpit cover. Tempted to add a few custom details, Cam knew he had a very original airplane, with only the engine installation slightly different from the factory delivered configuration. He chose to keep it looking just as it did in the 1930s, complete with the beautiful lettering and Great Lakes logo on the sides. Speedy Sign in Grand Forks did the logo, based on photographs and drawings. The letters and logo are vinyl, cut out by a computer-controlled cutter.

When it came time to cover the airframe, Cameron chose the Air-Tech process. He says that Air-Tech says you don’t have to sand, but he did it anyway, wet sanding between each coat. “I didn’t have fingerprints for a while,” he recalled.

Still working primarily during the winters, it took six years to complete the Great Lakes, and it flew again on June 7, 1998. Cameron does have one little problem though—he has three daughters, Heather, Casey, and Samantha, a nephew named Miles, and a supportive wife, Sandy, all of who like to fly. With only two cockpits, the competition for the Great Lakes’ front seat can get a little intense before those evening flights over the vast fields of the Great Plains!
From the Cub Club Newsletter

**FIXED CONTINENTAL OIL SUMPS.**

This information, written by Cy Galley, appeared in Vol. 10, No. 1 of B-C Contact, the newsletter of the Bellanca/Champion Type Club. There have been a lot of these “kidney” tanks discarded because of being severely dented.

If you are flying an aircraft with the A or C Series Continental engine that uses the kidney shaped oil sump, you probably know that they are expensive to replace. They get dented when the carburetor is forced back in an accident. Fortunately, the opening is large and a good body man can work out the dents. Here is another option for dent removal without a bunch of hammer dings that will happen if you are not a good body man. Mount the tank to a steel plate to seal off the large opening. Get an expanding plug to seal the filler tube and apply air pressure to the tank. Then use a torch with a soft flame to heat the dent, and it will round right out. But be careful; it is easy to have too much pressure and have a blow out.

My respondent doesn’t say how much pressure nor how to pressurize. I would tap the steel plate for a “Schrader type” valve or use the drain plug with the appropriate pipe reducer. I would not try a lot of pressure. Maybe as low as 5 to 10 psi. You can always increase the pressure if heating to a dull red doesn’t do the trick. Be patient.

**THE CUB DOCTOR**

BY Clyde Smith, Jr.
R.D. 2, Box 545
Lock Haven, PA 17745
570-748-7975 (home)
570-748-3927 (shop)

To help prevent rusting out of the window channel on the “D” windows, here’s a quick and easy step that should be included in the restoration process of all fabric Pipers. Especially for the tail wheel models, accomplish the following:

On all fuselage frames with the curved rear window “D” channels made from steel, place the fuselage in its normal 3-point ground attitude. Use saw horses or whatever is required to support the frame in that angle.

Take a 36-inch or 24-inch bubble level and, while holding it in a level position (with bubble centered), touch the very bottom of each “D”
window channel and make a mark with a pencil, felt marker, etc., indicating the lowest part of that channel (See illustration on previous page). Drill small (3/16") drain hole down through inside of window channel on:

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<th>Master Cylinder</th>
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**FILLING SCOTT MASTER BRAKE CYLINDERS**

Charlie Cash, 555 Perkins Rd., Extd. #402, Memphis TX 38117-4424, 901-685-9050, has installed the North River brake cylinder. Booster kit on his Cub. He says the brakes work fine after he learned how to fill them. First, he raised the tail so that the brake cylinders are parallel to line of thrust - thus no air would be trapped in the upper forward part of each cylinder.

Charlie fills the cylinders from the bottom (wheels) but does something extra. He brought an extra plug for each master cylinder - then drilled a hole in the top of each plug, soldered a piece of tubing in the hole, and then added a piece of clear tubing over the soldered-in tube.

He places the end of the clear tubing in a jar. In that way he can fill the master cylinders without spilling brake fluid. Also, he can see whether he is still getting air bubbles as he bleeds the brakes from the bottom. You're a clever guy, Charlie!

**TRICK FOR MAKING BLADDER BRAKES WORK BETTER**

This information is from Dan Nicholson, 723 Baker Dr., Tomball, TX 77375, 715-351-0114.

I thought I would share some info with others about brakes on my Cub and Culver Cadet. The original bladder assembly brake assembly works fine provided you get all the air out of the small closed system. I have worked with the problem for over 20 years with my J-3.

I am finishing up a Culver Cadet restoration project which has the same Goodrich system. The Culver project was a total disassembled basket case when I got it 10 years ago. When it came time to fill and bleed the brake system, I had problems getting a firm brake pedal when the system was full of fluid.

I found that you should remove the wheel from the axle and expose the brake assembly, put a 5-inch worm clamp from the local hardware store around the brake blocks, and then screw down the clamp, pulling the blocks down tight against the empty bladder.

Fill the entire system and then release the work screw, which will allow the bladder to expand to normal size. This will suck fluid into the bladder, filling the entire lower portion of the closed system. Then top off the fluid reservoir with hydraulic fluid. Replace the filler plug and check to see if you have a firm brake pedal. You may need to bleed the system once or twice. Always fill from the bottom when topping off the reservoir with fluid.

I replaced the bleeder screws with an automatic brake bleeder valve (repair kit valve) from the local auto supply store. This bleeder valve allows you to use a pump oil can with a short plastic tube to see fluid being pumped into the system (no air in can).

I am sure this is old info for a lot of our readers, but it only took 20 years for me to figure out how to get all the air out of a Cub or Cadet brake bladder system.

I also rigged a Scott 4-way brake block valve under the front seat of my J3, mounted on the floor board. The valve is mounted between the Scott brake and the brake assembly. I rigged up a neat spring loaded release handle with a notch for setting the brakes in "Lock" position. *Cub Club Newsletter* Editor's note: Be sure to do a 337 on this mod.

It sure is nice for hand propping when you're all alone and far from a stump or fence post.

**ENGINE TROUBLE SHOOTING TIPS FOR ENGINE MISSES**

This information, written by Cy Galley, appeared in Vol. 10, No. 1 of B-C Contact, the newsletter of the Bellanca/Champion Type Club.

Many times a rough engine occurs because a cylinder is not firing. But which cylinder is not firing? I have seen very intelligent, grown men burn their fingers when they guessed wrong. Solution: Make a mark on each exhaust stack when cool with a "China Marker" or wax pencil. Then run the engine. The firing cylinder marks will melt. The non-firing won't. Now all you have to do is find out why!

Does it happen only on one mag? Then it is probably the lower spark plug. Switch the top and bottom plugs, and if it follows, you know it is the plug. If it doesn't follow, it is the plug lead.

Happens on both mags? Then do a compression check as it is probably a stuck exhaust valve. However, one can listen for the air escaping. Hear it at the exhaust stack, it's the exhaust valve. Hear it at the carburetor, it is a bad intake valve. Hear it at the oil filler, then you have bad rings. If the sound is heard at the oil filler with very little or no tendency to turn the prop, you have a hole in the piston.
The Waco was secured each night at this mooring, located just offshore from the cottage. You can see the wing spoiler boards on the lower wings. The mooring, in about three feet of water, was made up of many cement blocks chained together. The chain was linked with a rope bridle which allowed the plane to weather-vane and always be pointed into the wind.

Holland "Dutch" Redfield sent these interesting shots of his Waco ZKS-7 mounted on a set of Edo 38-3430 floats. While we’ve seen an occasional color shot of warbirds, we rarely see color photographs from the late 1930s and 1940s. Kodak’s Kodachrome film was introduced in 1936, and began to see more widespread use just before World War II. If you have some images of civilian airplanes you’d like to share, please feel free to contact us at EAA headquarters. Vintage Airplane, PO Box 3086, Oshkosh, WI 54903-3086, E-Mail at vintage@eaa.org or call 920/426-4825. We’ll make arrangements to have the slides copied electronically, and then we can share these rare images with our members.

During the summer of 1941, Dutch and his younger brother Bill operated "Thousand Island Airways" in the upstate New York region bordering the St. Lawrence river, near the entrance to Lake Ontario. During what proved to be his last summer of floatplane flying, Dutch hopped rides in the cabin Waco. Powered by a 285 hp Jacobs engine, the ZKS-7 proved to be popular, but gas restrictions and the start of World War II meant the end of the operation.
models of the R are all here, from the Texaco No. 13 to the Chevrolair 6 powered R613K. R.S. Hirsch’s technical drawings of each of the models are included in the book, as are hundreds of photos. Mystery Ship! is available from Historic Aviation, 800/225-5575.

Arctic Bush Pilot
Arctic Bush Pilot by James “Andy” Anderson and Jim Rearden follows the amazing career of bush pilot Anderson as he transitions from Navy combat pilot to a veteran of a different sort, doing battle with the elements of Alaska’s northern wilderness. Backed by Wien Airlines, Anderson was one the pioneers of post World War II air service to Alaska’s vast Koyukuk River region, where he served miners, natives, sportsmen, geologists, adventurers and “bush rats.”

Illustrated with 50 photos, Arctic Bush Pilot is available from Epicenter Press, Box 82368, Kenmore, WA 98028, 800/950-6663.

Lightplanes at War
Lightplanes at War is Ken Wakefield’s follow-on book to his The Fighting Grasshoppers of a few years ago. While it covers the same theater of operations, the book is quite different. As written by Ken in the introduction of the book:

“In the nine years since The Fighting Grasshoppers was published I have received numerous letters from former US Army Aviation personnel and other people. With these letters came many anecdotes, documents of various kinds, and a variety of photos and snapshots from personal albums. Initially my reaction was to use all this new material in a revised, greatly enlarged second edition of The Fighting Grasshoppers, but this would have resulted in much repetition. This was clearly undesirable, so I decided in favour of a new approach, and this book is the result.”

Lightplanes at War is neatly defined by campaigns in the European Theater of Operations (ETO). Liberally sprinkled with photos of the flight operations, the book’s seemingly never-ending series of anecdotes makes it hard to put down, even when you know you really should turn off the lights and go to sleep!

Lightplanes At War is published by Tempus Publishing, Inc., 2 Cumberland St., Charleston, SC 29401 and is available by calling EAA Membership Services at 1-800-843-3612.

Models and Methods International
Noted model aviation author, model aircraft designer and columnist Bill Hannan has added another volume to his entertaining and informative series of books covering model aircraft and early aviation history. Models & Methods International has all sorts of neat illustrations, model airplane drawings from around the world and a very informative piece on the early days of pioneer aviation. “1911-1912 Scads of Suitable Scale Subjects, Mono­planes versus Biplanes and a Test of Engines” is a compelling history of the pivotal years prior to World War I, when a quantum leap in engine manufacturing made great advances in aviation possible. Intended to whet the appetite of the modeling enthusiast, anyone interested in that era will find it quite engaging. Also included in the article are three views of the Cody Cathedral, Avro “G” (a model plan of the same design is also included) and side views of the Baby Wright racer, a Nieuport monoplane, Deperdussin, Blériot Sociable and Bristol Coanda. There’s plenty of other tidbits, including model drawings for Leon Teft’s “Contester,” a homebuilt aircraft from the 1960s, the 1913 OTTO Ren­ninger, and the 1909 Antoinette.

Models & Methods International is available for $11.95 plus shipping and handling from Hannan’s Runway, Box 210, Magalia, CA 95954, 530/873-6421, FAX 530/873-6329 or on the web at www.hrunway.com

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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: Vintage Airplane, P.O. Box 3086, Oshkosh, WI 54903-3086. Information should be received four months prior to the event date.

EAA Regional Fly-Ins shown in bold.

AUGUST 12 - CADILLAC, MI - EAA Chapter 678 Fly-In Breakfast, 9:30 am, Westford County Airport (CAD). Info: Jim Shadson, 231/779-8113.

AUGUST 14-18 - SANTA MARIA, CA - American Navi'on Nationa' Con've'nion. Info: 970/245-7459

AUGUST 19 - KALAMAZOO, MI - Newman's Field (4N0). Fly-In Luncheon or Dish to pass. Info: 616/375-0208 or 375-0691.

AUGUST 19-20 - BROOKFIELD, WI - EAA Chapter 375 Fly-In, Friday from 4 p.m. to Saturday morning. Info: 507/642-2311 (evenings) or c21guolay@moato.com.


AUGUST 26 - RIVERSIDE, CA - Flabob Airport Celebration, Fly-In, Hot Air Balloons, R/C models, Overnight camping provisions, and food. Flabob Airport, (909) 946-2309, or e-mail at flywithflabob@msn.com.

SEPTEMBER 1-2 - MOCKSVILLE, NC - Tara Airbase 18th annual WW-II weekend and anything that flies Fly-In. WW-II and other antique vehicles, vendors and WW-II re-entertainers. USD Bank Sat. night. Award for best war years outfit. Co-sponsored by EAA Chapter 1083. Limited number of tickets, buy in advance, $10 each. Contact: Tara Airbase, 227 Riverside Rd. Mocksville, NC 27028

SEPTEMBER 1-3 - PROSSER, WA - 17th Annual EAA Chapter 591 Labor Day Fly-In. Info: 509/735-1664.


SEPTEMBER 3-4 - MONDOVI, WI - Fly-In, Lodge & Breakfast at the Manitowoc County Pilot’s Assoc. and EAA Chapter 678. Limited number of tickets, buy in advance, $10 each. Contact: Terry Hall, 580/436-8190.

SEPTEMBER 4-10 - GALESBOROUGH, IL - 29th National Stearman Fly-In & Breakfast. Info: John Lohmar, 314/283-7278.

SEPTEMBER 5-7 - BARTLESVILLE, OK - Frank Phillips Field. 43rd Annual Tulsa Regional Fly-In. Info: Charlie Harris, 918/622-8400.


SEPTEMBER 9 - MARION, OH - EAA Mid-Eastern Regional Fly-In (MERFI). Info: Telefax: 419/447-1773


SEPTEMBER 11-16 - ROCK FALLS, IL - Whiteside County Airport (SQL). North Central EAA "Old fashioned" Fly-In. Sun. morning pancake breakfast. Info: 630/543-6743 or eaa101@aol.com.


SEPTEMBER 22-24 - ZANESVILLE, OH - John’s Landing. VAA Chapter 229 Annual Fall Fly-In. Breakfast both days. Hog roast on Saturday night. Info: Virginia at 740/453-6899 or 740/455-9900.


SEPTEMBER 29-30 - MARION, IN - National EAA Chapter 591 Fly-In. Info: 507/642-2311.

SEPTEMBER 30 - 100th Anniversary Homecoming Celebration. Raytheon Aircraft, Beech Field. For scheduled events and registration materials send SASE to Travel Air Restorer’s Assoc., 4925 Wilma Way, Sonoma, CA 95475 or Mike Sloan of Raytheon Aircraft, PO Box 55, Wichita, KS 67201.


OCTOBER 1-3 - PROSSER, WA - 17th Annual EAA Chapter 591 Fly-In. Info: 509/735-1664.


OCTOBER 6 - 14 - BURLINGTON, VT - EAA Chapter 105. Info: 802/666-5564, m21175sh@aol.com.

OCTOBER 6 - 14 - TERRY, OH - EAA Chapter 439. Info: 419/398-4270.

OCTOBER 6-12 - EAA Chapter 561. Info: 973/859-8997.

OCTOBER 6-14 - TOWNE, MD - EAA Chapter 561. Info: 973/859-8997.

OCTOBER 10-14 - ADAMS, WI - 50 pilots. Info: Terry Hall, 580/436-8190.


OCTOBER 12-14 - MESA, AZ - Copperstate Regional EAA Fly-In, Williams Gateway Airport. Info: 520/490-8887 or www.copperstate.org.

OCTOBER 18-21 - BURLINGTON, VT - EAA Chapter 105. Info: 802/666-5564, m21175sh@aol.com.

OCTOBER 18-21 - BURLINGTON, VT - EAA Chapter 105. Info: 802/666-5564, m21175sh@aol.com.

OCTOBER 21-26 - BURLINGTON, VT - EAA Chapter 105. Info: 802/666-5564, m21175sh@aol.com.
NEW MEMBERS

Richard Linsberger ........................................ Palm Beach Gardens, FL
................................................................. Muthmannsdorf, Austria
Trent Wheeler...........................................Calgary, AB, Canada
Dick Wilson ..............................................Victoria, BC, Canada
David J. Slevin.........................................Mississauga, ON, Canada
Lionel C. Ladouceur ...................................... Rawdon, PQ, Canada
................................................................. Grimsby Lines, Great Britain
Ronald Hepburn ........................................... Guilford, Great Britain
Kenneth John Hunt ..................................... Kent, Great Britain
Zuanon Olimdo ............................................ Fratte Di St. Giustina, Colle, Italy
................................................................. Dolphin Coast, Republic of South Africa
Jack R. Drappier ........................................... Scottsdale, AZ
Richard C. Martin ........................................ Phoenix, AZ
Omer J. Desplaines ...................................... Riverside, CA
Rayburn O. Hanzlik .................................... Idyllwild, CA
Robert E. Jordan ......................................... Sun Valley, CA
Robert Maieroff ......................................... Saratoga, CA
Scott L. Santa Maria ................................... Oakhurst, CA
Robert E. Sherman ..................................... Alameda, CA
Patrick G. Smith, Jr .................................. San Jose, CA
Gene E. Thomas ......................................... Bloomington, CA
Carl Brownd............................................. Denver, CO
M.D. Larson ................................................ Arvada, CO
Robert W. Richardson ................................... Denver, CO
Don Wilcox .............................................. Nokims, FL
Mahlon Wilcox .......................................... Nokims, FL
................................................................. Palm Beach Gardens, FL
Terry Craig .............................................. Forest Park, GA
David Rosenberg ....................................... Marietta, GA
John F. Bierman III ..................................... Grinnell, IA
Jerry Pittman ............................................ Buffalo, IA
Michael J. Berg ......................................... Kankakee, IL
................................................................. Orland Park, IL
................................................................. Roselle, IL
................................................................. Chicago, IL
................................................................. Waterlox, IL
Chris Demopoulos ...................................... Dyer, IN
................................................................. Fort Wayne, IN
................................................................. Indianapolis, IN
................................................................. Wichita, KS
................................................................. Bachelor, LA
................................................................. Northbridge, MA
................................................................. North Reading, MA
................................................................. Ipswich, MA
................................................................. Glenn Dale, MD
Ken Shaffer .............................................. Edgewater, MD
................................................................. Bar Harbor, ME
................................................................. Hampden, ME
................................................................. Falmouth, ME
................................................................. Trenary, MI
................................................................. Vadnais Heights, MN
................................................................. Rochester, MN
................................................................. Welch, MN
................................................................. Chillicothe, MO
................................................................. St Charles, MO
................................................................. Rexford, MT
Larry G. Schrone ............................Iron Station, NC
Mary Studley ............................................. North Platte, NE
Walter L. Fawcett ............................Wolfeboro, NH
Glenn A. Smith ....................................... Winnisquam, NH
David R. Germaine ...........................West Orange, NJ
Richard W. FitzGerald ............................Sharon Springs, NY
Brian Hackleman ..............................Rochester, NY
Robert D. Tilden ....................Montour Falls, NY
Joseph Downey ..................................Pickerington, OH
................................................................. East Liverpool, OH
Charles L. Hartman ...........................Greenville, OH
................................................................. Greenville, OH
................................................................. Huber Heights, OH
................................................................. Fairlawn, OH
................................................................. Oklahoma City, OK
................................................................. Summerville, SC
James Dougherty, Jr ..........................Arlington, TX
................................................................. Houston, TX
................................................................. Cleburne, TX
................................................................. Holladay, UT
................................................................. Williamsburg, VA
................................................................. Mill Creek, WA
................................................................. Spokane, WA
Larry J. Prange ...................................... Poulso, WA
................................................................. Franklin, WI
................................................................. Edgerton, WI
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