With Oshkosh fast approaching and the groundwork already piling up, we have a problem in our parking areas. The great number of Classics (15,000+) is such that we can’t handle them all. I want to ask that you please park in the Transient Area unless you have an airplane you know is of display quality.

We also will not be able to camp with our airplanes this year. The opening of the new campground just across the road from our Antique-Classic area will make this a littler easier to take and the facilities will be much more convenient.

Prime reason for this change has been complaints from our own people of the camping clutter, open fires for cooking near the airplanes and the general disarray in an area intended for airplane display.

Pre-registration of Classics (only) is again a prerequisite for 1975 . . . but, please, "Display Quality" only. Register with Gar Williams, 9 S 135 Aero Dr., Rt. 1, Naperville, Ill. 60540. Please help out our treasury by sending a self addressed, stamped envelope — along with your aircraft type, N-number and year of manufacturer.

HOW TO JOIN THE ANTIQUE-CLASSIC DIVISION

Membership in the EAA Antique-Classic Division is open to all EAA members who have a special interest in the older aircraft that are a proud part of our aviation heritage. Membership in the Antique-Classic Division is $10.00 per year which entitles one to 12 issues of The Vintage Airplane published monthly at EAA Headquarters. Each member will also receive a special Antique-Classic membership card plus one additional card for one’s spouse or other designated family member.

Membership in EAA is $20.00 per year which includes 12 issues of SPORT AVIATION. All membership correspondence should be addressed to: EAA, Box 229, Hales Corners, Wisconsin 53130.
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United Air Lines Photo

BACK COVER . . . Tiger Moth
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A Boeing 247 in United Air Lines livery. The Turner/Pangborn racer served United as NC13308 shown above.

One of the most significant airliners in aviation history is going to be restored and given a prominent place in the Smithsonian Institution's National Air and Space Museum in Washington, D.C.

The aircraft is a Boeing 247D, the same plane flown by Col. Roscoe Turner, Clyde Pangborn and Reed Nichols to third place in the MacRobertson International Air Derby in 1934.

The historic aircraft currently is disassembled and in need of much restoration work at the Smithsonian's Silver Spring, Md., storage facility.

One of the leaders in the restoration campaign is E. E. "Buck" Hilbert, EAA 21 Lifetime, president of the Experimental Aircraft Association's Antique and Classic Division. Hilbert, of Union, Ill., also is a Douglas DC-8 captain for United Airlines.

The Smithsonian's Boeing 247D flew three years for United after the MacRobertson race, was sold by United to a utility company as an executive aircraft, then was sold to the Department of Commerce. It was donated to the Museum on July 17, 1953, and has been languishing untouched ever since.

When completed, the 247D will be displayed prominently in the Smithsonian's Hall of Air Transportation with other airliners of historic value. Because the 247 was the world's first all-metal, low wing, retractable landing gear airliner, it will be given the spot of honor in the glassed in Hall. Other aircraft on display, all hanging from the ceiling of the new building, will be a Potez Mailwing from Eastern Airlines, Fairchild FC-2 from Pan American World Airways, Ford Trimotor from American Airlines, a Douglas DC-3 from Eastern Airlines and a Northrop Alpha 4A from Trans World Airlines.

Hilbert said the Northrop Alpha is of particular interest to EAA members because it was donated to EAA by the Hannaford Estate and brought to the EAA facility at Burlington, Wis. However, it was turned over to volunteers from TWA who are restoring it now at Kansas City International Airport for placement in the NASM Transport section.

The $40 million National Air and Space Museum is under construction on the Mall near the present Smithsonian complex. It is scheduled to be opened to the public on July 4, 1976, during the nation's bicentennial year and, coincidentally, the 50th anniversary of commercial aviation.

Smithsonian officials told Hilbert recently that they expect upwards of 7,000,000 persons to visit the museum annually when it is completed. “Donald S. Lopez, assistant director of aeronautics for the Institution, said the completed exhibit will have a life of at least 15 years,” Hilbert said.

Restoration of the 247D is being made possible by a grant of $27,000 by United Airlines, based on the recommendation of an advisory committee composed of United officials, Mike Drabic, a retired United mechanic and "Buck" Hilbert.

The committee visited the new museum and saw the 247D at the Silver Hill facility and concluded that the $27,000 restoration price tag set by a commercial firm was a worthy expenditure for United. The work, however, will be external only, and the aircraft will not be made flyable. It must be completed by Jan. 1, 1976, to be installed for the museum's opening.

Among the many work items, Hilbert said, are broken windows, frozen engines, mismatched propellers, structural corrosion, missing fairings, wing hardware and deteriorated interior. "The work also would include corrosion-proofing, painting and re-assembly at the Museum,” he said.
It was not an odd situation in which the 247D was chosen as an air race airplane. When the 247 first flew in Seattle in February, 1933, it reached a top speed of 182 miles an hour. The fastest American fighter planes in service at that time were the Boeing P4B-4, with a top speed of 184 miles an hour, and the Curtiss P-6E, with a top speed of 198 miles an hour.

By the time of the MacRobertson race, in October, 1934, the "D" model had reached a speed of 200 miles an hour in airline service, while the fastest fighters then were the 234 mile-an-hour Boeing P-26A and the 225 mile-an-hour Curtiss BF2C-1.

The 247 so revolutionized air travel that it won the 1934 Daniel Guggenheim Medal for William E. Boeing.

The 247 claimed many other firsts for airline equipment, such as first use of trim tabs, first airline use of supercharged engines, first twin engined monoplane capable of climbing under a full load with one engine out and first use of cabin air conditioning.

In its early years, the 247 was almost exclusively a United airplane and gave the company a jump on its competitors, many of whom were flying the old Ford Trimotor.

A total of 75 247s were built. 62 247s, 13 247Ds and one 247A, for executive use.

United was able to keep the 247 mostly to itself because it and the Boeing Airplane Company both were subsidiaries of United Aircraft and Transport Corporation. At that time, United Air Lines was not an operating company in itself but operated four separate companies, Boeing Air Transport, Pacific Air Transport, National Air Transport and Varney Air Lines — United’s four predecessor companies.

Of the 75 247s built, 69 flew as United transports, and the 247A flew as the executive aircraft for the parent firm, United Aircraft and Transport Co.

On May 1, 1934, the predecessor companies became inactive as United Air Lines became the operating company.

Because it was the first modern airliner, the 247 was instrumental in United’s becoming the first airline in the world to reach the 100 million mile mark on June 17, 1936. However, United earlier began disposing of the 247s as the newer and much more advanced Douglas DC-3 became available.

Of all the 247s, the Smithsonian’s is the most historic because of Col. Turner, Pangborn and Nichols. Completed at the Seattle factory in September, 1934, it was leased the next month to the trio and modified to incorporate additional fuel tanks and a few equipment revisions.

The 247 made the 11,300 mile trip from Mildenhall Airport near London to Melbourne in an elapsed time of 92 hours, 55 minutes and 30 seconds. The winner, a de Havilland Comet, had the elapsed time of 70 hours, 54 minutes, 18 seconds. Second place went to a Douglas.
DC-2 with an elapsed time of 90 hours, 13 minutes and 36 seconds.

The plane, with Boeing’s company serial number 1953, left the factory as NR257Y, had the Boeing emblem on the fin, a large “5” on the rudder, and a still larger “5” on the underside of the fuselage.

Later Turner’s old race number “57” was painted on both sides of the nose and aft fuselage. “Nip” and “Tuck,” Turner named the two engines, and these names with the American flag painted above them were painted on the respective engine cowlis. After the race, the plane carried a map of the race, plus the words “THIS PLANE CARRIED THE STARS AND STRIPES ACROSS THE FINISH LINE IN THE WORLD’S GREATEST AIR RACE.”

Afterward, NR257Y was changed to airline configuration, re-licensed as NC13369, and delivered to United Air Lines. The plane served United, still carrying the race map, engine names, and commemorative words until it was sold to the Union Electric Company for use as an executive transport. It was used by the Department of Commerce for 14 years, carrying registration NC11 and N11 and the name “Adaptable Annie” before it was presented to the Smithsonian on July 17, 1953.

Because of the dual significance of this airplane as airliner and participant in a noteworthy race, a composite of markings for both events would not be conflicting and was recommended by the museum. The right side of the aircraft is planned as the prominent viewing side within the exhibit hall. The original United Air Lines markings will adorn this side since this was also the passenger loading side. On the opposite side, which would face the back of the exhibit hall, the race markings would be appropriate to exemplify this significant event. The overall color of the aircraft in both stylings was the same.

Details of the markings for the restored 247, as defined by the Smithsonian, are:

I. Right Side
a. United Air Lines logo, on the side of the fuselage just forward of the stabilizer.
b. The world map showing the route of the MacRobertson Race, located between the United logo and the passenger entrance door.
c. Above and between these two logos will be the inscription: THIS PLANE CARRIED THE STARS AND STRIPES ACROSS THE FINISH LINE OF THE WORLD’S GREATEST AIR RACE.
d. Above the passenger door will be “United Air Lines” in the form of a crescent.
e. On the fin will be the Boeing “bug” without background, and above, the standard three line marking: “U.S. Mail”, “A.M. 1-11-12”, and “Express”.
f. On the rudder will be “NC”, “13369”, and “Boeing” in this single line order.
g. The outside of the right cowl will have an American flag above the engine nicknamed “Tuck”.
h. The top surface of the right wing will carry the civil registry number NC13369.

II. Left Side
a. On the side of the nose will be a red circle overlayed with the white number “57”.
b. To the rear of the left side door will be a larger red circle overlayed with the white number “57”.
c. Above the left cabin entrance door in crescent form will be the name “Boeing”.
d. On the fin will be the Boeing “bug” overlayed on a white circle.
e. The rudder will carry the original registration number “NR” and “257Y” on two lines followed by a “30” white circle edged in black, with the black number “5” overlayed.
f. On the outside of the left engine cowl will be an American flag over the name “Nip”.
g. The bottom of the left wing will have “NC257Y” applied.

(UNITED AIR LINES PHOTO)

The Boeing 247 was the airplane that banished the Ford Tri Motor to the boondies, but its hour of glory was short—the DC-3 soon sent the 247 out to join the Tin Goose hauling freight in the bush and laboring on the barnstorming circuit.
REMINISCING WITH BIG NICK

Nick Rezich
4213 Centerville Rd.
Rockford, Ill. 61102

September 8, 1953

The Pylon Club and the EAA were founded at about the same time... early '50s... with parallel goals of achievement in mind. Paul's idea was an organization that would foster homebuilding, sport flying, air racing and air shows. The purpose of the Pylon Club was to foster and support air racing, air shows and Nick Rezich.

Between 1950-1953, the growing years of the club and EAA, I never ran into Paul's propwash even though he was only 90 miles away in Beer Town, U.S.A. Paul and I were promoting or helping to promote air shows during this time and in doing so we both used the nation's top talent, namely, the world famous Cole Brothers Air Shows. Paul booked the Cole Brothers in 1950 for an air show at Hales Corners Airport and later in 1951 was instrumental in booking them for the Air Pageant in Milwaukee. It was during this time that he signed up Marion and Duane as members of EAA... Numbers 47 and 48, respectively. I had also been working with the Coles at the Detroit Air Races and had hired them for some of my shows in Chicago. It wasn't until July 1953 while working a show in Chicago that Marion mentioned Paul Poberezny and EAA for the first time. Marion asked me if I knew Paul or the organization he founded known as EAA. I replied in the negative and about this time Duane jumped in with both feet and proceeded to brain wash me all about EAA and Paul, only Duane didn't call him Paul but instead referred to him as "Poopdeck".

After listening to Duane and Marion carrying on about EAA... and about 5 gallons of beer later... I promised that I would meet with this guy, Poopdeck, and see if we could help each other. In the meantime I was invited to appear with my Travel Air at the 3rd Wisconsin Air Pageant, which was also the first annual EAA Fly-In, on September 12-13 at Curtiss Wright Airport in Milwaukee. On September 9, 1953 I received the following letter on EAA stationery:

Nick —
c/o Pylon Club
3017 W. 63rd St.
Chicago, Ill.

Dear Nick:
I don't have your last name but Marion Cole told me that you are going to attend the Air Show at Curtiss Wright Airport, Milwaukee.

Duane also has talked very highly of you and gave me your address which was mislaid. I am looking forward to meeting you and telling you what we are trying to accomplish with our organization. At present we have more than 100 members from all parts of the nation.

Sincerely,
Paul Poberezny, President, EAA

I arrived at Curtiss field Saturday a.m., taxied up and parked next to Roy Timm's modified Waco F-2 and before that deep breathing Wright up front stopped rotating, a young, skinny, healthy looking Ukrainian thrust his hand into the cockpit and gave me the welcome treatment. He introduced himself as Paul Poberezny, President of EAA. After the formal exchange of introductions, I was then introduced to Vice-President Carl Schultz, Secretary-Treasurer Bob Nolinske, Leo Kohn, George Gruenberger and CAA Inspector Tony Mauger.

That evening we all met in the Miller Inn of the Miller Brewing Company for some cool fresh Miller High Life Beer. My first beer drinking partner was the late Dick Owens who flew a modified Rose Parakeet in the Cole Brothers Air Show. This guy wasn't much more than 5' tall and weighed less than 100 lbs. but when it came to drinking beer he would outlast the major leaguers.

After a very tasty buffet dinner, we all sat down for some serious talk about EAA. Paul fortified himself with the big guns of EAA like Steve Wittman, Marion and...
Duane Cole, Roy True, Pete Myers, Cart Tietz, Ned Kensing, George Hardie and about 25 other early EAA members. About two barrels of Miller High Life later, I was convinced that I should join the EAA.

I pledged my total support to Paul and his organization and promised I would do everything within my power to help EAA grow. I left Milwaukee with a baggage compartment full of applications and very much impressed with Paul and EAA. Before I left I presented Paul with a membership card in the Pylon Club and told him he qualified as a member by the virtue of finishing in last place Saturday during the running of the midget races which was won by none other than the great S. J. Wittman flying 'Buster', followed by Dick Owens in 'Tater Chip', Roy True in 'Slow Poke', Bruce Pitt in 'Yellow Jacket' and Paul in 'Little Audrey', the former famed Howard 'Pete'.

When I returned to the Club, I set up an EAA recruiting corner at the end of the bar where we signed up over 25 new members during the first week.

About this same time I was co-hosting a TV show on WBKB-ABC Chicago called “Flight Plan” and I would have Paul and the others on the show plugging EAA. The show not only helped EAA but it was also good for the saloon business. In Duane Cole’s book, “This Is EAA” he tells it like it was, but he left out one chapter of the early day meetings held in the Gran-Aire hangar lobby.

It seemed to me that every meeting night it was either a blizzard or an ice storm and as I drove to Milwaukee I kept telling myself, ‘You got to be nuts to drive in this stuff to a meeting that won’t have anybody in attendance,’ Much to my surprise, I would find Steve Wittman there from Oshkosh, Ned Kensing, “Doc” Torrey and the whole gang from Peoria, along with members from Racine, Monroe, West Bend, Chicago and Milwaukee.

I really made an ass of myself the first meeting I attended.

Audrey and Lois Nolinske had a table set with coffee, pop and cookies on one side and beer and raw hamburger on the other end. After the meeting I went up to the table for a beer and Audrey asked if I cared for a sandwich, to which I replied in the affirmative. She proceeds to spread this raw meat on the rye bread and hands it to me. I looked at the raw meat and figured it must be a do-it-yourself program so I began searching for the hot plate to cook my burger only to find there was no hot plate. Then noticed that the others were eating the raw meat and I said to myself, “They must really be in bad shape not being able to afford a hot plate.”

I didn’t want to put the meat back on the table so I flavored it with three more beers and finally got it down. By now I was feeling sorry for Paul and EAA so big time me, I offered to buy a hot plate to cook the meat or pick up the tab for cold cuts. They looked at me like you know where the idea of giving away an airplane during the fly-in came from? It was Ray Stits in Rockford, 1961. I knew Ray before I was in EAA — in fact, he holds one of the lowest numbered Pylon Club cards. During the fly-ins or air races Ray and I would always be joshing around doing something crazy like when he got on the mike at Rockford and offered my Travel Air to the membership for a $1.00 a ticket with the drawing to be held after the air show. I don’t know if you were one of the multitude who rushed me with dollar bills that day but BELOVE YOU ME I turned away over $10,000.00. The next night after the air show, I announced that Ray Stits was having an open house at the Holiday Inn and everybody was invited. When that mob hit his room he knew immediately who was behind the prank.

Ray also has his serious moods. I remember one very well. Lester Cole, the then West Coast aerobatic champion, was hospitalized with a very serious back injury. He was without any insurance and funds were running out in the Cole family to pay the doctor and hospital. And to make things worse Christmas was coming and no money.

The Pylon Club received a letter from Ray explaining Lester’s plight. He asked if we could raise some money to help pay Lester’s bills without Lester knowing it, and thanked me in advance for any help we could furnish from the Club. Like I said in an earlier issue, when you hollered “Hey, Rube” in the Pylon Club you got results. The Cole brothers were very well liked by the Club members and most everyone knew the Coles from their visits to the Club or the shows they flew in and around Chicago. When I posted the notice that we would have a “Lester Cole” night with all proceeds going to the family, the place ran over with the brim with customers. We raised a hatful of money and I sent two checks to Lester — one for the hospital bills and one later to his wife for Christmas presents. Yes, the Pylon Club and EAA were very close.

My drive to raise money for the air racing fraternity was endless. I travelled the nation knocking on agency doors searching for sponsors. My quest for sponsors surfaced in October 1953. During my TV show, I would devote half of the show to air racing. In October I depicted a possible show for the Chicagoland area to be presented during the 4th of July weekend or the Labor Day weekend. On the third week of the show I hit the jackpot. I received a phone call from a large agency in Chicago advising they had a client interested in underwriting the races. I also received a phone call from a young executive of the station’s radio affiliate who identified himself as Frank Tallman from Glenview, Illinois — also an EAA member. He was very much interested in the show and offered his assistance and position to see the show materialize.

The following day I met Frank for lunch and we dis-
Steve Wittman's Buster, seemingly about to be gobbled up by an aluminum monstrosity of sorts. Buster has since been placed in the Smithsonian in Washington.

Big Nick hoists a tankard of Milwaukee's Finest in front of Marion Cole's Stearman during the Detroit races. Now... who was first with the straw hat – Hoover, Lyjak, Hillard???

The late Bevo Howard and his Jungmeister. Bevo died in the crash of this airplane at Greenville, N.C. It has since been restored and is on display in the Smithsonian - suspended upside down from the ceiling.
Bill Falck in Rivets.

Ray Stits' "Worlds Smallest Airplane." Now on display in the EAA Museum.

John Paul Jones in the original Shoestring . . . after all these years it is still the plane to beat at Reno.
cussed the possible use of the Glenview Naval Air Station as a possible site to hold the races. As a member of the Navy, he knew Adm. Dan Gallery well — as well as Cook Cleland, former Thompson Trophy winner, who was based at Glenview at that time. He felt very confident in securing the Navy base for the show and assured me it was quite all right to inform the sponsors of the possible use of Glenview. I then met with the agency and their client ... where I really gained an education about sponsors.

My initial program that I presented was a carbon copy of the Cleveland Air Races — big bores, midgets and aerobatics. After several meetings expired the client agreed to sponsor only one event, the Unlimiteds. Several meetings later we signed a conditional contract for a guaranteed purse of $30,000 and an option for two additional years. With the contract in my hand I literally floated out of the office and headed for the Club to celebrate the return of the National Air Races to Chicago.

The following week I jumped the gun and went on the tube announcing the Chicago National Air Races would be held the Labor Day weekend 1954. I really stuck my neck out a long way with that announcement but little ... or was it a big? ... white lie paid off. The agency called again and informed me that they had another client for the midgets, providing I could meet their request. I put on my best manners, a clean pressed suit and met with a very distinguished gentleman in an office the size of my saloon.

I knew I was “in” the minute I stepped into his office. There hanging on the wall was an autographed photo of Benny Howard and the 'Mulligan'. After ten minutes of name dropping we were on a first name basis. He not only wanted to sponsor the Chicago races but an additional six more races. He named the six cities where he had his major outlets and wanted races run in each of the cities prior to the Chicago race. His idea was to build the product name with the races prior to the Chicago date. When he mentioned six additional races, I couldn’t believe my ears. I was so elated I gave him a ‘yes sir’ right then.

During lunch at his private club we worked out the money distribution which wasn’t as much as I was seeking but enough to be acceptable. After lunch his lawyers worked up a conditional Carte Blanche contract which was signed and sealed by 4:30 p.m. the same day. BELIEVE YOU ME, the champagne flowed freely at the club that evening. I spent the next 30 days trying to nail down the airport site before I made any more announcements. I wasn’t having too much luck with the airport problem but I was confident that I would be able to secure one of the three Chicago airports. As I was preparing my proposed race program for PRPA and NAA I received a newsletter from the Professional Race Pilots Association announcing December 9-10 as the dates of the annual business meeting to be held in Cincinnati, Ohio and that any race programs be presented at the meeting for sanction. I immediately sent in my reservations and advised PRPA I would be in attendance. As I was preparing my proposed race program for PRPA and NAA I received a newsletter from the Professional Race Pilots Association announcing December 9-10 as the dates of the annual business meeting to be held in Cincinnati, Ohio and that any race programs be presented at the meeting for sanction. I immediately sent in my reservations and advised PRPA I would be in attendance. As I was preparing my proposed race program for PRPA and NAA I received a newsletter from the Professional Race Pilots Association announcing December 9-10 as the dates of the annual business meeting to be held in Cincinnati, Ohio and that any race programs be presented at the meeting for sanction. I immediately sent in my reservations and advised PRPA I would be in attendance.

I left Chicago armed to the teeth with enthusiasm, a portfolio full of contracts totaling $127,000 and options for an additional $100,000 and hopefully the future of air racing. At Cincinnati I met with Paul, Duane and Manyear Corkill where we discussed some of the program in preparation to the announcement.

When I signed the conditional contracts with the sponsors, we arrived at the amounts of the purses in relationship to time of sponsor exposure (i.e. $10,000 per hour for the Midgets and $20,000 per hour for the Unlimiteds plus a guarantee of a minimum of 10 airplanes entered in the Unlimited and 15 in the Midgets). I was confident that PRPA would accept the terms of the sponsors without question, therefore, I never consulted them before signing.

You may believe it or not but I never had a chance to present my completed program at Cincinnati and my whole program went down the drain. When I announced my program, I went about it all ‘bass ackwards’. I started with the 6 Midget races — I told them I had 6 races scheduled at $3500 per race and 1 at $10,000 plus $5000.00 for establishing a point standing purse. Before I could announce the $50,000 race for the Unlimiteds I was promptly advised that the only purse PRPA would consider would be $25,000 or nothing.

I quickly reminded them of the $10,000 purses of Continental Motors and the $5000 Tennessee Products Cup Race and that nobody raced in 1953 for any kind of purse. Again it was a flat ‘no’ followed by a ten minute lecture on how much it cost to build and race a Midget. Now — the guy giving the lecture didn’t have a dime invested in a racer — he was only the pilot of a racer that belonged to a friend of his. By now my temper is running about 80 and I proceed to inform him that I am my own builder and financier. In the meantime the Chairman intervened and had both of us sit down.

Duane Cole got up and calmed the group and asked if they would listen to my proposal and reconsider the offer. When I regained the floor, I advised the group that before I would guarantee a $25,000 purse there would have to be some changes in the length of the races. I suggested that the heat races be increased to 10 or 12 laps in place of the present 8-10 laps and that the feature race be changed to 30 laps rather than 10-15 laps of the past. Well!!! I would have been better off throwing a bomb in the place rather than suggest a 30 lap feature. To make a longer story short — I was told in so many words to sit down. Before sitting down I reminded the group that prime TV time was cheaper and more captive than any air race flown by a bunch of unknowns. That statement practically had me thrown out of the place.

I never did get around to explaining my $5000 point standing offer.

Duane and Maynard got up and said we were wasting our time with this bunch and suggested a beer was in order ... to which I agreed wholeheartedly.

Later that evening some of the fellows who I knew quite well offered to run for the proposed purse without PRPA sanction, but there wasn’t enough of them to make up a competitive field of racers that would meet the sponsors specifications of our contract.

I left the convention licking my bloody wounds trying to figure out why in the hell did I spend three years and $14,000 trying to help those $7&$7. My biggest licking was yet to come. I had to face the agency and sponsors and try to get out from under the contracts without loosing another $5000.

As it turned out, I lost some money terminating the Unlimited contract but I came out ahead on the Midgets.

Two days before Christmas the Midget sponsor dropped into the Club to wish me the best of the holidays and to check on the outcome of the Cincinnati meeting. When I informed him of the happenings, he told me to forget the whole matter and congratulated me for trying to bring back air racing on a national level.

The next day, Christmas Eve, his chauffeur delivered to me a huge spread of flowers and a cheese and saus-
age package large enough to feed an army. We went on to become very close friends. I called him before I wrote this and asked if I could use his name or the product's name. He laughed and said, "NO! — I'll have every air show promoter in the country after me." — So went the big Chicago National Air Races that never bloomed. BELIEVE YOU ME — the Pylon Club tried!

As it turned out, the PRPA had only one race in 1954 and it was not for $25,000. As a matter of fact, the PRPA has never had a $25,000 purse for the Midgets since Cleveland 1949.

Before I closed the Pylon Club I made one more very small effort to help racing — the Pylon Club sponsored a trophy for the 1957 Ft. Wayne races. I did it for Duane Cole, more than PRPA. We also plugged the races and attended them. BELIEVE YOU ME, Duane tried to revive racing and deserves more credit than he has received.

I still believe in air racing and I believe there is a bright future for it, mainly because of the new breed of pilots and builders.

The midgets will always be the crowd pleasers along with the biplanes. The big bores will eventually die because of equipment attrition and not because of spirit. I also believe there is a strong future in unlimited stocks, i.e. Bonanzas, Mooneys, Cessnas, etc. — with NO limitations to engine size or modifications. I would like to see them pull out the stops and let 'em go. Stop trying to protect the man who wants to race. He knows the risks — that's why he's there. The name of the game is Money vs Risk.

If I had my own airport BELIEVE YOU ME I would turn it into a race course and run stocks, homebuilts, midgets and anything else that flies every Sunday on a 60/40 gate and at the end of a year I'd need an airport the size of Mojave to stay in business. If you want air racing to flourish you have to open the avenues to the young newcomers and you can't do it with a closed association. Remember A. J. Foyt, Al Unser and the others didn't get their first ride at Indy, they started with stocks, midgets, dune buggys or sport cars.

My experience with PRPA was devastating but it has not dimmed my enthusiasm or interest in air racing — I see I am beginning to preach, so I better sign off.

Before I do — tell me — am I crazy or do you believe in stock airplane racing?

Be sure and mark your calendar for June 12-15 — that's the dates of the Walter H. Beech Building Dedication and Staggerwing/Travel Air Fly-In at Tullahoma, Tenn.

See you there.
The date was July 1, 1913, and for several days Chicago had sweltered in an unseasonable heat wave. Several hundred persons had gathered that day for an athletic event at Grant Park on the Chicago lakefront. Many of them, who had gone to the beach to escape the heat, milled about.

Then suddenly, about 3:30 p.m. someone in the crowd spotted a tiny speck in the sky far out over the lake and pointed it out to his neighbor. Others began to look. The speck grew larger and soon thousands of eyes were upon it. It finally materialized into a double-wing, open cockpit flying boat carrying two men.

What electrified the crowd was that the flying boat (also known as an airboat or hydroaeroplane) was arriving from across the lake. This was an event of significance. Men and women cheered as the craft reached the shoreline and encircled. They continued to cheer as the pilot eased the craft down and landed near the house on the breakwater.

The landing of that craft was an aviation milestone, yet today it's all but forgotten. Logan A. (Jack) Joseph, Michigan to downtown Chicago. Thus he carved a niche for himself in the ranks of aviation pioneers.

It would be 14 years before Col. Charles Lindbergh made his monumental flight across the Atlantic, yet Jack's achievement was just about as awe-inspiring to many. The Wright brothers had flown at Kitty Hawk a mere 10 years before and airplanes still were a novelty, generally regarded as unsafe contraptions.

Jack Vilas was born in New York May 25, 1891, the son of the president of the New York Air Brake Company. In his youth, the family moved to Evanston, Illinois. Jack hated school but was attracted strongly to sports. He became adept at hunting, trapping, polo and auto and boat racing.

THE YOUNG SPORTSMAN found himself watching the progress of aviation with mounting interest. He was barely 21 when Glenn Curtiss, after repeated failures, perfected the flying boat at Lake Keuka, N. Y.; Curtiss ran an airplane factory and flying school at Hammondsport, N. Y., and managed to sell a few models to prominent citizens. Then almost overnight, the popularity of this new recreational vehicle caught the public imagination.

In the spring of 1913, Jack decided that he too would own a flying boat. He promptly went to Hammondsport and surprised Glenn Curtiss by plunking down a payment of $1500 for his own plane, then enrolling in the flight school. At that time the company had just gone through the hands of receivers and, with finances shaky, was glad to get Jack's money. In those days orders for $6,000 machines did not arrive everyday.

At Hammondsport, Jack found himself caught in a swirl of young men heady with the zest of flight and determined to show the world they were a breed apart. Historically, this was the first open flight school in the country, featuring practical work on engines and structures as well as flight training. Jack was graduated in four weeks as a skilled pilot — bearing U. S. Hydro-License No. 6, Aero Club of America.

Curtiss wanted to show off Jack's plane, a deluxe model, at the Hotel Astor in New York City, and to this Jack readily agreed. After the exhibition, the plane was sent by truck to the swanky Westchester Country Club at Palham Bay, N. Y., where Jack thrilled a number of socially prominent persons by giving them their first airplane ride.

By now Jack was sure of what his airboat could do and sure of his own ability. With no hesitation at all he ordered the plane shipped to St. Joseph.

In those days, pilots did not attempt long overland flights. Because of low speeds, such trips would have taken several days, to say nothing of the possibility of mechanical troubles. When cross-country flights did take place, a crew of technicians would often follow on the ground.

Jack was getting ready for his next escapade — something big. He would be the first air pilot to fly across Lake Michigan.

Frenzied days of preparation followed. Jack and two mechanics stayed at the Whitcomb Hotel in St. Joseph, and the plane was tethered nearby on the beach. Jack paid a guard $2 a night to stand watch and keep the public away from the airship. He also met Billy Bastar, whose father-in-law owned the hotel. Billy wanted to go along on the flight as a passenger. He was confident that he knew the way to Chicago, since he had crossed the lake many times on the excursion boats.

Later Jack declared, "I didn't want to take a passenger. But Billy was so insistent that I finally consented to take him, and then I was glad that he was with me."

At about 2:00 p.m. on July 1, Vilas and Bastar were ready. Newspapers devoted considerable space to the touching farewell between Bastar and his young wife, who wept and begged him not to go. Nevertheless, Jack and Billy cranked their engine, waved good-bye and taxied away.

Vilas' 1913 flying boat had a 100 horsepower, V-type Curtiss eight-cylinder engine with a 'pusher' prop. Its average speed was 62 miles per hour and it could climb 1,000 feet in three minutes. In the cockpit were two side-by-side seats. Storage space was crammed with extra gasoline, tools, extra parts and a dozen Roman Candles which Jack thoughtfully procured for emergency use. Thus heavily loaded, the craft was low in the water and had to taxi for a mile through rough surf. Finally, she surged over a wave and began to rise. They were off!

Two other airmen had previously tried to cross Lake Michigan, but both had failed. The large crowd on the beach at St. Joseph plainly considered the two young men foolhardy.

Vilas had no compass. As soon as he was airborne, he headed the plane southwesterly, going by the sun. He also lined up with the wake of an approaching steamer which he was sure was coming from Chicago.

Jack thought he would be able to see the Chicago skyline when he reached an altitude of 1,000 feet. Yet during the flight he went much higher than that, but
Because of haze, was out of sight of land for practically the whole trip. He encountered a stiff northwest wind which caused some drift, and was bothered greatly by rough air. Later he related, "I lost a good deal of time in climbing and the air pockets were simply terrible. At times it was all I could do to keep the plane from going into a 'slide' or turning a loop when we fell into a pocket."

It was 62 miles to Chicago. Jack and Billy stayed "on course" through the turbulent air, watching for some sign of land. Finally they spotted a mass of smoke to the south and were tempted to turn in that direction, but Jack figured the smoke came from the steel mills of Gary. He continued on his heading at an average altitude of 2,500 feet. Only two boats were sighted during the trip and finally, in just one hour and 40 minutes, the two flyers landed at Chicago's Grant Park, to the thunderous cheers of the carnival crowd.

It was the longest successful powered flight over water in history to that date.

As Jack landed and pulled close to the shore, he could see a mob of people coming toward his plane. He felt fine, except that he was temporarily deaf and boiling water was spraying on the back of his neck. The radiator on the engine above his head had at the last minute sprung a leak. Jack and Billy were swamped by well-wishers.

As he received congratulations, Jack commented, "She flew like an angel. Not a minute of engine trouble."

Soon he was doing his best to cope with reporters. Billy, meanwhile took advantage of the hubbub to sneak away to find a telephone. His first thoughts, when he regained his composure, were of his worried wife back in St. Joseph.

Finding himself a celebrity, Jack wasn't ready to settle down. He flew some exhibitions and made a number of public appearances, always receiving a warm reception. Then in the fall of 1913 the attractive Miss Suzanne Wharton, a friend of long standing, brought him down to earth and married him.

Jack's name was in the record books after his Lake Michigan flight, but two years later he chanced up another aviation "first" of a different sort.

He long had been fascinated by the resort country of northern Wisconsin. In his youth, he had spent vacation hunting and trapping in the wilderness of Vilas County, near the border of Upper Michigan. The county was named for Wisconsin Senator William Vilas, a first cousin to Jack's father.

In the summer of 1915, Jack and his wife headed for Vilas County for an extended vacation in the Grout Lake area. A new, larger Curtiss flying boat which he named the "L.A.V.I.II," went along.

One day, while marveling at how far he could see the unbroken woodlands from the air, Jack had an inspiration: Why not be an aerial fire warden? He could survey thousands of acres in clear weather and easily spot a forest fire up to 30 or 40 miles away. He promptly volunteered his services, without cost, to the Wisconsin Board of Forestry (now the Wisconsin Conservation Department).

Thus it was that Jack flew the first forest fire patrol flights in history. He patrolled everyday in July and August of 1915. When he saw an indication of fire, he would quickly land and telephone the Forestry headquarters.

For some time Jack had shrugged off the necessity of working for a living, but about this time he settled down to work somewhat irregularly, at Pyle-National Co., a family business in Chicago. During World War I he took time out to assist in the formation of the aviation section of Great Lakes Naval Training Station.

After the war, Jack found himself helping raise three active children. Taking after their father, all three became air-minded.

Jack's enthusiasm for flying continued in many ways. He served in many capacities in air shows, air races and special events. In World War II he organized the Illinois Wing of the Civil Air Patrol and became its wing commander. He also achieved the rank of lieutenant colonel in the Air Force.

As the years wore on, Jack wistfully remembered the early days of flying, lamenting the many restrictions of modern times. Today, at 83, Jack long has been retired from Pyle-National and lives quietly in Evanston, Ill. He still spends time at a cottage in the Wisconsin woods. He also plays golf as much as possible, and likes the active life, despite his age. But he harbors plenty of memories — memories of the old Curtiss flying boat days, days in which aviation history were being made — history in which Jack played a major role.

**ELECTION AND ANNUAL BUSINESS MEETING NOTICE**

The EAA Antique-Classic Division Nominating Committee has submitted the following names to the membership for re-election:

Vice-President — J. R. Nielander
Treasurer — Gar Williams
Directors (4 positions to be filled — 2 year term):
George Stubbs; Jim Horne; Morton Lester and Claude Gray.

An amendment to the By-Laws to be voted on at the Annual Meeting would make these offices 2 year terms instead of 1 year terms.

Ballots for election to above offices will be mailed no later than June 1 to all paid-up Antique-Classic members and returned to Headquarters no later than three days before the Annual Business meeting. The 1975 Annual Business Meeting will be held Monday, August 4 at 9:00 a.m. at the Antique-Classic Headquarters building at Wittman Field, Oshkosh, Wisconsin. Results will be announced at the Annual Meeting and newly elected officers installed at the close of the meeting.
"CHARLIE" AND HIS . . . ER, DIRIGOCPLANE(?)

Here's one for you New York City residents of the late 1930s. If you hung around Roosevelt Field on Long Island in those days, you probably remember "Charlie" and his part airplane, part dirigible, part helicopter. Bob Burbick, who has now retired to Sun City, Arizona after a long career with the FAA, was assigned to the New York City area just prior to World War II, remembers "Charlie" well and has sent along the material for this article.

"Charlie" was a nickname — Yung Ho Kown was his real name. Like so many men and women of all races, colors and creeds, he was fascinated with flight. Although he had no formal engineering training that his friends were ever aware of, "Charlie" had given the matter a great deal of thought and eventually decided he had a better idea for how a flying machine should be constructed. He designed an aircraft that had an engine driven pump that pumped air out of tanks built into the wing, "thereby causing a vacuum or partial vacuum in the wings and thereby lightening the wings." On top of the wings were two large streamlined compartments containing gas bags to be filled with helium. The lift from these gas bags was supposed to leave little for the wings to do to fly the machine . . . so little, in fact, that the engine mount was constructed in such a way that the engine and prop could be pivoted upward into a vertical plane so as to lift, helicopter-like, the machine off the ground. In flight, the engine would be cranked down to its normal, tractor position.

"Charlie," a Chinese cook by trade, applied for a patent on his concept in 1931 and was assigned number 1,824,280 on September 22. Throughout the decade, he worked on his prototype airplane — when finances permitted. Though ridiculed by the press, local pilots and the usual assortment of hangar rats, "Charlie" never lost sight of his dream. A couple of times he actually had the machine ready for testing but, mercifully, the Continental A-40 refused to start. According to observers,
it was a fortunate circumstance as it was maintained that the engine mount would never have taken the full thrust of the engine. Finally, World War II came along and put a stop to most non-military flying along the eastern seaboard . . . including "Charlie" and his "machine."

It was at this point that Bob Burbick lost contact with "Charlie". Who knows what happened to him? To his flying machine?

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**Chinese Tests Homemade Plane, But It 'No Startee, No Flyee'**

**ROOSEVELT FIELD, L. I., Sept. 4—Yung Ho Koun, a Chinese cook of 33 West 116th Street, New York City, made an attempt today to test his homemade flying machine, which incorporates in the airplane the features of the helicopter and the dirigible. After the engine failed to turn over and the machine was returned to a hangar, mechanics here remarked that the whole idea was pretty much choppsey. They called the contrivance "The Flying Junk."**

Yung Ho Koun, who is generally known as Charlie at the airport, got the idea for his flying machine in 1935 and has since worked only long enough to save up some money to build the airplane, then put another job when the funds ran out. He has spent $8,000 on it. There was a crowd of mechanics and pilots on hand today when Charlie's plane was rolled out for a ground test. It has a wing spread of thirty feet and atop the wings on either side of the cockpit, are two huge tanks, one of which is designed for helium and the other for compressed air. The idea is, that by feeding compressed air to the helium the lifting power of the gas will be magnified.

The motor, a thirty-seven-horsepower Continental engine that Charlie acquired second-hand, is set on a pivoting device, so that it can be pointed up or down, thereby raising or lowering the position of the ship in the air.

Charlie was not impressed by critics, who said the amount of helium the tanks could contain could not hit a weight of ten pounds. He has no helium as yet and was only making a ground test today. He also was little perturbed by the comment that the engine probably would jump right out of the ship when the pivoting device was put to work. The engine failed to start today. Another ground test will be made in a day or so, Charlie said.

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**This rather derisive article appeared in the September 5, 1941 edition of the New York World Telegram. The racial undertones would be considered very poor taste today, but latter day home-builders are still looked upon with jaundiced eye by the typical ground-bound reporter.**

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Another of "Charlie's" headlines in the New York papers—a tough town for the erstwhile inventor.

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**He Who Soars Not Suffers Not From A Fall**
The 3rd National Stearman Fly In was held at Galesburg, Illinois on September 13-15, 1974. Twenty four Stearmans from various parts of the country attended insuring another successful fly in and a fun filled weekend. This total was five more Stearmans than had attended the year before and there also was a good representation of other types of antiques, classics, homebuilts, and modern airplanes in attendance. For the first time since this event was started, the general weather pattern over the U.S. was favorable, except for the east coast where several Stearmans that had planned to attend were grounded by low ceilings and visibilities.

On Friday several Stearmans and other antique airplanes arrived getting the Fly In off to a good start. Bill Johnson won the “Early Bird” trophy as the first Stearman arrival, but George Wright in his Navy N3N was the actual first arrival at the Fly In. George is an airline pilot from New Hampshire and was off on a busman’s holiday touring the country and certainly added his part to the flavor of the event. The day was spent with general flying activities, buddy rides, greeting each new arrival, and renewing old friendships once again.

On Saturday morning the activities began early with a dawn patrol flight from Galesburg to Monmouth for a group breakfast at Melling’s Restaurant. What a beautiful experience to prepare your Stearman for flight in the early pre-dawn hours, wipe down the dew, pull the engine through, and snuggle down low in the cockpit as the throaty radial coughs into life and spreads the cold, damp air rearward. As the bright orange ball quickly rose above the eastern horizon its golden rays on outspread wings, eight Stearmans, one N3N, and Jack Stamer in his SNS-5B sliced through the still sea of air to welcome another day. George Wright had a mishap at Monmouth where he inadvertently taxied his N3N over a standpipe and ripped the fabric in one lower wing. Temporary repairs were made and later back at Galesburg Ken Olmsted earned the Hero Award by completing the repairs as well as making another minor fabric repair on Tom Lowe’s Stearman after having drug an aileron on a cross wind take-off. The return mass formation flight to Galesburg arrived back late in the morning and the flying contests began early in the afternoon.

The flying competitions were once again hotly contested and almost all the Stearman pilots participated. Three separate groups of four Stearmans each were in the Formation Flying Contest and each year the flying gets better. The Fly In special guest arrived in the after-
noon and Dr. William Stearman was an immediate celebrity. Bill is the son of Stearman Aircraft founder, Lloyd Stearman, and presently works on the staff of Secretary of State, Dr. Henry Kissinger, at the White House. Bill spent the afternoon looking at the many Stearmans, meeting and talking with the pilots, and taking his first flight in a Stearman biplane in many years in Tom Lowe’s N2S-3. That evening at the awards banquet he spoke of his childhood days and his memories of his father and the many early Stearman airplanes. At 6:30 p.m. seventeen Stearmans became airborne and paraded through the Galesburg skies in a mass formation flight that saw Walt Pierce laying out a beautiful thick, white plume of smoke around the group. Later that evening the awards banquet was held in the Lundry Flying Service hangar where many trophies were handed out as well as a few friendly well aimed barbs. The Hard Luck Award was given in absentia to Kevin O’Mara, a former U.S. Navy Blue Angels pilot, who while enroute from San Diego, California suffered a loss of engine power on take-off at Gallup, New Mexico and wrecked his Stearman in the following skillfully completed emergency landing in very rough terrain. Both Kevin and his father escaped with minor injuries. The activities were somewhat tempered though by the recent disappearance of L. B. Lundry, who yearly gave the Fly In the run of his facilities, while on a charter flight to La Crosse, Wisconsin. Several months later his body was found in his crashed Piper Comanche in the timber along the Mississippi River only five miles from the airport. “Colonel” Lundry will be greatly missed and the Stearman Fly In has lost one of its greatest friends and supporters.

The early Sunday morning hours were also welcomed with another dawn patrol consisting of nine Stearmans that circled over the surrounding countryside for about an hour before returning to the airport. The morning hours were spent with the last rounds of fun flying and many Stearmans departed by noon in order to get a good start on their return flight home. That afternoon a fine professional airshow was held and the attendance by the general public was excellent and for the first time the airshow also was a financial success. The airshow was opened with a five Stearman formation flight led by Jim

Bob Chambers (left) and Hugh Wilson of Dusters & Sprayers Supply, Inc. present a wire biplane trophy to Richard Hansen for his efforts in advertising the National Stearman Fly In.

Ralph Rosnick and his co-pilot pose with his beautifully modified custom Stearman, N300E.

Part of the Stearmans attending the 3rd National Stearman Fly In in the parking area at Galesburg, Illinois.
Leahy. The other pilots were Tom Lowe, Dr. Art Lindquist, Dr. Jack Stamer in Larry Palmer-Ball's N2S-3, and John Ruhlin. As the formation passed by the crowd John Ruhlin pulled his 450 hp Stearman up and out of the group creating a "missing man" formation to honor the memory of L. B. Lundry and also Shannon Leithoff, a member of the Pierce airshow team who had been killed in an airshow accident just the week before. Those on the ground reported that it was a very impressive fly-by remembrance. Other formation fly bys were made by Jack Stamer, Steve Ramsey, and Dennis Simpson in their T-6's, R. J. Dieter's T-28, Rudy Frasca's FM-2 Wildcat and Bill Ross's P-38. A fine airshow followed featuring Walt and Sandi Pierce in their 450 hp Stearman and Great Lakes biplane as well as other Stearman aerobatics by Jim Leahy and Art Lindquist and a "Crazy Cub" act flown by Darwin McClure.

The continued success of the National Stearman Fly In has been assured by the general support of the citizens of Galesburg and by the hard work of many of the local flying enthusiasts. A special thanks is again given to Bob Chambers and Hugh Wilson of Dusters & Sprayers Supply, Inc. who yearly lend their personal and financial help to the Fly In. With three National Stearman Fly Ins completed we hope that the event will continue to grow and hopefully many more Stearmans will gather in Galesburg, Illinois on September 5-7, 1975 as we will once again pay tribute to the world's greatest biplane.
Aeronca Flashbacks

C-2

C-3 Collegian (Modified)

C-3 Master
AROUND THE ANTIQUE-CLASSIC WORLD

Dear "Captain",

Recently, I read an article in the Sport Aviation magazine dated August 1974 about your 1929 OX-5 Swallow.

No need to say, a wave of nostalgia swept over me since I soloed on the Swallow in July of 1928 at the original Chicago Airport on Cicero Ave. Perhaps you remember a flying school there, called Aviation Service and Transport. Although the school had other planes, the Swallow was the best.

Three of my classmates at the time were Elmer Quivey who later flew for United, Bill Records and Slim Carmichel. Do you know Quivey? If so, can you give me his address?

Over the years I have built models of the many planes that I have flown but not one of the Swallow or Travel Air. Is it possible that you might have some blueprints that you would sell?

I couldn't help but notice the log chain used in place of the rubber shocks. Maybe the Douglas Company should put them on the DC-8. Ha, Ha!

Congratulations on your "rare find," sure hope you win first prize at Oshkosh this year.

Sincerely,
Herbert E. Clark
Retired Airline Capt. (EAL)
12100 S. W. 68th Ave.
Miami, Fla. 33166

Dear Mr. Cox:

Enclosed $10.00 check for my membership to Antique-Classic Division of EAA. You carry very interesting articles about the oldies. I'm about as interested in Lear Jets and Cessna 310s as I would be of hurricanes blowing every page of it.

I got my first stick time in a 1945 7AC and spent several days at Oshkosh '74 oohing and ahhing at the C-3 tied down near the Antique-Class ic building.

My ultimate goal is to eventually get all the information I can gather and put it all down on paper in some semblance of order. I need any scrap of information I can get, such as photos, manuals, log books, pamphlets and/or folders and books. I can return them intact within one week after I receive them.

If you can offer me any help I will greatly appreciate it. I am an active member of EAA Chapter 425 in Zanesville, Ohio and am presently putting together a Smith Termitc and a 1946 7DC. I write a weekly column in the Times Recorder on general aviation (mostly on local antiques, classics and homebuilts. I might add!) and have been a professional journalist for over seven years. Our chapter is very active as we hold an annual fly-in in June and we boast two trophy-winning airplanes that took honors at Oshkosh.

Hope to hear from you soon.

Randy Jones
The Times Recorder
34 S. Fourth St.
Zanesville, Ohio 43701

Dear Mr. Hilbert:

I saw my first issue of the Vintage Airplane (Feb. 1975) today and couldn't help noticing the airplane you are seated in. (Namely the Aeronca.)

I am presently gathering all the information I can on Aeronca airplanes, especially the very early history on them. As you know, exact figures on production, etc. on Aeronca before the war is somewhat sketchy, and hard to come by.

I got my first stick time in a 1945 7AC and spent several days at Oshkosh '74 oohing and ahhing at the C-3 tied down near the Antique-Class ic building.

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Hope to hear from you soon.

Randy Jones
The Times Recorder
34 S. Fourth St.
Zanesville, Ohio 43701

Dear Mr. Hilbert:

Regarding the "Bullet" and the NB-3 - a low wing, open, "Bullet" and the NB-3 - a low wing, open, single seater, specifications of the latter mentioned is a 1938.

Dear "Captain":

I saw my first issue of The Vintage Airplane, page 10 — the 1937 Ford convertible mentioned is a '38 Ford, because my parents had one back in 1938. There was also a 1938 standard Ford which resembled a 1937 Ford, but the one in the picture is a 1938.

Keep up the good work with the magazine.

Very truly yours,
William B. Mills
Attorney
Box 964
Thomasville, N. C. 27360

(Editor's Note: Guilty as charged, Counselor!)

Dear Sir:

I would like to join the Antique-Classic Division of EAA. I am an EAA member (No. 87866). Enclosed is a check for $10.00.

Enclosed are some photos of my aircraft. I own a Mooney Mite M16C, 1954, N1412, SN 3086, I also own a Funk B85C 1948, N1655N, SN 439. This is the last Funk manufactured. The Mooney and Funk are based at Tracy, California. I am also part owner in two Fairchilds 243's, the clock number is 1937, SN 2902. It used to be with Parks Air College. The other is 1938, SN 2929, N73506. This used to be a CAA aircraft, NC27, used in the Chicago area. The Fairchilds are based at my father's place in Marianna, Fla.

Sincerely,
Dan Shumaker
551-B South "G" St.
Livermore, Ca. 94550

Dear Mr. Cox:

I would appreciate it if you would place the following in one issue for me. Help! Are the wings on the early '38 J-3s the same as the J-2? Also, how many J-3s were built before N20165, serial No. 2217. It is a 40 h.p. model. Also, I need a serial number tag for the Piper Cub Trainer.

Thanks,
Dave Workman
400 South St.
Zanesville, Ohio 43701

Dear Jack:

I am enjoying my subscription to The Vintage Airplane but wish to nit pick with you just a little bit.

In the February, 1975 edition, page 10, under the article "Four and a Half Days in a 50 H.P. Cub?", you state under the picture that the fuselage of the Cub was built from a stripping 1937 Ford convertible. You will be advised that this is not a 1937 Ford convertible, but is a Deluxe 1938 Ford convertible.

No offense. Just want to nit pick a little bit. I know more about cars than I do about antique airplanes. The reason I know this is a '38 Ford is because my parents had one back in 1938. There was also a 1938 standard Ford which resembled a 1937 Ford, but the one in the picture is a 1938.

Keep up the good work with the magazine.

Very truly yours,
William B. Mills
Attorney
Box 964
Thomasville, N. C. 27360

(Editor's Note: Guilty as charged, Counselor!)
Classified Ads

WANTED — 2 each, 12 volt strobes for fuselage mounting (top and bottom) for an Ercoupe 415C. Please give full particulars first letter. Fred Sampson, 35 Allman Place, New Hartford, N.Y. 13413.

WANTED — Someone to trailer a J-2 from Maine to Oshkosh Fly-In this summer. Contact Jim Horne, 3850 Coronation Rd., Eagan, Minn. 55122 for details.

WANTED — 1940 Piper J-4 Coupe parts. Front struts, jury struts wheel pants, nose cowl, nose cowl grills and “Coupé” name plates for cowling. Please call or write: James R. Bench, Rt. 1, Box 162, Broadway, Va. 22815, Phone 703/896-2363.


Calendar Of Events

JUNE 6-8 — MERCED, CALIFORNIA — 18th Annual Merced West Coast Antique Fly-In. Early Bird party June 6. Air Show Sunday. Contact Linton Wollen, Director, P. O. Box 3212, Merced, California 95340. (209) 722-6666.

JUNE 6-8 — ORANGEBURG, SOUTH CAROLINA — 6th Annual Old South Hospitality Fly-In, sponsored by EAA Chapters 242 and 249. Antiques and Classics welcome.

JUNE 8 — ZANESVILLE, OHIO — 3rd Annual EAA Chapter 425 Fly-In/Breakfast. Municipal Airport. Contact Dave Workman, 400 South St., Zanesville, Ohio 43701.

JUNE 12-15 — TULLAHOMA, TENNESSEE — Walter H. Beech Building Dedication and Invitational Staggerwing and Travel Air Fly-In. Contact: The Staggerwing Museum Foundation, Inc., P. O. Box 520, Tullahoma, Tenn. 37388.


JUNE 28-29 — BURLINGTON, WISCONSIN — Annual Antique-Classic Division Cub Fly-In. All other Antiques, Classics and Homebuilts welcome.

JULY 4-6 — GAINESVILLE, GEORGIA — 8th Annual Cracker Fly-In sponsored by North Georgia Chapter of AAA. Featured speaker is Matty Laird. Contact Bill Davis, 2202 Willivee Place, Decatur, Ga. 30033. (404) 636-4743.


JULY 27-28 — WICHITA, KANSAS — Cessna Airmaster Reunion. One time gathering of world’s most efficient airplane. Contact Gar Williams, Jr., 9 S 135 Aero Dr., Rt. 1, Naperville, Ill. 60540.

JULY 29 — AUGUST 4, 1975 — OSHKOSH, WISCONSIN — 23rd Annual EAA Fly-In Convention. Sport aviation world’s greatest event. It’s not too early to make plans and reservations!

AUGUST 24 — WEEDSPORT, NEW YORK — Air Show and Fly-In Breakfast sponsored by EAA Chapter 486. Whitfords Airport. Contact Dick Forger, 204 Woodspath Rd., Liverpool, N.Y. 13088.

Florida Sport Aviation Activities — The very active Florida Sport Aviation Antique and Classic Association has a fly-in somewhere in the state almost every month. The decision on the location of the next fly-in is usually made on too short notice for inclusion in The Vintage Airplane, so we recommend to all planning a Florida vacation that they contact FSAACA President Ed Escallon, 335 Milford Drive, Merritt Island, Florida 32952 for fly-in details. Join the fun!

Back Issues Of The Vintage Airplane

Limited numbers of back issues of THE VINTAGE AIRPLANE are available at $1.00 each. Copies still on hand at EAA Headquarters are:

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1975 — JANUARY, FEBRUARY, MARCH