The Magazine of the EAA VINTAGE AIRCRAFT ASSOCIATION

AUGUST 2004
Thanks to each of you

By the time you receive this August Vintage Airplane, the 2004 edition of EAA AirVenture Oshkosh will be history. I am writing this “Straight & Level” column the day I am leaving for Oshkosh. Starting with the next issue of Vintage Airplane, this column will be the first for your new president, Geoff Robison. I have known Geoff for a number of years, and I think that you will find him to be a great leader and president. Geoff was the chief of police for the community of New Haven, Indiana, and having retired at a young age, he is now a judge for the same community.

He started out with the Vintage Aircraft Association as an adviser, just as I did, and has worked his way up to director and now president of the association. I suppose I could say “only in America.” He has shown his dedication to VAA and EAA by his hard work at Oshkosh and his leadership with the B-17 program all year long. I personally think that you will be in good hands with your new president. I will be remaining on the VAA Board as a director, and I thank the board and the membership for your confidence in allowing me to continue to serve as a director.

I hope to continue to write informative articles for Vintage Airplane.

This last “Straight & Level” column has been hard for me to write, primarily because it is my last one after 16 years of being president. Being president has allowed me to associate with some great people within EAA, the flying community, type clubs, and people in general. H.G. and I have known Geoff for a number of years, and I think that you will find him to be a great leader and president. Geoff was the chief of police for the community of New Haven, Indiana, and having retired at a young age, he is now a judge for the same community.

EAA President Tom Poberezny has been great to work with over the years, and his office has been supportive as well. I knew Jack and Golda Cox before they went to work for EAA, and they were very helpful over the years. At the convention office Karen Feldner and her staff have been just great over the years helping the VAA during the convention and other times of the year. During the year we have a number of people who do maintenance in the Vintage area of the convention grounds, and Vern Lichtenberg and his staff have always been there to help. When I first became president of VAA (then it was called the Antique/Classic Division), Paul Poberezny was still president of EAA, and we worked together before he retired. Paul was a good friend of the VAA, and has since become a good personal friend. I would like to also thank all of the other people who have been helpful over the years; we could not have done it without you. Thanks to each of you!

Let’s all pull in the same direction for the good of aviation. Remember, we are better together. Join us and have it all.
Rolls-Royce Sponsors National Aviation Heritage Invitational

The National Aviation Heritage Invitational comes alive through the efforts of Rolls-Royce North America, the Smithsonian Institution’s National Air and Space Museum, and the National Aviation Hall of Fame.

The 2004 biannual competition begins with the eastern regional at the Dayton International Air Show, Dayton, Ohio, on July 15-18, 2004, and the western regional on September 16-19, 2004, in conjunction with the Reno National Championship Air Races, Reno, Nevada.

The Invitational allows vintage and military aircraft owners and restorers to showcase the pinnacle of their hard work. Visitors walk away with a piece of times gone by in their hearts and minds as they admire the beautiful symbols of the past.

For application information, visit www.heritagetrophy.org, or phone Jennifer Ratza at 703-621-2784.

Many Thumbs Down for National Air Tour NPRM

At public meetings in Washington, D.C., and Las Vegas, in May it was clear that there was no support for the FAA’s National Air Tour Safety Standards (FAA-1998-4521) notice of proposed rulemaking (NPRM).

At the Washington hearing, EAA was represented by EAA member Dave Humphreys, and VAA Executive Director H.G. Frautschy spoke on behalf of the Vintage Aircraft Association and National Association of Flight Instructors. A number of active operators also spoke passionately at the hearing, including Rob Lock, who operates a pair of New Standard D-25’s as “Waldo Wright’s Air Service.” His father and partner, Bob Lock, spoke a few weeks later at the hearing in Las Vegas, Nevada. Greg Herrick of the Aviation Foundation of America and Brent Taylor of the Antique Airplane Association also spoke vigorously at the hearing.

Humphreys commented on the NPRM’s inherent unfairness as well as the FAA’s long tradition of partnering with EAA and others in aviation to address concerns. “In EAA’s long tradition of working with the FAA, we did not just file comments in opposition to this proposed rule, but provided comprehensive alternatives to the proposal,” Humphreys said. “Suggestions (were) based on the trust and knowledge of the U.S. airman, the resources of the FAA field inspector force, and our knowledge of general aviation. We cannot help but ask: Why didn’t the FAA ask the industry for this information before introducing this proposed rule?”

Frautschy told the panel, “It (FAA) did not take into account the effect this NPRM would have if enacted on a major number of operators who choose to operate under Part 91 as a commercial operation.” Afterward, Frautschy noted there were several small aircraft owner/operators who testified that the proposed rule would put them out of business and devalue their aircraft. “Nobody wanted the NPRM to stand,” he said.

EAA’s official comments on the NPRM concluded that the sweeping changes proposed are not justified by historic safety data, nor is there sufficient evidence that safety will be enhanced by the proposals. FAA also failed to address dramatic negative cost-benefit impacts these proposals would have on the general aviation industry.

FAA Renews EAA Chapter Drug-Testing Exemption

FAA recently renewed Exemption 7111C, which allows EAA Chapters to conduct daylight charitable sightseeing flights within a 25-statute-mile radius of the event airport without having to comply with the full FAR 135 and 121 drug-testing requirements. Under the exemption, private pilots can act as pilot-in-command of such flights as long as they comply with FAR 61.113(d), which requires notification of the closest Flight Standards District Office of the event. Pilots and event organizers are limited to four charitable sightseeing flight events per year under this exemption.

EAA Chapters must request permission for such flights by calling the EAA Chapter office at 920/426-6867. Individual EAAers may also operate under the exemption for local events by applying directly to the Department of Transportation for a drug-testing exemption. Such events include church raffles/fundraisers, local school foundation fundraisers, etc. If the pilot has not flown in four charitable sightseeing events during the year, the FAA will approve the exemption request. Individual exemption requests must be either faxed to the DOT Docket office at 202-493-2251 or mailed to: DOT Docket Management System, 400 7th Street, SW, Room PL 401, Washington, D.C. 20591. Additional information is available on the web at www.eaa.org/chapters/resources/drugtest_exemptions.asp.

TSA Suspends Pilot Insecurity Rule

The Transportation Security Administration (TSA) and FAA temporarily suspended a controversial rule opposed by EAA and other aviation organizations that enabled TSA to suspend or revoke FAA-issued pilot, flight engineer,
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A Tribute to
Ken Love, Bud Dake, and Daren Banfield
KATHIE ERNST, KRIS KORTOKRAX AND DICK JACKSON

This past June we were saddened to learn of the deaths of three wonderful restorers and aviators. I've asked three of the many friends these men had to put a few thoughts down on paper regarding their extraordinary friends. —H.G. Frautschy

Bud Dake

My buddy Bud Dake was truly one of the finest aviators I've ever known. He was also the undisputed expert on antique aircraft, especially Monocoups. He was also a very kind man, one who was always willing to help out those in need.

When I first met Bud, I was a little intimidated by this tall man with the handlebar mustache. But after I got to know him, I realized what a kind and gentle soul he was. He was always available to help people out with their airplane (or car, or motorcycle, etc.) project. The Bonanza owners knew just who to call when they were replacing a fuel bladder—with his long arms, Bud was the only guy around who could reach in and attach the last two snaps.

Bud's hangar was always open for friends and strangers alike. He enjoyed quietly relaxing in his favorite chair at the edge of his hangar. People would often stop by with questions, comments, or just to talk about airplanes. He never turned anyone away.

I was fortunate to have flown with Bud as much as I did. He took me "under his wing" and introduced me to the "little airplane world," as he called it. It really was an honor to fly with him, and it was a joy to share the sky with someone who loved to fly so much.

It was always fun to see what he'd come up with next. During the past year, Bud took up a hobby he had enjoyed in his youth—playing the guitar. After a day of flying, you would often find Bud over at Frank and Carol Kerner's hangar playing some tunes with Frank. It was so nice to hear them play, and it was a wonderfully pleasant way to end a day of flying.

Bud was a remarkable individual. He was someone who cannot be replaced, and we will all miss him terribly. We will miss those things that remind us of his presence—the sound of his boisterous Pratt & Whitney engine bellowing on his Mullicoupe as it raced through the air; the much smaller sound of his red Cushman motor scooter as he puttered around the airport (the one with the funny, annoying little beep); and the soft melodies coming from his guitar in the early evening, gently underscoring a pretty sunset at Creve Coeur Airport.

We will all miss him, but we'll never forget him!
—Kathie Ernst

Ken Love

Ken Love was a part of the antique airplane community for a long time. He was an antique himself, but don't try to keep up with him. He loved the airplanes and a good party.

There was more to Ken than just clowning around and telling stories at 2:00 a.m. at the fly-in. There were the days spent prop-ping airplanes and washing airplanes at Washington Park airport to earn enough money to take another flying lesson. There was the flight in the Stearman when he did his famous "peel off" at full throttle, and the one-week grounding that followed. Later, numerous trips were made to fly-ins across the country with his navigator, Bob Gast. Bob only needed to navigate to the fly-ins, because on the way home, Ken could follow the trail of dead vegetation, left from the Fairchild's oil slick.

In May of 1968, Ken decided it was time to get a pilot's certificate. Previously it was "If we crash, run like hell." The examiner remarked to him, "For a student, you sure have been to a lot of places!" In December of 1968, he flew to Sandwich, Illinois, and had a midair collision. A Cessna 150 had landed on top of the Fairchild as it was touching down. He always said "I was safe, until I got the license."

Ken is probably best known for the acquisition and restoration of the Laird. He had looked at a Stagger-wing, but that was a little rich for his blood. He found the Laird, in pieces, at Mid-Continent Airport in Hayti, Missouri. It had been used as a duster. Ken bought the airplane in 1966 and planned to restore it himself. For—

continued on page 29
This month’s Mystery Plane comes to us from the collection of the EAA Boeing Aeronautical Library. Send your answer to EAA, Vintage Airplane, P.O. Box 3086, Oshkosh, WI 54903-3086. Your answer needs to be in no later than September 10 for inclusion in the November issue of Vintage Airplane.

You can also send your response via e-mail. Don’t forget, we’ve got a new e-mail address for you to use when sending in your response. Send your answer to mysteryplane@eaa.org. Be sure to include your name plus your city and state in the body of your note and put “(Month) Mystery Plane” in the subject line.

While a repeat from 1988, the May Mystery Plane, the Collier CA-1 Ambassador, still evokes interest.

One of our late members, George Goodhead Jr., reserved the N number for the original CA-1 for many years in the hope the single original aircraft would resurface. George had a personal connection to the airplane, as he wrote in 1988:

“I have been trying for many years to find out what happened to William S. “Bill” Collier or the airplane. I received my first three hours of flying instruction in this airplane from Bill Collier in exchange for photographs and drafting back in 1939.”

George went on to describe his search for the CA-1: “... Bill applied for a ferry permit to ferry the ship to Danville, Illinois. Gene Chase checked with several members around Danville, but no one had ever heard of the ship. I have the N number reserved in case I should find it.”

George passed away in the summer of 2000, and the registration rolls do not show the registration of the CA-1. Does anyone know what happened to the Collier CA-1?

Correct answers were received from Harold Swanson, Oshkosh, Wisconsin; John Rowles, Bemidji, Minnesota; Wayne Van Valkenburgh, Jasper, Georgia; and Remo Galeazzi (via e-mail), Petaluma, California.
Editor's note: A number of our older members recalled the column written by "Big Nick" back in the 1970s. They're still plenty of fun to read, and we'll reprint them over the course of the next year and a half. We hope you enjoy them!

The King's English has always been a mystery to me. Why can Ernest Gann, Richard Bach or Truman Capote say it so eloquently... and I have trouble saying, "Believe-you-me!"

I am not as bad now as I was some years ago. I can remember when Paul Poberezny would stand behind me and sweat out every word I said. Every time I would say, "How come is that?" or, "It's more better," he would tug on that old blue coat I wore for years B.T.Y.O.EAA.J. (Before The Years of EAA Jackets).

How many of you all remember the evening I almost had EAA run out of Rockford with my definition of the difference between "aerobatics" and "akrobatics?" The last I saw of Paul, he was trying to get in a go­pher hole! Believe-you-me, later that night I spent about an hour in the woodshed with the Boss... resulting in a promise that it would never happen again!

Later while MCing an awards program... it happened again. I told the story about Dorothy Wittman and her "Chihuahua"... it brought down the house, but it also cost me another trip to the woodshed.

After that session the Boss decided to handle this condition with higher authority. He recruited the help of Father John MacGillivray!... with the instructions to "whip him in line—and keep him that way."

Now that I am 20 years older and with the continuous surveillance of Father John, my language is somewhat improved—but not my grammar, so bear with me!

During our monthly visits, I'll be telling you what I remember about some great aerobatic and racing pilots, the world famous Pylon Club, how we built the famous Howard DGAs and about many famous personalities and their airplanes.

Keep in mind I am not a historian, but I'll tell it as I remember things and hope you find these visits both entertaining and informative.

SPIN, LOOP AND ROLL

Before we take our stroll down Memory Lane, let me express a few thoughts and suggestions about the planned Spin, Loop and Roll Contest. I believe the contest is a great idea and should be a lot of fun.

For the sake of the newcomers who are not too familiar with old airplanes and a refresher for the old timers, keep in mind that most old airplanes have bad spinning habits. Many old airplanes have excessive flipper travel, which makes for an instant stall, spin entry. This may catch you by surprise on your first spin attempt. Check your airplane for proper flipper travel and, above all, proper rudder travel. Familiarize yourself with the NACA spin recovery method. Many airplanes will recover easily from one to three, but watch out after three turns. I use the NACA recover in ALL airplanes, modern or old.

I will not solo a student until he or she has been taught spins. If they are flying newer airplanes, I use my son's J-3 Cub for the spins.

I have spun many old airplanes
and I would not be here today had I not used the NACA recover. Some of the airplanes that gave me a fit were the small fin Fleet, the LeBlond Davis, small tail 'Lakes and American Eagle, to name just a few. Now remember, these were MY experiences . . . you may find them different today.

Many old airplanes do not have weight and balance data available in their papers, as only weight data was required at one time—so you may have to compute your own balance. If you have just rebuilt your machine, or just purchased it . . . WEIGH IT! Why? Because you most likely added weight behind the CG without realizing it. You probably made the turtledeck stringers heavier because the old ones were warped, you added tailwheel steering linkage, you added upholstery, a new, heavier windshield, a radio, more instruments, double seatbelts and, finally, you added 10 pounds to your own belly. All this is from the rear cockpit rearward or aft of the CG. So-o-o! Check your machine for rearward CG limits.

My old Travel Air is original except for the steering linkage on the tail wheel, which is mounted in the same location as was the original skid—and a metal frame windshield. Over the past 25 years it has picked up 32 pounds aft of the original CG—2 pounds for steering linkage and windshield and 30 pounds for the pilot.

Now for the loop. On your first attempt, you may find yourself doing snap rolls (where the airplane rolls at the top of the loop). This is common in old airplanes that have excessive flipper travel, or if you don’t back off on the stick going over the top.

You may find some buffeting as you go through vertical and again on the backside on recovery. This can be caused by an oversized windshield, which is disturbing the airflow or disturbing the airflow from its original path. Airplanes with double cables to the flippers continued on page 31

From Big Nick's Photo Album

OX-5 powered Lincoln PT. Note the down travel of the flipper (elevator, for you purists). Also, check those fancy hubcaps.

Kreider-Reisner Challenger (KR-31) with a mighty OX-5 in its nose. Again, notice the amount of “down” elevator.

Father John MacGillivray checks in with Big Nick to see if he is keeping himself in line. Father John is quite an antiquer—he owns the only Miles Hawk Major M.2W left in the world today and a de Havilland D.H. 80 Puss Moth. His well-known midnight blue Tiger Moth has held a place of honor in the EAA Museum for a number of years now.
I love a good dream, and this one was a doozy. I was in the cockpit of a pristine Beech Staggerwing, all decked out with the latest electronic goodies. “Wow,” I thought to myself as I settled into the right seat. “This panel would be to kill for.” The centerpiece of the panel of this recently refurbished airplane was the dual Garmin GNS 430 installation. (With the current rapid advance of avionics technology, these units might even be “vintage” by the time this article gets published.)

I had been hired by the owner of this sleek airplane to get him up to speed with his new avionics. The pilot was well versed in flying his airplane, but the technology of advanced GPS navigation was something new to him. He had, to his credit, read the manuals that came with his avionics, and had even run through the simulator mode several times. I figured this would be a piece of cake. I thought I’d just have to observe the pilot shoot a few different approaches, make a couple of suggestions as to some shortcuts he might be able to use in configuring the GPSs, and be on my way. “Little did I know,” to quote an old television show, (Am I showing my vintage heritage yet?) that I would have my work cut out for me in this dream.

Things started out quite smoothly. The pilot programmed a short route into the GPS and cross-filled to the second unit while the engines warmed up. The plan was to fly a route to see how the units would sequence and communicate with themselves. We would then make some changes to the route to demonstrate how to quickly and efficiently edit the route. We would then select an approach at the destination airport, fly the approach to the missed approach point, and enter the hold when arriving there. The lesson continued on from there, building upon what had been previously learned.

Upon departure the pilot took up a heading towards our first waypoint and did a good job of keeping the needle centered in the HSI as we climbed to altitude. As we neared the waypoint the GPS annunci­ated the next direct track to the following waypoint, and then told us when to start the turn so as to keep the needle centered through the turn and onto the next leg. It was not long after this turn that the “MSG” annunciator started to flash. I knew that it would tell the pilot to set the course in his HSI, but rather than saying anything I wanted my client to experience this. Experience is a much better teacher than I will ever be.

I was not prepared for what happened next. This dream was heading decidedly downhill in a hurry! I was about to witness one of the most blatant manifestations of the hazardous attitude IMPULSIVITY that I have ever seen. The pilot, rather than pushing the button directly under the annunciator that said MSG, pushed the “Menu” button. Of course it did not tell him what the message was, but brought up a sub-menu screen. Before I could say or do anything the pilot pushed another (wrong) button. Soon his fingers disappeared in a blur as they pushed button after button. It actually elicited a chuckle from me as he frantically pushed any and every button on the unit without any semblance of thought or order. I woke up with a start. In real life, that kind of attitude could get you in a heap of trouble. The problem was, I’d seen it happen, and in real life situations.

Had my dream pilot just stopped for a moment and applied the antidote of “Not so fast! Take your time! Think things through!” he could have pushed the “clear” button after his first mistake. This would have taken him back to the previous screen, and then, thinking things through, he could have pushed the proper button to receive the message, and do what the message instructed.

Impulsivity, that compulsion to “do something, anything, as long as you do it quickly” can certainly get us in trouble in one heck of a hurry. I know that I am not the only instructor who has experienced a student who quickly reaches the mixture control and pulls it to “idle/cut-off” immediately after the suggestion of not forgetting to apply carburetor heat, or applies full power in a recovery from a critical attitude (while “under the hood”) even though the nose is pointed down and the airspeed has already climbed well into the yellow arc.

In flying it is rare that we have to react with lightning quick reflexes; however, there are definitely certain times when we, as pilots, must act quickly. For example if an engine quits on takeoff, whether it be prior to rotation, or after a few hundred feet of climb, we must be prepared to act quickly. But what we do has to be done with deliberation and thought. We cannot react in a knee-jerk fashion. We do not have time to slowly and deliberately get out the checklist and methodically go through it, but by the same token we cannot act impulsively either. To do so might very well result in bent metal, or worse yet a fatality. Therefore we should prepare for that eventuality by “thinking things through” before we push the throttle forward. Then, should the engine fail we will be prepared to do the proper thing, and not act impulsively, for example attempting to turn back to the runway before sufficient altitude has been gained to allow that maneuver.

As with all of the hazardous attitudes we must first recognize that we harbor the attitude within ourselves. Having gained that awareness we must next learn the proper antidote for that attitude. Then comes the hardest part...applying the antidote. If you have the type of personality that feels that reacting as quickly as you can to any given circumstance is the essence of reaction, then you will probably have difficulty telling yourself: “Whoa ... not so fast.” To you, the speed with which you react is the most important part in saving the bacon. Unfortunately though, that impulsive, quick reaction might make that bacon just a wee bit too crisp.

So if you seek to be more than just a good pilot or wish to become a GREAT pilot, recognize your hazardous attitudes; learn their antidotes; and then apply those antidotes. This will help in achieving your goal. Won’t you join me in that endeavor?

For many years, VAA Chapter 25 charter member (and EAA Chapter 52 member in Sacramento, California) Bill Merwin would host an invitational fly-in on his “field of dreams,” a dichondra airfield in the San Joaquin/Sacramento River delta. Bill passed away, but Chapter members wished to continue the tradition of a delta fly-in. The Rio Vista Municipal Airport has room to grow, and enthusiastic volunteers to help, so the fly-in was on. This year’s event was held this past April, in a stiff breeze, which kept attendance down a bit.

Here are a few shots of the aircraft in attendance. Unfortunately, we don’t have any information concerning the aircraft, with the exception of the Perras brothers’ Lockheed 12A.

A Boeing Stearman taxis in after landing.

A Ryan PT-22, built further south in San Diego, graced the flightline at Rio Vista.

The Perras brothers took a decade to re-skin and restore their magnificent Lockheed 12A.
John and Russell Latta brought a father and son pair of D17S Staggerwing Beechcrafts to the event.

Carl Walston’s Culver LCA taxis past Kent and Sandy Blankenburg’s Lockheed Electra. The Culver was the Classic Age top award winner.

The climate sure agrees with the Classic Grand Champion of EAA Oshkosh ’86, this Stinson 108-2 brought to the fly-in by Brad Ballen (center) of Sky Ranch, California. With Brad were his son, Linden (right), and Terry Fox (left).

Hmm. Clear skies, plenty of flat spaces, the spectacular Sierra Mountains in the background, and large metropolitan areas within a few hours’ flight time. Is it no wonder that the central valley of California is chock-full of great vintage airplanes during the fly-in season?

The Merced West Coast Antique Fly-In has been around for nearly 50 years. Now put on by the local Merced Chamber of Commerce, the fly-in hosted both vintage and warbird aircraft, including a rare Messerschmitt Me-109G, and Frank Schelling’s Hisso-powered Curtiss Jenny. Let’s take a look at some of the other interesting aircraft at the fly-in.

Vintage Airplane

Visits the Merced Fly-In

H.G. Frautschy
The Flabob Aeroplane Company’s Brian Newman and Josh McClure accomplished this fresh restoration of Ron Alexander’s Stearman C3B. It took the top award in its category.

The only Ryan SCW ever certified with the 225-hp Continental E-185, this sleek beauty belongs to Bill and Jan Ewertz of Sonoma, California. It was an award winner.

The top points award winner was this decked-out custom Navion, owned and flown by Ron French of Campbell, California.

Lonnie Autry of San Jose taxis in with his award-winning Travel Air 4000.
"I always wanted a polished Luscombe"

Phil Wells' shining 8A/E

BUDD DAVISSON

There are shiny airplanes. Then there are polished airplanes. Then there is Dr. Phil Wells' Luscombe. One look at that airplane and most folks scramble for their sunglasses while realizing that they only thought they had seen polished airplanes in the past, but really hadn't.

It takes only a casual glance at his Luscombe to ask at least one obvious question, "How can 55-year-old metal still be that perfect?" The answer is just as obvious: it can't and it isn't. Little to none of the visible aluminum on Phil's airplane is original. And to answer the next question, Phil didn't have a hired gun do it. He had some help, but most of the work was done by his wife, Connie, and him.

Phil Wells has been around airplanes most of his adult life, as he was a flight surgeon for the Air Guard off and on for 20 years. Hence his e-mail address F4Doc@mindspring.com.

"I was lucky to be assigned mainly to fighter units and had the luxury of flying back seat (GIB, Guy In Back) with some superbly qualified military pilots."

The military piqued his interest in getting his private certificate,
which he completed in 1990 at DeKalb-Peachtree in Atlanta. Not one to slow down, he plunged right ahead and got his instrument and commercial ratings.

He says, “We have so many hazy, near-zero visibility days in the southeast that an instrument ticket is almost mandatory if you’re going to fly consistently and safely.”

With that kind of thinking, it was only logical that he do what thousands of doctors have done before him: he bought a Bonanza as his first airplane. However, his first Luscombe, an 8E, N1627K, followed that a few years later.

“It was a good solid airplane with nice exterior paint. I cleaned it up, redid the interior, and was happy being able to get some tailwheel experience. But, I wasn’t totally satisfied. What I really wanted to do was completely rebuild a ‘project’ Luscombe, learn more about the airplane and make it one of those shiny Luscombes you’d see at fly-ins.”

That first Luscombe led him into the EAA where he found that there was indeed a way to have his very own shiny Luscombe. Restore it yourself.

“The more I read EAA Sport Aviation the more enthused I became about finding a Luscombe project and restoring it myself. The part of EAA Sport Aviation that I enjoyed most was reading stories about EAA members who had completed similar projects. Connie and I decided to take the plunge!”

Medical school teaches its students a lot of important things, but how to work on and restore airplanes is NOT one of them. Further education would be required.

“I had already made friends with an A & P over in Alabama and he was kind enough to teach me the basics of working with sheet metal. Connie and I added to our skills by attending many of Ron Alexan-

plane was basically all there and in good condition but painted an atrocious orange and blue. Unfortunately, when we stripped the paint, we found there was minimal Alclad left on the aluminum so it couldn’t be polished to the degree I wanted.

“The re-skinning initially started on the nose of the airplane. Those skins had patches and dents that I wanted to repair, so I just replaced those thinking that would be it. Nevertheless, once I saw how nice those looked, it was just natural to proceed back until the entire aircraft had new skins throughout.
Bear in mind, however, that when I started the restoration, I 'knew' I'd finish the airplane in a year. It took ten!

"When we started the project, Ray Lett of Sylacauga, Alabama, who a lot of people think is one of the top gurus when it comes to Luscombes, volunteered to help guide me as I went through the process. Ray and I hit it off, and he took me under his wing for the life of the project. It would have been impossible to do without him.

"Ray really taught me what we'd need to know to put new sheet metal on this airplane as well as so many other areas that I'll mention later."

Re-skinning any airplane, even one as small as a Luscombe, isn't something to approach without having a plan. Normally it would be done in an assembly jig or fixture, but Phil didn't have access to such a fixture, so he went about it very carefully.

"Since the aluminum sheet is what holds the airplane together, you obviously couldn't remove very much of it or the fuselage would spring out of shape. The approach I used was to start at the front and remove a single sheet at a time. I used that one for a pattern, made a new one out of stock sheet aluminum and put it in place before removing the next skin. Other than the cowling and corrugated skins, I fabricated all of the pieces from flat stock. I was advised that it would work without the pre-formed piece, but I will let you be the judge."

Working with aluminum skin is quite often a two-person job—one for the rivet gun and the second for the bucking bar. As Phil worked down the fuselage, Connie's small stature became critical.

"Fortunately she's just the right size to work down inside the airplane. Without her in the tailcone to buck the rivets, I don't know how I would have done the last part of the fuselage."

"Gar Williams, another Luscombe expert, lent his expertise when it came to the corrugated control surface skins. The corrugations in skins vary in size and spacing and often replacement skins vary considerably. I sent mine to Gar and he worked his usual magic and copied them exactly. As you would expect, they came out perfectly."

Even though the outside of the airplane was to be polished, the inside also needed protection.

"We epoxied all of the internal bulkheads and did the same to the backside of each new aluminum sheet before it was installed.

"The airplane was in my basement workshop for nearly four years. Initially, I had the fuselage hanging from the rafters, but later used a homemade roll-around dolly to move and support it."

The Luscombe Foundation in Chandler, Arizona, is often the Luscombe rebuilder's best friend for acquiring those parts, which are difficult to fabricate for a Luscombe project.

"The Foundation, especially Donna Losey, affectionately known as 'Parts Angel,' was a good source of information and I bought many parts from them including their featherlite pulley kit, an instrument panel blank, the stamped cowling, and many of the unique Luscombe parts only they could supply."

When many people poke their heads inside the Wells' Luscombe, they often can't believe what they are seeing—a completely IFR Luscombe.

"At the time I started the Luscombe I was heavy into instrument flying and that just seemed like the logical way to go...at least it seemed like a good idea at the time. If I were doing it today, I'd make it as original as possible. I have a Maule M-6 to fly on instruments and to think of the Luscombe as an instrument platform seems a little unrealistic now. Nevertheless, it is fun to get the occasional query from ATC, 'What's a Luscombe?'"

"Most of the avionics work was done by Terry Wilbourne and his associates at Lowe Aviation in Macon, Georgia. He really had to work to fit everything (IFR GPS, . . . )
and patient and, even though he has an extremely busy aircraft facility, he always took time and went out of his way to make me feel welcome. He’s now one of my best friends, and he has every right to be as proud of the Luscombe as I am, because his contributions were so huge.

“The wing structure was good with no corrosion. One difficult aspect of the rebuild was getting and installing the wing tanks, which are necessary to convert an 8A (65 horsepower) into an 8E (85 horsepower). Buzz Wagner in North Dakota took a set of factory drawings and duplicated the factory tanks from that.

“Connie and I covered the wings using what we’d learned in Alexander’s EAA SportAir workshop course on fabric covering. We used the Stits/Polyfiber system all the way through because it’s pretty fool proof. Ray did the final painting of the ragwings as well as the standard Luscombe trim on the fuselage.”

The project had come without an engine, but Phil was able to pick-up a C-85-12 at a good price. Unfortunately, it had no logs and was of unknown condition.

“Since we weren’t certain of the engine’s internal condition, I asked Ray Lett to go completely through it. As part of completing the engine, he installed a B & C starter, an alternator, and Slick mags. When he was done, it was beautiful and it runs just the way it looks.”

The cowling that came with the airplane was pretty grim, and Phil had his work cut out.

“The nose bowl was terrible and the cowling was not only beat-up but had the original ‘suitcase buckles’ to fasten it closed. Here again, the Luscombe Foundation saved the day and came through with a nose bowl and top and bottom cowling pieces. Everything was basically a rough blank, but it was new metal and shaped correctly. With Ray’s expert metalworking skills, especially the English Wheel, we were able to create a masterpiece cowling and engine compartment.

“One day as we were coming to the end of the restoration, Ray said ‘I have something that needs to be on this airplane. They are up in the attic and they are yours.’ I climbed into the attic and found a set of genuine Decker aluminum wheel pants for the Luscombe! They looked perfect, but I knew that under the 50-year-old paint we’d probably find lots of filler and blemishes. Only we didn’t! I stripped the paint and polished them AND as impossible as that sounds, that’s exactly how easy it was. They serve as the highlight of the restoration.”

Eventually every project is finished and ready for that first flight. In this case, “eventually” was in November 2003.

“I did the first flight myself. Ray had me taxi around the field for a day to see how it all had come together. With no squawks, the next day we did the first flight without incident. Other than a very slightly heavy left wing, it was a totally no-squawk flight. It was as if we’d had the airplane flying for years. Everything went so perfectly, it was almost anti-climatic.”

The Wells live on a grass strip where their Luscombe must feel perfectly at home, especially since it’s hangared with their Maule. However, there’s a drawback to all of this. Phil went through all of this work just because of a single thought, “I want a polished Luscombe.” Now that he has it, what’s his next goal?
Learning to Fly a Convertible Airplane

Getting dual in a Tiger Moth means traveling to the opposite hemisphere

PETER MOMBAERTS

Few flight schools offer vintage airplanes for dual instruction and solo rental. On modern flight lines, even classic taildraggers as Cubs or Super Cubs are far and few between. Aspiring owners or pilots of vintage aircraft are faced with the additional problem of locating suitable flight instructors. A five-hour tailwheel checkout “quickie” is not sufficient to learn the intricacies of flying a vintage taildragger. (And in most cases will not fulfill insurance company requirements. —Ed.) I have set my mind on owning a Tiger Moth in the coming years: I like driving and flying convertibles. Twice I had the opportunity to receive superb flight instruction from Tiger flight instructors—but in the Southern Hemisphere.

South Africa has about 60 Tigers on its register. Many aspiring Tiger pilots in this country seek instruction from Bob Ewing, who has over 2,000 hours in a variety of Tigers. Bob is the director of the flight school of Phoebus Apollo Aviation at Rand Airport near Johannesburg. Visit www.phoebusapollo.co.za or call them at 27 (11) 824-3814. The mailing address is: P.O. Box 3211, Halfway House, 1685, South Africa.

On his days off Bob gives aerobatic joy rides in ZS-NWJ (1941), and also instructs in the Tiger. A syndicate owns the aircraft, and for a reasonable fee insurance can be bought by a nonmember to fly the Tiger solo.

Bob gave me a 10-hour checkout in the Tiger, mostly in the African bush, which also included two cross-country trips. The intercom works poorly and communication between the two cockpits is thus restricted to exchanging a few slowly and emphatically pronounced words. It was often easier for Bob, who as an instructor sits in the front cockpit, to indicate up, down, left, or right with his hands. I strongly recommend taking a Tiger out for a cross-country trip: cockpit organization takes on an entirely different meaning in a cold, loud, and windy environment. Bob prefers wheel landings, as the tailwheel is fragile. He charges 750 rand per hour
A five-hour tailwheel checkout “quickie” is not sufficient to learn the intricacies of flying a vintage taildragger.

The Royal Aero Club of Western Australia (RACWA) was founded in 1919. Visit www.racwa.asn.au, or phone 61 8 9417 0000. The mailing address is: RACWA, Jandakot Airport, 41 Eagle Drive, Jandakot, Western Australia 6164.

It boasts that it offers the only Tiger Moth for hire in the Southern Hemisphere, which is almost true. VS-FAS, also a yellow Tiger, dates from the ‘30s and is kept in immaculate state. A mechanic told me that it requires much maintenance, and that the club probably has to subsidize the Tiger’s presence on the flightline. One of the Tiger instructors is Trent Robinson, who also gives aerobatic joy rides around the splendid city of Perth.

Solo hire is restricted to 25 nautical miles around the airport, which practically means that one can only land at Jandakot, and over water flights are not allowed. Dual hire is about 200 Australian dollars, which converts to approximately $115 (U.S.), but various airport taxes and landing fees must be added to this. For both operations, you should check the pricing. This article was originally written in the fall of 2003, so prices may have very well gone up.

Once again, communications between instructor and student are poor, and this is particularly critical because of the extremely busy training environment at Jandakot. The runway configuration is such that the crosswind limits of 5 knots (solo) and 10 knots (dual) are easily exceeded. I used my flying time to become more familiar with the handling characteristics of the airplane in the air. A Tiger is a docile airplane, but flying an open-cockpit airplane requires familiarization.

I’ve got 15 hours in a Tiger now. Not yet skilled enough to own a Tiger, but ready and eager to pilot one at any time!
WHAT OUR MEMBERS ARE BUILDING AND RESTORING

Reconnecting With the Sky

Garth Vickery of Bellingham, Washington, recently retired as an airline pilot, and is looking forward to reconnecting with his love for the sky after his 30-year-plus career. His 1952 Cessna 170B started as a disassembled project. With the help of Jim Thomas from Mustang Maintenance of Calgary, Alberta, Canada, and additional assistance from the Cessna 170 Club, the project was completed in July of last year. There were plenty of modifications and additions to the airplane, including a four-place Sigtronics intercom, a Garmin GNC 250XL GPS, Garmin transponder and encoder, refueling steps, BAS tail pull handles, Scott tail wheel, P. Ponk gear kit, Whelan strobes, Pacific Scientific seat belts and shoulder harnesses, under-wing courtesy lights, leather interior, one-piece windshield, Atlee cockpit V-brace, and Rosen sun visors.

Back in the Blue Again

After sitting in a garage for 34 years, my Aeronca 7AC Champ, N83856, flew again on December 8, 2003, after a 20-month complete frame-up restoration, which included replacing one main spar and a set of wing struts, recovering in Ceconite, finishing with the Randolph process, and painting with Randolph's Cub yellow. Special thanks to my wife, Lorraine, for her patience and to my good friend Jeff Brewer for his help. N83856 truly flies like a Champ!

David Durham
Mooresville, North Carolina
We recently caught up with Carl-Erik Olsen, previously of Denmark but now of Orinda, California. Carl brought with him the only KZ VII aircraft currently flying in the United States. (Readers may recall the KZ III aircraft imported into the country by retired EAA staffer Norm Petersen. George Rotter of Oshkosh restored one of those aircraft, and it now resides in the Historic Aircraft Restoration Museum at Creve Coeur Airport near St. Louis.)

The KZ VII is a later version of the two-place, side-by-side aircraft built by the Danish firm founded by Viggo Kramme and Karl G. Zeuthen, Scandinavian Aero Industry (SAI). The KZ VII shares the same wing with the earlier version, but it sports a 145-hp, six-cylinder Continental O-300-D built by Rolls-Royce/Continental, and has four seats. The prototype was first flown in 1946. Out of 56 aircraft completed, about 35 still exist, with 10 outside of Denmark, and another five or six in museums or in various stages of restoration. The remaining 20 KZ VIIs in Denmark are still being flown.

This particular example was first used as an air taxi and trainer aircraft from 1946 through 1957. Sold to German interests, it was used to tow gliders in Kiel, registered as D-EGAH.

Late in 1998, it was brought back to Denmark, where Carl-Erik Olsen spent the next two-and-a-half years restoring it to the outstanding condition you see here. It flew again on July 5, 2001. When Carl-Erik moved to the United States in January 2003, he brought the aircraft with him, registering it as N159KZ. Because the airplane was never certified in the United States under FAA or CAA rules, Olsen had to register the airplane in the Experimental-Exhibition category.
Aeronautical engineer Jim Reddig was involved in some of the most unique airplane designs of the 1920s and 30s—the amphibious flying boats of the Grover Loening and Fleetwings companies. During the 1988 EAA Oshkosh Fly-In and Convention, some members of EAA's Antique/Classic division (now the VAA) sat down with Jim and videotaped his reminiscences of his time with those companies. The following is based upon that recording, which is now part of EAA's Timeless Voices of Aviation archive.

"I got my first job in aviation working with Roy Grumman," Jim started. "At the time he was the Shop Manager of the Grover Loening Aircraft Engineering Company in New York City. Grover Loening had enjoyed liberal military contracts for that peculiar shovel-nosed amphibian biplane—the Loening OL-8. The military had a number of them and they flew to places like Greenland and Labrador and all around South America. It was the military amphibian and they had repeat orders and the company grew and all that sort of thing.

"On the other hand, at the height of the Depression and with the onset of the NRA—the National Recovery Act—Mr. Grover Loening ran quite out of patience with that man in the White House. One Monday morning he walked in and said, ' Liquidate this company—nobody is going to tell me how to run my business!'"

Congress had passed the National Industrial Recovery Act in June of 1933. It was one of the measures President Franklin D. Roosevelt enacted to facilitate the nation's recovery from the Great Depression. Businessmen like Grover Loening were adamantly opposed to the Act, and indeed it actually made the economic situation worse. In Jim's case, he was out of a job.

"So I was out on the sidewalk," Jim explained. "Fortunately for me, not too far down the road was an outfit that wanted to build airplanes—Fleetwings Incorporated. Their specialty was spot-welded stainless steel, and they knew 18 different ways to weld a handle on a frying pan! They had a great itch to try and use this technology they had developed over the years to try and build an airplane."

Fleetwings had already built an airplane utilizing an all stainless steel wing and empennage, the 1931 F-101. President and founder of Fleetwings Carl de Ganahl was an engineer graduate of M.I.T., and very early in his career had developed an idea for a 100 percent stainless steel wing. What de Ganahl and his team wanted to do was build an all stainless steel amphibian, which would be the ultimate test vehicle to see whether their methods were valid. Amphibians and flying boats were subjected not only to the normal stresses of flight, but also to water corrosion, particularly when operated in salt water.

"Since I just got out of Loening and had been designing amphibians for them I was just what they wanted...and they got their feet wet along with me," Jim continued. "Fleetwings Company had earlier approached the Grover Loening Company and proposed to make ribs for Loening airplanes out of spot-welded stainless steel. It would never corrode, and it had...
a lot of other good virtues. So they ended up building not only the ribs, but also 80 percent of the tail surfaces of various Loening designed aircraft. The Navy loved this because all the corrosion of aluminum parts on their airplanes while stationed on their ships was the bane of their existence. Stainless steel was an awfully nice answer to the problem as we gained confidence in this electric spot-welding technology. So it wasn’t as if the application was starting from zero—the application had started three or four years earlier with Loening aircraft cautiously adopting stainless steel components made by the Fleetwings Company. Later they went full bore.

"It was a very interesting kind of a challenge. I knew nothing of spot-welding stainless steel, but I did know how to build an airplane that was riveted, bolted, and screwed together. So the charge they put to me was for me to design an amphibian that we could all agree on. I did extensive wind tunnel tests, towing basin tests, aerodynamic calculations, and stress analysis—the whole jazz. Once I had the design I was to stand back and watch them build this airplane in stainless steel. That was the division of authority. I designed them an airplane* and they undertook to build it in stainless steel, which was their specialty. Only one other firm in America was into this stainless steel thing.

“Quite independently of Loening and Fleetwings, this same itch for a stainless steel airplane that wouldn’t corrode had struck a Col. Ragsdale of the Edward G. Budd Company in Philadelphia. The

*The uncovered stainless steel tail surfaces of the Fleetwings Sea Bird show the light but tough construction.
Edward G. Budd Company was well known as the maker of beautiful streamlined train cars. They were doing very well with the modern railroad car. Well, they got this itch to get into airplanes. So Ragsdale sent out a couple of chaps to find out what was the best amphibian in the world—the safest, the nicest flying, accepted and approved, sportsman’s amphibian airplane. They went around and when they came back with their survey they said the best amphibian was the Savoia-Marchetti SM-56, which was an Italian design made out of wood.

“Well Col. Ragsdale said, and I'm of course paraphrasing, 'We know nothing about building airplanes. We're going to have a lot of problems and headaches, and I do not want to also have to spend money on a research effort as to how to properly design an airplane—we have our hands full just building one!' So he made a critical decision—he bought a license from Savoia-Marchetti and they sent him a box of engineering drawings and one engineer on loan.”

The Budd Company decided to build a spot-welded stainless steel amphibian based upon the Savoia-Marchetti SM-56 design, which was designated the Budd BB-1 “Pioneer.” The fuselage and primary structure were stainless steel, and the biplane wings were fabric covered. “That airplane flew in 1935 I think,” Jim continued. “It had a top speed of 116 mph and carried four people. The New York Police Department had five or six of the original wooden version. Everybody considered it to be a rocking chair airplane—if you couldn’t fly it, you couldn’t fly. It was a widely accepted design, but this new stainless steel version, when it flew the design was already 9 years old. It was not an up-to-date, cutting edge of design airplane. It was not the best airplane that could be built using the knowledge that had been accumulated over those nine years.

“It was an exercise in building, in stainless steel, an imitation of an airplane that had been designed 9 years earlier. Eleven months later the first of the Fleetwings Sea Birds flew, and it carried four people with a top speed of 150 mph—quite a leap over the Budd airplane. Ragsdale and the Edward G. Budd Company never even got an order. After two years of pedaling this thing all around, Ragsdale said in disgust, 'No more money down that rat hole!' They stripped the fabric off the lower wing, and then they presented it to the Franklin Institute in Philadelphia, and they
monoplane designed as an amphibious flying boat. All but the landing gear, engine tripod mount, and engine cowling were made of stainless steel. Powered by a 285-hp Jacobs L-5 radial mounted above the wing, the airplane could carry four to five passengers at a cruise speed of 139 mph. The Sea Bird had superb handling in the water and in the air, but could be problematic on land with its high mounted engine making it a bit top heavy. With its stainless steel construction, corrosion was never a problem, and overall maintenance was minimal.

The Fleetwings Company completed six Sea Birds, including the prototype, between 1935 and 1939. The design was extremely popular because of its unique design and construction, and received favorable press; however, the market for amphibians was slow and the company did not receive any orders beyond the initial five. By 1939 construction on the Sea Birds line had stopped completely. Of the six Fleetwings Sea Birds manufactured, there are only two complete airplanes left in existence today. The only airworthy Sea Bird is the prototype model F-4, NC16793, which can be found at EAA member Greg Herrick's Golden Wings Museum in Blaine, Minnesota. The other, an F-5 model, NC19192, belongs to EAA members Larry and Ilse Harmacinski of Cornelius, North Carolina. The Harmacinskis also own the remains of another F-5, Sea Bird NC19193. There had been another airworthy Sea Bird up until May 2003. This airplane, NC19191, once belonged to EAA member Bud Oliver and was passed on to his son Blake. It had been a visitor to the annual EAA convention on more than one occasion and was featured in a Norm Petersen article in the September 1989 issue of *Vintage*. Blake flew NC19191 for a number of years and then sold it to Brian VanWaghen in November 2000. Unfortunately, that beautiful airplane was lost in a hangar fire in May 2003.

As for Jim Reddig, prior to the end of the Sea Bird production line in 1939, Jim left Fleetwings and went to work at Eastman Kodak, where he designed aerial photography equipment. Jim had a full career in aviation that took him from amphibious flying boat design to helping design the cameras and film equipment used to map the surface of the moon in advance of the Apollo missions. He retired in 1972. A private pilot for more than 60 years, Jim was an active member of EAA Chapter 44 in Rochester, New York. Jim went west on November 14, 1993, at the age of 86.

*Author's note - While there is little question that Jim was involved in the design and manufacture of the first Sea Bird, it would be presumptuous to credit him with the complete design as has been done in the past. The basic initial layout of the Sea Bird was based on the Loening Monoduck, and had been completed when the company was located at Building #23 at Roosevelt Field on Long Island, prior to the company's move to Bristol, Pennsylvania, in 1934, and prior to Jim Reddig's employment with Fleetwings. Undoubtedly Jim's experience on the Loening amphibians was put to great use, but to attribute the entire design to him is a mistake. A special thanks goes out to EAA member Larry Harmacinski for providing a plethora of valuable background information on the Fleetwings Sea Bird and Jim Reddig's aviation career!*

Jim Reddig and the Sea Bird reunited at EAA Oshkosh in 1986.
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Look a little further

You've been perusing trade publications and you see an ad that interests you. The airplane is described in detail and includes the fact that the engine has 1,450 hours, with the statement that the manufacturer's TBO is 2,000 hours. Sounds good, you're interested, but let's do a little more research before we come to a conclusion to buy.

Establish a history or background of information on this engine. Several points are important.

Did a reputable shop do the overhaul? Was it the first overhaul or does it have several thousand hours total time with an under-sized, reground crankshaft and oversized cylinder bores?

This can be an important consideration. A first-time overhaul, unless climate and operating conditions were severe, can usually be accomplished with no abnormal expense. If it's the second or third overhaul, look out! It could be there isn't much left to work with.

Operations. How was this engine operated? Has it been worked and worked hard over the past couple of years, or is the airplane a hangar queen? The latter is suspect. Showing thirty hours a year, with infrequent usage, is not the way to go. It could be there isn't much left to work with.

Do the books show a recent top overhaul with little time since? This could be the clue you need.

Here we have a fairly high-time engine, only a couple of hundred hours before TBO and it gets topped. Not a good sign.

Is there a history of oil usage? Tolerating oil consumption may sound like a reasonable alternative to an overhaul, but look at it this way. If that engine is using oil, there is wear. This tells you it's getting tired. Continued operation can only aggravate the problem and there is the possibility the wear will continue to the point of little or no return.

Age too, is a consideration. If it's been a bunch of years since the overhaul, let's say it was done in 1966, and we show only 1,400 hours since; that averages out to about 38 hours a year. Not a good history. There have probably been several manufacturer's service bulletins and/or service letters published on this engine in that time period. Have they been complied with? Service bulletins are mandatory, and should have been accomplished. Service letters are an alert to potential problems as well. Check these items out.

Best check the accessories, too. Get into the logs. When were they last checked, replaced, or overhauled? The magnetos may have gone ovage in grade. How old are the ignition harnesses and plugs? That starter may be the original from way back when. Take a look at the generator or alternator history. How about the carburetor? Accessories age, too. They also have service bulletins and letters.

A one-on-one with the owner/pilot will give you more as to the operation of the engine and accessories; this may be your best guide as to which way you proceed.

These basic caveats will give you a clue as to whether you can continue flying or whether you're facing additional expenses after you purchase, and that's important in light of today's high prices.

Keep your cool; don't allow desire to sway your good judgment. Stand back and look at the big picture and think ahead to when and if that overhaul will have to be done.

With that, it's over to you.
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. To submit an event, send the information via mail to: Vintage Airplane, P.O. Box 3086, Oshkosh, WI 54903-3086. Or e-mail the information to: vintage@eaa.org. Information should be received four months prior to the event date.


AUGUST 14—Cincinnati, OH—West Covington County Airport (CAD). Fly-In/Drive-In Breakfast, EAA Ch. 678. Info: 513-779-8113, cldairport@hotmail.com.


AUGUST 22—Madison, WI—Blackhawk Airport (87Y). Brat & Bean Feed. 11 am - 3 pm. Info: Jim, zfrwheat@wisc.com.


AUGUST 28—Niles, MI—Jerry Tyler Memorial Airport (JTR). VAA Ch. 35 will host its annual Corn and Sausage Roast. 1-6 pm. Info: Ken, 269-684-0743 or tripacenic@yahoo.com.


SEPTEMBER 4—Zanesville, OH—Pitt Airport. EAA Ch. 425 Fly-In. Drive-In. 8 am pancake, sausage, egg breakfast. Lunch served 11 am-2 pm. Info: 740-454-0003.


SEPTEMBER 10-12—Van Wert, OH—Van Wert Country Regional Airport. Festival of Flight 2004. Sentinel Aircraft Journeying. This year's event is a celebration of the heroes of WWII. Vintage planes, airshows, music, flea market, demonstrations, exhibits, contests, food. Info: 419-232-4500 or dpashad@linkmatch.com, or www.vanwertfly-in.com.


SEPTEMBER 25—Hanover, IN—Lee Bottom Flying Field (641). Wood, Fabric, & Tailwheels Fly-In. The name says it all...come and see us, you'll be amazed how friendly and laid back “our family” is. Food and camping available. Certified half­airstcraft airplane (certificate #1). Info: 812-866-3211 or leebottom.com.


SEPTEMBER 26—Sacramento, CA—Fairplex. 14th Annual Sacramento EAA “Old Fashioned” Fly-In. Forums, fly-market, camping, awards, food. Info: 916-559-9090, sacramento@eaa.org.

OCTOBER 1-3—Sacramento, CA—Sacramento International Airport. EAA 2004, Commemorative Air Force HQ, EAA Ch. 41, 5200 motorway, Sacramento, CA 95819. Info: 916-455-1772 or sacramento@eaa.org.

OCTOBER 13—Darlington, SC—VAA Ch. 3 Fall Fly-In. All Classes welcome, BBQ Friday, Aircraft Judging/Barbecue Sat. Info: Jim Wilson 843-706-7416, icwilson@homeispnetwork.net.

OCTOBER 2-3—Midland, TX—Midland Int’l Airport, MOW 1B1. Rain date 9/19, Info: 518-758-5355 or orcadia@bellsouth.net.

OCTOBER 2-3—Tullahoma, TN—Beech Party 2004, Annual Beech Party at the Tullahoma Regional Airport. Festival of Flight 2004. Sentimental Journey. This year's event is a celebration of the heroes of WWII. Vintage planes, airshows, music, flea market, demonstrations, exhibits, contests, food. Info: 432-563-1000, eec@bellsouth.net.

OCTOBER 22-24—Santa Maria, CA—Santa Maria Public Airport (SMX). Vintage Biplane Fly-In plus Auburn and Cord automobiles on display. Lodging on the field, Radisson Hotel, 805-928-8000, smx@eaa-pacific.org.

OCTOBER 22-24—Santa Maria, CA—Santa Maria Airport (SMX). Vintage Aircraft Fly-In/Western Regional Meeting of Auburn, Cords, & Duesenburgs. Info: (805) 925-8758, eaa-pacific.org.

NOVEMBER 4—Madison, WI—Blackhawk Airport (87Y). EAA Ch. 39 Annual Chili Fly-In. 11 am - 2 pm. Info: Jim zfrwheat@wisc.com.
and mechanic certificates if it determined the individual to be a security threat. EAA and other organizations oppose the rule because the exact security grounds are arbitrary and there are no means for affected individuals to see the evidence against them, or an avenue of appeal.

TSA's March 16 memorandum says the suspension/revocation rule is no longer effective against U.S. citizens because TSA and FAA have yet to define or establish congressionally mandated appellate procedures. Congress required such appeals procedures in the FAA Reauthorization Bill it passed in December 2003. Both FAA and TSA rules remain in effect, however, and TSA officials told EAA that the rule would be fullyreactivated upon the completion of the appellate procedures.

TSA assured EAA that the procedures would be activated via the government's standard rule-making process, including eventual publication of the process in the Federal Register that would include a public comment period.

**EAA SportAir-Lincoln Offer Additional TIG Workshops**

With all six EAA SportAir TIG workshops filled to capacity in 2004, EAA and Lincoln Electric have added two more sessions to the 2005 TIG workshop schedule. TIG stands for tungsten inert gas and is also known as gas tungsten arc welding—GTAW, and the course covers the fundamentals of TIG welding 4130 chromoly tubing, stainless steel, and aluminum. Instructors are from Lincoln Electric. "More and more EAAers are using TIG welding to build their aircraft," said EAA SportAir Worship Director Charlie Becker. "These hands-on workshops are the best way to learn the welding process and get the most out of an investment in a TIG welder."

Tuition for the two-and-a-half day workshop is $359 for EAA members and $399 for nonmembers. All sessions are taught at the Alexander Technical Center, Griffin, Georgia. For more information or to sign up for a workshop, visit the EAA SportAir Workshop website at www.sportair.com or call 800-967-5746. Dates for 2005:

- January 21-23
- February 25-27
- April 1-3
- May 20-22
- June 17-19
- September 9-11
- October 14-16
- November 18-20

**New EAA Book Illustrates How to Paint Your Aircraft**

After building every part of an aircraft, many homebuilders are anxious about painting it. A new EAA book by Ron Alexander takes the mystery and misery out of this process. *How to Paint Your Aircraft* covers all the steps in the painting process from equipment selection to preparation to applying trim and troubleshooting. It covers metal, fabric, and composite aircraft. "This book is head and shoulders above any other book out there about painting your aircraft," said Joe Norris, EAA Technical Counselor and amateur-built designated airworthiness representative (AB-DAR). "It's definitely needed in the homebuilding community." To order your copy for $19.95, call EAA at 800-JOIN-EAA (800-564-6322).

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Advertising Closing Dates: 10th of second month prior to desired issue date (i.e., January 10 is the closing date for the March issue). VAA reserves the right to reject any advertising in conflict with its policies. Rates cover one insertion per issue. Classified ads are not accepted via phone. Payment must accompany order. Word ads may be sent via fax (920-426-4828) or e-mail (classads@eaa.org) using credit card payment (all cards accepted). Include name on card, complete address, type of card, card number, and expiration date. Make checks payable to EAA. Address advertising correspondence to EAA Publications Classified Ad Manager, P.O. Box 3086, Oshkosh, WI 54903-3086

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(LA Area)
• RV Assembly

Sept. 10-12
Griffin, GA
(Atlanta Area)
• RV Assembly • TIG Welding

Sept. 25-26
Denver, CO
• Introduction to Aircraft Building
• Sheet Metal Basics • Fabric Covering
• Composite Construction
• Electrical and Avionics

Oct. 2
Columbus, OH
• Test Flying Your Project

Oct. 2-3
Columbus, OH
• Sheet Metal Basics • Fabric Covering
• Composite Construction • Gas Welding
• Electrical Systems and Avionics

Oct. 16-17
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(LA Area)
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Tribute continued from page 4

fortunately, fate in the form of Forrest Lovley stepped in and made Ken “an offer you can’t refuse.” Forrest and the Marginal Aviation people took over the restoration for $10 an hour and “all the beer you can drink.” The results speak for themselves.

The plane was first shown at Blakesburg in 1982. Ken took Matty and Elsie Laird for a ride in the airplane they used for travel on their honeymoon. It is possible to love an inanimate object, and Ken did love the Laird.

In 1997, Ken fell on hard times and had to sell the Laird. One of the best things that happened to Ken was that Forrest introduced him to Bob Howie. Ken raced over to Dwight, Illinois, to show the Laird to Bob. It was love at first sight. Bob had to have the Laird. What Bob didn’t know at the time was that he would have to adopt Kenny as well. That’s the problem with the fine print. Bob thought it said Kenny could fly the Laird until ’99. Kenny said, “No, I get to fly it until I am 99.” Most weekends, Kenny would travel to Shelbyville, Illinois, a 180-mile drive to work on the Laird, fly the Laird, and party with his adopted “Daddy.” We attended many of the smaller fly-ins, hopped a lot of rides, and had a lot of fun. As Kenny said, “Whatever you want to do, do it now, because you’re gonna die.”

The fly-ins will be a little tamer, now. The 3:00 a.m. whine of the blender will be silenced.

Never again will we see the Laird careening down the runway, with Kenny and his “cat-like” reflexes hollering “Whoa, Whoa!”

So long, old buddy.

—Kris Kortokrax

Daren S. Banfield
Daren S. Banfield, 37, of North Hampton, New Hampshire, owner of Golden Age Restorations, died May 7, 2004, in an airplane accident. His passion for researching, restoring, and flying vintage aircraft became his career. With boundless enthusiasm for anything with wings, and a talent to give life to planes that hadn’t flown in decades, he loved to share his excitement in early aviation with others. He was employed as the Aircraft Conservator at the Owls Head Transportation Museum (OHTM) from 1988 until 2001, where he shared his infectious love of flight with many, and became known as someone who could “fly a flying carpet.”

For the past three years he had been based at North Hampton, restoring and maintaining flying machines for himself and for many fellow pilots. In his shop you could see a Stamp, Rearwin Sportster, and a Wright Flyer hanging from the ceiling waiting to be worked on. Evenings, Daren could be seen flying over the Hampton beach area in his Bucker Jungmann. Many individuals would call to consult with Daren to solve a problem. He continued to volunteer as a pilot for the OHTM and assisted the Collings Foundation with his skills as a pilot and mechanic.

He was the president of the New England chapter of the Antique Airplane Association. Daren became recognized for his skills not only across the U.S., but to far lands as well. He had just completed some World War I German triplanes, with three being shipped to New Zealand and another being used at Rhinebeck in their flying shows. He had just returned from New Zealand where he participated in an air show demonstration of Golden Age dogfighting and planned to return later this year to teach classes in metal forming. The aviation community has lost an unusually talented and loved antiquer.

—Dick Jackson and friends

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VINTAGE AIRPLANE 29
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EAA Membership in the Experimental Aircraft Association, Inc. is $40 for one year, including 12 issues of SPORT AVIATION. Family membership is available for an additional $10 annually. Junior Membership (under 19 years of age) is available at $23 annually. All major credit cards accepted for membership. (Add $16 for Foreign Postage.)

VINTAGE AIRPLANE ASSOCIATION

Current EAA members may join the Vintage Aircraft Association and receive VINTAGE AIRPLANE magazine for an additional $36 per year. EAA Membership, VINTAGE AIRPLANE magazine and one year membership in the Vintage Aircraft Association is available for $46 per year (SPORT AVIATION magazine not included). (Add $7 for Foreign Postage.)

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Membership dues to EAA and its divisions are not tax deductible as charitable contributions.

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Reminiscing with Big Nick continued from page 7

should be checked for even tension or a buffet will show up.

The oversized windshield will show up in the spin recoveries, also. Airflow is critical on some airplanes—my Travel Air, for instance. When I cover the front cockpit, it changes my trim and lessens the flipper pressure both up and down.

If you have ever put a chute jumper on the wing, you will learn about airflow in a hurry.

Rolls...they are a lot of fun and no sweat. Just make sure you can push the stick all the way to the corner through inverted flight. Make sure your harness does not restrict your freedom to move the controls. After about an hour of full travel control movements in an old airplane you will find out how weak you are...and be prepared to have one hell of a backache! Now you know why I walk so funny after I fly in an air show...Yes, I know it's old age—but my back hurt when I was 20. Ask anybody who has flown a Stearman, Waco or Travel Air in air shows—it's hard work! A Pitts driver wouldn't last 30 minutes in a Wasp Stearman unless he is built like Big Ed Mahler or the late Bill Adams.

One last word of caution—both Classic and Antique owners—check your paperwork and make sure your airplane is not placarded against intentional spins. If it is, you may be able to get a waiver from the FAA to compete. Remember, if you do, you will be flying a nonstandard category airplane. This might void your insurance.

Next month I'll tell you about one of the greatest pilots I have known, the late Art Goebel.

Finally, are you as cold and snowbound as I am and looking for some mental gymnastics? Good, tell me...how does a fly land on a ceiling? Does he do a half loop and stick, or a half roll??

'Til next month, remember...“Keep the radiator cap on the horizon.”

Big Nick

NEW MEMBERS

Gerrit Botha . . . Capetown, Rep. of South Africa
Andrew P. Hall . . . Tunbridge Wells, Great Britain
Clive Phillips . . . Bungaree, Victoria, Australia
Bill Canton . . . Wyoming, ON, Canada
Andrew McCormick . . . Amherstburg, ON, Canada
Monty Wells . . . Parry Sound, ON, Canada
Stan Bearap . . . North Pole, AK
Richard Gulley . . . Little Rock, AR
John J. Cowgill . . . Fort Mohave, AZ
Francis Davis . . . Mesa, AZ
Merle R. Duden . . . Weed, CA
J. P. Gross . . . Sutter Creek, CA
Colin M. Smith . . . Santa Cruz, CA
James R. Watt . . . Yuba City, CA
Duane Burnett . . . Boulder, CO
William H. Jacobs . . . Denver, CO
Richard Johnson . . . Monument, CO
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