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COVERS

FRONT COVER: The relatively rare Cessna LC-126C is a derivative of the civilian Cessna 195. Mike Barron and his father, John, both experts in Cessna 190/195 restorations, restored this fine example, decked out in the Air Force's Alaskan Air-Sea Rescue colors. EAA photo by Bonnie Bartel. EAA camera plane flown by Bruce Moore.

BACK COVER: Udétt Bags Two is the title of this oil painting by Steve Anderson of Chino Hills, California. Steve specializes in WWI era aviation art, and his painting depicts the shooting down of a pair of Spads within five minutes of one another on July 26, 1918. "Lo!" painted on the side of Udétt's Fokker D.VII is his nickname for his fiancée, Lola. The garishly painted Fokker, with it's candy-striped upper wing and the taunting phase "Du Doch Nicht!!" ("Certainly Not You!") painted on the top of the elevators was as recognizable as the Red Baron's Red Fokker Dr.I Triplane. Udétt would finish the war with 62 victories. Udétt Bags Two is one of the paintings featured in the EAA Sport Aviation Art Exhibit in the EAA AirVenture Museum. The paintings will be on display through May 15, 2006.

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I hope everyone had a great Thanksgiving holiday. By the time you read this column, Christmas and New Year's will be right around the corner. So here's wishing you and yours a Merry Christmas and a Happy New Year.

The weather today is windy, but I'm still able to sit in the hangar and write this edition of "Straight & Level" during mid-November. We actually have had a weekend with temperatures in the 60s, but old man winter is blowing up our skirt today with winds hovering at around 40-plus miles an hour. Alas, the snow will soon fly. [It did two days after he sent this in!—Ed.]

The Fall Vintage and EAA board of directors meetings were conducted in late October in Oshkosh. The planning for EAA AirVenture Oshkosh 2006 is already well underway. The Vintage Chapter 37 volunteer work crew was also on hand that weekend to continue with the restoration of Harold Neumann's 90-AW Monocoupe Little Mulligan. The wing is now ready for covering, and the Warner engine is ready to be removed from the airframe. Progress continues to be made, and our next trip to Oshkosh will be on the weekend of December 17, when we will be doing a lot of rib stitching. That is one big wing! This upcoming trip will also allow the whole restoration team the opportunity to attend the Wright Brothers Memorial Dinner at EAA's premier aviation museum on the birthday of flight.

After the board meetings, it was off to Florida for a couple of weeks of volunteering on the EAA B-17 Tour. We managed to stay out of the way of Hurricane Wilma, but as the tour headed further south we witnessed some of the aftermath, particularly related to the loss of aircraft at some of the airports we visited. Our hearts go out to all of the victims of Wilma, but especially to those members who have been affected. We wish you all an expedited recovery.

I hope you all took the time to offer your comments along with the many thousands of other aviation voices throughout this country in opposition to the serious attempts to restrict our freedom of flight in the Washington, D.C., area. As a result of the more than 18,000 comments filed, we have won an additional 90-day period for comments to continue to be heard. Let's all continue to voice our opposition on this ominous issue. February 6, 2006, is now the new deadline for having your comments heard by the U.S. Department of Transportation on the proposed permanent Washington, D.C., air defense identification zone (ADIZ).

It's easy to submit your comments through the DOT website: http://dms.dot.gov/submit/dspSubmission.cfm. Simply enter FAA-2004-1700S in the Docket ID block, and then complete the page according to instructions. Congressional representatives have also weighed in on this issue, insisting that the FAA conduct public hearings throughout the affected region to provide all pilots, airport operators, and small-business operators a reasonable opportunity to be heard on this critical issue. Public hearings on the issue will allow the government to hear firsthand accounts of general aviation's ongoing plight within the existing ADIZ and how devastating it would be on local communities to make it permanent.

Don't make the mistake of assuming this is a freedom-of-flight issue concerning only the airspace way out there in the eastern United States! Don't think for a moment that it will not impact you or the manner in which you operate your aircraft. To me the real issue is what may come next.

Who else fancies the idea of creating similarly restricted zones around these United States? We all know the current mayor of the windy city has a great passion for general aviation...right! Let's all pay close attention to this issue. This is a serious challenge that needs our personal attention. We also need to continue to pay close attention to temporary flight restrictions (TFRs). Let's all stay diligent and not give these guys any more bullets for their guns.

My partner and I just finished up some extensive prewinter preparations and preventive maintenance on our Cessna 120. This is a great bird. It's no award winner, but what a treat to fly. I keep making noises around the house about acquiring an LSA-approved vintage aircraft for the hangar (for all the right reasons), but I have come to the conclusion that I need to build a larger hangar because I just cannot convince myself that the 120 would need to go first, since it's just a bit overweight per LSA rules. There's no way, honey! The 120 is tough to beat; 4 gallons an hour, 90 miles an hour, $300 to $400 annually, fleet discounts through AUA insurance folks. Ha! I hope my wife is listening. Did that sound convincing? Wish me luck!

Anyway, do you have your trusty steed ready for the frosty winter flying season? Let's all be safe out there. Again, happy holidays to you all!

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

EAA left no doubts where it stands on a proposed permanent Washington, D.C.-area air defense identification zone (ADIZ), in comments submitted to the Federal Aviation Administration on November 1. The FAA proposal, which has also drawn strong opposition from nearly every other national aviation organization, would convert the existing temporary flight-restricted area into a permanent special flight rules area (SFRA), severely restricting general aviation activities in a wide region within 50 miles of the nation's capital.

"EAA's comments, consistent with more than 18,000 others made to the FAA thus far, strenuously assert that converting the current ADIZ into a permanently restricted area is a very bad idea and an even worse precedent," said Tom Poberezny, EAA president. "Security around our nation's capital is a necessity, but this proposal does nothing to enhance security while it eviscerates the general aviation infrastructure in that area."

The temporary ADIZ has caused substantial harm to the region's local airports and businesses, as well as general aviation pilots in the region. EAA's 39 pages of comments outline these hardships with both broad rationale and specific individual examples. In addition to drawing opposition from national aviation organizations, FAA's proposal is publicly opposed by members of Congress, affected communities, and thousands of individual EAA members and other pilots.

EAA has several specific objections to this proposal, as outlined in its comments to FAA Docket FAA-2004-17005-15898:

- It is the first airspace proposal whose sole focus is to deprive Americans of their right to have access to the National Airspace System. It specifically targets recreational and general aviation pilots.
- It is the latest in a disturbing trend where specific agencies and even private corporations have superseded the FAA's authority and mandate to manage airspace, without operational need or safety-of-flight issues, and despite overwhelming public comments opposed to the proposals.

DOT Heeds EAA's Call for Extended Comment Period and Public Hearings

In response to an astounding 18,000 (and counting) comments received, the FAA extended the public comment period for 90 days and announced that public hearings would be scheduled for the controversial D.C. ADIZ proposal. The extension pushes the new deadline to February 6, 2006.

EAA members now have additional opportunities to assert their rights in an important freedom-of-flight issue, thanks to their own grassroots efforts, their association's advocacy work, and echoing rallying cries coming from many corners of the general aviation community. The FAA says dates and locations for the promised public meetings will be announced at a later date in the Federal Register.

EAA asks members who receive replies from local congressional representatives or other government officials to please fax those replies to the DOT Docket at 202-493-2251 or submit them via the DOT Docket website at http://dms.dot.gov/submit/dspSubmission.cfm. Enter FAA-2004-17005 in the Docket ID block, and then complete the page according to instructions.

- There is no practical administrative method for handling the current ADIZ procedures, and none are outlined in the SFRA proposal, which further burdens already-stretched controllers in the region.
- A multitude of flight safety and economic threats in the affected region remain under the proposal, and in a number of cases they are worse.

EAA has also filed Freedom of Information Act requests to a half-dozen federal agencies, requesting all information pertaining to the research into this proposal and its creation.

Paul Poberezny Honored by FAI

EAA Founder and Chairman Paul Poberezny was honored by the Fédération Aéronautique Internationale at October's FAI centennial celebration in Paris, France, as one of history's "High Flyers" who have made notable accomplishments to aviation.

Along with founding and leading the rapid growth of Experimental Aircraft Association and the annual fly-in and convention, Paul helped establish the FAI's Amateur Built & Experimental Aircraft Commission (CIACA). Congratulations, Paul!
Altair or Orion?

Both actually. Last month’s caption regarding the back cover painting by David Darbyshire wasn’t as clear as it should have been. David’s watercolor showed a Lockheed in Shell Oil Company colors, after its conversion to a different model. In our caption, I should have referred to it as an Orion, and not its previous iteration.

The aircraft, originally built as the serial number 180 Lockheed Altair DL-2A, was first delivered to Transcontinental and Western Air in September 1931. It was put into service hauling the mail, but was damaged the following month when it was landed gear-up in Columbus, Ohio. It was returned to Lockheed, where it was rebuilt as a Lockheed Orion 9C Special. It was the only Orion so built with a metal fuselage. Delivered to Jimmy Doolittle and the flight department of Shell Petroleum Corporation, it was dubbed the “Shellighting.”

Doolittle and Shell operated the airplane until May 7, 1936, when it was damaged in an accident. Over the next two years, the airplane was rebuilt at Parks Air College in Cahokia, Illinois, and was sold to Paul Mantz in 1938. Eventually, it was acquired by Swissair and restored to represent the Lockheed Orion operated by that company in the 1930s. It remains the only example of its type and is on display in the Swiss Transport Museum in Lucerne, Switzerland. You can visit the museum’s website at www.verkehrshaus.org. Enter “Lockheed Orion” in the search window at the upper right of the screen. The screen text will appear in German, but a click on the “en” link included in the left side of the title bar at the top of the page will convert the page to English, making your navigation to the correct page a bit easier.

EAA AirVenture 2006 Website Launches

It’s never too early to start planning for the World’s Greatest Aviation Celebration, and the EAA AirVenture Oshkosh 2006 website goes live this month. Visit www.airventure.org to find out what you need to ensure your unforgettable visit. And come back regularly during the days, weeks, and months leading up to the July 24-30 event.

Type Club List

Every year we publish a listing of type clubs that assist aircraft owners who fly and maintain aircraft that fall within our judging categories, plus other clubs whose mission may be of interest to our membership. The list will again be published in the January issue of Vintage Airplane as well as being posted on the VAA website. If you are the contact person listed for your type club and you’ve not heard from us via e-mail or regular mail, but you would like your club listing to be updated, please contact Jennifer Lehl, VAA administrative assistant, at vintageaircraft@eaa.org or 920-426-6110. By contacting us right away, you’ll help us do our best to ensure the listings are accurate.

Grass Runway/Fuel List

We’ve received feedback from a number of you who have found the list compiled by Kris Kortokrax to be handy when planning flights that will require a fuel stop. We’re glad you’ve found it useful, and Kris continues to refine the list as he reviews comments sent back to him via our website, as well as from other sources. The list is organized alphabetically by sectional chart, and shows airports with grass runways and fuel service. We strongly recommend checking the status of continued on page 26

Learn How to Build

Every journey begins with a single step, and for many who dream of building their own airplane, that can be the most difficult part. Let EAA SportAir Workshops show you the way with expert instruction on how to build your own aircraft.

There are many opportunities in the coming year to learn the fundamental skills you need, such as composite construction, sheet metal basics, fabric covering, and electrical wiring and avionics.

Courses are scheduled for January 28-29 in Oshkosh, Wisconsin; February 11-12 in Lakeland, Florida; March 4-5 in Dallas, Texas; and March 18-19 in Watsonville, California.

Tuition ranges from $229 to $289 for EAA members. To enroll in this or any EAA SportAir Workshop, or to learn more, call 800-967-5746 or visit www.sportair.org.
SAVING THE ORPHANS

At EAA AirVenture Oshkosh 2005, EAA brought together the FAA and aircraft type clubs to address one of the toughest problems facing owners of “orphaned aircraft”.

DAVID SAKRISON
AIRVENTURE TODAY STAFF WRITER FOR GOVERNMENTAL AFFAIRS

Rebuilding or restoring a vintage or classic aircraft presents countless challenges. Among them is trying to find the engineering data needed to rebuild or remanufacture parts in conformity with the original type certificate. Obtaining that data can be especially challenging for “orphaned aircraft”—aircraft whose manufacturers are no longer in business. Owners and restorers trying to obtain engineering data for orphaned aircraft face a web of logistical and legal barriers.

Representatives of a dozen aircraft type clubs met at EAA AirVenture Oshkosh 2005 to discuss this and other issues relating to older airplanes. They were joined by officials from the FAA's Small Airplane Directorate and by members of EAA's headquarters staff. The meeting was marked by a strong spirit of cooperation and shared goals. Representatives of the FAA, EAA, and type clubs were unanimous in expressing their frustration with the existing hurdles and their eagerness to work together to create effective solutions.

WHO NEEDS ENGINEERING DATA?

If you are rebuilding or restoring an aircraft, having the manufacturer's original engineering data for that aircraft makes it possible to rebuild or restore the aircraft in conformity with its original type certificate (TC). That offers significant advantages:

- Aircraft parts that do not conform to the original TC, or which in the absence of engineering data cannot be proven to conform to the TC, must be covered under a supplemental type approval (such as a field approval or an STC), a special approval that allows aircraft modifications that aren't covered under the TC. Obtaining supplemental type approvals can be a lengthy and expensive process. In extreme cases, the use of non-conforming parts or assemblies may require recertification of the entire aircraft, placing it in the Experimental category, since obtaining a new TC and parts manufacturing approval (PMA)—required for factory-built, TC'd aircraft—is far too expensive for the vast majority of aircraft owners and restorers. Since it is a TC'd aircraft, such an experimental aircraft would most likely be placed in the Experimental-Exhibition category, with restrictions placed on when and how it could be operated.

- Having the engineering data on which the TC was based allows the owner or restorer to rebuild an aircraft to its original factory specifications—to authentic showroom condition. For many owners and restorers, that is the ultimate goal of any restoration. Returning an aircraft to factory specifications increases both its aesthetic value and its dollar value.

- For many owners and restorers, the absence of original engineering data for even a few parts can bring a restoration project to a screeching halt.

WHAT MAKES ENGINEERING DATA HARD TO GET?

If you are rebuilding or restoring an aircraft whose manufacturer is still in business (such as a Piper, Cessna, Beechcraft, and others), sometimes you can get engineering data from the manufacturer. Of course, you can usually get factory-built parts, so you may not need the data.

If the aircraft manufacturer has gone out of business and you need engineering data to rebuild or remanufacture a component, there are several unpleasant possibilities:

The engineering data is lost; the documents are nowhere to be found.

“In some cases,” said John Colomy, chief of the FAA’s Small Airplane Directorate, “there isn’t any data. We have an address, but the lights are off and nobody's home.”

The data exists, but its whereabouts are not widely known, and there is no easy way to find it.

A few years ago, the FAA began compiling a database that included the location and owners of orphaned-aircraft type certificates and engineering data. But the "high-resource, low-yield" project was halted due to federal belt-tightening.

You know who owns the data and where it is, but you still can’t get your hands on it. The former manufacturers, or their heirs, have the engineering data and related documents but refuse to release them because of concerns about liability. In several cases, attorneys have advised the heirs of aircraft manufacturers that releasing the engineering data would place the heirs under the same legal liability as an active manufacturer.

“If owners won’t release proprietary data, we can't get it—we can’t
force it," said Colomy. "There is nothing we can do but work with the owners of the data" to try to make it available.

EAA's Earl Lawrence told the gathering at Oshkosh that the liability issue is very real. If you own the data, Lawrence explained, and you release it and allow new parts to be built, you create a new 18-year liability tail, just like an existing aircraft manufacturer.

Some restorers have proposed that type clubs or the EAA purchase existing engineering data for orphaned airplanes. But the type clubs can't afford to assume that liability, Lawrence said, and neither can the EAA.

The FAA has copies of the engineering data but cannot release them without violating the type certificate owner's intellectual property rights. The data was submitted to the FAA (or its predecessors) as part of the original application for a type certificate. And under law, the FAA is required to protect that data as proprietary information—intellectual property belonging to the aircraft manufacturer—even if there is no longer a manufacturer or heirs to claim those rights.

At the August meeting in Oshkosh, one type club member cited a typical case: the aircraft manufacturer closed its doors in 1945; no heirs have been found; but FAA won't release the engineering data because it is proprietary information. Unlike patents, type certificates and PMAs don't expire and don't get the response you want from the FAA, they said, please don't call or write to your congressman. When that happens, congressional staff members send questions to the FAA, "and we spend our time answering Congress' questions instead of spending our time working out a solution to your problem," Lawrence said. One FAA staffer added: "We really do try to respond to your questions as quickly as we can.

"Getting the type clubs involved in working on this problem] has been useful," said John Colomy. "We want to work with you to help us deliver some long-term care for aging aircraft."

Part of the problem, Fruutschy told the FAA officials, is that "we don't really have a clear sense of what [the FAA] is up against" in trying to solve this problem, or a clear sense of what the EAA and type clubs can do to help. "Whatever we can do, let us know."

Several type club members asked for more—and more frequent—information on what the FAA is doing to address the aging aircraft. "If you [the FAA] gave us an indication of what you're doing, we may be able to come up with some creative ways to help," said one type club member. Colomy agreed to issue a quarterly report on the FAA's activities, and EAA agreed to distribute that report. His first report was sent in November and distributed via e-mail to the type clubs.

"We need you to help us develop a road map for dealing with this issue," Colomy said. "What," he asked, "must the owners of orphaned aircraft go through to find the owner of a type certificate? And by what process can type certificates by placed in public domain and made available?" Working together, he added, the FAA, EAA, type clubs, owners, and restorers need to look for a practical and creative solution.

Addressing his fellow type club members, Bill Harper, president of the Travel Air Restorers Association, said, "You're keeping a damnably old gaggle of airplanes flying, with no help from the type certificate owners. That's evidence enough of your creativity."
Before we close the book on the Pylon Club, I must tell just one more story that I believe you will find amusing.

Have you ever heard of Stag Beer? I didn't think so. Neither had I, and I was in the saloon business. When a Stag Beer salesman called on me to put Stag Beer in the place, I gave him a flat no! But when he informed me that Stag, the Griesedieck, chartered the Goodyear blimp and would have it in Chicago for two weeks as part of their advertising campaign, I changed my mind about an order. I had an American Legion Air Show scheduled for Chicago during the time the blimp would be in Chicago, and I figured it would be a great added attraction if I could have the blimp fly during the show. I gave the salesman an order for 50 cases of beer with the provision that he bring in his boss the day the blimp arrived. With an initial order of 50 cases the salesman promised me the president of the brewery plus five free "promo" cases.

When the blimp arrived at the old Ashburn Airport John Murray, our PR man, and myself were on hand to greet Capt. Vernon Smith, the skipper, and the rest of the crew. I had flown with Capt. Smith some years ago in Miami and this was an opportunity to renew an old acquaintance and invite the crew to the Club.

The Stag Beer people showed as promised and were quite surprised to find the mobile mooring van parked out front and the crew inside. After the formal introductions were over, John Murray, who was in his usual superb selling form, went to work on the beer people, and by midnight he had arranged for the exclusive use of the blimp in the afternoons to fly the Club's members and the free use of the night sign advertising the American Legion Air Show and the Pylon Club. BELIEVE YOU ME, this guy Murray could sell ice cubes to the Eskimos. First to ride in the blimp were our daytime bartenders, Roy and Milo. Roy was shy, mild mannered, and scared of airplanes and would ride only with John; Milo on the other hand, had a striking personality, was able to tell the tallest story with a straight face, had an incredible memory, and loved to fly with John...with the aid of Jim Beam or Lord Calbert. Milo and Capt. Smith became instant friends—knowing Milo's personality, this was to be expected.

After the first hour's flight Capt. Smith invited Roy and Milo back for a little dual on all the ballast valves and the flight controls. For the next four days Roy and Milo would go directly from their mail route out to Ashburn Field and fly in the blimp. After about eight hours
of blimping they memorized all the specifications—amount of helium, size, weight, horsepower, etc.—along with all the procedures of flying a Blimp plus all the balloon lingo. Before the blimp left Chicago, Capt. Smith presented both Roy and Milo their blimp Pilot’s Certificates, which were proudly hung on the back bar for all to see. With certificates in hand Roy and Milo became the Club’s balloon experts. BELIEVE YOU ME, if you didn’t know beforehand that they were mail carriers, you would swear they were the world’s foremost balloon pilots.

It didn’t take long before John Murray recognized their talents as balloon pilots and suggested we capitalize on their humor and balloon knowledge. John immediately designed a poster and a matchbook cover which read, “Pylon Club featuring Roy and Milo—winners Polish Balloon Races 1901-1903.”

I had 1,000 matchbooks printed with the new cover and
Therefore, we are more than pleased to enclose membership cards both to you and Mr. J. Donaghue as well as the DC-3 pilots who visited our city.

Please be assured a riotous welcome awaits you at the Pylon Club.

Sincerely,

Pylon Club
Nick Rezich

About three nights later I received a long-distance call from a very excited Mr. Kaliszewski wanting to talk to Roy or Milo.

After I informed him that Roy and Milo had left for the evening, he began to tell me about the 1901-1903 Polish Balloon Races. I was soon to learn that our phoney Polish balloon gag was going to backfire.

As the conversation continued I came to find out that Mr. Kaliszewski and Mr. Donaghue were good friends of the real Roy and Milo who actually won the races of 1901-1903 and that they had helped in the design and building of the winning balloon. He went on to tell me that they had not seen or heard from their friends since leaving them behind the Iron Curtain and were most happy to hear that they were in the U.S.A. He inquired about their health and their connection with the Pylon Club. With a name like Rezich he asked if I had anything to do with their release or escape from Poland. By now I didn't have the guts or the heart to tell him it was all a gag. He then inquired if Roy and Milo would be in the place Saturday and Sunday, and if so, they would fly down for a visit. Again I didn't have the guts to tell him about our Roy and Milo. I assured him that the balloonists would be in the Club over the weekend and told him to call me when they landed at MDW, and I would send a car to pick them up.

Now!! What the hell do you do about entertaining a couple of REAL Polish balloon pilots who come to see their long-lost ballooning friends and all I have to offer is a couple of mailmen masqueraded as balloon pilots? Well, the first order of the day was to make sure that both Roy and Milo were not in the place and make sure they didn’t come in. Next I recruited my brother Mike and the late Dan Clark to act as “Ambassadors of Good Will” representing Roy and Milo. Mike, being a historian of sorts, was able to answer most of their questions about early day balloons. In fact if it wasn’t for Mike and his knowledge about early day aviation

along with the poster I hung some photos of early day balloons, Blimps and dirigibles on the wall to go along with the gag.

Then came the ‘Polish Joke.” Browsing through the Sunday Tribune I came upon an article about Polish balloon pilots in MPS who were conducting some upper-atmosphere tests in a balloon and had sighted some flying saucers. By mere coincidence John Murray had also read the article, and the next night John suggested we write a letter to the Polish balloonists and invite them down for a weekend. I immediately dispatched the following letter:

April 30, 1952
Mr. J. J. Kaliszewski
Supervisor of Balloon Manufacture
Aeronautical Research Laboratories
General Mills
Minneapolis, Minnesota
Dear Mr. Kaliszewski,

After your terrific title we are understandably out of breath; however, our lounge is recognized as a meeting place for pilots, maintenance men and balloon pilots. The enclosed matchbook covers will explain the balloon angle.

Your recent sighting of flying saucers, as you know, received nationwide recognition. The revelation that ballooning is still being practiced in this country comes to us as quite a pleasant surprise.
we would have blown the whole bit.

When they arrived, the first thing they spotted were the photos of the balloons encircled with a huge welcome sign, signed by Roy and Milo.

They were anxious to see Roy and Milo, and then the 64 million dollar question—"Where are they?" I very nervously informed them that because of their age and a very important dinner the next day I had not been aware of, they had just left and regretted not being able to stay and visit.

By now Dan and Mike took the reins, Dan plying them with drinks and Mike talking about place close to his home in Lansing, Illinois, instead.

When I found it almost impossible to fly for International Harvester and run the Club properly, I informed the membership that I was going to close the Club and move to the country, where I could spend more time with my newborn son, James.

With the announcement of the Club's closing came a torrent of suggestions and offers to keep it open, none of which I felt were acceptable. I set the closing date, and without any other communications other than member to member, they came from all four corners of the U.S.A. and some from Europe.

Now, I wouldn't say we had the biggest or loudest party in Chicago, but I do recall that the University of Illinois measured a tremor of about 6 on the Richter scale, with the epicenter being in the vicinity of 3017 W. 63rd St. When it was all over and time to turn in the key for the last time, I then fully realized my costly mistake of having 3-D murals painted on the walls instead of canvas. I would have paid any amount to have been able to take just one of them with me. The murals stayed, but the wealth of memories contributed by the Pylon Club membership will remain with me forever.

Yes, I miss the Pylon Club to this day. And as I pen this closing chapter I find the lines are becoming blurred and am having difficulty swallowing.

I dedicate this series to all the wonderful people who entered and exited the Pylon Club, leaving behind a treasured friendship that has enriched my life. Thank you!!

Mr. Mulligan Addendum

Here are some never-before published photos of the "Mulligan" taken at the crash site by Mr. Earl Ewing of Sellersville, Pennsylvania. Mr. Ewing was one of the men who built the first DGA and later became my boss as plant superintendent. He and the late Mike Molberg went to New Mexico to bring back the remains of the Mulligan.

These photos reached me the long way around. John Turgyan visited with Mr. Ewing recently to learn all about the DGA 15 and past Howard history. Mr. Ewing gave John the photos to send to me.

Mr. Ewing says he will try and be on hand at Oshkosh for the Howard Forum. If he makes it to Oshkosh in his T-craft, I promise you a very interesting speaker. He is now retired after spending many years with Bell Aircraft as plant manager during and after World War II.

—Big Nick
Above: That’s the Howard company truck in the background, driven to New Mexico by plant superintendent Earl Ewing and the late Mike Molberg to retrieve the remains of Mr. Mulligan. Although some scraps and junk were left behind, the major portions of the aircraft were trucked back to Chicago and after study, were chopped up and passed out to employees and friends as souvenirs.

The culprit that caused the crash of Mr. Mulligan—a prop blade that separated from the hub in flight.

Miraculously Benny Howard and his wife, Maxine, survived this crash, although both suffered severe leg injuries and Benny ultimately lost the lower portion of one leg.
Talk About the Perfect Pilot Gift.
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It’s a Generational

The Barron family LC-126C

Budd Davisson

“...if you’re clever, you can...”
the spirit of entrepreneurialism was alive
and well in the Barron household.”
It's his fault," John Barron says as he playfully slaps at his grown son, Mike. "He's the one who got us into this whole 195 thing. Even as a kid he was trouble. He'd sit over there on a couple of phone books, not quite able to see over the panel on the 140, and fly instruments nonstop. He was nothing but a voice-command autopilot that eats. And now he has my grandson, Dillon, doing the same thing! It's his fault!"

You have to be around all three generations of Barrons—John (60), Mike (38), and Dillon (10)—at one time to really enjoy the Dangerfieldesque feeling to their relationships. They can't get no respect, to paraphrase what Rodney would say. But underneath it all is an enormous amount of respect borne of understanding of what each has contributed to the whole that is the Barron family. With Dillon being the third generation of Barron to bear the weight of a severe case of av-infection, it would be hard to pick a more aviation-oriented family. And their Cessna LC-126C is equally as unique as they are.

John and Mike Barron (they'll probably argue who I should have listed first) have become the go-to guys for 195s nationwide because they not only restore the airplanes, but also duplicate a wide range of airframe parts that restorers would have a difficult time doing with out. As with so many things in aviation and life, however, that wasn't the plan. It just sort of happened.

John, the patriarch of the group, lives in Perry, Missouri, not far from where he was born and raised, and can clearly remember the exact moment the flying bug bit.

"I was standing in our backyard, and a Cessna 120 flew overhead and its shadow went right across me." He says it as if he can still feel that shadow upon him to this day.

"I was standing in our backyard, and a Cessna 120 flew overhead and its shadow went right across me." He says it as if he can still feel that shadow upon him to this day.

"I had a college friend who flew, and that's what really got me into learning to fly. Then, I happened to be out at the airport when I saw a 150 have an accident, and some-
The three generations of Cessna Barrons: grandfather John, son Mike, and grandson Dillon.

Above: The interior is pure military spartan, with a plain metal floor and minimal upholstery. The expansive cockpit is accented by the familiar Cessna “piano key” switches in the lower center of the instrument panel.

The cavernous baggage/cargo door on the LC-126C comes in handy when packing in the camping supplies.
The LC-126C has this left side escape hatch added for float operations, just in case of emergency.
ruption in the various businesses they were building.

Mike says, "Dad had me rib-stitching really young, and the first I remember was helping re-cover the surfaces on a T-6. Dad started rebuilding airplanes every minute of his free time, and naturally, he put me to work. Among other things I'd be the guy holding the bucking bar down in the tail cone, which probably didn't help my hearing any."

The elder Barron worked in aviation-parts businesses during furlough periods, and Mike grew up learning not only how to craft pieces of metal into machines that fly, but also slowly that you don't have to go looking for a job because, if you're clever, you can invent one: the spirit of entrepreneurialism was alive and well in the Barron household.

"I was 13 or 14 when a family friend bought a 195, and I can't begin to tell you how much effect that airplane had on me," he remembers. "I'd sometimes go down to the airport just to sit and look at it. I found out really early what an airplane is supposed to look and sound like."

It was some years before Mike was able to scratch that 195 itch, and that's when the love for the airplane and his natural entrepreneurial bend crossed.

"Even though I couldn't really afford it, I bought a project that had been in pieces for something like 20 years. It was up in Michigan, and it was a really short-notice deal, so I didn't have time to plan for it and get some help. In fact, my mom and I went up there and loaded it by ourselves. We worked most of the night, crashed in the lobby of the FBO at about two o'clock, and drove back to Missouri at four. It was a long day, but I had my 195."

That first airplane was a 300-hp, 1948 model, but circumstances forced him to put it in storage for a while.

"Eventually, I sold that airplane to a customer and rebuilt it for him. He wanted it polished, so we had to do a bunch of reskinning. Then, little by little, I found myself doing more and more 195 work."

Anyone who spends a good portion of their days working on a specific type of old airplane gets to know that airplane really well and quickly realizes which parts are hard to find and which are, in some cases, nonexistent.

"As I'd be working on an airplane we'd find that some part just wasn't available and the one we had was only good for a pattern, so we'd make a new one. In airplanes like the 195, certain parts get used up a lot, like gearboxes and belly skins and wing ribs. Plus other parts, like the magnesium aileron hinges, corrode like crazy, and there is no replacement."

At some point, when a restorer has to duplicate the same component over and over, he is forced into tooling up like the original manufacturer to make sure the parts are true.

"We have jigs for every component of the airplane, including the wings, fuselage, and tail. There are only a few parts of the airplane that we haven't toolied up for, and several more parts and STCs are in the works to add to the PMA list."

It's that last part, the FAA PMA approval, that can often be harder than making the part itself.

"The first couple of times we went for STCs or 337s on some of our stuff it was like pulling teeth. There was absolutely no consistency. However, after you go through the same process with the same people enough times, it becomes almost, but not quite, routine. We know what they want before they ask, and that's the kind
of backup we give them.

“We started out making easy parts, like interior trim pieces that go around the carpet, and the etched sill plate for the door, and the plastic overlays on the bottom of the instrument panel. Then we got into building structural parts, beginning with ribs. Now we even make things like a new milled 2024 replacement for the magnesium aileron hinges.

“We’re especially proud of the aluminum wheel pants we make. They are finished better than those that came out of the factory. We also duplicate the lower cowl pieces with the intake in them. And we got an STC to put oil drains in the intake tubes to make it easier to prevent ‘hydraulicing’ [hydraulic locking] the engines.”

It’s no secret that a significant number of 195s have suffered ground loop damage, and when they decide to go around, they generally do serious damage to the airplane, including yanking the gearbox out of the fuselage. This is a major deal and requires rebuilding the entire lower, forward part of the fuselage. Because the Barrons had seen the same damage so many times, they designed a way to at least minimize the damage.

“We got an approval for a modification in which, among other things, we put an interior skin on that part of the airplane, which greatly stiffens it up. A lot of what we did was a theoretical improvement until one of our customers did a dandy little ground loop in an airplane that was equipped with that mod and tested it for us. We were really pleased when we saw that the damage was confined in such a way that we only had to do about half of the usual amount of repair.”

Mike guesses there are about 550 195s flying and another 100 that are sitting in someone’s hangar or barn collecting bird droppings. However, very few of those are the military version, the LC-126, and that, Mike decided, was what he wanted for his own airplane.

“I wanted an LC-126C not only because it’s a sorta warbird, but for our business and lifestyle it would work much better than a regular 195. The big baggage compartment and extended passenger area would let us carry props and big parts to customers, and Dillon and I could get lots of camping gear in there.”

LC-126s are an airplane that most of us know very little about, but Mike and John have become experts on it.

“During the Korean war period there were a total of 83 LC-126 aircraft produced. Fifteen LC-126A models were purchased by the military in 1949 and delivered in 1950. Five LC-126B models were purchased in 1951, and 63 LC-126C models were purchased in 1952. These airplanes were used for a large variety of workhorse duties and training. Each aircraft was delivered to the military with Edo 3430 floats and skis in addition to the standard landing gear. The original skis supplied with the airplanes didn’t have sufficient ‘floatation’ for the 8-foot-deep snows encountered in the Arctic regions and had to be enlarged.

“The ‘A’ models were very much standard Cessna 195 models with an emergency escape door, single-side extended baggage compartment, float attach kit, exterior steps and grab handles for wing-top access, specified radio gear, jettisoning main cabin door, auxiliary vertical seaplane fins, and aircraft lift rings.

“The ‘B’ model was the same except for the addition of a heater cover over the top of the heater in the cabin, Goodyear crosswind gear, and radio equipment.

“The LC-126C models were the most modified of all with all of the previously mentioned items plus accommodations for single or dual stretcher installations, extended cabin/baggage area with a large cargo door. It had a dual light tail cone (white and yellow), parachute pack seats, and snap-on cushioned upholstery with snap-over seat covers. The auxiliary vertical fins were designed and added to the aircraft by Cessna as part of the standard seaplane installation. Along with that came the lift rings, zinc chromate primer inside and out, and the seaplane (escape) door on the left side of the fuselage. The aircraft worked well on floats, but was not a strong performer getting ‘un-stuck’ from the water. There is not enough aileron to ‘walk’ it out, so most commonly it’s abruptly rotated at 50-60 mph, then accelerated in ground effect before climbing out. The airplane also has an extremely high rotation rate in a spin with floats,
something I don’t plan on trying.

“One of the really fun parts of taking this airplane to fly-ins is talking to guys who flew them for the Air Force. A lot of them operated in Alaska, where they landed on just about everything, and we’d hear stories about landing on rocky ridges, winding dirt roads, shorelines, and up to 8 feet of loose snow! They said they’d often sink up to 3 feet deep in loose snow and have to dig and pack ramps in front of the airplane to get it ‘back on top for takeoff.’”

“T hereir standard short-field landing procedures were something else. They’d slow to just above stall, control sink rate and angle with power, then prior to touchdown stand on the brakes and hold on! The airplane would hit in a tail-low attitude and skid to a stop in about 100 feet! I used to do that regularly in a Helio, but I haven’t tried it in a 195 and won’t unless I have no choice.”

A number of the airplanes were operated by the 10th Rescue Squadron that became something of a legend during the 1950s.

“The 10th Rescue Squadron was sometimes referred to as the ‘10th hunting and fishing squadron’ as they often provided recreational aircraft services for VIPs. But, there are lots of stories about Col. Allen’s adventures of aircraft torture in the Aleutians. Like landing at sea with zero visibility by setting up a 50-foot-per-minute descent and pulling power when they started hitting wave tops, then waiting sometimes two to three days anchored in a rocking cockpit!

“They said they were always running out of interior space for stuff, so they routinely strapped the rest to the floats and the aircraft exterior. They said it flew a little crooked at times, but was very acceptable. All of these men’s affections and memories of this airplane are very strong.”

The Barrons spent some time looking for a “C” model, and persistence finally paid off.

“This aircraft served at Fort Rucker, at least in its last years, and then was the Fort Rucker Flying Club plane until around 1962. When surplus, it went to Texas and was flown up until 1967 when it was disassembled. It was purchased by the late Thomas Henley (father of Mark and Allen Henley of the AeroShell T-6 team fame). They returned it to flying status in 1991, and I bought it from the brothers in 2002.

“Since then we have replaced some skins and airframe components. We installed an engine with the correct 300-hp configuration, replaced the prop, installed correct crosswind gear, then stripped, polished and painted the aircraft in the arctic-rescue scheme. This airplane was built as a tribute to the aircraft type as well as to those who flew them in what were truly wild parts of Alaska. I plan to take this airplane to Alaska in the future, if nothing else because my son, Dillon, insists.

“The airplane is a 1952, LC-126C, serial number 7815, 300-hp Jacobs R-755-A2 engine, Hamilton Standard 2B20 propeller. It has the original Goodyear crosswind gear, and we also have skis. I plan to put it on amphibious floats, which has never been done. I don’t know which floats yet. That depends on who is most willing to work with me on the STC.”

Mike says he’s a long way from satisfied with the airplane because there are still some original equipment parts he hasn’t been able to locate. His shopping list includes:

• Main cabin door jettison handle, pan, and hardware
• Yellow nav light lens
• Original floor mat for cabin
• Lift rings for cabin top
• Original split rear seat back
• Stretcher and installation hardware
• Original radios or faceplates
• Edo 3430 float installation kit or kit and floats (damaged or serviceable) for patterning. Pictures and data for reference.
• Many airframe parts, as he is building another from a stripped-out and damaged fuselage.

It has been said that the family that flies together stays together. However, when you have three generations of pilots in the same airplane, the pressure on family relationships can often become strained. After all, who gets to fly? Since it’s a given that young Dillon is going to be sitting in one of the front seats, who gets the other one? John or Mike? That’s a good kind of family problem to have.
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Last month I ended my column with a statement that if we all made it a point to obtain frequent recurrent training, we could certainly reduce the number of aviation accidents. That statement came from a gut feeling, and to be honest, I had no numbers to back it up. But a week after completing that article, I serendipitously got some numbers to fuel the fire for recurrent training.

Jack Keenan, the Boston FSDO Safety Program manager told me statistics had been released documenting that pilots who participated in the Wings program reduced their chances of having an aviation-related accident by 98 percent. That is a rather significant number. And it would certainly seem like incredibly cheap insurance. (And in fact, insurance underwriters have taken notice. Some of them are now offering premium discounts to pilots who undergo training within the program.)

However, I wouldn’t be surprised if there are readers of this column who are unfamiliar with the Wings program. And then there are others who, although familiar, prefer to forego it and just conduct a flight review every other year. So let’s take a look at the Wings program, officially known as the FAA Pilot Proficiency Award Program.

To begin with, the Wings program is an FAA recurrent training program. Its purpose is to “provide pilots with an opportunity to establish and participate in a personal recurrent training program.” There are 20 phases of the program. A set of wings and a certificate are awarded for the first 10 phases, and just a certificate for phases 11 through 20.

“...pilots who participated in the Wings program reduced their chances of having an aviation-related accident by 98 percent.”

All training requirements for each phase of the program must be completed within 12 months. After completing a phase of the program, pilots may begin working on the requirements of the succeeding phase at any time; however, 12 months must pass between the date of completion of that phase and application for the award for the next phase.” (For complete information, you can read the FAA’s AC 61.91H.) Furthermore, completing a phase of the program will fulfill the requirements of a flight review as mandated by FAR 61.56.

Let’s look at what training is required to complete a phase of the program. A pilot must attend an FAA-sponsored or -sanctioned safety seminar or industry-conducted recurrent training program. (There are online seminars that will fulfill this requirement as well.) In addition to the safety seminar, a pilot must obtain three hours of flight training, to include one hour each of maneuvers, takeoffs and landings, and instrument training.

I have heard many pilots say: “Why should I get three hours of flight training when I can save a lot of money by just getting a biennial flight review (BFR) every other year, and that BFR will only be an hour of flight and an hour of ground?” The vast majority of the pilots who think this way typically log less than 100 hours per year (and some barely log 10 hours in a year.) Back in the days when I was flying air taxi and operating under FAR Part 135, I had to undergo recurrent training every six months. And I was flying more than 1,000 hours a year. I always had a love/hate feeling about those checkrides. I never looked forward to them, because I knew I was going
to have to work hard, dealing with a vast variety of simulated emergencies. But afterward I always felt gratified that I had received the training, and I always felt that I was a better pilot as a result.

So I'll say it once again; a great reason for participating in the Wings program is it’s cheap insurance. Not the kind you pay a direct monetary premium for, but insurance against the possibility of an accident or incident that comes about as a result of less than sufficient recurrent training. I doubt that any of us go out to our airplane to fly with the thought, "Gee . . . I think I’ll have an accident today!" But if we don’t train for that eventuality, how will we ever be prepared for it when it does happen? Engines do quit. We occasionally do fly inadvertently into IMC conditions. And every once in a while, the wind does kick up above forecast velocities or vectors and we find ourselves facing a crosswind landing that exceeds our personal abilities. Receiving periodic training for these eventualities (and so many more) will have us ready when they do occur.

I know that most private pilots do not fly the amount of hours that professional pilots fly. But if the professional pilots (flying in passenger-carrying operations) must undergo recurrent training every six months, how is there any way that a pilot who only flies from 10 to 100 hours per year will be able to rationalize only one hour of flight training every other year, as in a BFR?

The Wings program is a wonderful opportunity to practice not only those things you rarely, if ever, do, but also to learn some things you might never have practiced before.

(The maneuvers, takeoffs and landings, and hood work). The second session we will build upon skills that were reviewed (or sometimes learned for the first time) in the first session.

For example, in the first sessions of maneuvers we will practice slow flight, steep turns, and basic power-on and -off stalls and recoveries. In the second session we’ll fly approach and departure stalls, cross-controlled stalls, “falling leaf” stalls, and if the client is up to it (and the airplane approved for it), spins. We might also include chandelles, lazy-eights, and wingovers as well.

In the realm of takeoffs and landings, the first session will concentrate on normal and crosswind takeoffs and landings, short- and soft-field ones as well, and absolutely some go-arounds. (It has been my observation that many pilots rarely, if ever, practice go-arounds. Yet there are so many accidents, some of them fatal, that come as a result of a botched go-
around.) In the second session we’ll kick it up a notch. I like to spend a lot of time practicing simulated power failures, all to a landing.

We might start by learning how much altitude we’ll lose in a power-off, gliding 270-degree turn. I typically do this over the runway and also see the results of turning both into and away from the wind. We’ll then add the altitude lost to the field elevation, and simulate an engine failure on takeoff, make the turn back to the runway, and land.

Then after practicing some 180-degree power-off landings, I like to practice a simulated engine failure from altitude (3,000 feet to 4,000 feet AGL at a minimum). This is flown to a landing, but not to just any landing on the runway. Instead we endeavor to make it a spot landing over a 50-foot (imagined) obstacle. Oh, and did I mention that it also has to be a soft-field landing and we have to be stopped within 1,000 feet?

After all, how often will a pilot have a 5,000-foot by 150-foot runway to glide to when the engine quits for real? More often than not, the only landing sight available might very well be a short, recently plowed field surrounded by trees and/or power lines. If we train to that eventuality, we will be so much better prepared to handle it, when the need arises.

What I do with my client for the hood-work depends on whether he or she is instrument-rated. The first session, regardless of rating, consists of basic attitude flying and recoveries from unusual attitudes. The second session for the VFR pilot typically consists of flying a nonprecision approach, as well as getting vectors to a straight-in landing, as if it were an ASR (approach surveillance radar) approach. For the IFR-rated pilot the second session is usually spent doing partial panel work.

I have yet to have a client finish a Wings program training session with me not feeling as if that pilot has gotten a big bang for his or her buck. My clients leave the training feeling more confident, knowing they are a bit more prepared for the eventuality of the yogurt creeping up over their eyeballs. Their insurance companies are happy to know that the risk level for them has gone down. And the skies have been made a bit safer for all of us.

Check with your local FBO or your FSDO’s aviation safety inspector for the date of a local Wings program and get started. The Wings program is a win-win situation. I’ll be taking my own Wings program training next month for yet another phase.

Won’t you join me in the program?

Doug Stewart is the 2004 National CFI of the Year, a Master Instructor, and a DPE. He operates DSFI Inc. (www.dsflight.com), based at the Columbia County Airport (IBJ).
Jack Thompson
Montgomery, AL

- 1960: Owned and operated charter service in Bessemer, AL
- 1963: Appointed pilot position Governor's office
- 1966: Employed by Air America as line captain flying C-45 Beechcraft
- 2005: Still flying "Super Swift" or Poor Man's P-51

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WW-II brought about the immediate need for production of war materials. Guns, airplanes, ships, tanks, you name it. We needed everything.

Coupled with this almost immediate need were the drafting and enlisting of many of the men and women who manufactured the items, and the tools to make the items so desperately needed to carry on the war effort.

There wasn’t time to bring a person into the shops and teach them all the finer points of the business, such as how to properly use tools to their advantage. There was no time for apprenticeships.

One of the things that puts man ahead of the animal is his ability to invent and to perfect tools to help him accomplish his goals—the ability to see a problem and then devise a way to solve that problem.

The wheel didn’t just happen. It was invented to assist humans in transporting heavy objects from place to place. There have been many variations in how the wheel is used, but the basic invention was there, long ago provided by a long forgotten early man.

I was fortunate to be at the tail end of the apprentice world. I was put into a machine shop to learn the business. There was no way my family could ever send me off to college or pay my way through acting or journalism school. I was to learn how to do things with my hands and my head.

The grizzled machinist who was to be my teacher was old to this kid; he was probably almost 30! He took me over to the tool crib and checked out a hacksaw, a file, and a square.

Hah! Piece of cake, I thought! I was sure wrong.

The first thing I found out was that the hack saw wouldn’t cut straight, or so I thought. After several attempts my mentor finally took time from his job to explain to me the right way to use that infernal tool.

Look at the edge. That edge is composed of a whole bunch of little chisels. They are heat-treated to be harder than the material you want to cut.

Each time you push the saw across the material, those little chisels chip away some of the metal. When you pull it back, the chips are cleaned out and the little teeth or chisels are ready to take out some more metal on the next stroke, and I do mean stroke.

Push it hard and you’ll make more work for yourself and probably, as you’ve found out, make the cut go awry. Why? Because some of the cuttings are now jammed in the spaces between the teeth, and they can’t do their job. Another thing, there are several different saw blades; some are 18 teeth to the inch, some are 24. There are others, too, and the designed use is for thinner materials, heavy materials, soft or hard, as required for the job. Some for bar stock, some for tubing, some for plate, and others for aluminum and or brass or other alloys.

This was the beginning for me.
From that day on it was up to me to envision what the tool I was using was trying to do, and apply it to the job it was intended for. Sure, there were many times I was in a hurry, or wasn't really in the mood, when I almost deliberately ruined the work or the tool, trying to do something that wasn’t what it was designed for. But the tool always won. It would disintegrate itself before it would give in.

The next thing my mentor did was watch me ply the file. Again he let me mess up the piece a couple of times before he stepped in and again became the teacher.

The file, much to my amazement, was much the same as the saw blade. It, too, was a flat plane with all the little chisels to do the job of planing off excess metal and shaping the piece. Again, let the tool do the work. Just guide it, being careful to hold it square and draw it back across the work to cleanse the metal chips out of the teeth.

It took me all that first week to make the 1-inch cube. A whole week to really learn to measure and to use that hacksaw and file. I didn’t accomplish a thing for myself, though. I did accomplish something for myself, though. I guided it to where I wanted to go and do what I wanted to do its job. That whole concept helped me the rest of my life in many jobs. Even learning how to fly.

How? Well, the airplane is built to fly. It already knows how. It is designed to fly. All I had to do was let it fly. Let it do the work, while I guided it to where I wanted to go and do what I wanted to do with the least disturbance of its normal flight characteristics.

It was that simple. All I had to do was learn the rest of the basics—he crosswind effects, the parameters of its flight characteristics—and I was a pilot!

But back to the tools. I suppose the first real tool was the lever. How many types of levers can you visualize? Watching kids have fun on a teeter-totter. The two-by-four lifting an object. The “crow” bar, pinch bar . . . boy there are a lot of uses for levers. They are door handles, screwdrivers, foot pedals, you name it. Just about everything we touch, even the keys on this typewriter, are derivations of the lever.

The biggest problem I have with people and tools is when they’re not using them properly or not using the proper tool. The old axiom of “Get a bigger hammer” comes into play when someone just can’t understand and realize that his white-knuckle grip isn’t doing the job. If the job resists your efforts, then stop! Stop and analyze the job. Think about it. What can I do? There must be an easier way. What tool do I really need?

Do I need some penetrating oil to loosen this nut? Am I going the right way with the torque? Will a little heat do the job, or maybe a breaker bar? Don’t make the mistake of trading off your intelligence for brute strength. There has to be a way—you just need to find it.

We have all seen tool marks on machines and equipment. Here is a nice-looking, almost-new piece of equipment, and some guy has used a vise grip on a chromed-plated piece. Man, that goes right through me. Use the proper tool. If you don’t have the proper tool, then go get one, or get someone who has it.

In doing our owner-assisted annuals, the first time one of the owners comes into the shop, it is a constant struggle educating him or her in the use of the right tools. No gas pump pliers, no butchered-up screwdrivers, NO hammers, and NO brute force.

We use replaceable bit screwdrivers. We use hand tools, not power screwdrivers and impact wrenches. We also take our time and do the job like it’s supposed to be done. Parts are “fit” together, not forced into place, and we make every effort to keep a clean house. That doesn’t apply to our language, though. Sometimes that is the only recourse we have when it comes to a stubborn situation. It helps to swear a little once in a while.

It’s over to you, and there will be more of this if I hear you want it.

Buck
fuel availability before departing, as the hours of operation and fuel status can vary from day to day. We expect to post a revised version of the list on www.vintageaircraft.org as a downloadable PDF before the next flying season begins in the spring. We ask that only persons authorized to make changes to the listing, that is, airport managers, airport owners, etc., send in any revisions to the list. Send your revisions to vintageaircraft@eaa.org, and please put “Grass Runways/Fuel” in the subject line of your e-mail.

**FLY-IN CALENDAR**

The following list of coming events is furnished to our readers as a matter of information only and does not constitute approval, sponsorship, involvement, control or direction of any event (fly-in, seminars, fly market, etc.) listed. 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: vintageaircraft@eaa.org. Information should be received four months prior to the event date.

**MAY 5-7**—Burlington, NC—Alamance County Airport (KBUY). VAA Chapter 3 Spring Fly-In. All Classes Welcome! BBQ Fri Night, Acft Judging/Banquet Sat Night. Info: Jim Wilson 843-753-7138 or ejwilson@homexpressway.net

**JUNE 15-18**—St. Louis, MO—Dauster Flying Field, Creve Coeur Airport (1HO). American Waco Club Fly-In. Info: Phil Coulson 269-624-6490, rcoulson516@cs.com or Jerry Brown 317-422-9366, lbrown4906@aol.com, www.americanwacoclub.com
With plenty of hands-on experiences throughout the EAA SportAir Workshop weekend, I now have the confidence and new skills to start my homebuilding project. I enjoyed the workshop immensely!

Cory Tracy, EAA 713538

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HANDS-ON
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<td>Jan. 20-22</td>
<td>Griffin, GA</td>
<td>TIG Welding</td>
</tr>
<tr>
<td>Jan. 20-22</td>
<td>W. Palm Beach, FL</td>
<td>Repairman (LSA) Inspection- Airplane</td>
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<tr>
<td>Jan. 27-29</td>
<td>Denver, CO</td>
<td>Repairman (LSA) Inspection- Airplane</td>
</tr>
<tr>
<td>Jan. 28-29</td>
<td>Oshkosh, WI (EAA Headquarters)</td>
<td>Composite Construction</td>
</tr>
<tr>
<td>Feb. 11-12</td>
<td>Lakeland, FL (Sun N Fun Campus)</td>
<td>Composite Construction, Fabric Covering, Sheet Metal Basics, Electrical Systems &amp; Avionics, Introduction to Aircraft Building, Gas Welding, Test Flying Your Project</td>
</tr>
<tr>
<td>Feb. 24-26</td>
<td>Des Moines, IA (Aircraft Super-Market)</td>
<td>Repairman (LSA) Inspection- Airplane</td>
</tr>
</tbody>
</table>

If you have a comment, question, or wish to contact us regarding the content of Vintage Airplane or the activities of the Vintage Aircraft Association, you're invited to send us a letter via regular mail or e-mail. Send your letters to:

Vintage Aircraft Association
Attn: H.G. Frautschy, Editor
P.O. Box 3086
Oshkosh WI 54903-3086
E-mail: vintageaircraft@eaa.org

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EAA 713538
MYSTERY PLANE

This month's Mystery Plane comes to us from the EAA Library's Garner P. "EMY" Emerson Collection. We've got a number of photos in that album that make great Mystery Planes. I look forward to your replies. The airplane itself is pretty easy to identify, but its mission in this particular instance should be part of your answer.

Send your answer to EAA, Vintage Airplane, P.O. Box 3086, Oshkosh, WI 54903-3086. Your answer needs to be in no later than January 10 for inclusion in the March 2005 issue of Vintage Airplane.

You can also send your response via e-mail. Send your answer to mysteryplane@eaa.org. Be sure to include your name, city, and state in the body of your note, and put "(Month) Mystery Plane" in the subject line.

SEPTEMBER'S MYSTERY ANSWER

The September Mystery Plane, also from the Emerson Collection, brought forth a few letters. Here's our first:

The subject Mystery Plane is the quite remarkable Aerial Service Mercury Sr., which was built in 1924-25 by the Aerial Service Corp. of Hammondsport, New York, for the 1925 Post Office Department competition for mail planes. Only the one (c/n 15, numbered retroactively) was built, but it was purchased by the Post Office Department and used as a mail plane until about 1928, according to the sources cited below. It had
the early registration (or identification) [40]. The engine was a 400-hp Liberty 12.

Aerial Service Corp. was also related to the Aerial Engineering Corp. of Hammondsport. Aerial Service was reorganized and renamed Mercury Aircraft Inc. in 1929 and remained in Hammondsport.

References:
McRae, Jack, Billman, Owen and Strnad, Frank, *American Airman*, Vol. 4, Nos. 2 & 3, February and March 1961. This is a brief history of the companies and their products (two photos of the Mercury Sr.).


Aerofiles.com reports on the firm's products, but does not have a photo of the Mercury Sr.

John (Jack) Erickson
State College, Pennsylvania

Other correct answers were received from Wayne Van Valkenburgh and Tom Lymburn, Princeton, Minnesota.
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V11184 MD XL
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- Fly Vintage Airplanes 4" High V05520 $19.95
- Oshkosh 4" High (BLUE) V03547 $15.95
- Oshkosh 4" High (RED) V03548 $15.95

**Copper Logo**

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Wood Biplane 4.5" w x 3.5" h  V04715  $9.99
Wood Cessna 4.5" w x 3.5" h  V04716  $9.99
Pudgie little Christmas Bear in an airplane loaded with presents celebrates this year’s holidays.
Bear in Plane 4" w x 3" h  V03574  $4.99

Biplane Pins
Accent any outfit with one or more stylish biplane pins. Available in silver or gold tone. Pins have 1 inch wing span.
Gold  V02845  $11.99
Silver  V02844  $11.99

Travel Mug  V03496  $9.99
Copper and black create a striking mug for "on the go" flyers. A real class act for enjoying your favorite refreshment.

Marble Coffee Mug  V40240  $5.95
11oz marblized dark blue mug is such a classic that you will want a set of four or maybe six. VAA logo in gold tone.

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Ann Clark Ltd.
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