The VINTAGE AIRPLANE

JANUARY 1976
THE RESTORER'S CORNER

Much has transpired here at headquarters since the last issue of The Vintage Airplane went to press. Your President, E. E. “Buck” Hilbert, has found it necessary to resign his office due to the extremely tight schedule imposed upon him for this year by his employer, United Air Lines.

Buck, we all wish you complete success with the United Air Lines 50th Anniversary celebration, and we look forward to seeing you and the Swallow at Oshkosh this summer. He has agreed to be Division Convention Co-Chairman.

Your Division begins the New Year with a lot more new than a new President. (Just like the big boys in Washington, when the President resigns the Vice-President becomes President.) Your officers and directors have taken over full responsibility for the writing, editing and publishing of The Vintage Airplane effective with this issue, and we expect to get back on a monthly publishing schedule immediately. Director Al Kelch has very kindly consented to assume the duties of Editor. Al has had extensive previous experience in the publication field, and we are sure that you all join with us in wishing Al his greatest journalistic triumph with our magazine. However, to make it a success we need pictures and stories from you, our members.

If you don’t feed us enough material the magazine degenerates into “AI’s Almanac” or “J. R.’s Journal”, and this is the last thing that any of us want to happen. While most of the officers and directors have written some stories in the past, and will continue to write some more in the future, we want the major input to come from you, the members. Particularly, we would like to have stories and pictures of your restorations, either in process or completed, stories of your experiences with antique or classic airplanes, and interviews with old-timers of aviation in your area. If the old-timers have some pictures to go with their stories, so much the better. We will copy the pictures and return them. Also, we would appreciate receiving all type club newsletters. We are planning a Type Club News page in future issues, and we need your newsletters as the source of material for it. Please send all articles directly to The Vintage Airplane, c/o Experimental Aircraft Association, P.O. Box 229, Hales Corners, Wis. 53130.

by J. R. NIELANDER, JR.

There will be a Division Board of Directors meeting at EAA Headquarters at 9:30 a.m., Thursday, February 5th. All members of the Division are cordially invited to attend. One of the items on the agenda for the meeting is the appointment of a Vice-President to fill the unexpired term of yours truly who is filling the unexpired term of President. The Board members have indicated that they plan to fill the Vice-Presidential vacancy from within the ranks of the Board itself. This will leave a vacancy on the Board of Directors. Any members of the Division who are interested in serving on the Board should communicate their desires to headquarters submitting a short resume of their experience and qualifications and stating their availability with reference to journeying to Hales Corners several times each year for Board meetings and putting in ten days to two weeks at Oshkosh each summer at convention time. The Board will fill its vacancy with the applicant considered best qualified. All applicants are, of course, invited to be present at the meeting, but attendance will not necessarily be a requirement for appointment.

EDITOR’S NOTE:

With a New Year, I have taken on a new task – that of Editor of your magazine. I have in the past, helped some with the magazine, and will work closely with the main office in Hales Corners. I am close enough to both the printer and the EAA office to keep in close touch. It is my New Year’s resolution to dedicate a year to the magazine and sincerely hope that my efforts will please the majority. Our prime need is more material to work with. It is necessary in publishing, to work ahead and preferably have four issues fairly well laid-out. In order to do this, I am in need of one Contributing Editor in each geographic area of antique activity. I have started to send out letters asking for this help. If you would like to volunteer, please do – WE NEED YOUR HELP. It is your magazine, the stories are about your friends. Contribute the stories you see and hear, and we will have a great magazine.
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When a restored Swallow biplane flies between Pasco, Washington and Boise, Idaho on April 6, 1976, it will re-enact one of the most significant flights in commercial aviation history.

Exactly 50 years before, when the first Swallow flight was made, commercial air transportation was born. The U. S. Postal Service in 1976 will issue a special stamp to commemorate the 50th anniversary of commercial air transportation, and a picture of a Swallow will be on it.

The restored Swallow will be flown by E. E. "Buck" Hilbert, former president of the Antique/Classic division of the Experimental Aircraft Association and a DC-8 captain for United Airlines, who found it as a disassembled, bare-bones plane in a ceiling loft of a Chicago commercial garage (see SPORT AVIATION, August, 1974).

On April 6, 1926, the Swallow was operated by Varney Air Lines, which had been granted Contract Air Mail route No. 5. It flew the first privately contracted air mail from Pasco, Washington for Elko, Nevada with a stop at Boise, Idaho. The plane was piloted by Leon D. Cuddeback, chief pilot for Varney, who did not agree with some other veteran pilots — but not Varney pilots — that the trip was impossible in the small Swallow.

Cuddeback successfully completed the flight in 5½ hours, at an average speed of less than 90 miles an hour.

The historic flight showed that the Swallow, with its 150 horsepower Curtiss K-6 engine, was underpowered. So Walter T. Varney ordered his fleet of six Swallows converted to the 200 horsepower Wright Whirlwind J-4 engine. For this work, the Swallows were grounded for 60 days. Varney operations, after this brief suspension, continued uninterrupted to 1931, when Varney became part of United Airlines, which considers its birthdate — and that of the airline industry — as April 6, 1926.

There were other pioneer airline companies at about the same time. Western Air Express, now Western Air Lines, started its operations on April 17, 1926, and other companies followed, such as National Air Transport on May 12, 1926, Pacific Air Transport on September 15, 1926, Northwest Airlines on October 1, 1926 and Boeing Air Transport on July 1, 1927. Varney, National, Pacific and Boeing formed the basis of United Airlines on July 1, 1931.

When the first planes began shuttling between Pasco and Elko, the pilots relied mostly on their own wits to get through. It was considered a difficult length of airway, with great stretches of desert, broken volcanic hills, towering mountains and infamous "bad lands".
The course was over one of the most sparsely populated regions in the United States, and frequently the pilot was many miles not only from any inhabitation but also from any railroads or lines of communication.

The inaugural day schedule called for Cuddeback in Varney plane No. 3 to leave Pasco for Elko, with a stop at Boise, and Franklin Rose, another Varney pilot, to reverse the route in plane No. 4 and leave from Elko to Pasco, with a stop at Boise. But Rose and two other Varney pilots scheduled to fly the same day did not make it because of bad weather and the lack of capability of the underpowered Swallow.

The historic significance of the flight was not lost on the communities involved, which planned for some time for the big day. The Portland Oregon Journal the day before, on April 5, 1926, reported that Pasco planned to commemorate its participation in the event by installing a 300 pound slab of granite in the airfield and that Army fliers would engage in stunt flying during the ceremony.

On April 6, 1926, the Oregon Journal reported again from Pasco that Cuddeback, scheduled to leave at 6 A.M. (7 A.M. Boise time), did not get off the ground until 6:23 A.M. because of trouble in warming up his engine. A large crowd, awakened at 5 A.M. by prearranged shrieks of fire sirens, witnessed his takeoff. The cargo consisted of 9,285 pieces of mail, weighing 202 pounds.

The Portland Oregonian, in a story datelined April 6 but carried in the next day's issue, under the headline: "AIR MAIL STARTS AS CROWD CHEERS. All Northwest joins in Pasco Celebration," gave this account:

"Leon D. Cuddeback, first pilot for the mail service which was inaugurated, took the air at 6:23 A.M. headed for Boise, the only stop between this city and Elko. At Boise another celebration was in progress. Shortly after 5:00 A.M. the crowd began to gather at Pasco's airport and by the time the plane took the air, more than 2,500 persons were present, including delegations from many cities and rural districts of the Pacific Northwest."
Portland had a most impressive part in the day's program. The largest crowd to visit the air field during the day was present when Lt. Oakley G. Kelly, flight commander at Pearson Field, Vancouver, Washington, arrived with John M. Jones, Portland postmaster as a passenger. Kelly was escorted by four other planes from Pearson field, manned by reserve officers.

"The Portland delegation was on hand to greet the postmaster and carried with them a granite slab which was placed adjacent to the hangar which will house the planes stationed here by Walter T. Varney, head of the company which has the contract to do the service. As motion picture cameramen ground away, the members of the Portland Chamber of Commerce and the Royal Rosarians placed the stone in position. R. S. Howard, Portland Chamber of Commerce, presented the stone and H. B. Jensen, mayor of the city of Pasco, accepted the gift.

"Fifty years of progress were shown when Felix Warren, a picturesque character of 1861, drove up in a stagecoach, which carried the mail from Spokane to this city. The pouch was quickly transferred and after a little trouble getting the engine warmed up, Cuddeback was on his way.

"Among those present when the plane took off was Alvin E. Peterson, Washington Assistant Superintendent of the contract air mail."

The Pasco celebration included parades of floats from cities taking part — staged at 4:30 P.M. and 6:25 P.M. — wrestling matches, dancing and the awaited welcoming of Rose's Swallow, which made two forced landings enroute and vanished.

Cuddeback's arrival at Boise was greeted with considerable hoopla and civic pride, a Boise, Idaho statesman newspaper reporter on the scene had this to say:

"A few minutes past ten o'clock through the rising mist appeared the gray bird which left Pasco at six o'clock. It came low from over the Union Pacific passenger station, whirred to the south of the field, then came gliding in over Broadway, touching the yellow sands at 10:10 A.M. This pilot, Leon D. Cuddeback, was welcomed by Postmaster L. W. Thralkill, Mayor Ern G. Eagleson and Mr. Cyril C. Thompson of the American Legion."

The Boise Evening Capital News reported the same day that Cuddeback had arrived with six sacks of mail — one each for the airmail fields at Boise, Elko, Salt Lake City, San Francisco, Chicago and New York.

The newspaper said that Cuddeback dropped off the sack for Boise and was given two others originating from Boise to other points. Thompson, the Boise Legion post commander, also gave Cuddeback a package of two prize Idaho potatoes addressed to President Calvin Coolidge "for a White House dinner".

Although Boise celebrated the occasion with a parade in the business district, Cuddeback couldn't stick around to enjoy it. The Boise newspaper reported that he was off the ground within an hour, at 10:55 A.M. He took off, roared over the heads of the curious crowd of hundreds who had gathered to meet him, and set his course for Elko. On the way he passed through a cold front, plowed through torrential rains and thunderstorms and squinted above the wind screen on the Swallow while the rain lashed his face and dripped down his neck. He finally made it to Elko at about 12:30 P.M.

An Associated Press dispatch from Elko, printed in the Spokane Daily Chronicle under the heading "Plane Reaches Elko", reported:

"ELKO, Nev. April 6 (AP) — The air mail plane from Pasco, Wash., carrying air mail for eastern and Pacific coast points landed here at 12:30 o'clock, Pacific time. The machine made the trip from Boise in two hours and 42 minutes, 28 minutes slower than
the scheduled time. The pilot reported passing through a severe thunder shower and drenching rain a short distance out of Elko.

"It is planned to hold the plane here until after the arrival of the transcontinental mail train due at about 3 o'clock. After loading mail intended for the Pacific northwest the machine will hop off for Boise, where it will remain overnight, officials of the air mail service said."

The Elko Independent on April 6, 1926, headlined the arrival with: "HISTORY-MAKING PLANE LANDS AT ELKO AT 12:27 THIS AFTERNOON. Northwest Is Tied to Coast. LEON CUDDEBACK PILOTS FIRST PLANE OVER THE NEW MAIL ROUTE." It reported: "Air history was made today when mail communication was opened with the cities of the Pacific Northwest through the operation of airplanes under government contract by the Walter T. Varney aerial transportation interests of the Pacific Coast.

"His face blue with cold, eyes strained from constant encounters with storms of high intensity, but triumphant in the knowledge that he is the first pilot to conquer the hazardous Rocky Mountain routes to the great north, Leon D. Cuddeback, pilot of the first plane to fly the Pasco, Washington, to Elko, Nevada air line, brought his machine down to a perfect landing at 12:27 o'clock here this afternoon."

On the ground, Cuddeback briefed Rose on the bad weather he had passed through, and Rose took off through the same cold front. A short time later he made a forced landing because of engine trouble and took off again. But the flight came to an end with the second forced landing, in an uninhabited area, because he was blown far off course by bad weather. Cuddeback was the only Varney pilot to finish the first day's schedule.

Rose added considerable drama to the event by his misadventures because he was feared lost for about 24 hours. According to the Spokane Daily Chronicle, which on April 6 carried stories from both Pasco and Boise, Rose was scheduled to land at Boise at 4:35 P.M., but his plane was mired in mud after the second forced landing, and it was several hours before he was able to communicate that he was safe. His wife, who was ill in the hospital, was not told of his disappearance at the time.

Cuddeback, meanwhile, had made history. At Elko, he received a telegram from Los Angeles from Thomas H. B. Varney, Walter's father, saying: "CONGRATULATIONS ON THE FIRST SUCCESSFUL COMMERCIAL AIRMAIL DELIVERY."

Cuddeback, in an interview recently, recalled the events of the day quite clearly. He said: "Back in 1926 we started out to fly an airline. We had some airplanes manufactured back in Wichita, and we had some engines overhauled in San Francisco, and they were shipped in pieces to a little field at Boise. A couple weeks before that some of us had been to Pasco getting the Chamber
of Commerce out, and we cleared an airport 100 feet wide and 1000 feet long with sand. In Boise, the American Legion got together and grubbed out a patch of ground on some marsh ground across the capital.

"We were assembling our airplanes in an open field and we were supposed to be ready to fly on April 6, 1926. We had four pilots and three mechanics, and the mechanics were the ones really doing the job. They were putting the planes together bit by bit as the factory had not put them together to start with before they shipped them out. They just manufactured them according to rule of thumb and nothing fit and nothing jibed. We had to ream every hole to make a bolt fit, and our chief mechanic was an artist with a sledge hammer. Finally, we had three airplanes assembled.

"There were no charts in those days. There were railroad maps, highway maps and things like that, but there were no charts as we understand them today. Walter Varney had been up there several weeks earlier and had driven over the route, and he had drawn a map of the route from Boise to Elko on a postcard. It was very detailed and had the Snake River, Duck Indian Reservation and Elko on it. It showed a road connecting them, and from Boise north to Pasco there was a railroad, and we had a railroad map for that.

"On the day before, April 5, we had three airplanes ready to go and we were working on the fourth. I sent George Buck and Joe Taff north to Pasco in one of the aircraft to be ready to leave the next morning with the first mail and come south. I sent Franklin Rose to Elko to be ready to take off from there at noon. I was a back up pilot and didn't expect to fly at all. About 3:30 or 4:00 in the afternoon of the 5th I got word that George Buck and Joe Taff were in a hospital. Their airplanes were wrecked and the mail was to start the next morning, and here I was in Boise. I was working in my coveralls, so I just put on an overcoat and a pair of goggles and they let me set up some automobile lights and railroad fuses and stick out some red and green lights. I got there after dark and landed perfectly.

"I found that Joe Taff and George Buck were out of the hospital by then and were up, chipper and around, both with broken noses. It seems that gasoline tanks we had at that time were made of tin. We had specified tin because they were just beginning to show up with aluminum tanks, and were afraid of aluminum tanks because we didn't know how to mend them. We could solder tin...
get the engine running, so I had them fuel up the one I was in and I took off again. I got down to the Indian Reservation and there was a mean thunderstorm. I just got right down over a road and kept the wheels out of the sagebrush and kept plowing ahead till I came out of it. It was rough, with some hail. I got to Elko and again there was a crowd and all the ceremonies.

"Frank Rose took off after I got in, and I had told him about those thunderstorms. He flew behind the storms until he ran out of gasoline and landed on a horse farm out in the desert, where he was met by a couple of cowpunchers with rifles. They asked him what he was doing, and he told them he had the U.S. airmail on the airplane, but all they saw was the "United States". The proprietor of that ranch had just been in jail for bootlegging — for running a still. It took him a little while to quiet them down, and then finally, after a few days, brought Rose into town. But during that time he was lost."

The problems experienced on the inaugural day by the three unsuccessful Varney pilots pointed up the weakness of the underpowered Swallow, and scheduled operations over the next few days had much the same poor result. On April 10, Walter Varney received Post Office approval to suspend operations for 60 days to convert his Swallows to more powerful engines.

With the original K-6 engine, the Swallow needed 200 feet of take-off roll to get into the air and took 45 minutes to climb to 15,000 feet. With the new J-4, the Swallow got off in 100 feet and reached 20,000 feet in 22 minutes. While the conversions were being made, Varney also changed the schedule from a single pilot making the entire Pasco-Boise-Elko run to one in which a change was made at Boise.

Varney Swallows were back in the air again on May 28, 1926, with one plane carrying a cargo of historical importance — 45 pounds of film of the Amundsen-Ellsworth polar expedition. At Boise, the film was transferred to an Elko-bound plane, which arrived in time for transfer to another airline for shipment to the East.

Regular airmail service was resumed on June 1, 1926, and Varney pilots were back in business for good. Their daily schedule called for a departure from Pasco at 6 A.M., departure at Boise at 9:20 A.M. and arrival at Elko 12:30 P.M. The Varney operation, and that of other airlines later, took hold, and transportation of goods and people was never to be the same.

To commemorate the birth of commercial aviation, United Airlines and the communities involved will hold celebrations on April 6, 1976, that will as closely as possible match those held 50 years before, according to details gleaned from newspaper accounts and historical documents. The planned local events have the support of the citizens and officials from the areas, including U.S. congressmen, state legislators and city officials. Because the role of the Postal Service is vital to the re-enactment, postal officials have been invited to participate. Cuddeback and Hilbert also will be on hand.

The events proposed by United and by the communities will include a parade in Boise and a luncheon. Coincidental with the 50th anniversary, the people of Boise plan a ground-breaking ceremony for a permanent, new Aviation Museum and Hall of Fame at the Boise Air Terminal airport. A committee of influential citizens was formed and incorporated to finance the project, which may cost an estimated $2 million. The event has been listed by the American Revolution Bicentennial Administration in Washington, D. C., as an official Bicentennial event in 1976.
For those of you attended the Experimental Aircraft Fly-In held August 2 to August 6, 1961 at Rockford, you will remember that it was a roaring success for its time. It was a memorable affair and here in pictures, we have re-inacted the scene.

A previous writer compares it to some of the events written about in the old Aero Digest of years gone by. If you look at the pictures and read the captions, you will see that even then there was a tremendous amount of antique interest in the EAA. The turnout would be enviable even today.

It's impossible to include all of the pictures in this item and from time to time will pick up some of the strays in future issues.

It's particularly of interest to notice the size of things at this Fly-In, such as the EAA control tent. Compare this now to the amount of space occupied by the necessary official operations, the shower stall alone will tell the story of growth in this organization and we in the Antique Division have shared in that growth.

It's interesting to note that even back then, the airport was lauded as the busiest airport in the world for the time of the convention. The figures are quoted at 2,230 aircraft movements on August 3rd, 2,533 on August 4th, 2,703 on August 5th. One of the highlights of that meet was the attendance of Art Hartman's 1918 Jenny, which he flew around the field every evening. Another oldie at that meet was Marion McClure's 1927 Waco 9. John Louck's 1929 Ford Tri-Motor was treating the crowd to a memorable thrill...
Some members of the Cole Bros. Air Show: Bill Adams, atop his 450 hp Stearman, Judy Cole, wing-rider, and Brad Parlin, stunt man.

Registration Tent: Left end registered members and guests. In view area received renewals and new members. EAA topped 11,000 in total memberships.

Announcer Nick Rezich holds the mike while Art Hartman tells of early flying days. EAA President Paul Poberezny looks on.

Marion McClure's 1927 Waco 9, beautifully restored, flew to everyone's delight.

with a ride in the old Tin Goose, hauling passengers from dawn until dusk. Duane Cole brought his Cole Brothers Air Show from Ft. Wayne, Indiana, and Bill Adams performed in his memorable 450 HP Stearman. These acts were not comparable to the polished performances that years of work in Pitts have presented to us at EAA currently in Oshkosh, but they were memorable as big old antique airplanes flapping around in the sky.

This also was the year that the half size replica of the Curtiss Jenny showed up and made quite an interesting comparison when parked beside the real thing. The half scale is now in our EAA Museum and was built by F. A. Murray, of Rockford. It is powered with a model A Ford engine.

It was a Fly-In that will long be remembered and those who missed it, missed one of the milestones in the progress of Sport flying.
Paul Poberezny with “Miss Sport Aviation”.

Marion McClure’s 1927 Waco 9, beautifully restored, flew to everyone’s delight. Parked next to it, at right, is Dave McClure’s 1930 Aeronca C2.

1938 Dart owned by J. O. Perrith, M.D., Wilmington, N.C., with 100 HP Cont.

Bob Willis’ 125 HP Kinner Fleet 16B, from Indianapolis, Ind.

Del Hickcox’ 160 HP Kinner Fleet 16B, from Benton Harbor, Michigan.
A spectator looks over the 220 HP Continental, under the watchful eyes of Henry Peterson and owner Walt Weber.

Frank Easton's Flying Flea, from Salem, Ohio creates quite a stir.

Henry Kasper's Curtiss-Wright Jr., 1930.
Now Everyone Can Afford a Plane

Ever since plane popularity became a reality, rather than a vision, call after call has been sounded for a ship of moderate size. Scientifically safe in severest service, sturdily sound in structure, as economic in its operation as it is economic in its low selling price.

After years of ably directed laboratory research and flight experimentation, the call has been answered — once and for all — in the invincible “Golden Eagle Monoplane.”

It’s a satisfying answer from every technical and practical viewpoint of every flying enthusiast — expert or novice. An outstanding airplane achievement:

For the novice — interested in operative simplicity.
For the seasoned pilot — demanding a plane built to stand up under the severest strains of private and commercial flights.
For the business man — seeking speed that’s backed by every element of safety.

For the sportsman — looking for flying adaptability and every comfort facility.

The practicability of The Golden Eagle Monoplane is due to the correct principles of construction rigidly adhered to in production — assuring remarkable ease in handling, and a flight stability equal to that of the largest aircraft ever designed or developed.

The Golden Eagle flies with hands off ailerons, banks right and left, with rudder only and resumes normal flying position when controls are released.

The operating cost of The Golden Eagle is as economical as its low purchase price for three gallons of gasoline per hour in maximum consumption.

In short, The Golden Eagle Monoplane is a small, sensibly priced aircraft, in which every consideration of designed construction is based on safety, comfort, and speed for flyers of every type, and flight conditions of the most exacting character.

**SPECIFICATIONS**

**GOLDEN EAGLE**

LeBlond 60, 65 hp
Performance slightly improved over Velie model
Price $2,750

**GOLDEN EAGLE “CHIEF”**

LeBlond 90 hp
Dimensions same as other models
Empty weight 840 lb.
Gross 1350 lb.
Fuel Capacity 25-35 gallons
High speed 110-115 mph
Cruse 90-110 mph
Land 30 mph
Climb 1200 fpm
Price $2,990

Chord 5 ft. 6 in.
Wing area 165 sq. ft.
Length 21 ft. 10 in.
Empty weight 800 lb.
Gross weight 1350 lb.
Cruise speed 80 mph
Landing speed 30 mph
High speed 95 mph
Climb 500 fpm
Fuel capacity 25 gallons
Ceiling 20,000 ft.
Price $2,750
The first Golden Eagle was the product of Mark W. Campbell, veteran aviator and designer. Known to thousands in the flying and film world as one of the oldest stunt men in aviation and the first man that successfully changed from a fast-moving train to a plane and return, Mark Campbell of today has had a career of unquestioned airplane achievements.

He started in 1914 as an airplane mechanic, maintaining engines and building planes under B. J. Williams at Venice, California, remaining there until 1916. Campbell went with the Crawford Aviation Company of Venice, with whom he remained until the summer of 1917.

Immediately following this connection, he continued his plane construction activities with the Glenn-Martin and the Wright-Martin Company of Los Angeles, until the Spring of 1918, at which time he went with the Curtiss Company of Buffalo, remaining there until the war's close.

Campbell's extended technical and practical experience in the airplane industry won him an important post as experimental flight mechanic with the Balloon Division of the Goodyear Rubber Company of Akron — an engagement that lasted until the close of the Goodyear Field in 1918. Since then, Campbell's record has been identified with a number of parachute and flying feats, as well as many important plane construction and rebuilding contracts.

He later joined forces with R. O. Bone; they named their company R. O. Bone & Associates of Inglewood, California and displayed their first unit at the 1928 National Air Races held at Mines Field. However, Campbell severed relations in early 1929 and he was affiliated with Lockheed Aircraft from 1932 to 1962. In the reorganization, the factory was renamed Golden Eagle Aircraft Corp., with Inglewood remaining the home port. E. M. Smith took over the design responsibilities at this time and R. O. Bone continued as president. The N.A.C.A. engine cowl was incorporated, the wing area increased and the fuselage profile was rounded out enhancing the designs appearance and performance.

The first three Golden Eagle parasol open monoplanes were single seated sport models, the first two Anzani powered and the latter using a LeBlond 60. Subsequent parasol models had the two-in-tandem arrangement and Velie, LeBlond and Kinner engines were used for power.

A Department of Commerce group approval numbered 2-107 was issued August 12, 1929 for three aircraft, Serial No. 803-805. On August 16, 1929, ATC 202 was issued for an additional five planes, Serial No. 806-810.

The Golden Eagle management had hoped to manufacture and sell, in large numbers, their safe, well constructed, good looking, all purpose plane at a price within reach of practically everyone who wanted to fly. Paradoxically, the depression forced the factory to move its operation to Port Columbus, Ohio where it hoped for refinancing. However, in 1930 the holdings were acquired by midwest interests and production was resumed only to dwindle with the continuing recession.

The Golden Eagle wasn’t as well known as its counterpart, the Davis, which enjoyed production until 1937. In its day it did enjoy some fame and set some records.

Evelyn (Bobbi) Trout was the pilot who took the lead in promoting the Golden Eagle aircraft by chalk ing up a number of impressive record flights. She learned to fly in early 1928 and then became a factory demonstrator pilot for Golden Eagle. She acquired transport license number 2613, the fifth woman in the U.S.A. to do so, and was probably the country’s first woman test pilot.

Miss Trout flew one of the early Golden Eagles at the dedication of the Los Angeles Metropolitan Airport at Van Nuys, December 16, 1928. While the endurance flight of the Army Air Corps' Fokker “Question Mark” was underway, Bobbi took off for her first non-refueling endurance attempt from Mines Field. Using a LeBlond 60 hp GE, she remained aloft...
12 hours, 11 min., Jan. 2, 1929. Using the same plane, she boosted the women's non-refueling record even higher Feb. 10-11 with a flight of 17 hrs., 5 min. While setting this record she made the first all night solo flight by an aviatrix.

1929 continued to be a stellar year for Bobbi Trout. She flew a 90 hp Golden Eagle to 15,200 ft., a new women's altitude record for that particular category. The flight was made June 1 from Grand Central Air Terminal. In the fall she entered the Golden Eagle, 90 hp Kinner, R223M, in the First Women's Air Derby from Santa Monica to Cleveland, Aug. 18-26. Although a forced landing near Yuma put her out of the competition, she managed to fly the course and finish at Cleveland a few hours after the other contestants.

Later in the year, with Elinor Smith, Bobbi established the first refueling endurance record for women. They logged 42 hrs., 5 min., using a Sunbeam aircraft powered with a Whirlwind 300, over Los Angeles, November 27-29.

This record was upped considerably by Bobbi and Edna May Cooper, Jan. 4-9, 1931. Flying a Challenger Curtiss Robin, "Lady Rolph", NR749M, they remained airborne 122 hrs., 50 min., again over Los Angeles.

Bobbi Trout has always had the ingenuity to meet her goals, working hard for her accomplishments. To supplement her earnings in the early days, she owned and operated a service station. Prior to WW II she hit upon the idea of salvaging the discarded rivets from the numerous aircraft manufacturers, sorting and readying them for use again — her shop buzzed with activity. Currently, she is in reality, enjoying life in the California desert — but the Golden Eagle era continues to be close to her heart.

As far as we know, Warren Gardner, EAA 7635, of Spokane, Wash., owns the only known, flyable Golden Eagle "Chief", N68N. He reports this history: "The Eagle's log was sort of notorious during the early '30's in the Puget Sound country. It was brought to Spokane from Seattle by Francis M. Short who had owned it from 1934 to 1947, then it changed hands quite rapidly until I became owner in 1954. I acquired the Golden Eagle in Kamiah, Idaho from Rex Yates who never flew the bird and owned it only a short time."

How would you like to have that in the cockpit on takeoff? Mark W. Campbell and friend!?
1976 starts off with a few changes in our Antique/Classic Association. Buck Hilbert, who has successfully led the Antique/Classic group since its founding, has stepped down from the office of President. Al Kelch of Mequon, Wisconsin, has volunteered to act as Editor of our publication, thus helping us here at Headquarters tremendously in getting our news out. Like many of us, our great enthusiasm for aviation and the acceptance of many responsibilities severely limits our time. Most of you know that Buck is a Captain for United Airlines and an avid antique buff, owning several antique airplanes. He has been very active as President of our group; very active in working on our annual Convention, both in planning and physical labor; involved with the Civil Air Patrol and upon occasion drives the local school bus. His current project is the rebuilding of a Swallow, which will be used by United Airlines, and flown by Buck this spring, over routes flown in the early days by United Airlines. This leaves Buck little time for anything else. As the result of Buck stepping down, our Vice-President, J. R. Nielander, will move into the office of President and work with other officers and directors continue the fine work of our group.

Al Kelch of Mequon, Wisconsin, has volunteered to act as Editor of our publication, thus helping us here at Headquarters tremendously in getting our monthly magazine. Al comes to us with great enthusiasm for antique and classic aircraft. He is a very successful business man, owner of a number of antique aircraft and is also currently working on a homebuilt. All of us welcome these two gentlemen to their new positions of serving our group and aviation as well.

We certainly think that 1976 will be a very prosperous year for aviation and that events affecting us all will not hinder the freedoms that we thus far have enjoyed. True, to some of us building or restoring is a fun and growth type activity, with little thought given to becoming involved in government affairs. We would just like to be left alone and do our thing. I only wish this was entirely true. It certainly would make it a great deal easier for us here at Headquarters, in trying to resolve the many problems that are presented to us. A little over a year and a half ago, you EAA members read of the problems we encountered with our homebuilt aircraft, when FAA more or less grounded all experimental homebuilt aircraft. Those that were not grounded would soon be, as FAA was not issuing any more experimental certificates because of the EPA's noise and pollution requirements for all aircraft being issued airworthiness certificates. Experimental aircraft, unlike standard category aircraft airworthiness certificates, are issued annually, and had no grandfather clause. EAA was able to turn this around and get the experimental amateur built aircraft exempt from this requirement. Though we knew that our antique aircraft in the future could conceivably be involved, when an individual wanted to obtain an STC or upgrade his powerplant to one that might be more reliable, but yet would have to meet the new EPA requirements. We just received our first request for help from one of our West Coast members who would like to get an STC, a supplemental type certificate, for the installation of a Ranger engine in a Great Lakes aircraft so that the aircraft can remain in the standard category. This certainly will take a great deal of work on the part of our staff here and hopefully we will be successful. The point is that if we do not have an organization, the backing of a reasonably large membership, our voice will not be heard and many safety factors and aeronautical advances can be at a standstill. We all must be cognizant of the fact that in today's society one action, one event, can make a great change to all of us. The locker bombing at LaGuardia Field which was possibly the action of one person, has changed the lives and inconvenienced hundreds of thousands. Possibly our today's society and its leaders, in a rush to solve problems or to react to public opinion, move hastily in trying to rectify problems without realizing that with every action a bit more of our freedom is taken from us. Airport security, for example, where the basic problem is the airline terminal, has had many repercussions on the airline owners. Gone are the days when we could drive up to our hangars, take the tools out of our automobiles and work on our aircraft or transfer baggage. Now it is a great inconvenience of walking long distances, carrying these same items. We must obtain special auto permits, special personal identification cards to permit you to go on to the airport in a non airline operation area. There are many places that one cannot get to, when flying, such as an FAA general aviation district office, or use weather facilities without either hiring a taxi or locating a FBO line vehicle or take a long walk. It is FAA's admission that the installation of towers and Stage III or other air traffic procedures causes a decrease in general aviation activities. A move away from these airports to smaller outlying airports certainly seems a waste of money and the taxpayers investment. Many are unaware that the Stage III operation, the directing of VFR traffic on a clear day are treated as IFR traffic, which has a significant impact on the salaries of the government employees or tower operators. For further information on this you might read the latest issue of OAPA's Pilot magazine.

On another subject, in the antique field, the EAA Air Museum's XP51, which was built in August of 1940 and could be considered an antique is progressing very well. Darrell Skurich at Ft. Collins, Colorado is doing the restoration work. The fuselage has been restored, tailgroup and work on the wing is well along. John Sandberg of Minneapolis will have completed a major overhaul and test run-in of the engine by the end of February. Frank Sanders of Sea Fury fame, is building up two fuel tanks of a new fire resistant material for the airplane and the propeller has been sent to California for overhaul. One of our Warbird members from Texas has donated a complete paint job for the airplane and hopefully it will be on the flight line at our Convention at Oshkosh '76.

Work has started on the Ford Trimotor. We have the South American Ford (as we call it), the fuselage that was hacked out of the jungles and brought to headquarters through the leadership of our president, J. R. Nielander. Our damaged Ford and this fuselage are sitting side by side in the shop with a lot of drilling and disassembling taking place. We would more than welcome any volunteer help, to come to headquarters and spend any amount of time in working on the Ford. Our goal is to have the airplane back in the air within the next two years. If any of you have any sheet metal talents, we would like to hear from you.

Regarding Oshkosh, now is the time to start planning and getting your aircraft into show plane condition.

See you next month.
Dear Sirs,

I would like to join the Antique Classic Division of EAA and receive the VINTAGE AIRPLANE magazine. Enclosed is my check for $10.00.

I own a 1907 YKS-Waco. It was first purchased by the CAA at Salt Lake City. Has a very interesting background, including having been flown by the late Paul Mantz, and the still very active Frank Tallman. In my full time profession I am an instructor and pilot flight examiner for the Federal Government, assigned full time in my present assignment with the 146 Tactical Airlift Wing, California Air National Guard. As a weekend warrior I am a Lt. Col. in the reserves, command pilot, Fly the C-130-E Hercules all over the world.

Have owned several antiques throughout the years, have numerous trophies. Haven't owned an antique since 1963, but am extremely pleased to have one again.

The Waco is completely rebuilt, has flown 15 hours since certificated, and is now ready for paint. Plan to research its history, I was convinced of the benefits of membership in this Division. I intend to be at Oshkosh in 1976 with the J4A and I will be glad to share any accumulated technical information which may be of value to your other members; information I have obtained during this 9 year restoration.

Sincerely,
Lloyd R. Leavitt, Jr.
Major General, USAF
Commander

E. E. Hilbert
8102 Leech Rd.
Union, Ill. 60180

Mr. Hilbert,
To your knowledge has anyone got a set of plans to build a 1913 Ettrich 'Taube'? There is one on the cover of Nov. Flying Models Magazine.

I saw that thing and just cracked up. Sure would be fun to build and fly one. After a BD-5 and a Flybike, this would be a real challenge.

If you can't help me on the first item, maybe you can help me out on this one. Does anyone you know have the plans to a scaled up version of the French DeMolayse as seen in These Magnificent Men in Their Flying Machines? I heard that only a 90 lb. person could fly them because of a limited useful load. A woman flew the one in the movie I believe. I'd like to build a bird that would carry a 150 lb. man.

Well, let me know what you find out about those two questions.

Thanks again for your time and I'll be waiting to hear from you. Don't you think you could build it from model plans do you? Using aircraft standard stuff and procedures?

Bob Cook, EAA 95437
10473 47th Ave. S.
Seattle, Wash. 98178

Dear Sirs:

Now that I have your attention and have completed my order I would like to tell you and all others there at EAA how much my wife and I have enjoyed our first year in the EAA. We had the fortune of being able to make the trip to Oshkosh, and I'm still talking to the other pilots and non-pilot friends at the office about it. I've never seen as much assembled together for any kind of show or any extravaganza, even including my five years in the Air Force. It was truly a boyhood dream to see all those planes — many that I'd only seen in pictures, and even some that I had never seen. Tell Paul that he has enlisted another lifelong disciple to his ranks. The only disappointment was the rain on the last weekend as we had planned to fly our bird there to the meet, but we drove through the rain and had nice weather when we got there. I bought a new sound movie camera when I got home so next year I can get sound movies of the fly-bys.

Kirby G. Elliott Jr.
25074 Lynch Rd.
Farmington Hills, Mich. 48024

November 11, 1975

Dear Sirs:

Enclosed please find my check for $11.75 for dues in the Antique/Classic Division of EAA. I own a 1948 Luscombe 8A, and flown by me since 1932, the 04 since 1942 and no trouble until recently, cracked. Am using a C4 temporarily.

Any help you might give would be greatly appreciated, parts seem very scarce it seems.

Thanks a million in advance, a stamped return envelope is enclosed.

Sincerely yours,
John L. Bradberry, EAA 82427
701 W. Industrial, Apt. 128
Sulphur Springs, Texas 75482

December 5, 1975
CLASSIFIEDS

FOR SALE — 90 Warner, 0 time since major. Accessories need rebuilding. Contact: Gary Rubottom 1862 S.E., St. Andrews Dr. Portland, Oregon 97202

WANTED for Luscombe 8A N71296 left wing strut. Lloyd Alan Laffin, FAA 3158, P. O. Box 511, Lake Forest, Illinois 60045.

FOR SALE — 1930 Great Lakes 2T-1 — only 135 hrs. airframe and engine since complete restoration. Standard category 2 place, 4 aileron, 185 hp Warner with full inverted fuel and oil system. Be ready for spring with a like new antique that is fully aerobatic. $25,000.
Also have a spare “0” time 185 Warner and miscellaneous parts with a rotating, tilting engine stand for $5,000 or will accept $28,500 for the entire package. Don Taylor, Chandelle Aviation, Inc., 2 Chandelle Drive, Hampshire, Illinois 60140.

FOR SALE — 50 hp Franklin aircraft engine in running condition. No. AC4-150. A. G. Ebel, 812 W. Maple, Lompoc, California 93436.

WANTED — to buy or borrow center section plans for PT-19, or full size drawings of leading and trailing edge ribs. Francis Dahlman, Rt. 4, 6254 Hwy. 36, Burlington, Wisconsin 53105. (414) 763-3036.

FOR SALE — Antique aviation items exclusively! Plane and pilot items 1915/1945 — List $1.00 — Aldrich, P. O. Box 2123, Newport Beach, California 92663.

111 MEMBERSHIP DRIVE

One for one for one. If each member would take it upon himself to get one new member a year each year, the compounded effect would result in a very successful organization. Take pride in your activity — make it grow.

DO YOU REMEMBER the days when ads for planes included terms such as $333 down, and the “included extras” were things like brakes, compass and tailwheel?

Announcing the introduction of a totally new antique-aviation product — antique plane ads, reproduced as high-quality decorative posters!!!

ORIGINAL advertisements for Piper Cub, Taylorcraft, Beechcraft, Aeronca, Waco, Cessna, Stinson, Luscombe, Fairchild, etc. — plus several novelty aviation-related ads from the same era! — Over 50 different advertisements to choose from!

TEMPUS FUGIT — “time flies” American Eagle NC 7310. Powered by an OXX-6, this aircraft was a short nose version. At the time the photo was taken, the fuselage was pea green and the wings were international orange. The owner at the time this photo was taken was Bud Perry of Milwaukee who later lost his life in an airplane accident in World War II. In the cockpit is seated EAA member Steve Prusak of Watertown, Wisconsin — now a fireman and private pilot. This was taken on July 20, 1941. Paul Poberezny then owned a long nose Eagle and both of these aircraft were seen in many Milwaukee area farmers’ fields at that time. Ed Wegner has turned this airplane into a Grand Champion and was featured on the November 1975 issue of SPORT AVIATION and in many other aviation publications.