AN URGENT MESSAGE FROM THE EXPERIMENTAL AIRCRAFT ASSOCIATION
A CRISIS EXISTS
SPORT AND GENERAL AVIATION NEEDS YOUR HELP

While invoking safety as a cause and citing the San Diego mid-air collision as a stimulus, the Federal Aviation Administration has issued a proposal calling for radical extensions of Positive Control of U.S. airspace. Basically their plan calls for:

1. 80 new Terminal Radar Service Areas;
2. 44 new Terminal Control Areas;
3. a lowering of positive controlled airspace from 18,000 to 10,000 feet.

If the FAA is successful, you will either have to install expensive new equipment that will have to be replaced in a few years or plan to go around large columns of space in 230 cities, and eventually, a number of airports that will undoubtedly increase as time goes by. At the moment, use of TRSA's, or Stage III's is voluntary, but that will almost certainly change and become mandatory. In effect the plan would also give the FAA all the power they need to achieve what now clearly appears to be their goal: total positive control of all U. S. airspace.

EAA firmly believes the FAA’s proposal would not eliminate San Diego type tragedies, nor the chance of human error, nor the fundamental need to see and be seen. Without a doubt the plan will expand the government bureaucracy, escalate inflation and unfairly discriminate against the majority of airspace users.

The EAA has a more constructive plan, one that would eliminate San Diego type crashes, that would go much further to enhance safety not only for airline passengers, but for general and sport aviators as well. It would allow for growth within the ATC system and at the same time preserve our airspace freedom.

The basic ingredients of EAA’s plan include:

1. Restructuring TCA’s to a climb-descent corridor concept;
2. Creation of reliever airports in major cities with full electronic facilities;
3. Development of alternate facilities for General Aviation at hub airports;
4. Preservation of the see and be seen concept;
5. Revision of FAA Certification standards to significantly increase airliner cockpit visibility.

WHAT CAN YOU DO ABOUT IT?

WRITE! If you are opposed, send in a personal response to the FAA’s Notice of Proposed Rule Making that calls for the 44 new TCA’s and lowering of positive controlled airspace to 10,000 feet.

Begin the letter this way:

1. Federal Aviation Administration
   Office of the Chief Counsel
   Attention Rules Docket ATC-24
   800 Independence Avenue, S.W.
   Washington, D.C. 20591
   Regarding: NPRM Docket Number 18605
   Notice Number 78-19

2. Express your opposition to the plan by explaining how it will affect you and offer your own suggestions for improvement. Or if you like, simply state that you agree with EAA’s objections to the FAA plan, that you endorse the EAA’s concepts and hope FAA will listen to a complete explanation.

The important thing is: do it now! We only have until March 5 to respond to the NPRM.

3. Then write a personal letter to your Congressional representatives. Ask them for an explanation of the FAA proposal and evidence of how it could have prevented the San Diego crash. If it’s agreeable, stress the fact that EAA has a better plan, one that truly will enhance safety and provide more sensible air traffic control. Insist that the EAA be heard out. Enclose a copy of your NPRM response. Use this address:

   Honorable (Representative)
   House Office Building
   Washington, D.C. 20515

   Honorable (Senator)
   Senate Office Building
   Washington, D.C. 20510

Please be advised that petitions and vulgarity have no value.

NEED MORE INFORMATION?

Contact: Experimental Aircraft Association
Airspace Action Plan
P. O. Box 229
Hales Corners, WI 53130
414-425-4860
The 1935 Kinner Sportwing of Glenn Pray, Tulsa, Oklahoma, at the Tri City Airport Fly-In near Parsons, Kansas. The aircraft is the only one left of the eight that were built. This example was restored by Myron Rupprecht.

Readers are encouraged to submit stories and photographs. Associate Editorships are assigned to those writers who submit five or more articles which are published in THE VINTAGE AIRPLANE during the current year. Associates receive a bound volume of THE VINTAGE AIRPLANE and a free one-year membership in the Division for their efforts. POLICY: Opinions expressed in articles are solely those of the authors. Responsibility for accuracy in reporting rests entirely with the contributor.

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EAA ANTIQUE/CLASSIC DIVISION MEMBERSHIP

- NON-EAA MEMBER — $20.00. Includes one year membership in the EAA Antique/Classic Division, 12 monthly issues of THE VINTAGE AIRPLANE; one year membership in the Experimental Aircraft Association and separate membership cards. SPORT AVIATION magazine not included.

- EAA MEMBER — $14.00. Includes one year membership in the EAA Antique/Classic Division, 12 monthly issues of THE VINTAGE AIRPLANE and MEMBERSHIP CARD. (Applicant must be current EAA member and must give EAA membership number.)
A PICTORIAL HISTORY OF THE FIRST GOOD YEAR TROPHY RACE

By Byron (Fred) Fredericksen
3240 W. Breezewood Lane
Neenah, Wisconsin 54956

(Photo Provided by the Author)

To some readers the following pages will offer little in terms of news concerning aviation history. Most of the photographs contained herein were published over three decades ago by the magazines and newspapers of the day. All photos are courtesy of William F. Brennand and Kenneth D. Wilson.

It was my thought that many of the newspaper photos are not the quality collectors wish for and many of the magazines that carried these stories are not handy reference items anymore. I consider magazines of the 1940's a prize whenever I find one now. Perhaps what I have compiled here will be something interesting for air race fans of the midget era.

These race planes are classics now, and some still exist. "Buster" is in the air at the Smithsonian, "Bonzo" is still active at Oshkosh and this month the Trade-A-Plane has a '49 Tony LeVier "Cosmic Wind" for sale.

The spirit of the golden age of racing was caught by Charles Hubbell in this painting owned by Thompson Products, Inc.

Some of the others are gone along with their pilots while seeking the fastest time to the finish line. It is all past history now, there is not much one can add, however, it should not be forgotten.

By the year 1947 air racing already had a forty year background. Historians had recorded the world's fastest airplanes and pilots in their volumes. The critics were there also asking "what good is air racing?", "What does it prove?" noting the crashes and details of same. The racing and record flights was something that had to be done. As long as man will make things with wings, wheels, motors or sails, somebody is going to want to race and that means somebody is going to get hurt.

Some of the critics' comments did need answers, especially right after WWII. It would be interesting and an education to see a list of the ex-military iron and pilots that destroyed themselves attempting new speeds and records by modifying these powerful fighters to a point where the best pilots in the world could not handle them in a tight turn or high speed stall. This was not so much the case with the midgets.

Right after the "big war" the National Air Races were on again. The famous Bendix "R", the Timmerman Trophy, the Sohio and the most destructive of all the Thompson "R" were held at Cleveland in 1947.
The Corsairs, the P-51’s, 38’s, 36’s, 40’s and so on were clocked at speeds between 400 and 500 mph in contrast to pre-war speeds of 200 to 300 mph. And the first Allison Jet Races produced even greater speeds but they were not as exciting to watch as the big piston war birds.

To “encourage the design of the light plane” the Goodyear Tire and Rubber Company in 1947 offered a three year trophy for midget race planes. Their design had to include an empty weight no less than 500 pounds, have fixed gear and prop and be powered with no more than a 190 cu. in. engine. Some observers maintained these midget racers and the Goodyear event made the most sense.

The engineering incorporated by the builders enabled them to come up with speeds approaching 200 mph with 85 hp engines. These designs involved streamlining, low aspect ratio, and balanced engines which could and would some day be standard engineering on modern store bought airplanes. And the midget races were fun to watch as they flew a low lap 2.2 mile course right out where the crowd could see them. The Professional Race Pilots Association was on top of it all with their regulations and testing of the pilots and their airplanes. Art Chester was President of the association at the first Goodyear Race. (There were accidents also with the midgets. Chester was killed in his famous “Swee Pea 11” in a pylon race at San Diego in 1949.)

Whenever the subject of air racing comes up so does the name Steve Wittman, builder of “Chief Oshkosh”, “Bonzo”, “Buster” (redesigned Chief Osh-kosh) among other designs. His racing protege, Bill Brennand, flew in all three Goodyear events winning first place in 1947, fourth in 1948 and first in 1949 all in the number 20 “Buster”. The Goodyear race consisted of eight races, four elimination heats, two semi-finals, one consolation race and then the final event. Brennand, Wittman, “Buster” and “Bonzo” were the ones to beat in those days of midget racing.

I wish to express my sincere thanks to Bill Brennand for the time spent during an interview and a look through the “trunk” and boxes of goodies from which most of the photos herein were selected. For the past twenty odd years Bill has operated a flight school and aircraft sales business on the Brennand Airport just north of Oshkosh, Wisconsin.

I was 15 years young in 1947, knew someday I would learn to fly and have always felt fortunate that years later I was to have the two-time winner of the Good-year Races as my teacher.
"Little Toni", piloted by Tony LeVier, was one of five light racers built by LeVier and Associates in Southern California.

Sister ship of "Little Toni" was Herman "Fish" Salman's "Cosmic Wind".

Green and yellow "Swee' Pea", built by Art Chester, flown by Paul Penrose, North Hollywood, California.

"Banger Bill", built and flown by Bill F. Robinson of Burbank, California.
Winner Bill Brennand and "Buster". Next year they would take fourth place and the year after return to once again earn the top prize money and the Goodyear Trophy.

Rodney Minno's "Pitt" flown by Mike Argandar, Los Angeles, California.

"Loose Special", built by Chester Loose, flown by Warren Siem. Both from Davenport, Iowa.

No. 70 was "Flitways Special" built by Flitways Inc. of Milwaukee, Wisconsin, flown by Charles Bing, Lynchburg, Virginia.
Winner of the consolation race William F. Falck of Warwick, New York with his "Jeep" was originally built by Art Chester in 1932, rebuilt for the '47 Goodyear by Falck.

Francis-Angell Special "The Whistler" flown by Bill Taylor, Wichita, Kansas.

"Hurlburt Hurricane" owned by Anna Logan and Mildred Caldwell of Cleveland. Pilot was Eugene "Joe" Smith.

Number 95 the "Californian" built by Ed F. Allenbaugh, flown by Dwight Dempster both from North Hollywood, California.
Owner-builder R. S. Hopkins of Reidsville, North Carolina stands beside his “Falcon Special” which lost a wing in qualifying. C. P. Smith in cockpit bailed out in time.

Owner-builder Harold Koehler spins the prop on his entry only to have the engine develop serious trouble just after this photo was taken. Pilot Bob Gaffney was on take-off at the time but was not injured.

Harry Raack and E. P. “Slim” Honroth, on wing, almost lost their airplane when the wing failed in a pullout but was landed safely.

Racing engines heat during taxiing, are towed by automobile.
Before final race the six fastest airplanes are brought by for crowd inspection.

Last minute details are checked at starting line.

Finalists taxi to starting line.

Starter holds the red flag until everyone is ready. Art Chester talks to Paul Penrose in foreground.
Starter's flag comes down and the race begins.

Wittman Special and a happy guy!

You make it or break it on turns like this.

Paul W. Litchfield, Goodyear Board Chairman; Bill Brennan, Winning Pilot; E. J. Thomas, Goodyear President; and Steve Wittman, Builder-Owner of the plane.
Benny Howard, Chairman of the Goodyear Race Committee and Clarence Bell, Committee member and Manager of Flight Operations at Goodyear chat with "Miss Ohio" behind the scenes at the air race.

Chief Counselor at the First Goodyear Trophy Race was Benny Howard accompanied by wife "Mike". Ed Allenbaugh, owner of the Californian talks things over with the "boss".


Need anything be said?
Race committee members are congratulated for their work by Goodyear Board Chairman, P. W. Litchfield. Left to right - Art Chester, President of the Professional Race Pilots Association, Jacqueline Cochran, famous woman pilot, Mr. Litchfield and Benny Howard, Advisor to Donald Douglas of Douglas Aircraft.

Distinguished guests at the Goodyear Trophy Race dinner included left to right: Governor Thomas J. Herbert of Ohio, Jacqueline Cochran, P. W. Litchfield, Mrs. Litchfield, Sir Hubert Wilkins, British Explorer, Mrs. Nathan Twining, Lt. General Nathan Twining, Fred C. Crawford, President of the Air Foundation and Governor R. F. Gates of Indiana.

More distinguished guests (clockwise) E. J. Thomas, Goodyear President, Mrs. "Mike" Howard, Benny Howard, Brigadier General Buck Anderson, Commander of the Jet Units that performed at the races, Mrs. Fred C. Crawford, Harry A. Bruno, Allen Lowe, Director of the Pick Hotels, Mrs. A. C. Chester, Art Chester, and Mrs. E. J. Thomas.

Pilot Bob Porter flew "Buster" to third place in its last race at Dansville, New York on July 4, 1954. S. J. Wittman retired the racer after this race and it is now part of the aircraft collection of the National Air and Space Museum, Smithsonian Institution.
Why did you ever start a project like that?
I expect all aircraft restorers ask themselves that question while they sit there in the shop, on an upturned box, drinking another cup of coffee and staring at that skeleton of a once-proud bird. I also expect the answer consists of many parts, events, and experiences adding up over a period of years and culminating, at last, in the start of a project.

Looking back through the years, to find the reasons why I caught the “old airplane disease”, I feel it must have started with exposure to the stick and paper models of the 30’s and early 40’s which really gave a Kansas farm boy a feel of the basics of aircraft construction.

Then too, “Air Trails”, “Flying Aces”, and all the other adventure magazines of the time, did nothing to decrease an interest in aircraft. Even, “Phineas Pinkham’s” adventures must have had some influence!

All this reading and daydreaming started to turn to reality when I had the opportunity to take flying lessons at a small field east of Mankato, Kansas with an instructor named Verlie Heddon. Verlie was one person who could really instill love of old aircraft in a student who could only afford an hour or two a month in an Aeronca Chief.

Days when the weather turned bad were spent around an oil-burning heater in the office, learning the fine art of hangar flying and tall-tale telling. If you do not think of it as a fine art, you have never heard the real pros tell tall flying tales. When it got so deep in the office that no one could stand it, we could retire to the hangar-shop combination and assist Verlie with maintenance work on the Chiefs and a Waco QDC, which was used for charter. Several times I have wished I had more photos of that field, but I have a hunch that the memories are much better than the photo would be. How many of you remember a place where there were 2 Wacos and 3 Travel-Airs sitting along the fence, in various stages of disrepair, any of which you could have purchased for 75 dollars?

Any young airplane nut in those days could find someone who could help with studies for the CAA written tests and I was fortunate enough to meet Paul and Elaine Crider, in Phillipsburg, Kansas. There was no airport near Phillipsburg at that time, but a good grass area, near the Rodeo grounds, furnished a place to land any of the light aircraft. If you ever wanted to instill old airplane fever in a young enthusiast, all you had to do was expose him to Paul Crider’s stories of flying the Swallows, Eaglerocks, and even a Butler Blackhawk. Conversation, then, certainly had nothing to do with radio procedure, ELT’s Transponders or “Who had the most radio equipment in their aircraft.”

All of this enthusiasm was brought to an abrupt halt by a couple of years service in the U. S. Navy, and the delay was then prolonged by college, marriage, children, and the associated need to earn a living. I had two things happen which really helped me along with the “old airplane hobby”. The best thing that could have happened to anyone happened to me, when I met and was fortunate enough to marry a girl who feels that “old airplanes” are a pretty good hobby to have a husband involved in. The second not-so-pleasant happening was a recall to join Navy
Fighter Squadron VF-884, for a tour of duty with the fleet off Korea. Two years of work on F4U-4's kept me up on round engines and gave me good experience in maintenance.

My search for a rebuildable antique began in earnest in 1966. I had always wanted to rebuild a Travel-Air '4000' and my search started with that aircraft in mind. I soon became aware that there is a lot to learn about old aircraft buying. "Buyer Beware" gets to be a watch-word in a hurry when you find the "Basket Case" and "Restorable Airplane" mean the same to some owners.

One day, I was sitting in the coffee shop at the Ottumwa, Iowa Municipal Airport having a cup of coffee with Bob Taylor, president of the Antique Airplane Association, and was grumbling about the difficulty of finding the aircraft I wanted, and Bob came up with a good piece of advice: "Start rebuilding something, AJ-3, any old aircraft, but get started. Then you will have more contact, and will be able to find what you want, and learn at the same time." Bob was certainly correct. When you fix your mind on one plane only, you pass up some rare aircraft.

In September of 1968, I made a trip up to Dazey, North Dakota, where I had heard that Peter Bryn had several old aircraft, stored in a barn. I had certainly heard correctly! When Mr. Bryn opened that barn door, I felt like a kid in a candy store! There was just what I had been looking for, a Travel-Air '4000'. We started talking price and my "Old Airplane Budget" would not stand the strain. Looking back now I know Peter's asking price was more than fair, but that is now hindsight. While we were looking at the Travel-Air, I noticed a massive set of wings leaning against one wall of the barn and asked about them. Peter said they were from a Stinson SR-5A and the fuselage was outside in a machinery lot, and that it also was for sale.

The first problem was getting that fuselage and all the parts back to my garage, 500 miles away. I was fortunate that the company I work for had a truck, with a 40 foot flatbed trailer, in that area and I could arrange to have the driver swing by and we could load the plane in a couple of hours and be on our way. The "couple of hours" stretched into two days, but we finally did get it all on and tied down, ready for the trip.

I was a little self-conscious about bringing the airplane, in that condition, into a nice neighborhood. The truck driver and I had a brilliant idea; we would wait until after dark, about 8:30, and he would drive quietly up to my house, back up the drive, and we would get unloaded before anyone found out. Did you ever realize the amount of noise, confusion, and

Only a crazy antique airplane nut would have fallen in love with that aircraft, but I sure was bitten by the bug. In about 30 minutes, we had come to terms and Peter Bryn had my check. I didn't even imagine, at that time, that I had just opened a "can of worms" and to this day, I haven't gotten the lid back on that can!

The Stinson SR-5A
NC 13848

By C. R. Near
Box 607
Hastings, Nebraska 68901

flashing lights that appear, when a 40 foot tractor-trailer outfit drives into a quite, residential neighborhood? We couldn't have attracted a larger crowd if we had hired the Blue Angeles to fly cover. Needless to say, we had many willing hands. Too many! I think more damage was done to the aircraft
from loading and unloading, without proper equipment and planning, than was ever done in all its years of flight operation and neglect.

The next evening, after the great moving event, I found myself perched on a stool in the garage, suffering from a bad case of “buyer’s remorse”. All sales training programs mention the existence of this disease, and I sure had it! However, I was too involved then to back out. Already the “When are you going to fly it?” and “You aren’t really going to fly that, are you?” questions were starting to be heard.

Probably the slowest part of any restoration must be the teardown of the aircraft, to determine damage, locate corrosion, and decide on what defective parts are worth saving for patterns. As I moved through this process, I made a point to photograph everything with Tri-X film, to keep a record, and I have been amazed how often I have referred to those photos, during the reassembly process. Drawings of the old aircraft of the 20’s and 30’s seem to change with each aircraft, and the best reference you have is the one sitting in front of you, no matter how rough it may appear.

If I were going to make up a list of rules to follow for restoration, number one would have to be, “don’t throw anything away”. Time and time again, you will dig into those old rotten wood parts and pieces of tubing to check hole spacings, covering locations, and many other points of needed reference. It is hard to believe how much dirt, oil, and rotten wood you can find in an old airplane. When I removed the leading edge of the wings, I was able to fill one and one-half 30 gallon trash cans with old mouse nests!

It took several weeks of working, in the evenings, to get the parts all removed from the fuselage, labeled, and stored. By the way, small price tags, 1” X 2”, with a string attached sure helps identify parts for future reference.

When the parts were all removed, it was time to get down through all the surface primer, surface rust, and clean all the welds, so a thorough inspection could be made to determine how much tubing would have to be replaced. It was evident that some tubing would have to be replaced, since some 4 feet of the aft end of the fuselage was completely broken off!

I felt the best way to accomplish the cleaning of the tubing was sandblasting, but I was not about to trust my fuselage to a commercial sandblaster! I made a container from a 5 gallon oil can, a funnel, a 1/2” copper elbow, and 6 feet of old garden hose. All of this with a discarded sandblasting gun, got me started. It didn’t take long for me to find out an important fact. You cannot, I repeat, CANNOT get along without at least a 12-1/2 hp twin piston air compressor. After I corrected that situation, the cleaning went quite well, using fine silica sand and 45 pounds of air pressure. This was a slow process, but did not damage the tubing, and cleaned small crevices better than beads. While cleaning the fuselage, I found that several pairs of soft, white cotton gloves keep fingerprints away from the cleaning tubing, and that an arc-welding helmet with only the coverplate in place makes a cool helmet and protects your eyes, while giving much better vision than a conventional sandblasting hood.

As the cleaning of the tubing progressed at a slow pace, it was rather simple to check closely for internal corrosion by tapping along the lower portions of each tube with a small ball pien hammer. Checking each tube after only 2 or 3 feet had been cleaned, enabled me to concentrate my attention much better than if I would have attempted to check the whole aircraft at one time.

The airframe required in excess of 30 feet of new tubing to replace defective sections and areas I felt might be questionable. The main thing in my mind was to be certain that the “equal to or better” rule was never broken. As soon as all repairs were completed and checked, the airframe was given a spray coat of epoxy primer and the appearance promptly improved.

This same process of clean, sandblast, inspect, repair, and prime, was carried out on all the control surfaces and then everything but the fuselage and the wings were suspended from the garage ceiling, while I took stock of the situation and embarked on the next step.

It became apparent to me that a 22” X 24” garage was not going to be large enough to continue this project. My wife and I discussed the problem, drew up a set of prints, and hired a contractor to tear up the patio, pour footings, install a foundation, and pour a floor.

When this work had been scheduled, we loaded up the family and too off for Oshkosh for the EAA Fly-In. Upon our return, everything was completed just as we had planned. Instead of working on the SR-5A that fall and winter, I extended the garage another 20 feet and installed a heating system and a very good lighting system.

The shop had just been completed when my two sons decided I could assist them in restoring a 1956 Triumph TR-3. Between our car restoration and the garage construction, the Stinson took a back seat for almost a year.

The next phase, after I was able to get back on the SR-5, was to start replacing wood. Over half the former were completely missing and those that were left were not even good enough for patterns. Lee Brown, from Independence, Missouri, not only loaned me an old set to use for patterns, but he drove clear up to Hastings one day to deliver them. Old airplane builders are a great class of people!

I used the old formers as patterns for new temporary formers which were cut out of 1/8 inch Masoneite. These were clamped to the airframe and the new stringers installed. By cutting, wedging, and the use of many discouraging words, the final shape of the formers was arrived at, and they were then cut out of the correct plywood and varnished prior to final installation.

This same procedure was followed for all woodwork. First a cardboard or paper pattern, then the final construction in wood.

Due to my crowded shop situation, I tried to schedule woodwork and sandblasting work in the warm months, and engine and welding work in cold months. This type of schedule also determined the selection of a covering material. My employment dictated that at any time, I might have to stop work for two or three weeks. Therefore, a search was started for a covering material which could adapt to these conditions.

I found that if you want to start a major debate within the “old airplane fraternity” all you have to do is say, “I am going to cover with . . . .”, and stand back! After hearing good advice for several years, I decided that I was the one who had to cog the airplane and was going to have to make the decision and live with it.

By far, the best way to study the various materials and techniques is to attend the EAA Convention at Oshkosh and work in the covering workshops. This doesn’t mean you should just stand and watch, it means you should get in there and work all day long and really cover an aircraft. It sure beats learning on your own, at your own expense.

After spending the better part of two Oshkosh trips in the covering tents, it was finally decided that Razorback fabric suited my working conditions better than any other. I also found that Sam Macre and Robelyn Henry of Razorback, were able to give more accurate information, and knew their product much better than any of the other commerical supplier’s representatives in attendance.

The fuselage and all control surfaces are now co-
vered and I have certainly not regretted my choice of covering material. It is light weight, uses butyrate dope for all finish coats, and is not subject to rot or deterioration, when exposed to sunlight.

Acceptable doping and covering weather is now over until spring, but the wings are sitting there waiting for me. Most of the ribs have to be rebuilt using 5/16" X 5/16" square tubing which had to be specially manufactured, but they should be finished by next spring.

In drawing this first chapter of “an old Stinson’s rebuild” to a close, I would like to conclude with a few hints for the person who is contemplating a rebuilding project:

1. Join a type club for the aircraft you are restoring.
2. Purchase good tools and be sure they are large enough.
3. Become acquainted with an AI who likes old aircraft and wants to see them restored.
4. Do all of the work yourself, if at all possible. Paying someone else may be faster, but then it really isn’t your airplane anymore, is it?
5. Shut off the TV and START!!
Aeroplane Posters from the 1930's

Several weeks ago, my fifteen-year-old son, David, came home with some real treasures. He had been given a total of eighteen airplane posters, all of them in excellent condition, printed in black and white, and each with a dynamic photo of aircraft that were either from the late 1920's or the early 1930's. They had exciting titles too — "Captain Frank Hawk's Northrop-Gamma — The Texaco Sky Chief"; the "New Stinson Reliant"; the "New 15 Passenger Curtiss-Wright Condor Transport".

We spread them out on the floor for a better look. The posters were all printed on a fairly stiff card, each was 19" across by 11" high, each had a photo that covered all of the front, and on the back, each had three-view line drawings of the aeroplane and a description and specifications. The back of the posters had been published by the Borden Company limited of Toronto, Canada. When you bought a 16 ounce can of Borden's Chocolate Flavored Malted Milk, you would find a paper band pasted around the outside.
which could be sent in for another of "these Marvelous Pictures". We could not help but marvel at the gentility of a time when you could put a coupon on the outside of a product.

The promotion must have been quite successful. The first poster had a list of a total of fourteen pictures in the series. A fifteenth was added later and illustrated the Sikorsky "Clipper Ship of the Air". It appears that this was not sufficient for the demand, so a second series was brought out. There were ten posters in the second series but an examination of the second list reveals that only four new posters were added. The rest were repeats and a re-numbering of pictures from the first group. In all, 19 photos of aircraft were published by the Borden Company, we're missing only one from the complete set, only one had slight tears, and the balance had weathered some forty odd years of storage, in fine shape.

My initial contact with the Borden Company in Toronto gave rise to some surprise on their part, that the company had never been involved in a promotion of this nature. In fact, even the address on the poster was strange. At first, no one could recall the "Yardley House" address. Some inquiries of older members of the staff revealed that in the 1930's, the company's head office had been on Spadina Road in Toronto. Apparently, Yardley House had been used for extra office space for awhile, because it was near the main offices of the company. Yardley House had been
used for that purpose from 1932 to 1938, and this was my first indication of the age of the posters. Mr. Dale Tulloch, the Manager of Industry and Government Relations for the Borden Company very kindly has extended the permission of the company to reprint the posters in The VINTAGE AIRPLANE, but was unable to obtain any further background information on the series. To my knowledge, this collection of posters is the only one known to exist, from the Borden collection.

These posters were a gift from Heather Inch of Brampton. Her father, Glenn, was the original collector of the series, and he was able to pin-point the date the series came out as 1936. He recalls being a teen-ager at the time, living in the town of Alliston, Ontario, near the Camp Borden Air Base. The local young men of the town were naturally very interested in airplanes, but it appears that the product you had to buy to get the posters was pretty expensive in comparison to the money they had available. Collecting a full set was quite a chore. Some of the fellows would go together to buy a can of the malted milk so they could get a poster.

The poster reproduced here is the first one of the first series. The line drawing of the side view of the “Sirius” is full size from the back of the poster. The description reproduced is also taken from the back of the item.

NEXT MONTH – Poster number two of series number one – The New 15 Passenger Curtiss-Wright Condor Transport.

DESCRIPTION OF LOCKHEED SIRIUS


Performance: High speed, 175 miles per hour. Cruising speed, 145 miles per hour. Rate of climb, 1,200 feet per minute. Service ceiling, 20,000 feet. Radius, 2,000 miles. Gasoline capacity 225 gallons, plus special 300 gallon in pontoons.

The fuselage is monocoque. The fuselage is wood laminated and glued, covered with glued plywood. Ailerons and tail surfaces are conventional, plywood covered. The wings are conventional low wing. Airfoil section is Clark Y. Covering is of plywood.

Equipment includes Hamilton-Standard propeller, Eclipse electric starter. N.A.C.A. cowling. Standard instruments are provided. Also rate-of-climb and icing warning indicators.

Cockpits are tandem. Controls are dual.

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THE RESTORER’S CORNER

By J. R. Nielander, Jr.

Perhaps some of you noticed my absence from this page for the past couple of months. I sincerely apologize for not being here, but my employer on my other occupation (the one which pays me), Pan American World Airways, saw fit to provide me with the training necessary to put me in the left seat of the world’s largest and most un-antique airliner, the Boeing 747. I just couldn’t turn down the opportunity. I spent over two months in training (ground school, simulator and aircraft) in order to qualify to command the “Queen Mary of the Skies”. I am again back to the normal routine (or rut, depending on how you look at it), so it should be business as usual from now on.

During my absence our editor, Dave Gustafson, and our publisher, Paul Poberezny, brought to your attention our need for more articles to be published. I, too, want to ask you to send us the stories of your restorations, your experiences while flying antiques or classics, as well as stories of historical significance about aircraft or the people who built or flew them. With this thought in mind, I think that it might be appropriate for me to repeat what I call my short course in writing for publication as it first appeared in the February, 1976 issue of The Vintage Airplane.

“Writing for publication is easy. Just tell the story in your own words exactly as it happened. Don’t worry about punctuation, misspelled words or grammar. Most of the time your natural instincts in these matters will be correct. For the few times that you may make a mistake, your editor will assume the role of your English teacher and make corrections.

“What is most important in writing for publication is the mechanics, not the grammar or punctuation. If you write for publication and do not use a typewriter, it is best to use lined 8½” x 11” notebook or tablet paper and to write only on every other line. If you do type, you should set your typewriter to type 54 characters per line and double or triple space your lines.

“Whether you type or write longhand, there are a few more procedures which are considered practice when writing for publication. First, you should start typing or writing your story in the middle of the first page so that the top half can be used for titling, your byline, and for editor’s notes. The title which you give to the story and your name should be all that appears on the upper half of this “first page”. Second, you should use one side of the paper only. Third, you should number the top of each page and also restate your title so that if the editor should happen to mix your story with other papers on his desk, he will not have any trouble identifying the individual pages and putting you story back together. (Editors are notorious for having large piles of papers on their desks.) Fourth, at the bottom of each page except the last one, you should write “more” or “continued” to let the editor know that the page he holds is not the last one in case they have become separated. Fifth, at the bottom of the last page of your story you should write “end” or “-30-” as it is done in the newspaper world to let your editor know that he has the whole story and has not lost any of it.

“Well, that wasn’t as hard as you thought it would be, was it? Just a few simple rules of mechanics and layout, and you are a professional writer already.

“The only other points of importance concerning stories for publication have to do with the submission of photographs with the stories. All photographs intended to be used along with the context of the article should be glossy prints. These prints can be almost any size, but generally editors like to get 5” x 7” or larger photographs. However, clarity and sharpness of detail are most important and should never be sacrificed just to increase size. For color a 35 millimeter transparency is not too small as long as it is sharp.

“Now with the completion of this short course in magazine writing your editor will expect to be deluged with pictures and stories of your experiences and your restorations. Please don’t let him down.”
Dear David,
Enclosed are a few photos that I think you might find interesting. The aircraft as you'll no doubt recognize is a DH87 and has recently been rebuilt by the Royal Newcastle Aero Club. This aeroplane is basically a 978 total rebuild as the original wreckage that I hoped to use as a basis was found on close examination to be completely unusable.

It is a spectacular machine and it draws crowds wherever it appears. As you know, the 87 was first produced in England in 1936, the design was well before its time.

My particular machine runs on 80 avgas, burns 6 gallons per hour at a cruising speed of 95 knots, carrying 2 passengers and about 25 pounds of luggage. Tank capacity is 30 gallons plus an oil tank that takes 3 gallons, so it has a safe range of approximately 500 miles.

We have also added to the Olde Bowral Airfield collection a Sopwith Pup and it will be my pleasure to send you some photographs of this just as soon as we take them—probably within the next week or so.

Cheers and best wishes,
Neil Cottee
PACIFIC FILM LABORATORIES PLY LIMITED
298 Railway Parade
Carlton NSW
P. O. Box 292
Hurstville NSW 2220, Australia
Among the arrivals midweek at this year's Oshkosh Fly-In, was a nice looking, but unobtrusive Swift, owned by Dr. Bill Goodlad, of St. Paul, Minnesota. A close inspection will reveal a Continental 10-360 engine, where the old C-125 once resided, a neat interior, Buckaroo wing tips and a polished exterior. The real unusual thing about Doc's airplane, however, is the fact that it exists at all; for on July 8, 1971, after an engine failure at altitude, N80613 was force landed in Minnesota's north woods.

The retrieval adventure alone could fill pages. Doc, his partners and friends, dismantled the craft, and with the aid of a Department of Conservation ATV, brought the remains out to civilization. The wreckage was trailered to New Brighton, Minnesota, and surveyed. The entire tail group and rear half of the fuselage was junk. The right wing and all the control surfaces were damaged. Just about every part of the plane had at least some damage. Friends suggested the Swift be scrapped. Doc, however, was determined to rebuild the plane, he had formerly owned another Swift and sold it, and always regretted it. At this time, three partners owned the plane and they slowly began the rebuilding. While removing the rocker covers from the C-125, the cause of the engine failure was discovered: a broken rocker arm! The engine had popped and caught before quitting, then finally quit completely, probably due to carburetor ice, brought on by the broken rocker arm. The single most fortunate item aiding the rebuilding, was the acquisition of another damaged Swift, N11HR, which had made a forced landing in 1970, while returning from the Oshkosh Convention.

It was at this point that I became involved in the restoration of N80613. None of the owners had an A & P ticket, and I did, so I became the advisor and inspector for the project. By the fall of 1974, the various parts were brought out to the Lake Elmo Airport and final assembly was begun. All the "little things" took several months to accomplish and it was early 1975 before all the pieces were together and the paperwork completed. The first flight was uneventful and the owners began enjoying the fruits of all their labor.

Doc eventually became the sole owner of N80613 and after a year or so, he contracted a bad case of "big engine-itis", so he started scouting every crashed Cessna 337 for miles around. Finally, he located an IO-360 Continental, for a reasonable price, and the plane was out of service again for five months, while we installed the big engine. Another "first flight" and Doc had his long-wished for dream come true, a Swift that performed just as good as it looked.

Today, Doc has an airplane that will perform with anything being manufactured and he has a classic to boot. Was it all worth it? The big smile on his face when that question is asked is answer enough.
Letters

December 3, 1978

Mr. David Gustafson:

In response to your letter to me dated June 9, 1978, I have my Monocoupe torn down now for complete rebuild or restoration and at present am working on the wing. I am taking pictures of the project as I go and should have some to furnish you in the future. In the meantime if you know of anyone or source that may have one or two Warner 145 cylinder assemblies that I can purchase for my Monocoupe engine please let me know.

Sincerely,

Walter J. Driggers
3849 Neptune Dr., S.E.
St. Petersburg, Florida 33705

Dear Dave,

Your story on the Curtiss Robin was a good job of research, except for a few items. I know you were a very young boy when Curtiss Robins were produced. Even some of Jos. Jupiter’s thinking is not kosher. But anyhow, first off, ATC’s were issued for Curtiss Robin equipped with first, the Curtiss OX5, Hisso 150, Curtiss Challenger and Wright R540 165 hp J6-5 5 cyl.

You mention that Corrigan’s Robin had a J6 in it, not so! A Curtiss Robin never had a Wright J5 installed, not even in Corrigan’s ship. Of course, it may have been a misprint, a J5 is a 9 cyl. 220 hp.

I saw Corrigan’s Robin when he came through Chicago years ago, and had a chance to speak with him. He was quite a clever fellow, a heck of a good mechanic, welder, and pilot.

He originally was a welder for Ryan on M1’s. He welded up almost all of Lindbergh’s NYP job. That’s where he got the inspiration to do the same thing himself at that time though he did not know how to fly.

As time went on, he did learn to fly and some years later he bought an OX5 Robin and chose a five cyl. Wright R540 for his ocean flight as the Wright was the most reliable of all the engines legal in a Robin. He could not afford a new one so he bought an OX5 Robin and overhauled it himself; in fact, he knew the bug’s in the early Wright. If you see his engine, the whole engine is an early Wright 540 except #1 cyl. breaking at the cyl. flange.

He took his Robin home and cut the fuselage in half. Welded up a fuel tank to give him capacity, put it in, and welded the fuselages back up around the tank.

He flew the Robin to St. Louis non-stop to check himself on his navigation. He also took a quick course in celestial navigation.

When he got to New York and applied for a permit from the Department of Commerce, they told him he was nuts to try to fly the ocean in an airplane with a 160 hp engine and was refused. There was a fellow who tried it with a 90 hp Monocoupe; he made fish food.

But Corrigan was not to be defeated. He hung around for a few more days till the weather over the pond was favorable, bought a load of gas, took off, and the rest is history.

He not only made it but landed at the airport where he intended. Some navigation with a magnetic compass.

When he landed, he knew he had to have an answer for the authorities. He told them his compass swung 180° on him.

You can bet your boots he knew exactly where he was going.

But Dave, his airplane had a 5 cyl. J6-5 installed. In fact, speaking of Dohn’s, the Key Bros., of Miss., held and broke the world endurance record with a Curtiss Robin with a Wright J6-5. This was before Forest O’Brien and Dale Jackson.

So much for Robin History.

Regards,

Mike Kezick

Calendar Of Events

JUNE 2-3 — The 22nd Annual Merced West Coast Antique Fly-In. Antiques and Homebuilts welcome. Early Bird Reception Friday, June 1. For further information contact: Fly-In Committee, P.O. Box 2312, Merced, CA 95340 or F. M. McRae, Fly-In Director, Telephone (209) 529-3894.

Classifieds


WANTED: 3-D, 35mm slide projector or viewer. Contact David Gustafson, EAA Headquarters, Box 229; Hales Corners, WI 53130 (414/425-4660).


1941 Stinson IO-1 restoration project, wings ready for cover, 90 hp Franklin disassembled for O.H. Good winter project. $1,800 or best offer. (216) 823-8298.

Al Wheeler, 12 Bishop Pine Lane, El Sobrante, California, sent in this nice shot of a Barkley-Grow NC18388, serial number 1. Are there any left out there?
N2430B
Owner: Donald H. Barth, RR #3, Pekin, Illinois 61554
1949 Temco Swift with 145 hp Continental engine. It also has been fitted with an aero/matic prop. Painting scheme is that of a British Spitfire flown by famed Douglas Batter in WW II.
Piper PA-22 owned by James E. Donaldson, Eden Prairie, Minnesota.