The 1980 Annual EAA International Convention was a great success with increased attendance, registered show aircraft, and numbers of campers; but what really makes this fantastic event such an overall success and jells the enthusiasm into a working group of volunteers who enjoy every minute of it? Let’s take a look through the eyes of your President as he looks back over those twelve days on the groups of Wittman Field during Oshkosh ‘80, and in particular our area of involvement, the Antique/Classic Division.

Statistically the overall total number of show aircraft in attendance rose 12% over 1979, and a new record was established at 1543. The tally of antique and classic aircraft showed an overall increase, with antiquates down in number, but with classics up considerably. Preliminary totals show antiquate at 157 and classics at 620.

Our hats are off to Art Morgan and Bob Kesel, veterans of parking and flightline safety, who with their volunteers performed their duties in a most professional manner. During a brief jaunt through our parking areas on the first Saturday, we noted immediately that the show aircraft camping area was completely full, that the show aircraft area north of our Headquarters barn was 90% filled, and that the overflow parking area was rapidly filling. By Sunday afternoon there were no open parking spots in any of the parking areas.

We also wish to salute Jack Copeland and Ed Hulbert who worked steadily throughout the week to recruit volunteers for parking, flightline safety, and security under the able direction of David Shaw, Don Odell and Jack Huffman.

Our Red Barn Headquarters was always aglow with the smiling faces of Kate Morgan, Janet Kesel and those wonderful ladies who assisted them daily through the week. While listening to many of the conversations, I soon learned that our staff people dispensed sales items, ran an information bureau, became messengers, and kept smiling the whole time!

To watch and listen to Al and Lois Kelch function as our Division Press Relations was a delight. Through the entire week they presented information to the media, arranged for photo missions, staged interviews, described our Division activities to the Aviation Greats, and continually promoted good public relations.

Screaming from the first Saturday through Thursday noon were Claude Gray, Dale Gustafson, George York, and Dale Wolford. Our Division Judging Chiefs. Along with their fine group of capable assistants, their selections of the award winners was the result of many hours of hard and devoted work that attests to the effectiveness of our judging system.

Among the many changes noted this year, was the moving of the Antique/Classic forums to the main forum area in the center of the Convention. This made it possible for those who desired to attend successive forums in any of the tents. Under the able direction and planning of Ron Fritz and Jack Winthrop, our forums were again both popular and effective.

Ollie’s Woods was the scene of welcome shade for EAAers on Tuesday evening following the air show, when the annual Division picnic, under the able direction of John Turgyan, proved to be an outstanding event. Antique/Classic Chapter 8, of Grand Rapids, Michigan was in charge of food this year, and it was great! When all of the home-cooked food had been served we had fed over 450 members and guests. Frankly we had underestimated the attendance and several who wanted seconds were disappointed. This social gathering has become one of the most popular attractions for Antique/Classic members attending the Convention.

A new function in our area this year was the addition of a tent near the Red Barn for use of our membership and guests as a hospitality center. OX5er Bob Wallace took it upon himself to see that this area was utilized to the utmost degree. What a sight it was to see a group of over forty OX5ers being photographed behind the 1911 Curtiss Pusher in front of the Red Barn! The tales and stories exchanged recalled long lost memories for many in that unique group.

Without a doubt the singular, most popular area was a few yards north of the Red Barn where the replicas were parked; namely Bill Turner’s Gee Bee, Jim Younkin’s Travel Air Mystery Ship, and the Cannavo’s Spirit of St. Louis. During the early part of the Convention, Paul Stephenson interviewed Bill Turner, Jim Younkin, and Steve and Dave Cannavo, much to the delight of the crowd. At other times interviews were held with the owners of other various antique and classic aircraft attending the Convention. Of special interest was the 1911 replica of Dale and Dean Critt. Placed in front of the Red Barn, it drew crowds of interested persons, and as soon as Paul began to interview Dale, the Curtiss would disappear amid the dense group of interested and admiring guests.

“Aviation Great” day was Thursday, and each of the honored guests was introduced at both the afternoon and the evening programs on the EAA theatre stage. To coincide with this event, the Antique/Classic Parade of Flight was flown on the same day. Under the direction of Phil Coulson and Willard Benedict, a fantastic display of representative aircraft dating from the 1911 Curtiss Pusher up through classics of 1955 flew as a part of the afternoon air show. Where else but at Oshkosh would you be able to see three different tri-motored aircraft fly in formation: a Ford Trimotor, a Stinson Model A and a Junkers Ju52! The directors of the Parade of Flight had many anxious moments that day with the unsettled weather and other mixed signals. The planning and effective presentation of the Parade of Flight deserves the full appreciation of our membership.

In conclusion, a few passing observations of what the EAA International Convention is all about:
Tim and Barbara Bowers, flying their 1979 Classic Grand Champion Luscombe 8E from California, with Tim volunteering for a week’s work as a classic judge.
Jim Gorman, EAA Air Museum Trustee, rolling up his pants legs and directing departing traffic through the water and mud in front of the show plane camping area.
Seeing a smile “from ear-to-ear” on John Turgyan as he returned to the parking area after flying Jim Younkin’s Travel Air Mystery Ship in a solo fly-by preceeding the air show on the last day.
Observing Charlie Schuck being completely covered with mud thanks to a propeller biting the wet ground as he was pushing a homebuilt through a soggy area.
Watching the cooperation of visitors and photographers, who as requested, would move away from the Gee Bee and the Mystery Ship for uncluttered pictures.
Arriving at the Red Barn Friday morning early to see the 1911 Curtiss sitting in the middle of a temporary lake.
Realizing the significance of the major awards at the Theatre on Friday evening.
And thrilled by the attitude and assistance of the volunteers who make the whole thing work.
Summing it all up, a quote from the Daily News, overheard from an EAA volunteer: “Where else but Oshkosh can you take your week’s vacation, spend $400, work from dawn to dusk, go home dead tired and sore-footed . . . and have a whole lot of fun!”
73 year old retired airline captain Lea Abbott flew his replica 1910 Curtiss Pusher to Oshkosh '80 from his home in Dallas, Texas.
ELECTION OF OFFICERS

At the annual business meeting for members of the Antique/Classic Division held on August 9, 1980 at the EAA Convention, Oshkosh, Wisconsin, the results of the election were announced. The following incumbents were re-elected for another term: 

- Brad Thomas, President; 
- Kelly Viets, Secretary; 
- Directors Al Kelch, Morton Lester, and Art Morgan.

During the Division Board of Directors meeting on the same date, the total number of directors was increased to ten with the naming of Ronald Fritz, Robert E. Kesel, and George S. York as new Directors. These three men had previously served as Advisors to the Board of Directors, and thus bring with them, valuable experience to aid in conducting the business of the Division.

AVIATION GASOLINE

The Associated Press reported that Shell Oil was going out of the aviation gasoline business. In checking with this oil company it developed that Shell’s official policy was to curtail its marketing of all grades of aviation gasoline and turbine fuel by stopping supplying most of their small dealers as of the end of 1980. By June of 1981 they expected to be supplying aviation gasoline and turbine fuel to only a few selected dealers and we assume these would be FBO’s at the larger airports such as Page Airways and Butler Aviation. Shell will continue to produce aviation gasoline and turbine fuel for these dealers and for the military services.

In the meantime Shell said it would urge former dealers to find alternate sources of aviation fuel and would help out those dealers temporarily with aviation gasoline who were having difficulty in finding other sources of fuel.

According to Shell this marketing policy was announced over 2 years ago and applies to both 80 and 100 octane gasoline. Contrary to one report the restriction in marketing is not confined to the East Coast but applies nationwide.

From Dave Scott’s Washington Report

AAA CONVENTION AT BLAKESBURG

The Annual Convention of the Antique Airplane Association was held the last week of August at Blakesburg, Iowa. About 350 antique and classic aircraft were in attendance and the event was blessed by good weather. The only rainfall occurred at night on the last Saturday and Sunday.

The two big award winners were both new restorations. The Grand Championship trophy went to the Stinson SR-8 owned by Roy Redman, Kilkenny, Minnesota. LeRoy Brown of Zellwood, Florida took home the Sweepstakes trophy with his Butler Blackhawk.

4th NATIONAL STINSON CLUB FLY-IN

From the National Stinson Club Newsletter by Jonsey Paul, Cypress, Texas we learn that this event held annually at Minden, Nebraska was a huge success. It was held July 18 - 20 with 42 Stinsons in attendance, one from as far away as Nova Scotia.

Indecent weather in other areas reduced the attendance including three newly restored Reliants from Minnesota whose owners had planned to be there.

KUDOS FOR FAA

(From the Schellville Antique Escadrille Gazette continued beginning with this issue of The VINTAGE AIRPLANE.

PHOTOS FOR EAA PUBLICATION

If you plan to take photos for possible use in any of the EAA publications, your chances will be increased if you use Plus-X film for black and white, and Kodachrome 64 slide film for color. Black and white prints, 5” x 7” or 8” x 10” in size may be submitted and in the case of color shots, we must have the original slide to work with. If requested, all materials received by us will be returned to the sender.

The above is just a guideline, as we can use prints of different sizes, but please don’t send color prints.

BORDEN AEROPLANE POSTERS

This series of posters by the Borden and Thompson companies depicting aircraft of the 1930s will be discontinued beginning with this issue of The VINTAGE AIRPLANE.
People and planes turned out in record numbers again at Oshkosh. The 28th Annual EAA Convention was a rousing success with 1547 show planes registered. This included 777 antique and classic aircraft. The total number of classics was up over last year's event while the count of antiques was down slightly.

The Convention was a soggy one with the amount of rain that fell during the week equal to twice the normal amount for the entire month of August. In spite of the weather, the daily air shows went on as scheduled and people stayed on in greater numbers throughout the week than at past Conventions.

There were many outstanding events during the week but the highlight was Aviation Greats Day, on Thursday, featuring Matty Laird and Jimmy Doolittle. Many other aviation notables were present who were involved in air racing during the 1930s.

Also featured on this day was the first public presentation of the EAA Air Museum Foundation's replica Laird Super Solution. The aircraft was not quite finished, but the lack of some of the wing and landing gear fairings did not deter the camera buffs from having a field day, especially when Laird and Doolittle posed for pictures in and around the plane.

Other vintage racing aircraft on display were Steve Wittman's Bonzo, Bill Turner's replica Gee Bee Model Z and Jim Younkin's replica Travel Air Mystery Ship.

The Antique/Classic Division's Parade of Flight was also featured on Aviation Greats Day as a part of the afternoon air show. This aerial extravaganza becomes more popular each year, evoking favorable comment from both pilots and the general public.

Speaking of the general public, this year for the first time they were able to attend Antique/Classic forums. This was made possible by relocating the forum tent from the Red Barn area on the flight line to the general public area with the other forum tents.

GRAND CHAMPION WINNERS

Each year the job of judging aircraft at Oshkosh becomes increasingly difficult as more and more planes show up with fantastic workmanship and authenticity. The Grand Champion Antique Award went to a 1931 Buhl "Bull Pup" owned by Captain Dan Neuman of Minneapolis, Minnesota. The Grand Champion Classic Award was won by Jim Thompson, Roberts, Illinois for his 1951 Aeronca Sedan.

Other Grand Champion Awards were: Warbird, Kalamazoo Aviation History Museum's FG-1D Corsair; Custombuilt, Fred Keller, Anchorage, Alaska, for his VariEze; Rotorcraft, an Avenger Gyroplane by Frank Marchetti of Chicago, Illinois; and for the first time at Oshkosh, an Ultralight Grand Champion Award for the Fledge II by Gary Evans, of Waukegan, Illinois.

By Gene Chase

EAA was honored to have these Aviation Greats attend the 1980 Convention at Oshkosh. Left to right: E. M. "Matty" Laird, Blanche Noyes, Harold Neuman, Bob Hall, Eldon Cessna, Eddie Fisher, General James Doolittle, Harold Johnson, Tony LeVier, Cliff Henderson, Steve Wittman, Leon Atwood, Al Menasco and Roger Don Rae. The man on the extreme right is Charles McClure, one of Doolittle's B-25 pilots on the WW II Tokyo bombing raid.
OTHER AWARDS FOR ANTIQUE AND CLASSIC AIRCRAFT

ANTIQUE AIRCRAFT

Reserve Grand Champion
DeHavilland D.H.82C Tiger Moth, C-FCTN
Tom Dietrich and Frank Evans, Kitchener, Ontario, Canada

Silver Age (1928 - 1932)

CHAMPION
Waco ASO, NC6930
Dean and Dale Crites, Waukesha, WI

RUNNER-UP
Taylor E-2 Cub, N12667
Robert H. Taylor, Tipp City, OH

OUTSTANDING OPEN COCKPIT MONOPLANE
Corben Model B, NX5148
Rick Demond Family, Whitmore Lake, MI

Contemporary Age (1933 - 1945)

CHAMPION
Porterfield LP-65, N32372
EAA Chapter 304, Jackson, MI

RUNNER-UP
Ryan PT-22, N49674
Donald D. Johnson, Rockford, IL

Rebel Aircraft

CHAMPION — Stampe SV4C, N73NS
Neal R. Sutherland, Birmingham, MI

RUNNER-UP — Spartan C-3, NC705N
Edward C. Wegner, Plymouth, WI

OUTSTANDING — Stearman A75N1, N69654
Dick Fritz and Jerry Wettelring, Willmar, MN

REPLICA AIRCRAFT

CHAMPION — Ryan NYP, N211NX
Dave and Steve Caravano, Lester, PA

TRANSPORT CLASS — MULTI-ENGINE

CHAMPION — Stinson Model A, NC15165
Eugene D. Coppock, Algonquin, IL

CLASSIC AIRCRAFT

Reserve Grand Champion
Cessna 180, N9428C
Douglas and Barbara Trager, Riverside, CA

CLASS I (0 - 80 hp)
Aeronca Chief, NC85829
Elymos L. Nase, Rehoboth Beach, DE

CLASS II (81 - 150 hp)
Rawdon T-T, N5160
May Belle Chastain, Creve Coeur, MO

CLASS III (151 hp and higher)
Cessna 195, N4477C
Raybourne Thompson, Jr., Houston, TX

CUSTOM CLASS A (0 - 80 hp)
Taylorcraft BC-12D, N96438
Larry W. Haas, La Cygne, KS

CUSTOM CLASS B (81 - 150 hp)
Cessna 140A, N5380C
William H. Copp, Jr., Lexington, MA

CUSTOM CLASS C (151 hp and higher)
Globe Swift GC-1B, N80715
The International Swift Museum Foundation, Athens, TN

OUTSTANDING IN TYPE

Aeronca Champ — Aeronca 7AC, N83607
James W. Monsion, Clio, MI

This immaculate deHavilland DH82C Tiger Moth from Canada was named Reserve Grand Champion Antique. Owners are Tom Dietrich (in front cockpit) and Frank Evans, Kitchener, Ontario.

This beautiful Cessna 180, N9428C earned the Reserve Grand Champion Classic award. It is owned by Douglas and Barbara Trager of Riverside, California. It was one of the gems parked in the Show Plane Camping Area.
In addition to the award winners, there were many outstanding vintage aircraft at Oshkosh. Several of them were parked in the Show Plane Camping Area and visitors who did not stroll up and down those lines, missed seeing some handsome machines.

The EAA Custom Built and Vintage Aircraft Judge's Guidebook has become a very popular publication and many copies have been sent out from EAA Headquarters since it was first published several years ago. It is a guidebook for judges, builders, restorers, exhibitors, and competitors and it contains the rules, objectives, and standards for judging at Oshkosh.

It's quite obvious that many restorers have been referring to the Guidebook while grooming their aircraft for competition as the quality of workmanship and high degree of authenticity has been steadily rising at the Annual Conventions at Oshkosh. For those interested in obtaining this publication, it can be ordered from EAA Headquarters for $1.30, postpaid.

(Pho to by Ted Koston)

This very accurate replica of Lindbergh's Ryan NYP won the Champion Replica Award for owners Dave and Steve Cannavo, Lester, Pennsylvania.
The Outstanding Open Cockpit Monoplane award went to this Aeronca C-3 owned by E. E. “Buck” Hilbert, Union, Illinois.

Happy Chapter 304 members, Bill Meadowcroft and Earl Scott, head for home in the Chapter’s award winning Porterfield.

The Outstanding Aeronca Champ award was given to this Model 7AC owned by James W. Monsion, Clio, MI.
Dean and Dale Crites' Waco ASO was named the Silver Age Champion. The Crites twins live in Waukesha, Wisconsin.

Customized aircraft are recognized at Oshkosh. This Stampe SV4C owned by Neal R. Sutherland, Birmingham, Michigan was named Champion Antique in this category.

Gordon Bourland's Waco EGC-8, NC2334. Gordon's from Ft. Worth, Texas and his beautiful Waco won the Outstanding Closed Cockpit Biplane award.

Outstanding Beech was this 1950 Bonanza. Owners Georgene and Donald McDonough live in Palos Hills, Illinois.
This Ryan Navion Model A garnered the outstanding Navion trophy for its owner, L. C. McClain, Amarillo, Texas.

These Taylor Cubs are first cousins. The E-2 (on the left) is owned by Robert H. Taylor, Tipp City, Ohio and the J-2 belongs to Dick and Jeannie Hill, Harvard, Illinois. Robert is the son of C. G. Taylor, designer of both aircraft.

Making its first appearance ever at an EAA International Convention, this 1953 Czechoslovakian Super Aero 45 won the Most Unique Classic Award for its owner, Jon Svendsen, Waterloo, Iowa.

More Oshkosh '80 Photos Continue On Page 19

A most unusual sight — probably the only time in history that three such trimotors flew in formation — Martin Caidin's Ju52, Island Airlines' Ford Trimotor and Gene Coppock's Stinson A.
the Laird Super Solution at

by Gene Chase
Photos by Author

The Laird Super Solution, powered by a 450 hp P & W R-985 engine. Landing gear and wing fairings and other detail work have yet to be completed.
The Laird Super Solution replica owned by the EAA Air Museum Foundation made its public debut at the Convention and the Foundation was honored to have on hand the designer and builder of the original plane, E. M. "Matty" Laird, and the pilot who won the 1931 Bendix Race and set a transcontinental speed record in the Laird, General James H. Doolittle.

The Museum's Laird, a faithful reproduction of the original was started as a construction project by a group of Florida EAAers headed by Ed Escallon. Matty Laird was close at hand and provided much technical assistance throughout the project.

The replica gradually took shape as the result of many volunteers donating their time and talents in addition to materials and money. In June of 1979 the project was transported to the Museum shop in Franklin, Wisconsin for completion.

A more detailed account of the building of the replica, and information concerning the original aircraft will be forthcoming in a booklet being prepared by George Hardie of the Museum staff. The availability of this booklet will be announced in EAA publications, including The VINTAGE AIRPLANE.

When Matty Laird saw the Super Solution at Oshkosh, he immediately put his stamp of approval on it. So did other members of the Laird family including Matty's wife, Elsie, their son, E. M. Laird III, Matty's brother, Harold Laird and his nephew, Chuck Laird.

Also on hand to admire the Laird were many EAAers who had played some part in the construction project, and especially those from Florida who virtually lived with the plane for some five years.

Matty Laird (left) and Jimmy Doolittle recreate the scene captured originally in a 1931 photo.
The Laird was on display at the Mini Museum tent along with several other Museum aircraft, all under the watchful eyes of the Chairman of the Museum Exhibits, Kelly Viets, his wife Edna, George Pattison, Herb Ford and many other Kansas City Chapter 200 volunteers.

Some of the Laird family, left to right, E. M. Laird II (Matty and Elsie’s son), E. M. “Matty” Laird, Marilyn Laird (Mrs. E. M. Laird II), Elsie (Matty’s wife), Esther Laird, Jeannie Laird Wieland (daughter of Esther and Harold), and Harold L. Laird (brother of Matty).

As this is being written, the final touches are being added to the Laird Super Solution in the Museum shop and it will be placed on display in the Museum along with Jim Younkin’s Travel Air Mystery Ship and Bill Turner’s Gee Bee Model Z. These three replicas will join Morton Lester’s original Keith Rider R-S “Jack Rabbit” in a most unusual exhibit of vintage racing aircraft.

Elsie and Matty Laird pose happily beside the Laird Super Solution.

Matty’s nephew Charles L. “Chuck” Laird II, Charles L. Laird IV (Chuck’s grandson) and R. E. Westlake of Costa Mesa, California who donated a highly detailed scale model of Don Taylor’s world record setting Thorp T-18 to the Museum.
Jim Thompson, Box 102, Roberts, IL 60962 had flown his Aeronca 15AC Sedan, N1491H to Oshkosh in previous years, but the only people who knew were those who parked near him in the transient aircraft parking area. Jim was well aware that he had a bonafide classic aircraft, and one with an unusual background at that, but until it was worthy of being judged he chose to keep it out of the show plane area.

Jim's Model 15AC was not only the last Sedan built by Aeronca but also the last aircraft manufactured by them. It was completed on October 23, 1951 which was actually 7 months after the production line was shut down. It seems that enough spares still existed at the plant to assemble two more airframes, resulting in the creation of N1490H and N1491H. N1490H is no longer on the FAA registry and its fate is unknown.
The Aeronca Sedan originated from a sales/engineering specification completed in June, 1947. The construction was to be conventional tube and fabric and the powerplant, a Continental C-125. The proposed selling price was $4500.

Every effort was made to plan and design the Model 15AC (15th type, 1st model, powered by Continental) around existing material inventory and in the least amount of time.

The engine layout and cowling was developed from the installation on the highly successful Model 7AC Champion. The Model 7AC cabin door was to be used, on the right side only, as on the Champ.

The all metal wing with the single lift strut was configured to facilitate the design of folding provisions on future models.

Competition with other four place aircraft of the period made it necessary to increase the engine size to the C-145. This also avoided the possibility of underpowering the airframe which grossed at 2050 pounds.

The prototype, NX39801 was first flown in January, 1948 with subsequent test flights in February. Accelerated service tests were conducted in mid-March consisting of 313 landings in less than one week at 40 different locations. The Model S15AC seaplane version began acceptance testing in May and the Model 15 was approved under type certificate A-802 on September 23, 1948.

The Sedan was produced from mid-1948 through March, 1951 at which time light aircraft assembly was terminated at Aeronca's Middletown, Ohio plant. Including the two examples completed in October, 1951 a total of 561 Sedans were built. These ranged from N1000H through N1491H and included many which were exported throughout the world. Currently the FAA register lists 197 of the model, and it is believed that about 100 exist in Canada.

Three principal paint schemes were used. The 1948 models left the factory painted red with straw trim and unpainted, natural aluminum wings. In 1949, red paint was also applied to the wings. The 1950 variant was medium blue with straw trim in a revised pattern. Exceptions did exist however, such as the two bright orange and green examples sent to Canada in 1949.

Aeronca is currently engaged in the aerospace industry but they still hold the type certificate for the Model 15AC, and their files still contain the design drawings and reports as well as some pieces of sales data.

This Aeronca factory photo is captioned, “Aeronca Flying Club. Findlay, Ohio. June, 1953.” The Sedan is N1461H.

Jim Thompson’s pride and joy is serial number 561 and he has owned it since January, 1967 when he purchased it from Aeronca. Remember, we said that this plane had an unusual background! Aeronca had retained title to N1491H for more than 15 years during which time it was used by company officials and a company flying club. It was also used as an instrument flight trainer as a full IFR panel had been installed.

When Jim decided to restore his Sedan, he had two choices. He could restore it to the configuration in which it actually left the factory in 1967, with the IFR panel and all, or he could duplicate the configuration of the plane on the date it was manufactured in 1951. Jim chose the latter.

Restoration of the plane was started on April 8, 1978 when it was disassembled and taken to a friend’s 40’ x 24’ garage where there was ample room to work. The owner of the garage, Don Alexander lived in Elliott, Illinois, 14 miles from Jim’s home. Jim worked on the project nearly every night and weekend for 2½ years and figures he spent $2,000 for auto gas alone.

Jim speaks very highly of Don Alexander’s skill, especially in the area of sheet metal work and painting. Don had rebuilt several aircraft previously and

(Aeronca Factory Photo)
Late model Sedan panel with optional Bendix PATR-10 radio.
Jim, Jimmy and Betty Thompson pose proudly beside their Grand Champion Classic Award winner.

Jim removes that speck of dust.

The Sedan looked like this when Jim bought it from Aeronca. Colors were white and red. Full IFR panel is shown in upper photo.

The instrument panel restored back to original. The modern radio hides behind the left glove box door. Note the interesting comparison of the control wheels with those in the factory photo. All production Sedans used Aeronca Chief control wheels, but none were available when the last two planes were built so special wheels were handcrafted at the factory as shown here.
was working on a Culver Cadet when work was started on the Sedan.

The fuselage, landing gear and tail surfaces were stripped down and sandblasted. Necessary repairs were made such as replacing 14" of both lower longerons at the tailpost. All tubing was then primed with a dark green, two part epoxy.

New formers and "T" type stringers were made of mahogany and pine, then coated with three applications of a polyethylene varnish. All formers were reinforced with aluminum angles for added strength.

All new wood on the fuselage. Note the aluminum angle stiffeners on the formers.

Betty Thompson did a very professional-looking job of installing the headliner.

The Grand Champion Classic in flight over flat Wisconsin farm land.
This was the second prototype Sedan. Colors were red and straw with unpainted metal wings. Note how the paint scheme differs from later models.

Jim credits his wife, Betty for the beautiful interior. She sewed all the panels including the headliner. The materials for the interior were ordered from dealers who advertise in antique automobile publications. Jim requested samples of their products, then compared them with pieces of unfaded fabric slipped out from under the baggage compartment. Thus he was able to accurately match the original materials.

The woolen fabric for the headliner came from a company in Massachusetts and the ‘hog hair’ type floor covering came from Bill Hirsch in Newark, New Jersey. Both of these items were also exact duplications of the original.

A stroke of luck occurred when Jim learned that Jerry Jackson of Tucker, Georgia owned a Sedan containing the magnetic compass still sporting the original factory paint. The original control wheels were also finished in this same color and Jerry offered to have factory paint. The original control wheels were also needed an instrument panel for his earlier model Aeronca and Jim happened to have this rare item. Needless to say, an exchange was made which benefited both parties. Jim sadly added that Mike Womack passed away before the restoration of N1000H was completed.

The wheels were completely rebuilt with new brake shoes, drums, cylinders, O rings and wheel bolts. Most of the engine cowling was either newly fabricated or replaced with new factory pieces.

A new windshield was installed. This required more effort than what might be expected, when new nuts had to be manufactured from 7/16" hex stock for the bolts securing the windshield. Jim had been unable to locate the proper size nuts.

Back in 1972 a wind storm blew away the hangar which housed N1491H, resulting in damage to the left wing leading edge and tip. The tip was repaired at that time by John Marsh, of Springfield, Illinois, but the leading edge wasn't replaced until the recent restoration. Here again, Don Alexander used his sheet metal wizardry to make the wing panel like new. A new landing light lens was also made, to be installed later.

The fuel cells were sent to Goodyear, who originally painted with the appropriate wrinkle finish. All of the Sedans manufactured from 1954 to 1959, were painted blue with cream trim. The fuel cells were sent to Goodyear again, who repainted them with insignia white.

For the finish, two coats of clear nitrate dope were brushed on followed by 26 coats of butyrate applied with a spray gun. About every third coat of butyrate was completely rubbed out using #600 sandpaper.

A coat of insignia white was applied to the entire aircraft as a common base color for the enamel and color dope. All of the Sedans manufactured from late 1950 on, were painted blue with cream trim. Aeronca referred to the cream color as ‘straw’. These are the colors of Jim’s plane and the paint scheme is authentic as well.

Bill Pancake of Keyser, West Virginia overhauled the Continental C-145 engine and it looks super sharp painted in its original colors with black cylinders and gray case. Bill delivered and installed the engine on the Sedan. Bill owns an Aeronca Champ and is the person who restored Dave Long’s Aeronca T1CC Super Chief which won Best of Type at Oshkosh ’78.
Corben Model B owned by the Rick Demond Family, Whitmore Lake, Michigan. This craft won the Outstanding Open Cockpit Monoplane award at Oshkosh '80.

Newly restored Stinson SR-10, owned by Bob Lickteig, Albert Lea, Minnesota. This aircraft was the last civilian gullwing Stinson built. It was manufactured on January 8, 1941.

Gene Morris, Hampshire, Illinois in his mint Culver Cadet over a Wisconsin farm near Oshkosh.

Stan Gomoll and Pauline Winthrop display a quilt made by Mrs. Gomoll and donated to the Antique/Classic Division as first prize in a sweepstakes contest at Oshkosh '80. This has been a popular fund raising event for the past several years at Oshkosh.
On March 29, 1927 a plane manufactured by the Buhl-Verville Aircraft Company, later reorganized into the Buhl Aircraft Company, was awarded A.T.C. Number 1. Four years later this company produced a sprightly little monoplane which was totally unlike the large biplanes which previously bore the company name.

This newest member of the Buhl family was called the "Bull Pup" with a model designation LA-1. It was a single place shoulder wing craft powered with the 45 hp 3 cylinder Szekely engine. The antique receiving the highest judging score at Oshkosh '80 was a beautifully restored and extremely authentic, 49 year old Bull Pup. This Grand Champion award winner was restored by Captain Daniel F. Neuman and his wife, of Minneapolis, Minnesota.

With a big smile Dan smugly admits that he can't lay claim to having restored the Buhl from a basket case because the plane had never degenerated to that condition. This well-preserved antique spent most of its life in the Washington, D.C. area and it still sports the original factory installed engine. The total time on the airframe and engine is only 250 hours. The engine has been overhauled three times.
Early production Bull Pups could be purchased with a choice of three wing sizes; short for racing, long for airports at high elevations and the standard 30' panels. Dan's Buhl has the 30' wing as did most of the machines.

Dan is the fourth owner of the plane, having purchased it from the widow of the third owner in Virginia. Dan had found out through his friend, Ken Hyde of Warrenton, Virginia that the plane was available.

The restoration of the Bull Pup included new cotton fabric covering with Super Flite dope and Super Flite synthetic enamel for the final finish.

Another factory option was the wheel size and Dan's plane was equipped with the 7.00 x 4 size. As owners of Taylor E-2 and J-2 Cubs, American Eaglets, etc. know, 7.00 x 4 tires are virtually impossible to find, so Dan opted for the 12” disc wheel which could be fitted with modern small motorcycle tires. Through some shrewd detective work, Dan located an original pair of 12” Bull Pup wheels on a wheelbarrow owned by farmer David Vernor of Alpena, Michigan.

The restoration was completed in the summer of 1978 and Dan flew the Buhl to the National AAA Fly-In at Blakesburg, Iowa that year where it was awarded the Sweepstakes trophy.

Dan has flown the Pup very little as he and his wife are busily engaged in the restoration (for the second time) of their Curtiss Jenny. They hope to fly the Jenny to selected fly-ins in 1981.

Dan has a special feeling for his Buhl Bull Pup as it brings back memories of another Buhl he owned in 1940. This was a Model CA-6 Airsedan which will be described in a future article in The VINTAGE AIRPLANE.
Back in the early thirties, Don Luscombe, an expert in sales and publicity work, redirected his many talents to design the venerable 90 hp fabric covered Monocoupe. He then designed the first lightplane with a metal monocoque fuselage, and formed the Luscombe Airplane Corp., with a factory at Trenton, New Jersey to produce it.

The initial model was the Luscombe "90" with a radial engine. This was followed by the Luscombe Phantom, a two place high wing monoplane, powered with a 145 hp engine. This high performance plane was a bit ahead of its time and only a few were made, but it paved the way for the Silvaire Model 8 series.

The first to go into successful production was the 1937 Model 8, with a 50 hp engine. This was followed by the 1939 sixty-five horsepower Model 8A, most of which were made in 1946. The wings were a super strong metal structure, covered with fabric to save weight. Luscombe used a photo in its advertising showing twenty-one people sitting on the wings! This was the equivalent of almost 3 G's negative load at gross!

The 8A had no electrical system nor navigation lights and had to be hand propped. "V" wing struts with jury struts were employed, but in later models single non-welded struts were used. A gravity fed 14 gallon fuel tank was mounted in the top of the fuselage over the baggage compartment, giving a 350 mile range at a claimed cruise speed of 105 mph. This was an optimistic figure, which in fact was nearer 95 mph. It had a gross weight of 1260 lbs. and an empty weight of 720 lbs. Wing loading was 8.6 lbs. and power loading was 19.4 lbs. per horsepower. Everything was metal covered except the wings.

The 1946 Model 8A listed for $2,995.00 FAF, and the Model 8E sold for $3,995.00. The Model 8E was a great improvement with its 85 hp Continental C-85-12 engine, which gave the 8E about ten miles per hour more speed. However, the landing speed was 52 mph against 37 mph for the 8A and the stall speed was 48 mph against 37 for the 8A. Rate of climb was 575 fpm against the 8A rate of 900 ft. With 24 gallons of gas in the wing tanks, the range was about 500 miles. The 8E Model sported wheel pants, full electrical system with circuit breakers and starter, and was entirely metal covered.

The 8E wing tanks were higher than the single tank of the 8A, which eliminated fuel starvation that oc-
curred in the 8A during take-off acceleration or in a steep climb, when there was less than 5 gallons of fuel in the tank. The 8A had a scoop of sorts on the gas cap that was supposed to pressurize the tank, but if you put the cap on backwards, you were in real trouble!

Testing of the first Luscombe 8 was done at Mercer Airport in Trenton, where the factory was located. Dick Washburn ran the taxi tests, and he tells the story of how he accidentally let the speed build up a little too much and it lifted off the ground. The temptation was too great, so he took it around the pattern as a lark, thus becoming the first man to fly the Luscombe 8. Later, as Sales Manager, he put in several thousand hours flying Luscombes all over the United States, setting up dealerships.

Before the sales of aircraft fell off in 1949, 2,463 Luscombe 8 Series planes were sold. By this time, the factory had been moved to Dallas, Texas.

When the all-metal Luscombe went into production, there were very few mechanics experienced in metal construction. To alleviate this problem, Luscombe established the Luscombe School of Aeronautics to train personnel in metal work. Most graduates went on to other aircraft factories or to work for the airlines, but Luscombe hired the cream of the crop as they were needed, to work on the Luscombe. No students worked on the production line, contrary to common belief at the time.

The writer was the proud owner of a 1946 Luscombe 8A, which I purchased, used, in 1949 for the sum of only $700.00. I flew it for over a thousand hours. Knowing its rugged strength, I was never afraid of tearing off a wing, and ventured into turbulent conditions which I would not dare to do in any other aircraft. I loved to do aerobatics in that old bird!

I added a self-contained battery in the baggage compartment and wired it for navigation lights, retractable landing light, radio and instrument lights. For radios I had an Airboy LF receiver with a 100 ft. trailing antenna, a VHF receiver and a RCA panel mounted VHF transmitter. I also added a turn and bank, sensitive altimeter and gyro compass so I could do a 180 in bad weather. I mounted a wind driven generator on the landing gear strut cluster for power.

The Luscombe could be flown hands-off, just with the rudder, and aside from the rather cramped cabin for my six foot two size, it was a pleasure to fly. Her only fault was in cross wind landings; it was a must to touch down the up-wind wheel first, or you could swerve off the runway and possibly ground loop. There was no flexibility in the landing gear to absorb side loads on the down-wind wheel, so it was possible to shear the attach bolt at the fuselage in an improperly executed cross wind landing.

Maintenance was minimal. Periodic replacement of the "U" shaped hinge brackets of the rudder was necessary to eliminate play due to the hinge pins wearing the bracket holes. Otherwise it was not costly to maintain. After all these years, an AD recently came out calling for inspection and/or replacement of the vertical stabilizer attach fitting. I guess something had to happen after 34 years of service!

Why can't they make planes like that any more?
THE NEW LUSCOMBE "50"
A primary training and private owner, two-place, cabin ship being produced to sell in the $1,500 price range. This airplane is without competition in the metal field. Without formal advertising announcement over 300 of these ships were ordered within a thirty day period. It is believed that one thousand of this model could be sold in 1938.

Don Luscombe designed and built the Monocoupe Airplanes. Before building metal airplanes he was Vice-President and General Manager of Monocoupe Corporation and President of Lambert Aircraft Engine Company. Approximately one thousand ships were built and sold under his supervision. He has an unusual knowledge of the civil market and has retained a worldwide acquaintance and clientele.

THE PHANTOM 145 – FOR SUPER SPORT
This airplane is purchased by those who take pride in a fine material possession. It is one of the fastest airplanes in the world for its horsepower. Equipped with the appointments and designed to carry the accessories found on the most expensive airliners. Price $6,000.

Photos and Text on This Page Are From a 1938 Luscombe Sales Brochure

THE LUSCOMBE "90" – TWO-PLACE CABIN AIRPLANE
This airplane is extremely easy to fly, has unusual comfort, and visibility and although it cruises 120 miles an hour, it may be put into the hands of the amateur. It offers a 700 mile range and gives twenty miles to the gallon of gasoline. Price is $3,975.
Dear Sirs:

This is in answer to your question concerning identification of engine in the Travel Air on back cover of August issue The VINTAGE AIRPLANE... I believe it is the seven cylinder Axelson, a 115-150 hp engine that Travel Air used in their A-4000 Model. The engine looks a lot like the early model Warner, but the neat installation pictured here sure looks like the Axelson installation... see U. S. Civil Aircraft, Vol. #2.

Enclosed is a photo I thought you might like to have... it's the Travel Air Model A-6000. This photo was made a few months ago here in Alaska, and old N9966 is still earning her keep with no machinery available that can really replace her. N9966 is also featured in the above mentioned Vol. #2.

Sure did enjoy your J. O. Dockery Story you ran in the last two issues of the magazine... Doc was sort of an old competitor of mine down there in Arkansas. The last time I saw him, he gave me a demonstration ride in a new Bellanca Viking, and I must say, Doc held fast to his crop dusting mode!

Sincerely yours,
Roy G. Cagle
8525 Jennifer Drive
Juneau, AK 99801

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Dear Gene:

Thank you so very much for running my story and pictures in the July issue of The VINTAGE AIRPLANE. If it is possible could you send me at least three more copies of that issue?

I have just finished painting and putting together a Super Acro Sport. Hope to fly it soon. My next project will be a 1943 Staggerwing Beech. This plane belongs to Mr. John Mecom, who owns The New Orleans Saints football team. This was the senior Mr. Mecom's first plane and they want it restored to like new condition.

A very unusual thing happened to my son, Wayne, recently. He and I were flying my T-Craft late one afternoon and as we passed over our house at about 1,000 feet, I throttled back and he stuck his head out the window to yell at my wife. When he did, his sunglasses blew off. They landed in the yard across the street between two trees and were not hurt except for the ear piece being bent.

Wish we could make it to the Convention, but cannot this year. Maybe next year in the Staggerwing.

Yours truly,
Bob Moore
916 South 12 Street
Nederland, TX 77627

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Dear Mr. Chase,

We were both surprised and pleased to hear from friends in Michigan and here in Florida, that our Waco UPF-7 was on the back cover of The VINTAGE AIRPLANE, July issue.

Then another surprise, three complimentary copies. We do thank you very much.

As you may or may not know, we were formerly from Milan, Michigan and our business was known there as "Custom Aircraft". We moved everything to Florida in November of 1977. In January of this year we moved on to property purchased south of Ocala. In June we moved our business into a new hangar/shop that is also located on the property, along with a private strip, which is shared with two other families. It is located between 475A and I-75. It borders the north bound Rest Area on I-75 and is 4900 feet long. Our hangar is gold and can't be missed from the air.

We would like to extend an invitation to you and your friends to stop in when you are in the area. As most of our work is on antiques, we feel you would find it worth your time to do so. The welcome mat is always out to our friends and fellow flyers.

Thank you again for the complimentary copies of The VINTAGE AIRPLANE. It's always good to see one's aircraft in print.

Sincerely,
Arnold Nieman
CUSTOM AIRCRAFT RESTORATION, INC.
3504 S.W. 85 Street
Ocala, FL 32671

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Dear Sirs,

I attended this year's EAA International Convention for the very first time. I flew my 1947 Cessna 120, C-FDMX from Halifax, Nova Scotia, Canada and registered on August 5. I was there for three days and thoroughly enjoyed every moment of it.

Since returning home several people have asked if there were any classics registered that flew further from the east than I did. I have not heard of anyone else, but I would appreciate it if you could confirm whether or not my Cessna 120 can lay claim to having flown the furthest from the east to Oshkosh in 1980.

Yours very truly,
Larry Keddy
Member, Chapter 305, Dartmouth
41 Woodward Cres.
Halifax, Nova Scotia B3M 1J6
Canada

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Dear Vintage Airplane Readers:

I really enjoyed reading J. O. Dockery's memoirs. There should be more like him!

While cleaning out the office here, I found a note stating that a guy named Ray Tarr was here about a year ago and said that back in 1932 he owned the "California Cub" factory. He didn't say where in California and he didn't have any photos of the aircraft. He lives here in Vancouver, Canada and I have his phone and address if anyone wants it.

Does anyone have any pictures or memories of this aircraft? If so let's write it up in the magazine and surprise the old guy.

All the best,
Tony Swain
ex-Waco and now T-6 (Harvard) driver
TONY SWAIN PRODUCTIONS
2435 Burrard Street
Vancouver, B.C. V6J 3J3
Canada
CALENDAR OF EVENTS

OCTOBER 11 — DAYTON, OHIO — 2nd Annual Tour through the U. S. Air Force Museum at Wright Field sponsored by EAA Chapter 610. For further information, please contact: Col. Bob Taylor, 5855 St. Rt. 40, Tipp City, OH 45371.


OCTOBER 17-19 — CAMDEN, SOUTH CAROLINA — Fly-In. For further information, please contact: Geneva McKiernan, 5301 Finsbury Place, Charlotte, NC 28211.

NOVEMBER 8 — LANTANA, FLORIDA — 2nd Annual Dixie Fly-In, including a bar-b-q and many exciting events. For further information, please contact: Sam McKeever, Chairman, 16 Canton Road, Lake Worth, FL 33463. Telephone: 305/965-4575.

NOVEMBER 22-23 — MIAMI, FLORIDA — Antique, Classic and Custom Built Exhibit and Fly-In, at the Fifth Annual Harvest at the Dade County Youth Fairgrounds. For further information, please contact: Elizabeth Bookout, 305/823-1837 or Lucie Cogswell at the Historical Association of Southern Florida, 854-3289.

AVAILABLE BACK ISSUES

The VINTAGE AIRPLANE

1973 — March through December
1974 — All Are Available
1975 — All Are Available
1976 — January, March, April, May, August, October, November, December
1977 — All Are Available
1978 — January, March through June, August, October, November
1979 — February through December
1980 — January through September

The above mentioned back issues are available from Headquarters for $1.25 each, postpaid.

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