THE PRESIDENT'S PAGE
By E. E. "Buck" Hilbert
President, Antique-Classic Division

THE SAP STARTS TO RUN . . .

In the spring, that is, and spring can't be too far away 'cause this sap keeps runnin' out to the hangar and out into the field checkin' the mud factor about twice a day. I thought it was here the other day. I was all set to give it a whirl when the mercury took a dive and we set a new record. I'm tired of settin' these weather records. Wettest summer! Windiest spring! Coldest fall! Snowiest winter! I was talking to one of our members from Detroit the other day. He says they now have three seasons, July, August and winter. We came to the conclusion that you guys down south, those in California, and you in the southeast are really the lucky ones. We also wondered if you really appreciate and know how lucky you are? I know I sure envy you, but then I'd never get any work done if the weather was flyable all the time.

But I'm ready! I got Ole Fahlin's new prop on the C-3 and Mr. Fleet is getting his mouth washed out, and the Ryan that shares the hangar with them is getting a new windshield and a polish along with an annual. So we are all getting set for another "season". The fuel situation seems to have eased some, and the local operators have let on that we can have eighty again, too. Things are lookin' up.

Our new Directors have taken the bit in their teeth and things are starting to hum. Oshkosh looks pretty bright, and although there is a lot of work to be done up there, we are all looking forward to "Those Days, My Friend". Hope I can squeeze a little more help in a voluntary manner from a bunch of you guys . . . show up early.

HOW TO JOIN THE ANTIQUE-CLASSIC DIVISION

Membership in the EAA Antique-Classic Division is open to all EAA members who have a special interest in the older aircraft that are a proud part of our aviation heritage. Membership in the Antique-Classic Division is $10.00 per year which entitles one to 12 issues of The Vintage Airplane published monthly at EAA Headquarters. Each member will also receive a special Antique-Classic membership card plus one additional card for one's spouse or other designated family member.

Membership in EAA is $15.00 per year which includes 12 issues of SPORT AVIATION. All membership correspondence should be addressed to: EAA, Box 229, Hales Corners, Wisconsin 53130.
Bellanca . . .
The Early Years

A Pictorial Feature By:
John McC. Morgan (EAA 83694)
Summit Aviation, Inc.
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"A 1932 picture of G. M. Bellanca. We all knew him as G. M. and everybody, young and old, called him that. He was a delightful gentleman with a wry smile and a wonderful sense of humor. Nothing ruffled him. His worst fault was that of complete belief in any idea aeronautical that he might have. A most stubborn gent."

John McChesney Morgan is one of those fortunate men who was born at the right time and in the right place to witness and be a part of one of aviation's more colorful chapters. Mr. Morgan is a resident of Delaware and has been on the scene or nearby from the time Guiseppe Bellanca first opened the doors of his plant in New Castle.

As a very young man he watched the goings and comings of the great and near great at Bellanca Field and in later years often ferried 14-13s from the factory. Today he has his own Summit Aviation at nearby Middletown . . . and, fortunately for readers of THE VINTAGE AIRPLANE, a tremendous collection of Bellanca photographs and a fine appreciation for the importance of seeing them and his own first hand knowledge of the era passed on to those of us who care.

In this and in future installments, all of us have the unique opportunity to figuratively peer over Mr. Morgan's shoulder as he looks again at each photograph and to enjoy his comments as each triggers a memory of people, places and events involving G. M. Bellanca and his fabulous airplanes.
"I believe this to be the first AirBus built. The original ROMA (more later) was Bellanca’s first big airplane and was built in the late ’20s – 1928 or 1929. This picture represents the only AirBus built that was not either Wright Cyclone powered or Pratt & Whitney Hornet powered. The one in this picture was Curtiss Conqueror powered. It went to Mexico and was later destroyed in a hangar fire."

"This aircraft was a CH Model powered by a Wright J-5. With no windows in the cabin, it obviously was one of many long distance jobs with the cabin area full of a gas tank. None of us here are familiar with the ‘PEP’ written under the wing. This funny looking, narrow shock cord gear was characteristic of all Bellancas built after the Columbia. Some of the later models also were powered by J-6 Nine (300 h.p.) Wrights. Quite a few successful as well as unsuccessful Trans-Atlantic flights were made using these models."
"This is G. M.'s oddest aircraft. It was called the 'Tandem' or 'Blue Streak' and was built for the Chicago Daily News - named for its Blue Streak Edition. Work was started in 1929 and this picture is of the machine in its initial configuration. The pilot flew from the rear and it was powered by two air cooled Pratt & Whitney Wasps - 420 h.p. each. The entire fuselage and most of the wing was fuel - some 2190 gals. Great trouble was encountered cooling the rear engine and it was decided to change to a forward location of the pilot and to go with Curtiss Conqueror water cooled types."

"Same model as preceding, but has cabin windows and carried six passengers. From left to right: Elinor Smith, an aviatrix of the late '20s, George Haldeman who in 1927 attempted a Trans-Atlantic crossing with Ruth Elder in a Wright J-5 Stinson. He was forced down between the Azores and Portugal and picked up by a freighter." (No identification needed for the young lady on the right . . . right)?

"This picture shows the above changes together with crew members. That is G. M. in the bow tie. Shirley Short, in the flying suit beside G. M. was the pilot and a very fine one. He had won the Harmon Trophy in 1928 or 1929 for the most miles of air mail flying without an accident. A quiet business-like gentleman, he was in residence at New Castle all the while the aircraft was being designed, built and flown. He was the only man to fly it. It was a large airplane for its day. It was destroyed in a structural failure accident while attempting a load carrying and speed run at Chicago on May 26, 1931. As I remember, it was built to fly from Japan to California non-stop."
"One of the early Wright J-6 powered (300 h.p.) Pacemakers. This model followed the earlier CH models and featured more modern oleo landing gear and tail wheel in place of a skid. This airplane won much of the Ford Reliability Tour with Wes Smith on the left and George Haldeman on the right. Actually, two Pacemakers were in the tour with these two men doing the flying. Wes is still hale and hearty and living in Philadelphia while George is retired from the CAB. In previous CAA, FAA and CAB work George certificated Boeing’s pre-World War II Stratocruiser; did much work on the 707 and was aboard Howard Hughes’ Spruce Goose when the latter skimmed across Long Beach Harbor in the late ’40s."

"A seaplane version of the Pacemaker at what is believed to be the Detroit show of the early ’30s. In the background is one of the early Wright powered (Cyclone) 525 h.p. AirBusses. This was flown for years by George Haldeman for Fred King of Wheeling, W. Va. It was truly one of the earliest executive aircraft. Very fancy inside with mahogany desks, sofas — the whole bit. George astounded aviation experts by flying this airplane into and out of Wheeling in all kinds of weather, night and day in the late ’20s and early ’30s with no aids to navigation whatsoever."

"This was Bellanca’s first attempt at a big aircraft. It was Pratt & Whitney Hornet powered—approximately 525-575 h.p. It was another flying tank for a Trans-Atlantic flight which had many crews assigned over the years, none of which materialized. George Haldeman and Stuart Chadwick did attempt an endurance flight with it from Jacksonville Beach only to be forced down by an overheated engine. My brother, Dick Morgan, a test pilot for Bellanca and later a vice-president (1939-41), stands beside in this picture taken in 1931."
"The same aircraft in 1931. Hubert Fauntleroy Julian is in the cockpit. He had a well publicized plan to fly to Abyssinia. It never got off the ground with him at the controls. He was supposed to have great experience, but had no license. He received his Private license on July 29, 1931 in a Kinner Fleet – the same day as the writer. Pop Hanscom was the Department of Commerce Inspector. The writer remembers that Julian ground looped the Fleet on one landing and ended up almost entering the barn in the background of this picture. Hanscom had just been assigned this area from his native Georgia. Julian's flying was far from being up to par but Hanscom was concerned with what might have happened should he have turned him down."

"The same aircraft with my brother Dick Morgan and Col. Julian. Dick tried to prepare him for his Private license and Hanscom let him squeak by. See above. Note retractable gear on an aircraft built in the late '20s. The later Airbus types did not have this feature."

"G. M. Bellanca and a Peruvian Air Force pilot on taking delivery of a fleet of Pacemakers in mid '30s."
"This was one of the first Pratt & Whitney Wasp powered 420 h.p. Bellancas built. Could be the first one. Note belly fuel tank, big tires and wheels. This airplane started a round-the-world-flight in 1931 the same time as Wiley Post. Got as far as Japan well behind Post's time. Was interred there for some months. In October of 1931 Clyde Pangborn and Hugh Herndon flew it to Wenatchee, Washington and became the first to cross the Pacific non-stop. The gear was dropped after take-off."

Right. "An older AirBus still flying in the mid '30s. Dick Morgan in the cockpit and Ed Smith on the strut. The latter was with Bellanca from the late '20s through 1940. He was in China with Chennault, also with the Bellanca Flashes (more in the second installment) and still at 74 years of age flies his 1937 Ryan SC."

Above. "Snapshot of the writer, John McC. Morgan, in 1933 or '34 when he was 18 or 19. This AirBus was one of 13 to go to the Army Air Corps. These airplanes were the only substantial number ever built by Bellanca for the military services of the U.S. The Naval Air Service obtained some Skyrockets in 1937-38 and an effort will be made to obtain pictures for a second installment."

Left. "Clyde Pangborn of Trans-Pacific fame with a Bellanca Flash built in 1937. This was powered by a twin row P & W Wasp."
Above.
A side view of Jack Gardiner’s “Headless” Curtiss. Early Curtiss planes had elevators suspended out in front like the early Wright machines. When these were dropped in favor of a conventional tail, the name “Headless” was used to differentiate the early and later models. Wisecracks of that day speculated that “Headless” referred to the potential post-crash condition of the pilot prangin a Curtiss without the protection of the forward structure of early models!

Right.
That’s right, folks … a non-steering nose wheel and no shock system for the landing gear whatever! The pilot must stop, climb off and turn the plane around everytime he wishes to turn a corner while taxiing. He also must make very smooth landings!

Left.
The “front office” of a 1912 Curtiss Pusher – with only slight modifications for modern flying. Original pushers had no rudder pedals (turning the wheel controlled the rudder), but most pilots of latter day replicas prefer a normal rudder system. The shoulder yoke controlled the ailerons – the pilot simply leaned in the direction of the turn. No doubt a carry-over from Glenn Curtiss’ motorcycle racing days.
There are two heroes in this story: Carl Mueller and the 1912 Curtiss Model D. In 1915 Carl built a Curtiss, taught himself how to fly and flew locally to fame if not fortune in Oakland, California.

On retiring as a highly skilled pattern maker for the Air Force in Sacramento, California forty five years later, Carl used his album of drawings and photographs to construct a copy of the original early day aeroplane. Work started in May 1959. Flight tests began in the summer of 1967.

A 50 horsepower Franklin and a variety of homemade propellers proved the obvious — The Curtiss badly needed more power to even get out of ground effect. While a few flights were made at the Lincoln, California airport, Cy Homer, the test pilot, was not pleased at the marginal results. A 65 h.p. Franklin was substituted along with a longer, and flatter pitched propeller. This combination led to some sixty hours of successful, though cautious, flights.

This was the aircraft I bought in September 1973. If Mueller is the hero of the story, his present day Curtiss must be the star. All the fixtures, fittings, airfoils and controls are as original. In place of the 1911 water cooled, 90 horsepower, eight cylinder Curtiss OX-5 engine, a 1945 Franklin 65 h.p. does the pushing. But just barely.

The water radiator is still in place and functioning now as an oil cooler. But the Curtiss "birdlike" airfoil with its center of gravity at 40% of Mean Air Chord and its mid-wing “Lateral Balancing Rudders” — now better known as "ailerons" — and a square, flat rudder minus any vertical stabilizer, along with two triangular horizontal stabilizers make this Curtiss a dramatic copy of the original.

In the early years this particular model of the Curtiss was known as the "Headless" (first model with the elevator not in front of the pilot) or "Pigeon Tail" (named for the twin triangular horizontal stabilizers that gave the aircraft a unique profile). This was the Curtiss Lincoln Beachey flew in the years prior to World War I — first, as a company demonstration pilot then, as a daredevil showman. Beachey did vertical dives, loops and flew under bridges such as the one over the Niagara River at the base of the Falls. He was later killed in San Francisco in March 1915, diving his own midwing monoplane design.

During the years 1968 - 1973 I had several opportunities to see Mueller’s new Curtiss performing with Cy Homer at the wheel. He made it look easy. But Cy had been a much decorated P-40 and P-38 ace in the South Pacific in World War II. His flying seemed effortless. I knew that I had to own this Curtiss. Carl Mueller and Cy laughed at my enthusiasm and turned me down annually. I felt that over one thousand hours in a "Breezy", the open framework 1912 type pusher would make the perfect transition to the Curtiss. I had flown two transcontinental flights (SPORT AVIATION, December 1968 and December 1969) in my Breezy, and from Canada to Mexico during these years. The true Curtiss seemed the logical and ultimate next aeroplane I should own.

Finally, in September 1973 Carl relented and said that if I were still interested the Curtiss could be mine. I rented a Cherokee 180, took my good friend and mechanic Rich Voss, stuffed a certified check in my pocket and flew some eighty miles to Lincoln, California — home base for the Curtiss. A tight circle over the former Army Air Force training field showed the Curtiss outside its hangar, glistening in the sun. On landing, Carl and Cy proceeded to explain the systems, attitudes, numbers, control responses — all that I would need to know, for the Curtiss is unlike any modern aircraft. It is unreasonably tail heavy — to such a degree that at or near stall speeds the control wheel in the full forward position does little to lower the nose. Drag is excessively high. Power reduction brings cruise speed to stall immediately if the nose is not first pointed in a strong down angle — glide seems more like dive. If the nose is any degree up and power is brought back to idle full forward throw on the wheel has no effect and the Curtiss sets up a high rate of sink in the same nose above the horizon attitude. Full throttle must be maintained. Anything less and the Curtiss starts to sink. Incidentally, this was the same case in the flying of the 1910 British and French aircraft in the filming of "Those Magnificent Men in Their Flying Machines" in 1965.

With all of this in mind I completed the arrangements for buying the Curtiss, knowing full well that I had a tiger by the tail. I would just have to learn to fly it the first time up. There was no other way. Cy stepped under the fuselage and stood inside the structure behind the wing and gave me a "prop." I thought this procedure would be one that I would have to do myself in the future — too much risk in having someone else standing in such a small caged area with a fast turning propeller a foot or two in front of the face, and a cross brace of wires nudging the back.

To get to the runway I had to get off the seat several times, lift the aeroplane by the fixed non-steerable nose-wheel to properly repoint the aircraft down the turns of the taxiway to the runway threshold. The rudder will steer the Curtiss at fast taxi speeds if the wheel is held back and weight is taken off the nosewheel. As in most pushers, elevator and rudder response is quick at full power. Not so the ungainly Lateral Balancing Rudders (the ailerons). In the old 1912 types the rudder next to the elevator was the most important control. Climbing turns were best done "upright, with rudder." Only after enough altitude was reached to allow the pilot to first lower the nose before doing a coordinated turn could such a maneuver be successfully completed.

All of these things crossed my mind as I taxied into takeoff position. Since it was a hot day and the wind was calm it had been suggested I restrict first flights to a series of runway liftoff and touchdown maneuvers, without leaving the boundaries of the four thousand foot runway. True flight would come at dawn the following morning for the ferry flight home. I fastened the seatbelt, checked the controls for freedom, full movement and proper direction.
— checked to see if the fuel valve was 'on' and did my mag check. With everything in the green I opened the throttle, held the wheel in a neutral position until I indicated 40 mph. On applying a full measure of up elevator the Curtiss rotated nicely and assumed a gentle climb attitude. I then pushed the wheel forward, still carrying full power and eased off power as I once again approached the pavement with a slight nose up touchdown. I did this three times with varying degrees of success before shutting down for the day.

After bedding down the bird for the night and topping off the fuel and oil, I realized what a sensitive aircraft I had. Speed did not decay, it disappeared. The tail heavy center of gravity, the “birdlike” Curtiss airfoil, the great gaps between the wing panels and the center section; the lateral balancing rudders and their control cables running along the leading edges of both wings... all this spelled the difference I had felt.

I also learned that with a complete absence of landing gear shock system (for the Curtiss has no oleos, shock struts or bungees) only a gentle touch down could be tolerated and I had already ignored this item on my first landing. I was soon to discover the penalty.

At dawn on September 28, 1973 Carl and Cy got into their Aeronca Champ to accompany me home, and to aid if I were forced down, for the trip lay across the Sacramento Valley for a fifty minute flight to Davis west of Sacramento and then a like amount of flying across the Napa Mountains to reach my home airport in Sonoma. The twelve gallon fuel tank gave two hours plus twenty minutes to fuel exhaustion.

We went to the threshold of the runway together and I took off. Cy had already warned me not to turn out of the wind until I had gained a couple hundred feet even though this might take four or five minutes or else the Curtiss might sink back into ground effect. But in the cool morning air I soon found I was able to rudder my turn to put me on course for home. With the Aeronca at my wingtip, indicating 45 - 49 mph at five hundred feet, the odyssey began. I was as nervous as a cat. Not confident, but determined not to lose my precious investment. I settled down to the job in hand. Climb ability was almost non-existent. The aileron system felt ungainly and I continued to gently pick up the down wing with a tap of rudder. Full throttle minute after minute did not please or reassure me. But to maintain 2050 rpm and my airspeed, full power was required. Oil temperature was at red-line but seemed to get no worse. Oil pressure remained within limits.

I had to cross the approach threshold of the Sacramento Municipal Airport and so kept an anxious eye for any 727 that might be bearing down on me and the Aeronca. But none disturbed us and we soon landed, some fifty minutes after takeoff at Davis. I made a proud but gentle landing, I had done it. I was a fine skillful pilot. Not so. An anxious group of local pilots approached me as I shut down the engine and pointed to a broken vertical wing strut, inches away from my propeller... a strut that had been weakened by one of my none too gentle first landings the day before. But Carl and Cy applied rapid first aid, made a splint for the strut, taped it together and I took off once again feeling like a real barnstormer. On climbout I started my turn out of the wind to head back on course. But I did it much too soon and the aeroplane began to settle back into ground effect at full throttle. I gently ruddered back into the wind and sank no further than the tops of the streetlights of the housing tract I was over.

A few moments later I was once again over open country and on course. By the time we reached the coastal mountain range I had 1700 feet of altitude and though the summits were 4000 feet I went through a 1600 foot pass in fine, if not marginal style. A little while later I was making a victory circle around my home airport. A high final and an acceptable full power touchdown was made.

That’s the story. The Curtiss is going to get a major overhauled Franklin 90 h.p. to replace the inadequate 65 and Ole Fahlin is carving me a new propeller to match. Look for the 1912 Curtiss Model D in the California skies this year — easy to identify by the pale nervous type flying it.
... AND WHILE WE ARE ON THE SUBJECT OF CURTISS PUSHERS ... 

Photographer R. G. Elliott, (General Electric, Photography Lab, Bldg. No. 1, Daytona Beach, Fla. 32015) – he's the man responsible for that beautiful double page color spread of John Shinn's T-18 in the February issue of SPORT AVIATION – has sent us some copies of some really ancient photos from his files. He would appreciate each bit of information any of you can provide on them. 

O.K. Curtiss experts, what is this? Four ailerons? What are those tube-like devices mounted midway between the upper and lower wing panels? Fireworks? The engine appears to be an OX-5 but detail is poor. The name on the tail over the number 3378 is "Al Wilson." In the background just in front of the rudder is a Bellanca which means the picture could have been taken no earlier than the late 20s. We suspect this camouflaged Curtiss is an air show aircraft. Any clues? 

This shot has a title inked on the bottom (not shown) that says, "Glenn Curtiss Aviation School, Hammondsport, N. Y." Three land versions of the familiar Curtiss Pusher are lined up along the lake's edge with single and two place pontoon equipped pushers beached behind them. An early Curtiss flying boat is in the background.
REMINISCING WITH BIG NICK

Nick Rezich
4213 Centerville Rd.,
Rockford, Ill. 61102

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

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

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

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

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

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

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

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

SPIN, LOOP AND ROLL

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

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

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

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

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

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

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

You may find some buffeting as you go through vertical and again on the back side on recovery. This can be caused by an oversized windshield which is disturbing the air flow or disturbing the air flow from its original path. Airplanes with double cables to the flippers should be checked for even tension or a buffet will show up.

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

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

Rolls... they are a lot of fun and no sweat. Just make sure you can push the stick all the way to the corner through inverted flight. Make sure your harness does not restrict your freedom to move the controls. After about an hour of full travel control movements in an old airplane you will find out how weak you are... and be prepared to have one hell of a backache! Now you know why I walk so funny after I fly an air show... Yes, I know it's old age — but my back hurt when I was 20.

Ask anybody who has flown a Stearman, Waco or Travel Air in air shows — it's hard work! A Pitts driver wouldn't last 30 minutes in a Wasp Stearman unless he is built like Big Ed Mahler or the late Bill Adams.

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

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

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

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

Big Nick

From Big Nick's Photo Album

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

(Photo by Nick Rezich)
Kreider-Reisner Challenger (KR-31) with a mighty OX-5 in its nose. Again, notice the amount of "down" flipper.

(Photo by Chester Chlopek)
Father John MacGillivray checks in with Big Nick to see if he is keeping himself in line. Father John is quite an antiquer — he owns the only Miles Hawk Major M.2W left in the world today and a DeHavilland D.H. 80 Puss Moth. His well known midnight blue Tiger Moth has held a place of honor in the EAA Museum for a number of years now.
Left. Long Nose Kinner Eagle — "The 'good one' — short nose (OX-5) was a bad spinner", says Nick.

Right. "My old Pitcairn. Notice up travel of flipper" — Big Nick. (In some future article, we'll have to get Nick to tell us some more about this one).

Big Nick gets a prop prior to hauling the late Mike Burson up for a parachute jump. Travel Air 606K was later given the familiar white with red trim paint job that we've seen at Rockford and Oshkosh in recent years.

Contact! What form, what style, what grace! Big Nick proves once and for all that his ballet lessons have really paid off in aviation!
Golden Oldie Of The Month . . .

THE CHILTON DW.1A

By Jack Cox

For this month’s Golden Oldie, we travel to the Old Country . . . to England and a slick little single seater many of you will think is a modern homebuilt at first glance, the Chilton DW.1A.

Introduced in 1937, the Chilton was designed by A. R. Ward and A. W. H. Dalrymple, both graduates of the famous deHavilland Technical School. Their objective was to create a small, low powered sport plane with good performance as a result of clean, then-modern lines and the latest aerodynamic advances. The little machine was of all wood construction and featured three position split flaps and what are called “trouser” type landing gear fairings in jolly old England. At speeds below 120-130 mph there is not that much to choose from between retractable gears and these full-trouser fairings as far as drag is concerned.

The DW.1As were originally powered with tiny 32 h.p. Carden-Fords, some were later replaced with the 44 h.p. French Train and still later at least one was fitted with a 62 h.p. Walter Mikron. With the water cooled Carden-Ford the little birds would do 112 mph and with the Train would hit 126 mph.

Only four DW.1As were built: G-AFSV, G-AESZ, G-FGH and G-FGI. G-AESZ was destroyed in a crash. G-AFGH has recently been converted to a Lycoming 0-145 (65 h.p.) by owner J. Tom Hayes, 1 Silver Street, Branston, Lincoln, England who needs engine parts badly. Can any of you help?

The Chilton monoplane was a beautiful little sportplane and undoubtedly influenced the designers of some of our more recent homebuilts. We understand there is a possibility that plans for the DW.1A may soon be available to homebuilt/replica builders.
OFFICERS AND DIRECTORS
MEETING

On Saturday, March 16, 1974 the officers and directors of the Antique-Classic Division met at EAA Headquarters in Hales Corners, Wisconsin.

President Buck Hilbert welcomed Vice President J. R. Nielander of Ft. Lauderdale, Florida; Secretary Dick Wagner of Lyons, Wisconsin; Treasurer Gar Williams of Naperville, Illinois and Directors Claude Gray of Northridge, California; Jim Horne of Eagan Minnesota; Morton Lester of Martinsville, Virginia, George Stubbs of Indianapolis, Indiana; Kelly Viets of Stilwell, Kansas and Jack Winthrop of Dallas, Texas. Directors AI Kelch of Mequon, Wisconsin and Evander Britt of Lumberton, N. C. were unable to attend this meeting.

Also on hand were Mrs. Claude Gray; Mrs. Kelly Viets; Mrs. Jack Winthrop; Gene Chase, EAA Business Manager; Dorothy Chase, Division Executive Secretary; Bill Hodges, Assistant Director of the EAA Air Museum; Bill Schultz of Madison, North Carolina and Jack Cox, Editor of SPORT AVIATION and THE VINTAGE AIRPLANE.

The business session centered around ways to encourage more members to contribute articles to THE VINTAGE AIRPLANE, the preparation of Fly-In Kits for Chapters having antique-classic fly-ins, and plans for the Antique-Classic Division's participation in the 1974 Oshkosh Fly-In.

President Hilbert told of plans to convert an existing farm building on the antique-classic portion of the Oshkosh fly-in site into a pleasant rustic-style permanent headquarters for the Antique-Classic Division. This work will be accomplished prior to this year's fly-in. Mrs. Kelly Viets volunteered to head up the staff for this headquarters building.

Problems involving antique-classic parking, judging and procuring and presentation of awards were discussed at length and a number of chairmen were appointed to run these phases of the fly-in.

Vice-President J. R. Nielander announced that he is well along toward scheduling a full slate of antique-classic forum speakers covering almost all old aircraft types. (A complete schedule of these forums will be printed in THE VINTAGE AIRPLANE prior to the Oshkosh Fly-In so all of you can plan to attend those that interest you.)

After the business session, the group was transported to Burlington, Wisconsin to look over the EAA Air Museum facilities and aircraft stored there. Sunday morning was devoted to an intensive tour of the EAA Air Museum. The remainder of the weekend, particularly Friday and Saturday nights, was devoted to some good old fashioned bull sessions, swapping hot tips on the location of old airplanes, parts, etc. . . . a real blast for all concerned!
LONG LONGSTER REPLICA

Working from the drawings in the 1933 Flying Manual, W. A. Bond (Box 17, Site 5, R. R. No. 5, Edmonton, Alberta, Canada) built this replica of the famous Long Longster. The original lines and paint scheme were retained, however, some structural changes were made, such as the use of an NACA 4412 air foil.

The Longster is powered by a Volkswagen engine, but a four cylinder Indian motorcycle engine may be substituted later for authenticity.

The aircraft has been flown and reportedly performs well.

Calendar Of Events

APRIL 26-28 — LAKELAND, FLORIDA — Lakeland Municipal Airport. Fly-In sponsored by Florida Sport Aviation Antique/Classic Chapter.

MAY 3-5 — BURLINGTON, NORTH CAROLINA — Annual Spring Fly-In of the Carolinas-Virginia EAA/Antique-Classic Chapter 395. Contact: Jim Cleverger, President, Box 1044, Black Mountain, N. C. 28711.

MAY 3-5 — HILTON HEAD ISLAND, SOUTH CAROLINA — Annual Eastern 195 Club Fly-In. Contact Dan Kindel, 560 Cody Pass, Cincinnati, Ohio 45215, for additional information.


MAY 19 — HARVARD, ILLINOIS — Dacy Chapter AAA Fly-In. Dacy Airport. Spot landing contest on initial landing. Contact: Tom Lowe, 823 Kingston Lane, Crystal Lake, Ill. 60014.


MAY 24-26 — HAMILTON, OHIO — Annual National Waco Fly-In. Saturday night banquet featuring Clayton J. Brukner as special guest. Contact: Ray Brandly, 2650 West Alex.-Bellbrook Rd., Dayton, Ohio 45499.

MAY 31/JUNE 1-2 — AIKEN, SOUTH CAROLINA — 1974 Old South Fly-In. Aiken Municipal Airport. Contact: Old South EAA Fly-In, P. O. Box 911, Lexington, S. C. 29072.

JUNE 7-9 — DENTON, TEXAS — Texas Chapter of Antique Airplane Association Annual Fly-In. Denton Municipal Airport. Contact: Ed McCracken, 1044 East St., Grapevine, Texas 76051.

JUNE 9-11 — BURLINGTON, WISCONSIN — 2nd Annual EAA Antique/Classic Division Spring Fly-In.


JULY 6-7 — LA RUE, WISCONSIN (NEAR BARABOO) — 6th Annual Antique Transportation Meet. Antique airplanes and air games, steam train rides, antique car games and hill climb, swap meet. Fun for the whole family. NO landing or parking facilities for modern aircraft. Contact: Edward C. Wegner, 10 Stafford St., Plymouth, Wisc. 53075.


SEPTEMBER 13-15 — GALESBURG, ILLINOIS — 3rd National Stearman Fly-In. Contact: Jim Leahy, 445 N. Whitesboro, Galesburg, Ill. 61401 OR Tom Lowe, 823 Kingston Lane, Crystal Lake, Ill. 60014.

Back Issues Of The Vintage Airplane

Limited numbers of back issues of THE VINTAGE AIRPLANE are available at $.50 each. Copies still on hand at EAA Headquarters are:


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