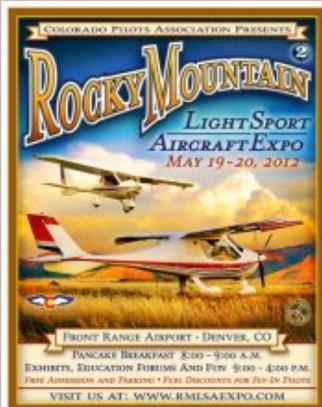


The
Flyer



Upcoming Events



Antique Airplane Association of Colorado
Volume 88 March 2012 Number Three

AAA of CO First Wed. Meeting March 7

Guest Speaker: Lorraine Kirkland, will offer an unique presentation of the connection between The Girl Scouts of America and Antique Airplanes. Did you know there is a Girl Scouts Aviation Merit Badge program? Come and learn more!

Location: The Ranch Country Club, site of our recent banquet, 11887 N. Tejon St., Westminster, CO (Just West of I-25 and 120th St.) 303-460-9700 Dinner: 6:00 p.m., Presentation: 7:00 p.m.



Thoughts from “the Pres...”



Here it is March already. It's that time of year when it's like..... “I am **so** done with winter”, but yet it's not time to really do anything. Except that is, plan for what we are going to do this year, when of course the snow finally does quit flying and all of biplanes with open cockpits start flying.

This month we will have our first monthly meeting at “The Ranch” country club. This is the location where we held our annual banquet this year. Surely give me your feedback about the location! And yes of course we will start to plan what we are going to do this summer! And remember of course, “The Ranch” has Guinness on tap! And that fact alone should create a fertile environment for setting out any summer plans!

One of the planning pieces that has come across my mind a couple of times now is the idea of getting a block of rate at one of the hotels in Ottumwa for the Blakesburg flying. A couple of things that would come out of doing this are a lower room rate and simplified transportation. Having everybody at one hotel would certainly make it easier for the morning and nightly shuttle operations. Pass me your thoughts and if we can generate enough interest I'll line up a hotel.

It's hard to believe that all of the fabric is on the Taylor Craft!! And with the exception of possibly a few small areas all of the fabric is covered with dope. It's very amazing to me how many many lives this project has touched. From young to old, so many people have gained so much from this project. Yes, it's been a very large undertaking, and yes it has created some upset, but the good..... that could goes far beyond the boundaries of our knowledge. So many lives touched! So much good in the name of aviation! When as we complete the plane, and we think about how many more lives will be touched by flying the old bird, my thoughts turn to what might be next. Should we start another plane, if so what are the details. It is again time for your thoughts..... on this matter. Please e-mail me or catch me at a monthly meeting or a build day and tell me what you think.

The Casa Grande flying is coming up fast. I'm sorry to say I'll be missing it this year, but the schedule has overruled. I can't curse it too hard though it is through working with a schedule that I am provided the opportunity to fly to begin with. To those of you who are going take lots of pictures and say hi to my friends for me.

Keep your airspeed till you're on the ground,
See you in Blakesburg,
Jim

(above photo of Jim, courtesy of Jeff Cain, as he addresses the Town of Erie Historic Preservation Advisory Board, telling the history of Erie Airport.)

If it has slipped your feeble mind again...Don't Forget To Join AAA National!

We should all support the Antique Airplane Association at Every Level...go to **www.antiqueairfield.com** to sign up. Be sure to thank Brent Taylor and Greg Herrick for the change in FAA's “attitude” regarding the preservation and sharing of vintage aircraft data. The AAA National supports us...so let's also support them. See you at Blakesburg!

Wanted: Ed Pruss is looking for a 3 inch or larger CHT gauge....if you have one, please call Ed at 303-489-8002 or e-mail him at edpruss@earthlink.net. Thanks!

From Behind the Power Curve....

At press time the winds up in Boulder are gusting to 43 kts. Just a routine day for some of us who have landed at Benton, Kansas. The front burner has been occupied for a few days now with plans for **the 54th Annual Cactus Fly In**. It is the first major aviation event of the year. Here's hope that this weather will blow through by the time our fellow members launch their aircraft in a gaggle to head southwestward. Fingers are crossed.

A couple days ago, I opened the mail to find Guilles Auliard's photo of Eric Rearwin's 1936 Rearwin 6000 "Speedster" smiling back at me. All things came to a halt as I settled in to review "**The Antique Airfield Runway**" magazine from AAA/APM. It was food for the spirit. I'll bet you stopped everything too, as it was like being there again. Blakesburg Fever is incurable.

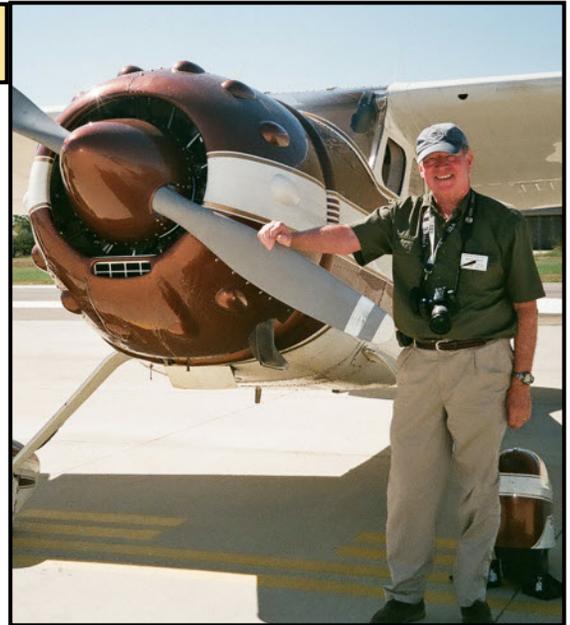
I hope you all read Brent Taylor's "**From Across the Runway**" editorial. As with any organization, there are times when adjustments are required by all to make up for the actions of a few. And this is one of those times. If you **still** have not joined AAA National...and don't get the magazine...you don't know what this is about. So, I'll make the points available for you.

There are three or four points of concern. To quote Brent, "First, an aircraft operational issue. That would be smoke." If used on takeoff roll, it blinds and gags the flaggers and restricts their ability to see traffic in the area...as well as obscuring vision of the pilots who are trying to make their best ever landing in front of the folks watching. (There may be some who would prefer even more smoke to hide their arrival.) Bottom line...**No Smoke Please**. In the air...and flying by...as you try to impress 12 year old boys...is OK...if you simply must.

Second issue: Dogs/Pets. There were a few who brought their dogs and let them wander freely around amongst turning props, with not even one thought given to the fact that they might get hurt. Dog fights started between a few...Bob Taylor was bitten twice while the owner just stood there. Bottom line: Please do not bring your dogs/pets to the airport.

Third issue: Golf carts. Because of an accident requiring a trip to the hospital, and possible legal ramifications.....**No More Golf Carts without Specific Medical Need**. Do you have a handicap badge on your car? Use crutches? That might work. If not, plan to ride the shuttle. More transportation options are being considered. There **will** be a means to get around...yet to be determined.

Fourth issue: We all want to press forward to get that award winning photograph or to see past the 7'4" guy standing in the way. As a result, the crowd shuffles farther and farther out toward the runway. Flight Line Restrictions...for our own good...will be in place. No whining please!



(Above: Me before Nutri-system. Photo by Sharon Brown, widow of Mort Brown, Cessna test pilot who made the first flight in Arnold Peckar's airplane....mine too.)



The AAA of Arizona Chapter is formed by those with a "Can Do!" attitude, and their annual fly-in proves it. They have antique airplanes and know how to fly them. This event is not to be missed as most of the western half of the country makes the pilgrimage to Casa Grande. The Tee-shirts, baseball hats, cups and mugs feature an amazing display of aviation artwork. But...here is a little secret: You can buy these souvenirs from previous years at a discount! Yep! All you have to do is be present at **every** fly-in...to buy last year's tee shirt at a reduced price. They are collectibles! I'm Frugal...spelled "C-H-E-A-P" and proud of it! See you at CGZ!

Our wind velocity detector just hit 70 mph....time to publish!

RH

Gene's Picks

Can You Identify THIS Airplane?



Last Month's Mystery Aircraft was: The Curtiss-Wright Navy R4C-1. It was a variation of the Curtiss-Wright Condor...guessed by a few of you...and you probably should win a partial credit for that. Jeff Cain came up with the most correct answer to the trick question. Congratulations Jeff! This month's airplane is really too easy...but, the first correct answer will win...again..."Dogfight...Aviation Art of WWII", a collection of WWII air combat battles...and four flying model WWII fighters.

It started life as the CW T-32 but when the Navy bought two of them in mid 1934, they acquired two model AT-32-Es under the naval designation of R4C-1. The Marine Corps operated them as utility transports. Later the Navy reclaimed them and over painted them in overall red for use in Antarctic expeditions during the early 1940s. Both were abandoned at different bases in Antarctica by the Navy. It is believed one still remains buried under many decades of accumulating snow and ice. It was given to the 1940-41 Byrd Expedition and made an emergency landing with engine trouble. It was just left there.

If you are interested in finding it, the coordinates are: 78 degrees 30'S and 157 degrees 30'W. *(Put that in your Garmin and let's go! Ed.)*

Empty weight was 10026 lbs, useful load 6774 lbs, gross weight was 16800 lbs. Fuel capacity was 1100 gallons. Oil capacity was 60 gallons. Maximum speed (wheel or ski) 170 mph and cruising speed was 146 mph. Stall speed was 59 mph. The service ceiling was 15,000 feet and 2000 feet on one engine. Range at cruise was 1200 miles. *(Do the math...say \$5/gallon x 1100 = \$5,500 to fly 1200 miles= Yikes!, Ed.)*

It had two nine cylinder Wright Cyclone SR-1820F-2 un-gearred radial engines. Each produced 704 hp at 2000 rpm at 3,900 feet MSL. *(Photo and words from Skyways Magazine, April 2002)*



Gene Horsman, Aviation Historian



"Little Bit" and Mary Lou Gunson departing Blakesburg

Concordia, Kansas....From "Little Bit" and Mary Lou

One fall evening in 1979 I received a call from Dan Wine asking me if I would be the secretary for the Antique Airplane Association in the coming year. Well, as a newly-minted member of this prestigious organization, I readily agreed. The first meeting was held in February, as is still the norm. That began a whole new litany of words to add to my vocabulary. *The Bleriot...Fly Ins, Blakesburg, Keosauqua, Elaine's, The Armana Colonies, Casa Grande....etc.* Due to the enthusiasm of everyone at various meetings, it all sounded so exciting. Unfortunately, due to my employment, I was unable to attend any of the 'Fly-Ins' in 1980.

The President announced at one of the meetings in early 1981 that he had landed his Stearman at Blosser Field in Concordia, Kansas, and visited with the owner of the FBO...an older gentleman who had a WWI airplane, which he still flew on major holidays. This really impressed John Schoonhoven, our president, and so the "fly-out" was arranged. A really neat experience for both me and my husband, Bill. The plans were that we would meet in Goodland, Kansas, on Saturday, June 13, 1981, fuel up and then fly out in a gaggle to Concordia

The motel was right at the edge of the runway! You

could park your airplane right outside your door. What Fun!

After we all had landed, we were escorted to the picnic area where the townspeople had a whole pig roasting on a spit, and the ladies of the town had prepared many tasty dishes of delicious food. This was hospitality at its finest. After everyone had finished eating, laughing, trading great hangar tales, it was off to bed.

Very early the next morning, the gracious people of the town started arriving and then they had their joy and excitement. Each one of us took people up and gave them rides over their town. One of my greatest joys was when a man came over to me after I had landed and asked if I would take his little daughter up. She was 12 years old, a cute little blonde child. Her father said he had been watching all the airplanes take off and land and he liked the way my airplane performed the best of all. As a parent, I knew what a truly precious cargo I was carrying this time. After we were airborne and had flown over her house and school, I asked her if she would like to fly the airplane a bit... She had a smile that went from ear to ear as she nodded yes. Her attention to what she was supposed to do was remarkable. I'll wager that she was a straight "A" student in school. She promised me she would be a pilot someday, too. *(Continued next page)*

(Concordia, Kansas, continued)

At that moment, my mind quickly went back to 1929, when Mr. and Mrs. Hansen had just moved to Colorado from the farm in Iowa and lived in a house near *Denver Municipal Airport*, (later to become Stapleton International). I was three years old and that was when I saw my first airplane. The only thing I ever wanted to do was go out to the “windfield” and see an airplane. Every so often one would take off or land. I was ecstatic! It was then that I promised my daddy that one day I would be a pilot too. 15 years later, on September 17, 1944, I soloed in a Taylorcraft at Combs-Hayden Field on 38th and Dahlia, on the east side of Park Hill Golf Course.

Quickly my thoughts turned back to Blosser Field, landed and had a delightful visit with the little girl’s father. A few more rides were given...one of my riders was one of the Antiquers that was there. After many take offs and landings, it was time for goodbyes. After many a thank-you and more than a few hugs from everyone there, it was westbound for the flyers from the Antique Airplane Association of Colorado. What a fantastic and wonderful introduction to the Joys of Flying!

Mary Lou Gunson



(Mary Lou and Little Bit at Oshkosh, winning one of many trophies...a winning team!)

Did You Know??

EAA 301-Rocky Mountain Chapter...based mostly at Front Range Airport flew 633 Young Eagle missions in 2011 via 14 Rallies.

So far, since the inception of their program in 2001 they have flown 2,963 Young Eagles. Way To GO!



Who IS this guy? And why is HE having all the Fun?

(Photo: Kurtis Arnold ...Hatz: Jim Douglass)



First Class



AAA of Colorado, Inc.
5557 Aspen Ave. Erie,
Colorado 80516

The purpose of the AAA of Colorado is to promote the preservation and flying of the antique and classic airplanes and other flying machines. Also to encourage young people to become interested in flying old aircraft. Any communication issued by the AAA of Colorado, regardless of the format and/or media used is presented only in the context of a clearing house of ideas, opinions and personal experience accounts. The AAA of Colorado does not project or accept responsibility of participation by any member or newsletter reader at any fly-in function or event that may be publicized in this newsletter. Any ideas or opinions presented in this newsletter do not necessarily represent those officially held by the Association.

Please submit any stories and photos, classified ads, complaints, or suggestions to oldowl@aol.com

Association Officers

President

Jim Sutton 303-775-1690
Jim@bbcleaning.com

Vice President

Dan Smith 303-709-3140
Dan@all3smiths.com

Treasurer

Allan Lockheed 303-238-2414
Alockheed@netzero.net

Secretary ... vacant

Newsletter Editor

Richard Hawley 303-838-4670
oldowl@aol.com

Association Directors

Jack Greiner (2014) 303-652-0676 wacoway@hotmail.com
Dave Walmsley (2013) 303-284-3132 dwbw1999@msn.com
Dan Wine (2012) 303-465-2825 danmarwine@comcast.net
Rick Spears (2012) 720-560-5275 rickspears@comcast.net
Don Singer (2013) 303-485-0977 dons6@comcast.net
Dan Smith (2014) 303-709-3140 dan@all3smiths.com