

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

Meeting On 06/15/2013 @ 10am

June 2013

Editors Corner

Jim Lobue

I'm still looking for member written and submitted articles for **your** newsletter. Please email me with articles, suggestions, and/or comments. Thanks.



President's Report

Keith Spreuer

President's Message June 2013

Hangar Report

I'm very pleased to report that we had outstanding success in our cleanup effort at the hangar on the 1st. It may not be very noticeable unless you venture into the side yard but it is remarkable out there. After accumulating scrap metal, molds, and vast quantities of other junk for years, we got almost all of it out of there. We got a lot more done than we could have by our selves because the airport staff arranged to have a metal salvage guy come and pick up all the scrap metal which turned out to be at least 80% of what was there. We still did a good job of filling the dumpsters with the other stuff. That worked out good too. Usually we have to haul that stuff to the dump but the airport let us put it in their dumpsters instead. That saved not only money but a lot of time as well. Special thanks to those who helped: Rhon, Jim, Rich and Richard Gieser, hope I didn't forget anyone. The Ike Aerospace project was moved out but they didn't have room for some of the molds so they asked to rent the roof of the shed we have on the side. This was empty and has never been used so that's an extra income each month. The airport manager said that the rust and residue is something they want to clean up around the airport (concerns about runoff) so they volunteered to clean up even more thoroughly.

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So, the Ike space is empty and available. I haven't heard from Troy that used to have the Long Easy there in quite a while. I better track him down and see what's happening. Robert moved his Champ to his new hangar so that space is vacant now. The center front row space is vacant too sort of. It is partially rented while Tom Allen is repairing his Commanche out in the tie downs. We had some interest from a Robinson helicopter guy that wanted a front row space but he didn't call back. Helicopters don't work so well any way they are so long, 39 feet. We still have more cleaning inside the hangar to do but the side yard is a relief to be done.

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Program for June Meeting

Rhon Williams

The program for May will begin with 25 minutes of EAA's Chapter Video Magazine as provided by EAA headquarters:

April 1, 2013 - Beginning May 2013, EAA will be distributing a monthly video to chapter leaders to be shown at chapter meetings. These videos will celebrate the Spirit of EAA and include segments such as project patrols, volunteer spotlights, news from HQ, and more.

Second item is a video provided by Merrill. The title is "Gray Eagles," narrated by Peter Coyote. Briefly, it is "The story about two generations, one American family and a plane called February."

Third, if there is time and interest, I have pictures of aircraft in New Zealand.

Rhon

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Treasurer's Report

Merrill Eastcott

The month of May started with a balance of \$14,574.01 and ended with a balance of \$18,650.47, showing a net positive cash flow of \$4,076.46. This unusually large positive cash flow is due primarily to two rather large accounts receivable being brought up to date. We still have one significant account in arrears which the Board is diligently working. It seems that some of our hangar renters did not make the transition to the new rates this month as I am still getting checks based on the old amounts. If you are a hangar renter and need the new rates, please call me. No other out of the ordinary activity occurred in May to report.

Merrill Eastcott

EAA Webinars

EAA

EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

June 12 - 7 p.m. CDT

[MedXPress: Safely Negotiating the FAA Online Medica](#)

Presenter: Dr. Greg Pinnell

June 19 - 7 p.m. CDT

[Weight, Balance, Engines, and the Reality Check](#)

Presenter: Jeremy Monnett

June 26 - 7 p.m. CDT

[Flying the U-2 Dragonlady](#)

Presenter: Pat Halloran

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FLYING IN THE LATE TWENTIES.

The following little piece is based on a review of my Dad's log book (James M. Stothers Sr.) and some memorabilia related to my Dad's flying experiences. The material in *italics* are taken directly from the log book. Material in brackets [] are mine.

7-30-29 | *Dual – learning use of the controls* | *Fairfax* | *Fledg – Bi Chalg-eng* | 262H | *Student Pilot- Pilot Instr. C. Hanst* | *Weather Hazy – 7:35PM to 7:55 PM* | :22 [First entry]

Although the U.S. Navy had sent their flying boats across the Atlantic in May of 1919, and Alcock and Brown repeated the feat, going the other way, a few weeks later, the public continued to view the “flying machine” as the tool of fools and the military. However, with the flight of Lindberg eight years later, the public perception changed dramatically, and aviators became the new celebrities.

The Curtiss “Fledgling” was a biplane trainer developed for the military as a trainer, but used widely in Curtiss sponsored civilian flying schools. It was designed for easy maintenance with interchangeable panels, and easily accessible systems. It wasn't very pretty, being somewhat angular. 262H was serial No.B39 of the series, and powered by a 170H.P. Curtiss “Challenger” engine.

8-14-29 | *Dual – Gentle Banks & Turns* | *Fairfax* | *Fledg – Bi Chalg –eng* | 8665-H | *Student Pilot Pilot Instr. C. Hanst* | *Weather –Clear – 6:30 AM to 7:10 AM* | :35

8665-H was another Challenger powered Fledgling, Serial No. B-7. The Challenger was an interesting engine in that it was a rare six cylinder radial engine. All practical radial engines of the time had an odd number of cylinders in order to avoid harmonic stresses. The Challenger's secret was that it was actually a two row engine – three cylinders to each row with a double throw crankshaft. The engine was, nevertheless, criticized for



being an excessively rough running engine.

8-20-29 | *Dual – Figure 8'* | *Fairfax* | *Fledg – Bi Chalg -eng* | 471-K | *Student Pilot Instr. C. Hanst* | *Weather – Clear 6:40 – 7:25* | :45

8-21-29 | *Ship not ready – Returned Home* [pencil notation]

This Challenger Fledging (471-K Serial No. 75) was to be flown many times by Dad. Fairfax Airport was a municipal airport in Kansas City, Kansas. It was just across the Missouri River from Kansas City (Missouri) Municipal Airport. Fairfax was then home to many aircraft industries that had sprung up within the preceding decade. The most recognizable names among them would be Porterfield and Rearwin. Fairfax also played host to the maintenance base for T.A.T. I remember watching passengers boarding Ford "Trimotors", and watching baggage being loaded into bins located in the underside of the thick wings. Much later, during WWII North American produced B-25's on that airport. Alas, Fairfax is now an industrial park with not an airplane in sight.

10-15-29 | Solo – 1st Solo Flight 3 Landings | Fairfax | Fledg Bi Chalg-eng | 471-K
Student Pilot J. Stothers | Took off & landed 3 times. Interrupted 1st landing by Am. Eagle! | :15 [Isn't that always the way! Total time now 11:40]

Radios were not standard equipment in 1929. "See and be seen" was even more important than it is today when we place significantly more reliance on electronic communication. Nor did they have the comfort of periodic weather reports upon which to rely. There was a lot more of looking out the window to the west to see what weather was coming. The most important communication device was the wind sock. Airplanes of the day, particularly the "trainers", did not have steerable tail wheels. The thingy at the after end of the fuselage was a "tail skid". Hopefully, it allowed you to remain close to the intended direction of landing into the prevailing wind, and served additionally as the only effective braking device.

11-2-29 | Solo – General air work, 8s, spirals, forced landings | Fairfax | Fledg. Bi Chall. Eng. | 471-k |
Stu. Pilot J. Stothers | Clear [now 27 flights; 17: hours total]

Dad contracted with the Curtiss Flying School in Kansas City for the "commercial" course at a cost of \$1,300, payable \$450 at signing, and \$425 each at the end of fifteen and thirty-five hours. No guarantee that he would learn to fly, but a neat exculpatory clause absolved Curtiss Flying Schools from any liabilities resulting from those activities. \$2500 of insurance due to accident "during flight attempts" was provided without charge, increased to \$5,000 upon the payment of an additional \$20. The record shows that Dad accepted the option, and a "Student Aviation Insurance Certificate" was issued by the United States Fidelity and Guaranty Company. After all, at the time he was married and father of two – myself at 2 ½ and my sister at one. He was issued a "Letter of Authority" by the Department of Commerce that permitted him to operate as a "student pilot from the base specified in your application".

12-6-29 | Solo Spot Landings | Fairfax | Fledg-Bi Chalg. Eng. | 8665-H | J.M.S. | Very Cold – Windy | :50

"Very cold" is probably an understatement for flying in an open cockpit - in December - in Kansas. Since early in the days of powered flight, accommodation was made for the effects of speed through the air and height above the earth by alterations in the attire. While Orville and Wilbur wore their business suits at the speeds and altitudes they were

then flying, with an occasional condescension to removing the jackets, their continental brethren took a more practical approach. WWI advanced aviation apparel even more, introducing the helmet, goggles and wind-proof outerwear. The practice continued into the twenties. Modeled on cavalry wear, the “standard” open-cockpit couture was leather jacket (fur collar preferred), leather breeches (in the style of jodhpurs) and leather knee-high boots. I came into possession of my Dad’s breeches – heavy black horsehide, button front, full seat. Boots could be laced, or cavalry style, or, not uncommonly, leather puttees.

12-26-29 | Transition to OX Robin – Landings – Air Work – Spins – Dual | Fairfax | OX Robin – OX-5 engine | 8353 | Pilot Instr. E. Martin | Cold-Hazy | :30

Curtiss Robin 8353 was a “Model B” Robin, Serial No. 233.

The Curtiss “OX-5” Aero Engine was a mainstay of late twenties aviation. Thousands (some sources say 15,000, and others suggest as many as 50,000) were produced to power Allied air forces trainers during WWI, and production continued after the war. They were in such generous supply that a new one could be had for as little as \$20. I have it on good authority that hundreds were used as land-fill in the creation of Teterboro Airport. It is said that the engine was obsolete before it entered production. Peculiarities in its design gave much trouble in operation, and its unreliability cost many students lives. The engine was designed to have a service life of only 50 hours, being replaced and discarded by untrained service



personnel.

12-29-29 | Solo – Landings - 8s – Air Work | OX Robin OX-5 Eng. | 8354 | J.M.S. | :30

8354 Was another “B” Robin, Serial No. 235.

The Curtiss “Robin” was one of the early (1928) successful cabin monoplanes. It seated three, with the pilot in front under its high wing, and the two passengers in intimate

comfort on a bench seat behind. Several iterations of the model became available with varying options. The Robin might be powered by the 90HP OX-5, by the 165HP “Challenger”, the 180HP “Hisso” (Hispano-Suisse), or, in the model flown by “Wrong-way” Corrigan, the 165HP Wright J-6. The version “C” had brakes and a steerable tail wheel. Some of the family relationship to the “Fledging” is apparent in the rather angular lines of its design.

1-27-30 | *Dual Check – Take-offs & Landings – Very Deep Snow* | Fairfax | *Fledg. Chal./ eng* | 471-K |
Instr. E. Martin | :10
[same day – solo - :36]

2-4-30 | *Solo – landings-air work* | Fairfax | *Chalg. Robin – 3 place* |
8661 | *Cold-Foggy flying 15 min. in fog over #1 field* | :41

I expect that the transition to this machine was both surprising and pleasing going from the 90 H.P. OX-5 Robin to the 165 H.P Challenger Robin, with brakes and steering!

4-8-30 | *Dual – check – stalls spins-90° Banls-Landings* | Fairfax | *Fledg. Bi Chalg. Eng.* | 8665H |
J.M.S. E.Martin Pilot Instr. | :48
[1/2 the time Martin just seemed to be joy-riding] [pencil notation!] [now 33:18 total hours]

5-15-30 | *Banks-Turns-180°spot Landings- 1 forced landing Eng. Quit* | Fairfax | *OX Waco Bi- 3Place OX-5 eng.* | C-6713 | *Solo* | *Clear – Gusty* | 1:00

Waco C-6713 was a model GXE, earlier and more familiarly known as a “Waco 10”.



Powered by the ubiquitous OX-5 engine, The OX-5 became known as the “Hot Water Eight”. In the Waco “9” the radiator filled the space between the top of the fuselage and the leading edge of the wing center section. The Waco “10”, whether from more efficient radiator design, or a thicker “core”, left the pilot’s forward vision relatively unobstructed by being connected solely to the wing center section.

Much of the trouble with the OX-5 in service was occasioned by the valve train. The exhaust valves were operated conventionally by push-rod/rocker arm system. The exhaust push-rod was surrounded by the intake valve "pull-rod" operating a yoke that opposed a spring designed to normally hold the unloaded intake valve open. This complexity, combined with the lack of rigidity of the individual fairly lightly constructed cylinders, and the necessity for the operator to lubricate the valve train system before each flight (there was no provision for internal lubrication), caused much difficulty in practice. Indeed, the Department of Commerce (the governing body at that time) required that OX-5s operated in general aviation have a "valve job" every 50 hours.

5-23-30 | 180° Spot Landings. Landings were good | Fairfax | OX Waco 3Place-Bi OX-5 eng. | C-6713 | Solo J.M. Stothers | Windy above 500' Lost Rocker arm Pin #6 cylinder | :45

6-22-30 | Cross-Country Pract. 10Am to 10:25 | Fairfax to Rich Field | OX Waco | C6713 | Clear – climbed to 6,000'. | :25

6-22-30 | Cross Country Pract. 2:30 to 3:03 | Topeka To Fairfax | OX Waco | C6713 | Flying at 1,500 Tail wind about 25 | :33 [Total time on this X/C 4:22]

This is the first recorded solo cross-country. It took him also from Fairfax to Richfield to Fort Leavenworth to Manhattan to Topeka and return. These locations are all in Kansas. He reported that the landing at Manhattan was on a hilly field suggesting that it may not have been one of his better landings. One physical characteristic of the design of the OX-5 that made it a cantankerous device was the fact that the induction tube from carburetor to intake port was about 4 ½ feet long, the carburetor being located below the engine at the rear. I had the pleasure of assisting Ted Homan in the starting the OX-5 on his American Eagle. While I sat in the cockpit to control "mags" and throttle, Ted pulled on the massive propeller through eleven blades to satisfactorily prime the engine on a nice warm day. Once accomplished, "switch-on", and throttle cracked, the engine purred into life on the next pull. (A sweet sound - that V-8!) Starting on a cold day had to be an exercise in masochistic frustration. After-market alterations and additions became a common treatment for the engine, such as the "Millerized" version that utilized roller tappets to reduce valve stem and guide wear.

There follows a series of entries on a single x-country:

6-24-30 | Cross Country 6:00AM – 7:15AM | Fairfax to Jasper, Mo. | OX Waco | C6713 | Solo | Somewhat cloudy | 1:15

6-24-30 | Cross Country 7:15 -8:18 | Jasper to Springfield | OX Waco | C6713 | Solo | Cloudy and rough flying | :28

6-24-30 | Cross Country 8:30A – 10:15A | Springfield to Poplar Bluff | OX Waco | C6713 | Solo | Motor started to missing about an hour from Springfield – Landed on race track at fair grounds – Poplar Bluff {No Place worth a damn to Land} | 1:45

6-24-30 | Tested after work on plugs & valves | Poplar Bluff | OX Waco | C6713 | Solo | Small field – wth obstruction | :20

6-24-30 | *Cross Country 3:00P – 4:00P Cleaned plugs & checked valve clearance – Tested OK @ 1400rpm | Poplar Bluff to Lambert, St. Louis | OX Waco | C6713 | Solo | 1:30*

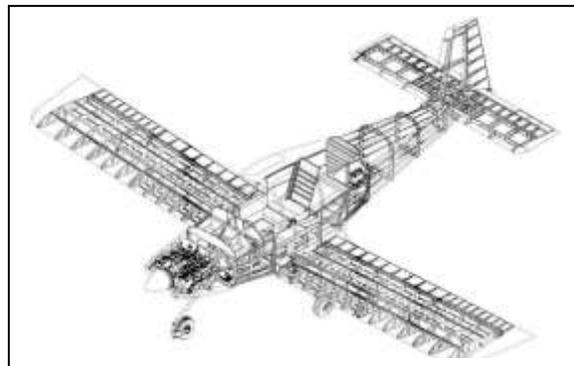
6-25-30 | *Cross Country 5:30A -7:20A | Lamb. St. Louis to Marshall Mo. | OX Waco | C6713 | Solo | Rough Flying – Got Lost | 1:50*

6-25-30 | *Cross Country 7:40A – 8:45A | Marshall Mo. – Fairfax | OX Waco | C6713 | Solo | Head Wind | 1:05*

Alas, the “Great Depression” took its toll. The last entry in Dad’s log was dated June 27, 1930 recording a cross-country, Fairfax to Wichita and back. Total flying time recorded to that date: 58:23. Dad passed away June 3, 1951 at the age of 48, just about the time I was learning to fly myself. How I would have loved to share experiences with him.



The above article was contributed by Jim Stothers.



NEWSLETTER IDEAS OR ARTICLES?

Send your newsletter ideas or articles to jimandmandy@yahoo.com

CALENDAR OF EVENTS

June 15th – Compton Woodley Airport

EAA Chapter 96 Meeting and BBQ

1017 Alondra Blvd
Compton, CA 90220

