



## EAA Antique/Classic Division

# 25th Anniversary

### PART III

by Gene Chase

*Since many of our current members may not be aware of the extraordinary efforts that went into the formation of the largest of EAA's Divisions, we're pleased to present a 25th Anniversary reprint of the history of the EAA Antique/Classic Division as first published in the July 1985 edition of the magazine. For the next several months leading up to the EAA Convention, we'll print a section of this history, and then in the August 1996 issue we will conclude the series with a retrospective covering the last 10 years. - H.G. Frautschy*

#### 1976 - BICENTENNIAL YEAR

1976 started off with some changes for the Antique/Classic Division. Buck Hilbert, who lead the Division so successfully for three years, stepped down from the office of President due to the extremely tight schedule imposed upon him by his employer, United Airlines. Vice-President J. R. Nielander was named President and Director, Morton Lester became Vice-President.

In another move, the Officers and Directors assumed full responsibility for the writing and editing of THE VINTAGE AIRPLANE, effective with the January issue. Director Al Kelch very kindly accepted the job as Editor and then solicited the following groups of Contributing Editors: Dusty Rhodes, Evander Britt, Jim Barton, Claude Gray, Ed Escallon, Rod Spanier, Dale Gustafson, Henry Wheeler, Morton Lester, Kelly Viets, Bob Elliott, Jack Lanning, Bill Thuma and Glenn Buffington.

THE VINTAGE AIRPLANE took on a new look when Editor Kelch changed the format from vertical to horizontal, because photos of airplanes lend themselves more readily to a horizontal lay out. This horizontal format would be retained for five years, through the 1980 issues. (The covers, for the most part, continue this tradition to this day.- HGF)

In an editorial in the January 1976 issue of VINTAGE, Paul Poberezny announced the restoration of the EAA Air Museum's Ford Tri-Motor was started. And for use as a pattern, the Ford Tri-Motor fuselage which J. R. Nielander hacked out of a South American jungle was in the EAA shop.

In his early editorials, President J. R. Nielander solicited articles for the magazine and gave the basic tips for writing them. He also described equipment



**W. Brad Thomas, Pilot Mountain, North Carolina, served as Antique/Classic Division President from 1979 through 1983.**

needed in the Antique/Classic area during the Annual Convention, including: projection screen, slide and movie projectors, ping pong paddles to be painted orange for use in parking planes, mini-bikes, lightweight hard hats, etc. He hoped some of the items could be donated to the Division.

He also solicited volunteers for the many slots to be filled during the Convention. He described the four three hour daily shifts for nine days with the parking committee having ten positions to be manned daily and the headquarters committee, four positions. This worked out to be a total of 504 three hour shifts!

Paul Poberezny's editorials in VINTAGE were titled "Whistling In the Rigging" and in the April 1975 issue he expressed his appreciation for the members' support of the Division and for the fine work of Al and his lovely wife Lois in putting out the monthly magazine. Lois' name was listed on the masthead as Assistant Editor.

Paul also expressed his pleasure at the decision of the Antique/Classic Officers and Directors to limit awards and recognition to EAA members only.

In that same issue of VINTAGE, Chairman of the Antique Awards Committee, Claude Gray, wrote an article on judging Antique and Classic aircraft at Oshkosh. He outlined some guidelines and presented excerpts from the new judges guidebook, as well as a sample scoring form.

And last, but not least, that January 1976 issue of THE VINTAGE AIRPLANE began the continued use of full color on the front cover.

#### NEW OFFICERS, DIRECTORS AND ADVISORS

At the April 24, 1976 Board meeting at EAA Headquarters, the Directors appointed William H. Ehlen of Tampa, Florida to the vacancy left when Morton Lester was named Vice President. Buck Hilbert accepted the Treasurer's job when Gar Williams resigned from that position. Also, the Directors created an advisory board and named W. Brad Thomas, Jr. of Pilot Mountain, NC and Robert A. White of Orlando, FL to serve.

Noting that expenses were exceeding income, the Board called for a dues increase from \$10.00 to \$14.00 per year effective June 1, 1976.

In a guest editorial in THE VINTAGE AIRPLANE, Tom Poberezny, EAA Executive Vice President, praised the efforts of the FAA Tower and Gypsy Controllers at past EAA Conventions. He stated, "They rank with the best in the business, exemplified by the professional, efficient and courteous manner in which they handle the air traffic."

In his last editorial before the 1976 EAA Convention, President J. R. Nielander announced a membership drive and cited the benefits of an increased Division membership. In addition he issued an invitation to all readers of THE VINTAGE AIRPLANE who planned to attend

Oshkosh '76 to stop by the "Antique/Classic Division Headquarters Barn" for a visit.

## OSHKOSH '76

The 24th Annual EAA Convention was the longest yet, starting on July 31 and concluding on August 8 with Paul Poberezny making a demonstration flight in Buck Hilbert's Aeronca C-3.

Some of the airshow highlights were the first Oshkosh appearance of the Canadian Snowbirds, an almost unbelievable performance by Dwain Trenton in a turbo-prop Great Lakes and a "History of Flight" fly-by of representative aircraft of every era, beginning with Dale Crites' 1911 Curtiss Pusher and ending with the newest of the new, Burt Rutan's VariEze.

Top award winners at Oshkosh '76

### ANTIQUÉ:

Grand Champion - 1927 American Eagle, NC3738, Claude Gray and Robert Groff, Northridge, CA

Reserve Grand Champion - American Eaglet, NC548Y, Eugene Morris, Hampshire, IL

### CLASSIC:

Grand Champion - Piper PA-15 Vagabond, N4402H, Bill Amundson and Dick Peterson, Stoughton, WI

Reserve Grand Champion - Stinson 108-3, N8074, Ron Kramer, Pella, IA

### REPLICA:

Champion - 1 908 Curtiss June Bug II, N1908C, Mercury Aircraft, Inc., Hammondsport, NY.

### REPLICAS

In his August 1976 editorial, J. R. Nielander expressed his views of replica aircraft. He wrote, "There is much to be said for the replica. First of all, it is usually a well-proven design. Second, it is easily recognizable as a rare bit of aviation history, and only an expert can distinguish it from an original if the builder sticks reli-

**A small portion of the planes lining up for the Oshkosh '78 Antique/Classic Parade of Flight, an activity that has become a Convention favorite. These represent the late '20s and early 30's era including the EAA Museum's Stinson SM-8A and Ryan "Spirit to St. Louis" replica nearest the runway.**

giously to the plans. Third, replicas come in all sizes, shapes and horsepower to fit all sizes of pocketbooks."

Although replicas had appeared at EAA Fly-In Conventions for many years, they were not recognized as such for awards until Oshkosh '73. Even in 1972, when Bill Turner flew his beautiful Brown B-2 "Miss Los Angeles" replica to Oshkosh from his home in California, it received lots of attention, but no award.

In time replicas, would come into their own and in future years some very exciting examples would be flown to Oshkosh.

The masthead of the October, 1976 issue of THE VINTAGE AIRPLANE listed four new additions to the Advisory Board. They were: Maurice "Sonny" Clavel, Wauchula, FL; Stan Gomoll, Minneapolis, MN; Dale A. Gustafson, Indianapolis, IN; and Roger J. Sherron, Santa Rosa, CA.

In another move, Vice-President Morton Lester and Director Jack Winthrop exchanged positions on the Antique/Classic Board.

The November 1976 issue of VINTAGE was the Convention coverage issue and in his editorial, President J. R. Nielander dedicated it to the 128 volunteers, the largest number ever to work in the Antique/Classic area of the Convention.

## 1977 - 50th ANNIVERSARY YEAR OF LINDBERGH'S FLIGHT

1977 was a banner year on two counts - the 50th anniversary year of Lindbergh's flight and the 25th anniversary year of EAA. This was the year the EAA Museum staff, along with the help and contributions of many other individuals and organizations, built and flew a replica of the Ryan "Spirit of St. Louis" in just under five months. This replica was first test flown in late March by Paul Poberezny, and made its first public appearance at the Spirit of St. Louis dedication ceremony on April 20th at St. Louis, MO. In June the replica Ryan was flown to New York City where it began a tour of 102 U.S. cities just as Lindbergh did in 1927 after his return from Paris.

Speaking of replicas, J. R. Nielander's earlier editorial on the advantages of building replica aircraft evoked many favorable replies from members. Some were kind enough to send along information where certain plans could be obtained.

Editor Al Kelch named three Associate Editors to help with the publication of THE VINTAGE AIRPLANE based on their past contributions of articles. They were: H. Glenn Buffington of Seattle, WA; Robert G. Elliott of Daytona Beach, FL; and Edward D. Williams, Mt. Prospect, IL.

The April 1977 issue of THE VINTAGE AIRPLANE contained an extensive listing of Type Clubs. It was hoped this would be an annual feature. A footnote pointed out the listing was printed solely as a service and did not constitute an endorsement by or affiliation with EAA.

President Nielander happily pointed out in his April editorial the membership drive resulted in a growth of over 50% during the past year. On behalf of the officers, directors and advisors he thanked all the members who took the time to acquaint fellow aviation enthusiasts with the activities of the Division.

## PERSONNEL CHANGES

During 1977 two Advisors, Brad Thomas and Dale Gustafson were named to the Board of Directors, replacing Jim Horne and George Stubbs who resigned. "Sonny" Clavel resigned his Advisor post and Arthur R. Morgan of Milwaukee, WI was named to fill that vacancy. Later in the year, Robert E. Kesel of Rochester, NY was asked to fill one of the two remaining vacancies on the Board of Advisors.

## JUDGING MANUAL

In his June 1977 editorial J. R. Nielander wrote, "Over the past three years your Division has had standing committees which have been working very hard at the monumental task of putting together a Judging Manual . . . Much thanks is due the original committee consisting of Al Kelch, Dick Wagner and Gar Williams; the present committee consisting of Brad Thomas, Claude Gray and George York; and, in addition, to Bob Taylor and other members of the Antique Airplane Association who supplied much valuable input in the early and basic stages of development."

Nielander quoted from the manual the definition of Antique, Classic, Customized and Replica aircraft. He then explained the reason for the upper age limit of Classic aircraft; "The solution arrived at by the committee, that is, December 31, 1955, is an excellent compromise. That was the year which, for all practical purposes, averages out as the demise of the taildragger. Piper brought out the Tri-Pacer in 1953. Cessna had already terminated the 140A in 1951. The 190/195 ceased in 1955. Only a



Photo by Lee Frey

few 170Bs were built in 1956. The 310 had come out in 1953. Beechcraft had their Bonanza through several modifications by 1955 and were making plans to phase out their big H18 twin. Aeronca and Taylorcraft were out of production as were Luscombe and Stinson."

## ANTIQUÉ/CLASSIC CHAPTERS

By mid-1977, four Division Chapters had been chartered. Chapter 1 was the largest, being the Florida Sport Aviation Antique and Classic Association, one of the sponsoring groups of the annual Sun 'n Fun Fly-In at Lakeland, FL. It was also the group restoring the Laird Super Solution for the EAA Museum.

Chapter 2 was the Houston Antiquers who sponsored a very successful fly-in at Conroe, TX each year in May.

Chapter 3 was the tri-state East Coast group, the North Carolina, South Carolina and Virginia Antique Airplane Foundation, Inc. This very active chapter sponsored several fly-ins each year.

Chapter 4 was the Minnesota Chapter, another active group located in the Minneapolis-St. Paul area.

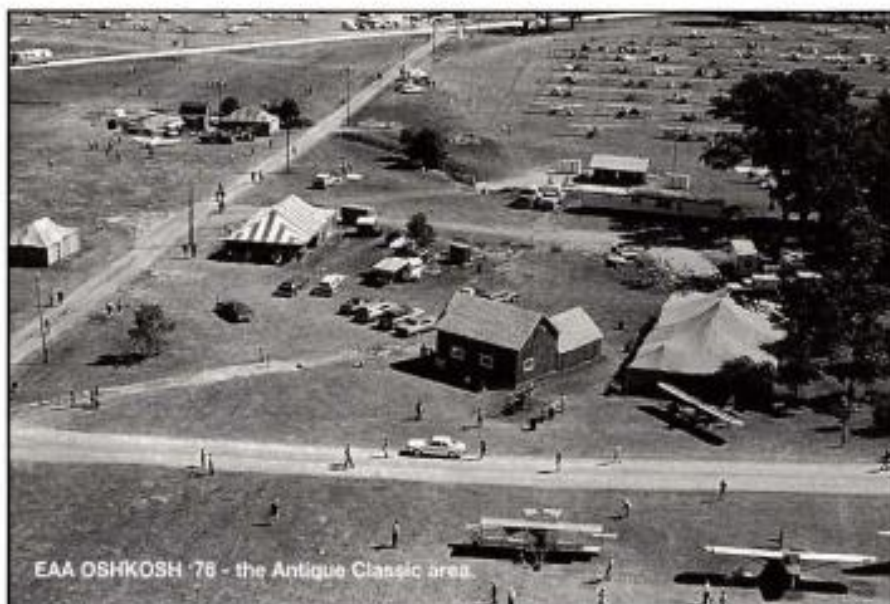
## OSHKOSH '77

Referred to as the most waterlogged Convention ever, Oshkosh '77 was still highly successful. The lovely ladies in the Headquarters Staff sold more new memberships in the Antique/Classic Division than were ever sold in the other two Divisions combined. This resulted in a total membership growth of 6% and was credited to the efforts of Chairmen Kate Morgan and Donna Bartlett in the Headquarters Red Barn and Alicia Smith and Jackie House in the exhibit booth in the Commercial Exhibit Building, as well as all of their volunteer workers. Although the forums tent was 25 percent larger (100 additional seats), there were overflow audiences at several of the forums.

Oshkosh '77 saw an increase of 33% in the total number of Division volunteers when 170 pitched in to handle Convention duties. The practice of recognizing an Outstanding Division - Volunteer had been initiated in 1976, but this year there were so many that the chairmen could not narrow the choice down to a single one. Outstanding Volunteer Awards were presented to Hugh P. Harrison, Jeff Copeland, Bob Wallace and Mary Morris.

The superior job done by Division volunteers was paralleled by the Division showing in numbers of display aircraft registered. For the first time the Antique/Classic Division had more display aircraft on the field than all other categories combined. Included in the record total number of 1389 display aircraft were 182 Antiques and 539 Classics.

The Division Fly-By Schedule Com-



EAA OSHKOSH '78 - the Antique Classic area.

mittee had an uphill battle against the weather all week, but were still able to put together a very interesting History of Flight pageant in the rain for the Thursday p.m. airshow.

The judges did an excellent job of spotlighting the best of the competing aircraft, with top awards going to:

### ANTIQUÉ:

Grand Champion - Kari Keen (Sioux) Coupe 90-B, NC10721, Forrest Lovely, Richfield, MN.

Reserve Grand Champion - Pitcairn PA-8, Mailwing, NC10753, Jack Rose, Spangle, WA.

### CLASSIC:

Grand Champion - Piper PA-11, N78661, Don Freitag, Summerville, SC. Reserve Grand Champion - Bellanca 14-19, N6RJ, Roland M. Joslyn, Malibu, CA.

### REPLICA:

Champion - Fokker DVIII, N7557U, Ed Swearingen, Park Forest, IL.

The end of the year marked the end of an era for THE VINTAGE AIRPLANE when the December, 1977 issue was the last one edited by Division Director Al Kelch. Two years previously, Al agreed to take on the editorship for one year, which stretched into two when a replacement could not be found.

Al and his wife Lois were totally involved in the magazine's production for that period of time and did a superb job. On behalf of all the members, the Division Officers and Directors thanked Al and Lois Kelch as well as the Associate Editors, Bob Elliott, Ed Williams and Glenn Buffington for their outstanding efforts.

## 1978 - 75 YEARS OF POWERED FLIGHT

Although Al and Lois Kelch had resigned from the editorship of THE VINTAGE AIRPLANE in December 1977, they graciously agreed to produce the

January and February 1978 issues because of the two month lead time required and the fact the new editor, David Gustafson, would not be joining the staff at EAA Headquarters until January 1st. Al consented to stay involved as an Associate Editor of the magazine, and of course as a member of the Division Board of Directors.

President J.R. Nielander, in his January editorial in VINTAGE presented the following New Year's resolutions:

1. Produce a high quality color brochure telling the story of the Division as a promotional tool.
2. Membership Drive.
3. Encourage the formation of additional Antique/Classic chapters.
4. Encourage the members to provide material for publication in VINTAGE.

In his February editorial, Nielander discussed the merits of the owner/restorer of Antique and Classic airplanes being able to legally perform maintenance, repairs and periodic inspections on their own aircraft and without altering the status of the standard category airworthiness certificate. He eagerly solicited comments and suggestions from Division members.

In another editorial, J. R. Nielander discussed the dwindling supply of unrestored antique aircraft and the necessity of eventually turning to replicas to satisfy the hunger for flying the aircraft of yesteryear. The first fruits of an effort to compile a list of plans sources for antique replicas appeared in the June 1978 issue of VINTAGE through the courtesy of Leo Opdycke, the editor of WORLD WAR I AIRPLANES. Leo supplied the sources of plans for over 50 different WW I and earlier aircraft.

Also in this June issue of VINTAGE, the name of Byron (Fred) Fredericksen was added to the listing of the Associate Editors which also included Glenn Buffington, Bob Elliott, Al Kelch and Ed Williams.

## OSHKOSH '78

While most of the nation sweltered in oppressive heat and humidity, EAAers who poured into Wisconsin in record numbers for the 26th Annual EAA Fly-In Convention, July 29-August 5, enjoyed a week of Mother Nature's natural air conditioning. The largest crowds ever to attend an EAA event taxed traffic and Convention site facilities to their limits on both days of the opening weekend. Auto traffic was bumper-to-bumper on the four-lane highway for 31 miles south of Oshkosh!

The Antique/Classic Division's participation was again more successful than ever, thanks to the fine efforts of all the volunteers, many of whom had been helping since the Division's first involvement in 1972. The forums under the direction of Bill Ehlen and Al Henninger were their usual great success, with the 250-seat tent being filled to overflowing on several occasions.

The "History of Flight" pageant directed by Ron Fritz and Phil Coulson was a big hit with the entire air show audience. John Turgyan was in charge of the social hour and picnic dinner in Ollie's Park and this well-attended event would be scheduled annually.

Art Morgan and Bob Kessel did their usual superb jobs and with their volunteers parked a record number of 193 Antique, 603 Classic and 5 Replica aircraft. The total show plane count was 1,471, up 82 over 1977.

The old Red Barn was its usual beehive of activity with the Manpower Committee under Jack Winthrop and Jack Copeland and the Security Committee headed by George Williams and Jim Smith sharing space in it with Kate Morgan and Donna Bartlett's group. Kate and Donna, along with Jackie House and Mary Morris in the Division's booth in the Commercial Exhibit Building did a great job of promoting the Division and signing up 189 new members.

Al and Lois Kelch, along with Charlie Nelson and his Temco Buckaroo aerial photo plane, provided the Division press coverage. Stan Gomoll's Decoration's Committee did a beautiful job in decorating the promotional booth and also helped set up the Headquarters Red Barn. The Supply Committee was headed by Art Morgan and John Kalas who obtained and maintained the equipment used by the Parking Committee, including overhauling the motor bikes.

The Division awards program on Friday evening, under the direction of Dale Gustafson, was a fitting end to the tremendous efforts of the Judges Committee headed by Claude Gray, Brad Thomas and George York.

The following received the top awards:

### ANTIQUE:

Grand Champion - 1929 Curtiss Robin,

NR59H, Joseph Erle, Brentwood, L.I., NY.

Reserve Grand Champion - Rearwin Sportster, NC20723, Alfred Nagel, Montello, WI.

### CLASSIC:

Grand Champion - Aeronca 7AC Champion, N85448, Ron Wojnar, Milwaukee, WI.

Reserve Grand Champion - Rawdon T-1, N5160, Jack Chastain, Creve Coeur, MO.

### REPLICA:

Champion - 1911 Curtiss Pusher, N1911 D, Dale Crites, Waukesha, WI.

## 1979 - A YEAR OF CHANGE

There were changes among those at the helm of the Antique/Classic Division in 1979. Early in the year, J.R. Nielander resigned as President and Secretary Brad Thomas was named as replacement. Director Kelly Viets was named Secretary. In February, Director William Ehlen passed away. He was active in the formation of the Division and his interest in vintage aircraft and support of sport aviation would be greatly missed.

Three new names on the Board of Advisors were John S. Copeland, Westborough, MA; Gene Morris, Hampshire, IL and Daniel F. Neuman, Minneapolis, MN. Late in the year, Robert A. White resigned his post as Advisor and Advisor John Turgyan was named to the Board of Directors.

Lionel Salisbury became an Associate Editor of THE VINTAGE AIRPLANE and Gene Chase of the EAA Staff was named Editor, replacing David Gustafson who left EAA employment. Gene had previously served as Assistant Editor of the magazine from 1973 through 1975.

President Brad Thomas in his May 1979 editorial stated that since using the rules and standards as set forth in the Judging Manual for judging Antique and Classic aircraft over the past four years, fewer complaints that ever before have been received. He noted the manual was available from EAA Headquarters at a cost of only \$1.00. The August issue of VINTAGE contained the complete judging manual as pertaining to Antiques and Classics.

Division Advisor Ronald Fritz accepted the responsibility of promoting the formation of new Antique/Classic Division chapters, and Al Kelch and Dick Wagner headed a policy committee to research various merchandising programs which would promote the Division.

In his June 1979 editorial, President Thomas reminded the readers that issue of the magazine contained a ballot (this feature was started in 1977) and urged every member to vote for the officers and directors of his or her choice for the upcoming election.

In the August issue of VINTAGE, the new "Hall of Fame" program under the

guidance of Morton W. Lester was announced. Morton, a trustee of the EAA Air Museum Foundation and a Director of the EAA Antique/Classic Division said space in the Museum would be allocated for photos and factual information about many of those people who were active in aviation in the '20s and '30s and never received the recognition due them. Morton asked members to send in nominations or consideration for this honor.

## OSHKOSH '79

As expected, the Great Energy Crunch of '79, fact or fiction, failed to dampen the spirits of EAAers attending the Convention, July 28-August 4, and once again the affair was tremendously successful. Much of the credit was due to the 215 volunteers, chairmen and co-chairmen who handled the responsibilities for the Antique/Classic Division.

The new Theater in the Woods located in Ollie's Park was available for evening programs for the first time, replacing the previously used pavilion north of the FAA Tower. This was a boon to Antique/Classic members, being adjacent to all of their activities.

The aircraft Judges selected the following for top awards:

### ANTIQUE:

Grand Champion - Howard DGA-15P, NC22416, Dick Martin, Green Bay, WI.

Reserve Grand Champion - WACO OCF, NX11241, Marion Havelaar, Rapid City, SD.

### CLASSIC:

Grand Champion - Luscombe 8E, N2132B, Tim and Barbara Bowers, Woodland, CA.

Reserve Grand Champion - Rawdon T-1, N5160, Maybelle Chastain, Creve Coeur, MO.

### REPLICA:

Champion - 1929 Travel Air Mystery Ship, N482N, Jim Younkin, Springdale, AR.

In attendance at Oshkosh '79 were 1374 show planes, including 177 Antiques, 553 Classics and 11 Replicas.

Before the year ended, the Antique/Classic Division listed the following nine chapters.

1. Lakeland, FL
2. Houston, TX
3. Charlotte, NC
4. Minneapolis, MN
5. York, PA
6. Rochester, NY
7. Flanders, NJ
8. Grand Rapids, MI
9. Seattle, WA

## 1980 - ANTIQUE/CLASSIC DIVISION'S 10TH YEAR

The January 1980 issue of THE VINTAGE AIRPLANE contained an article

about the status of the Laird Super Solution project. The building of a replica of this famous racing aircraft was undertaken by Antique/Classic Division Chapter 1 of Florida under the leadership of Chapter President Ed Escallon. Through Ed's friendship with the plane's designer, E.M. "Matty" Laird and his wife Elsie, Matty's expertise and support was available.

Chapter members and many other volunteers throughout the country donated time, money and materials to get the plane "on the gear" with all major airframe components constructed. At that time the plane was moved to EAA Headquarters in Hales Corners where the restoration shop, under the guidance of Bill Chomo, completed the aircraft.

Paul Poberezny was named Chairman of the General Aviation Energy Council at a meeting in Washington, DC. The group was to meet frequently and objectively to formulate an approach to the fuel shortage problems.

Later in the year Paul was selected as the 1979 recipient of the Frank G. Brewer Trophy for outstanding contribution to aviation and space education.

The EAA Air Museum was granted funds along with matching funds from AOPA to begin adapting auto fuel for aircraft use and results would be forthcoming at the completion of the test.

In his May editorial, Brad Thomas observed the noticeable reduction in the number of antiques at many fly-ins over the previous few years. As possible reasons he cited the ever-rising inflation factor escalating the value of the aircraft to excessive heights, thus making long flights less desirable to the owners; and the high cost of fuel, especially to those vintage planes with engines which burn up to 25 gph.

Also in May, EAA Antique/Classic Division Chapter 10 in Tulsa, OK received its charter.

In the June, 1979 issue of VINTAGE, Claude Gray, Antique/Classic Division Chief Judge wrote an article containing tips and suggestions to would-be winners of awards at Oshkosh and other fly-ins where the EAA Judging Manual is used.

## OSHKOSH '80 28TH ANNUAL EAA CONVENTION

The Antique/Classic Division schedule for Oshkosh '80 was basically the same as in previous years. Among the physical changes were the moving of the Antique/Classic Forums Tent to the north of the Convention grounds with the other forums tents. Thus, all those attending the Convention could attend the forums on older aircraft, rather than only those with flight line passes, as in the past.

In place of the Forums Tent next to the Red Barn was the Antique/Classic Division Hospitality Tent. This was made

available at no charge to the OX5 Aviation Pioneers, QBs, old timers or any group wanting to use the facilities for informal gatherings concerning Antique and Classic aircraft.

Another new feature at Oshkosh '80 was the allocation of space across the paved road east of the Red Barn for the Division's own Antique/Classic Interview Circle, complete with a separate PA system.

Among the highlights of the week were the debut of the EAA Museum's Laird Super Solution and an Aviation Greats Day featuring Matty Laird and General James Doolittle, along with Blanche Noyes, Harold Neumann, Bob Hall, Eldon Cessna, Eddie Fisher, Harold Johnson, Tony LeVier, Cliff Henderson, Steve Wittman, Leon Atwood, Al Menasco and Roger Don Rae.

Camera buffs had a field day with the vintage racing aircraft on display. In addition to the Super Solution were Bill Turner's replica Gee Bee Model Z, Jim Younkin's replica Travel Air Mystery Ship and Steve Wittman's original Bonzo.

The Antique/Classic Parade of Flight was scheduled on Aviation Greats Day so the honored guests could witness the panorama of aviation history. All of the guests had been personally involved in most of the era portrayed by the "Parade."

Statistically, the record number of 1547 show planes included 157 Antiques (down slightly), 620 Classics and 15 Replicas.

Oshkosh '80 top award winners were:

### ANTIQUÉ:

Grand Champion - Buhl LA-1 Pup, NC348Y, Dan Neuman, Minneapolis, MN.

Reserve Grand Champion - De Havilland DH-80 Tiger Moth, C-FCTN, Frank Evans and Tom Dietrich, Kitchener, Ontario, Canada.

### CLASSIC:

Grand Champion - Aeronca 15AC Sedan, N1491H, Jim Thompson, Roberts, IL.

Reserve Grand Champion - Cessna 180, N9428C, Douglas and Barbara Trager, Chino, CA.

### REPLICA

Champion - Ryan NYP, NX211 NX, Dave and Steve Cannavo, Lester, PA.

At the Annual Business Meeting of the Antique/Classic Division on August 9 at the Convention, the results of the election revealed the following incumbents being re-elected: Brad Thomas, President; Kelly Viets, Secretary; and Directors Al Kelch, Morton Lester and Art Morgan.

At the same meeting 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 men had previously served as Advisors to the Board of Directors.

## 1981

In his first editorial of the year, President Brad Thomas described the unsettled world conditions and how they affected sport aviation with inflated fuel prices and spotty availability. But by the time he wrote about the fantastically successful Oshkosh '81, his message was all upbeat.

Personnel changes during the year included the addition of Steve Wittman of Oshkosh, WI to the Antique/Classic Board of Directors when the EAA Board voted to appoint one of their members to each of the Division Boards. At the same time the EAA Board voted to name each Division President as a member of the parent Board.

*(Continued on page 29)*

Antique/Classic Division Judge Claude Gray, Jr. presents the Grand Champion Classic trophy to Jim Thompson for his Oshkosh '80 winner, an Aeronca 15AC Sedan, N1491H. Jim has faithfully brought the Sedan back to the Convention to be displayed in the "Past Grand Champions" paddock ever since, never missing a year.



# A/C HISTORY

(Continued from page 7)

The Antique/Classic Board of Directors regretfully accepted the resignation of Dick Wagner who had served as an officer and director since the inception of the Division.

The Antique/Classic Board of Advisors was increased to six with the naming of Ed Burns, Des Plaines, IL, Espie M. "Butch" Joyce, Jr., Madison; NC and S. H. "Wes" Schmid, Wauwatosa, WI as members.

Regarding THE VINTAGE AIRPLANE the year began with the Publication Staff consisting of only Publisher Paul Poberezny and Editor Gene Chase. By the end of the year it also included Associate Editor George A. Hardie, Jr. and Editorial Assistants Norman Petersen and Pat Etter, both EAA staffers. George, a former vice-president of EAA and noted aviation historian, was a part-time EAA employee and long-time volunteer. Among his contributions to the magazine was (and still is) the ever popular Mystery Plane column which he took over several months after it first appeared in the April 1981 issue.

With the January, 1981 issue, VINTAGE was returned from a horizontal format to its original vertical format for several reasons:

1. So that typing procedure for the preparation of copy by EAA Headquarters personnel would be standard with all other EAA publications.
2. To enhance the solicitation of advertisers because the standard format for matches a vertical layout.
3. Many of those who permanently bind 12 month's issues of the magazine prefer the vertical format.

In the March issue of VINTAGE, Antique/Classic Division Chief Judge Claude Gray announced the addition of rules in the Judges Guide Book pertaining to the Replica category. Established and proven during the last EAA Conventions at Oshkosh, this basic judging system was by then recognized and applied to all categories, including custombuilt and warbirds.

## OSHKOSH '81

The dour predictions made earlier in the year for the 1981 EAA Convention did not materialize and

the event was described as the smoothest and greatest ever. It was truly international with 11 aircraft arriving in a Qantas Boeing 747 from Australia; two tiny crickets from France, also via 747, a Tai-fun 17E powered sailplane from Germany and the ever large contingent from Canada.

Total show plane count was up 50 over the previous year to 1603. This included 170 Antiques, 582 Classics and 10 Replicas. The top award winners were:

**ANTIQUÉ:**  
Grand Champion - 1 928 Cessna AW, NC4725, Gar Williams, Naperville, IL. Reserve Grand Champion - Waco 10 NC3960, C.H. Armstrong, Rawlings, MD.

**CLASSIC:**  
Grand Champion - Piper PA-17 Vagabond, N4811 H, James L. Jenkins, Huntington, CT.

Reserve Grand Champion - Cessna 180, N9428C, Douglas Trager, Chino, CA.

**REPLICA:**  
Champion - Great Lakes, NX65DS, Don Browett, Independence, MO.

The greatest improvement over the past few years was seen in the Classic

aircraft at Oshkosh '81. There were always great numbers to judge but few ever placed in the "high point" categories. That situation turned around in '81 and it continues to this day.

There was also much agonizing among the Antique Judges in determining the winners. They had to choose from, among others, five new and immaculate restorations: Clem Armstrong's Waco 10, Gar William's Cessna AW, John Rathjen's Curtiss Robin, Dan Neuman's Curtiss Jenny and Bud Dake's Clipwing Monocoupe. It was the best year ever for new antiques.

The most significant highlight of Oshkosh '81 was the official site dedication of the new EAA Aviation Center. On August 5 at 10:30 a.m. Paul Poberezny turned the first shovelful of earth, followed by son, Tom and the officers, directors and trustees.

On September 4, 1981, EAA President Paul Poberezny was honored when he received the 1981 Meritorious Service Award of the Aviation Hall of Fame in Cleveland, OH. Paul was cited for his "extraordinary and enduring contribution to aviation." ★

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