



EAA Antique/Classic Division

25th Anniversary

PART II

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

OSHKOSH '72

The old cliché "Bigger and better than ever," described the 20th Annual EAA Fly-In Convention on July 30-August 5 in spite of some of the worst summer weather experienced in the Midwest in many years. The weather at Oshkosh was good with only one overnight rain, but the surrounding areas were hard hit. Still, the total show plane count was up to 929.

The Grand Champion Antique was a 1929 Waco ATO Taperwing, NC719E owned by Gordon Bourland, Jr. of Fort Worth, Texas.

The Reserve Grand Champion Antique was a Howard DGA-15P, NC95462 owned by John R. Turgan, Wrightstown, NJ.

The Grand Champion Classic was a newly restored 1945 Piper J-3 Cub owned by David G. Hamilton of Portland, IN.

There was no Reserve Grand Champion Classic named in 1972.

Oshkosh '72 was a living history book for air transport fans. Flying in were a Ford Tri-Motor, Boeing 247, two Lockheed 12As, Junkers Ju. 52, a pre-WW II Beech 18, a Stinson Tri-Motor, two Douglas DC-3s and a privately owned Martin 404.

Bill Turner flew his Ed Marquart-built replica 1934 Brown B-2, "Miss Los Angeles" racer all the way from California. The sight of this faithful reproduction thrilled a lot of viewers who had never seen that class of plane in real life. Unfortunately it would be next year before the Antique/Classic judging system began recognizing replicas of vintage aircraft, so the Brown B-2 received no award. However, Bill and his plane were featured on the front cover of the November 1972 issue of Sport Aviation.

The Chairman of the Antique/Classic Division Activities at Oshkosh '72 was President of the Division, David Jameson



E.E. "Buck" Hilbert, Union IL, served as Antique/Classic Division President from November, 1972 through December 1975.

of Oshkosh, WI. Vice-President J. R. Nielander of Fort Lauderdale, FL was Chairman of Classic Aircraft activities.

The Antique judging team consisted of Chairman, Evander Britt, Lumberton, NC; C. W. "Petie" Covington, Martinsville, VA; Gene Chase, Tulsa, OK; "Dusty" Rhodes, Denver, CO; and Ed Sanders, Ft. Worth, TX.

The Judging Committee for Classics included Co-chairmen Jim Gorman, Mansfield, OH and Morton Lester, Martinsville, VA. They were assisted by Warren Hall, Burlington, NC; John Engles, Liberty, NC; and Bill Sauter, Santa Fe, NM.

Chairman of the Antique and Classic Awards Committee was Evander Britt, Lumberton, NC and the Chairman of the Parking Committee was Ed Wegner, Plymouth, WI.

It had been announced earlier that a

meeting would be held during Oshkosh '72 to elect officers and directors for the 1972-73 period and conduct other Division business. That meeting did not take place, but one was scheduled for later in the year.

ANNUAL BUSINESS MEETING - NOVEMBER 18, 1972

This meeting was held at EAA Headquarters with Paul Poberezny making the opening address. He described the goals of the Division within EAA and explained the reasons Dave Jameson would not be running for re-election as President. Mr. Jameson spoke briefly, thanking the members for their past cooperation and giving words of encouragement on supporting the new president.

A discussion was held regarding the formation of chapters and the organizational benefits which would ensue. Jack Cox explained that a chapter numbering system would be desirable as it would provide EAA Headquarters staff a simple and effective means of identification.

Jack also expressed strong feelings that in the near future an individual publication directed specifically to the Antique and Classic member would be a most effective means of communication. Type clubs could use the pages of this publication to get out their information and it could serve as an informational source on special problems associated primarily with the Antique/Classic Division.

The additional expense for such a publication was discussed and Morton Lester made a motion providing for an annual dues of \$10 for membership in the Division. The motion was seconded and a vote on the issue carried unanimously. (The annual dues for EAA were \$15.00 at that time.)

It was also agreed to have decals made, reproducing the Antique/Classic Division

emblem which was designed by Jack Cox. Dick Wagner offered to prepare the decals and have them available in the near future.

After a lunch break, the election of Officers and Board of Directors was held. As chairmen of the election committee, Evander Britt conducted this portion of the meeting. Elected for the 1972-73 term were:

President - E. E. "Buck" Hilbert,
Union, IL
Vice-President - J. R. Nielander,
Fort Lauderdale, FL
Secretary - Dick Wagner, Lyons, WI
Treasurer - Nick Rezich, Rockford, IL

It was decided the present Directors be retained and the members in attendance at the meeting be added to the existing Board. (The names of the Directors were not listed in the minutes of this meeting.)

THE VINTAGE AIRPLANE

The first issue of THE VINTAGE AIRPLANE, Volume 1, Number 1, was dated December 1972 and edited by Jack Cox, Editor-in-Chief of EAA's SPORT AVIATION. It was 12 pages in length and printed on EAA's in-house offset press. Featured on the front cover was a 1962 photo of the completely assembled framework, ready for cover, of Herb Harkcom's 1927 Fairchild FC-2 NC3569, S/N 35. Herb lived in Inola, OK at the time and after flying it for six years, donated it to the EAA Aviation Museum in 1969. (Ed. Note: This same Fairchild is currently on display in the EAA Air Adventure Museum in Oshkosh. - HGF.)

This premier issue contained an editorial by Paul Poberezny, who expressed his pleasure with the sincerity shown by those who attended the November 18th business meeting. He also re-stated the purpose of

the Antique/Classic Division, which was then one year old.

Buck Hilbert, in his first editorial, welcomed members to the Division and explained what the \$10.00 membership fee would provide. He also outlined the future plans for the organization.

Other articles included the minutes of the November 18th business meeting, a "Washington Report" by Dave Scott, and "Ryan Reflections" by Bill J. Hodges.

Last but not least, Jack Cox wrote, "This is the first issue of THE VINTAGE AIRPLANE, a name chosen to cover all older planes and it is just the beginning ... This house organ of the Antique/Classic Division of EAA will, like SPORT AVIATION, will become a high quality publication ... Our goal, quite simply, is to produce the very best magazine for antique and classic airplanes."



Dick Wagner

The second issue of THE VINTAGE AIRPLANE was dated January 1973 and was 16 pages in length. Golda Cox (Mrs. Jack Cox) was listed on the magazine's masthead as Assistant Editor and Bonnie Poberezny was listed as Division Executive Secretary.

VINTAGE was (and still is) printed by Times Printing Company in Random Lake, WI as is SPORT AVIATION. The maga-

(Above) Left to Right: Dusty Rhodes, Evander Britt and Ray Brandly award the Oshkosh '72 Grand Champion Antique Trophy to Gordon Bourland for his Waco ATO Taperwing, NC7195.

(Below) There's nothing more classic than a classic J-3! This pretty little bird won Grand Champion Classic honors at Oshkosh '72 for owner David G. Hamilton of Portland, IN.



Lee Frey



"This is the first issue of THE VINTAGE AIRPLANE, a name chosen to cover all older planes and it is just the beginning ... Our goal, quite simply, is to produce the very best magazine for antique and classic airplanes."

zine was printed on "slick" paper with no color and it contained photos and selected type styles.

In his early editorials, President Buck Hilbert described the Division membership numbering system, the forthcoming individual stationary and illustrated brochures, and he praised EAA Headquarters for its strong support of not only the Antique/Classic Division, but the Warbirds and International Aerobatic Club as well.

He described the upcoming 1973 Convention at Oshkosh as "the first full blown adventure for the Antique/Classic Division." EAA would provide the parking area, fencing and a tent, but no more. The Division would have to provide its own manpower for parking, registration, security, membership promotion, activities, programs, judging, and a myriad of other details. Buck asked for "eight or ten volunteers to show up four or five days in advance of the Convention to act as nail benders, electricians jack of all trades and organizers." This was the beginning of a fledgling group of volunteers that would grow into the huge force of dedicated and well-organized volunteers which exists today.

On the weekend of January 19-21, 1973 EAA President Paul Poberezny and officers of the Antique/Classic Division attended the organizational meeting of a new Florida group which was to become the first chapter of the Division. The combination meeting and fly-in was hosted by

Oshkosh '73 Grand Champion Classic - Aeronca 7AC/7CCM, CF-JUU, owned by Doug Moore of Orangeville, Ontario, Canada.



Lee Frey

Florida President James McClanahan and his group of enthusiastic members. In addition to Paul, also attending were EAA Museum Vice President Dave Jameson of Oshkosh, WI; Antique/Classic Division President Buck Hilbert of Union, IL; Vice-President J. R. Nielander, Jr. of Ft. Lauderdale, FL; and Secretary Dick Wagner of Lyons, WI.

In March, 1973 Gene and Dorothy Chase moved from Tulsa, OK to Hales Corners to join the EAA staff. That month's issue of THE VINTAGE AIRPLANE listed the editorial staff as follows: Publisher - Paul H. Poberezny, Editor - Jack Cox, Assistant Editors Gene Chase and Golda Cox. Dorothy Chase replaced Bonnie as Division Executive Secretary. Although not listed in the first three issues, Paul was, in fact, the Publisher and has served in that capacity to this day (1985).

PREPARING FOR OSHKOSH '73

After only three years of use, the Oshkosh Fly-In site had nearly reached its limit. Auto parking had been a particular problem. At its April, 1973 meeting the EAA Board of Directors authorized Paul Poberezny to purchase the 56 acre tract of land just south of the control tower. The acquisition of this parcel, used in 1972 for EAA auto parking and antique aircraft parking, would insure future growth in an orderly fashion.

This parcel of privately owned land had been leased by EAA for fly-in weeks on a year-to-year basis and had it been sold to outside interests not willing to make the land available for fly-in use, the Oshkosh site would have been severely limited. In

1973 EAA also leased the land across the street to the west for use as non-EAA parking, and the wooded area (Ollie's Woods) to the south of the antique airplane parking area to be made into a park complete with picnic tables and outdoor grills.

Just two months before the Convention the rainy weather was causing many setbacks at the Oshkosh site and almost no volunteer help had made the scene. Buck Hilbert was telling Antique and Classic members to be sure and bring tie-downs. Classic pilots were reminded again to pre-register their aircraft.

The July 1973 issue of THE VINTAGE AIRPLANE sported some color for the first time. The front and back covers had blue borders and selected areas on the inside pages were also dressed in blue. The magazine had grown to 20 pages with this issue.

In President Buck's July editorial he described the storm that hit the Burlington, WI Airport during an EAA Fly-In, damaging twelve airplanes, including Dale Glenn's 1930 Ford Tri-Motor, NC8407 on June 16, 1973. Through the generosity of some EAA members the damaged Ford was acquired from the insurance company for the EAA Aviation Museum. A "Save the Ford" fund drive would be started soon and Buck urged Antique/Classic members to contribute money, parts, or whatever was needed to get the big bird back into the air.

(Ed. Note - You can now see this same restored Ford 4-AT on display at EAA's Pioneer Airport, and buy a ticket for a ride on the old airliner on weekends during the summer flying season. - HGF).

OSHKOSH '73

"Greater than ever!" exclaimed Division President Buck Hilbert in describing the 21st Annual EAA Fly-In Convention. 168 antique and 422 Classic aircraft winged their way to Oshkosh to participate. Total show planes numbered 1,120 and as reported by FAA Controllers at Wittman Field for the week of July 29 through August 4, 1973, 58,440 aircraft movements were reported. This compared with 43,869 movements in the previous year.

Overall Chairman of Antique/Classic Activities was Buck Hilbert. In charge of aircraft parking were: Antiques - Gar Williams and Jim Brewer; Classics - Ed Wegner. Awards Chairmen were: Antiques - Evander Britt; Classics - J. R. Nielander and George York.

Antique Aircraft Judges were: Evander Britt - Chairman, Doug Rounds, Ed Sanders, Kelly Viets, Pete Covington, and Dusty Rhodes.

Classic Aircraft Judges were: Co-Chairmen Jim Gorman and Morton Lester, assisting were George York, Buck Hilbert, John Engles, John Shearer, John Parish,



Oshkosh '74 - the first year the Red Barn was usable as Antique/Classic Headquarters.

and Dub Yarbrough.

The premier awards as determined by the judges were:

ANTIQUÉ

Grand Champion - 1929 Alexander Eaglerock A-2, NC6601, owned by Reagan Ormand and Jack Brouse, Arlington, TX.

Reserve Grand Champion - Stinson SR-10, NC21135, George Stubbs, Indianapolis, IN.

CLASSIC:

Grand Champion - 1946 Aeronca 7AC converted to a 7CCM, CF-JUU owned by Doug and Lois Moore of Orangeville, Ontario, Canada.

Reserve Grand Champion - None awarded.

REPLICA:

Champion - Great Lakes, N6669, Bill Duncan, Spokane, WA.

Considering that 1973 was just the second year the Antique/Classic Division managed the full spectrum of its activities at Oshkosh from aircraft parking, to judging, awards, forums, security, etc., etc., Division President Hilbert was pleased that things went well. He observed that everyone seemed to have a good time, but in planning for Oshkosh '74 they had their work cut out for them.

Buck specifically noted the Classics award categories must be expanded as there were many deserving planes in attendance and the number of awards too limited. The forums were well accepted and attendance was excellent, but there was need for expansion. He called upon the

Type Clubs for assistance in this area.

EAA President Paul Poberezny expressed his pleasure with the many chairmen, co-chairmen and volunteers whose efforts were responsible for Oshkosh '73 running so smoothly. He especially noted the "47 biplanes approaching from the southeast, and some fifty Cessna 170s given clearance to land," all carried out with safety, courtesy and cooperation.

Renowned news commentator Paul Harvey was in attendance and addressed Convention goers during one evening program. Earlier that day he enjoyed taking a close look at the Grand Champion Alexander Eaglerock.

Also at Oshkosh '73 was actor Cliff Robertson, whose real love is airplanes. He graciously signed autographs as he inconspicuously attempted to be one of the guys.

Immediately after the Convention, Buck Hilbert approached Paul Poberezny regarding the possible utilization of an existing farm building on the Antique/Classic site as a Division Headquarters. Paul gave him the green light and plans to accomplish this would be finalized later.

In October, 1973, Paul Poberezny represented EAA at a meeting in Washington, DC of the Consultative Planning Conference Energy Outlook for Aviation. The subject discussed was the fuel crisis and its effect on general aviation. In addition to fuel quantity shortages, some refiners announced plans to discontinue the production of 80 octane avgas. EAA agreed

with the FAA that auto gas should not be used in the absence of avgas.

1974 - A BLEAK OUTLOOK?

The picture in 1974 was not rosy for sport aviation enthusiasts. July 1 was the deadline for the installation of Emergency Locator Transmitters (ELTs) in ALL aircraft. New aircraft, including homebuilts, had been required to carry ELTs since January 1, 1972. (Later, some exemptions were allowed, but not for most antique and classic aircraft.)

It was feared the fuel crisis would adversely affect attendance at fly-ins, including Oshkosh '74. Because many FBOs and gas stations throughout the country would not be open on Sundays, the EAA Board of Directors changed the dates from the previously announced Sunday through Saturday to Wednesday, July 31 through Tuesday, August 6. Although the FAA Administrator later rescinded his request that FBO's suspend Sunday sales, the revised dates for the 1974 EAA Convention would remain the same. Auto gas would still be unavailable on Sundays.

In January 1974 Nick Rezich resigned as Treasurer of the Antique/Classic Division and the Board of Directors selected Gar Williams of Naperville, IL to replace him. Nick was praised for his tireless efforts on behalf of the Division and he would continue to write for THE VINTAGE AIRPLANE. His "Reminiscing with Big Nick" articles were all-time favorites.



"The Red Barn was barely completed in time and as soon as the last of the shavings was swept away, the gals took over. Edna Viets, Dorothy Hilbert, Nancy Hall, Pauline and Liz Winthrop and others really pitched in."

THE VINTAGE AIRPLANE grew to 24 pages with the June, 1974 issue. Previous issues had been 20 pages in length. Buck proudly noted the improvement in content and quality and credited it to the contributors beginning to make their mark." He stated the magazine was doing its job in pulling all Antique/Classic members closer together.

THE RED BARN

On Saturday, March 16, 1974 the Officers and Directors of the Antique/Classic Division met at EAA Headquarters in Hales Corners, WI.

President Buck Hilbert welcomed Vice-President J. R. Nielander, Secretary, Dick Wagner; Treasurer, Gar Williams; and Directors Claude Gray, Jim Horne, Morton Lester, George Stubbs, Kelly Viets, and Jack Winthrop. Directors Al Kelch and

Evander Britt were unable to attend.

Among the items of business was a discussion on converting the aforementioned farm building on the Antique/Classic portion of the Oshkosh Fly-In site into a pleasant, rustic-style permanent headquarters for the Division. Edna Viets volunteered to head up the staff for this headquarters building, later affectionately known as the "Red Barn." Prior to Oshkosh '74 the Antique/Classic Headquarters during the Convention was a tent.

In the spring Buck started work on the remodeling, delayed somewhat by the need to recover from knee surgery and by wet, cold weather. Work progressed steadily but it soon became obvious that completion of the work by Fly-In time would require a Herculean effort. When school was out he pressed his family into service and then recruited the early Fly-In arrivals. The last of the interior paneling was nailed into place just before the first day of Oshkosh '74. We don't have the names of all those who helped, but members owe each of them a debt of gratitude.

OSHKOSH '74

Two of the most visible improvements in the Antique/Classic area at Oshkosh '74 were the new Headquarters Building (Red Barn) and the moving of the Classic parking area to the area south of Ollie's Woods (where Show Plane Camping is now). The Antiques continued to park in the expanse between the FAA Control Tower and Ollie's Woods.

The Red Barn was barely completed in time and as soon as the last of the shavings was swept away, the gals took over. Edna Viets, Dorothy Hilbert, Nancy Hall, Pauline and Liz Winthrop and others really pitched in. They signed up new members, took renewals, sold back issues of THE VINTAGE AIRPLANE (a hot item, incidentally) sold decals and patches and served as an information booth until their voices cracked.

Vice-President J. R. Nielander had a full slate of speakers for the forums covering many of the older aircraft types. General Chairman for Antique/Classic Activities was Buck Hilbert. Gar Williams was in charge of Antique and Classic aircraft parking. Evander Britt handled the Antique awards and J. R. Nielander took charge of the classic awards.

Among the highlights on the flight line was the national debut of Dale Crites' just completed 1911 Curtiss Pusher restoration with an OX-5 engine. Many Antique/Classic members were thrilled to meet one of the all-time aviation greats, Mr. T. Claude Ryan, who was being escorted at the Convention by Dave Jameson, the Division's first President. Also, George Williams of the Rearwin Type Club had Ken Rearwin as his special guest. Another famous personage appearing in the forums area was Fred Weick, designer of the Ercoupe, and credited with enough other contributions to aviation to more than fill the pages of this magazine.

The worry about low attendance was unfounded as never in the 22-year history of EAA had there been such a jump forward in the size of its Fly-In Convention from one year to the next.

The number of show planes increased a full 20 percent over the previous year, to 1,345. This included 173 Antiques and 512

Aviation Greats at Oshkosh '75. Front row, left to right: Jack Rose, Karl White, Ole Fahlin, Bob Granville, Clayton Bruckner, Matty Laird, Russ Brinkley, C.G. Taylor, Fred Weick, Bill Ong, Grace Harris, Bernie Pietenpol. Back row, left to right: Roger Don Rae, Fish Salmon, Eldon Cessna, Howard Morey, Tony LeVier, Steve Wittman, Martin Jensen, Ed Granville, T. Claude Ryan, Jim Church and Vernon Payne. Missing when this photo was taken were Art Davis, Woody Edmondson, Eddie Fisher, Ray Hegy, Mike Murphy, Harold Neumann, Bill Sweet, Blanche Noyes, Tom Towie, Sinnie Sinclair, Len Povey, Edna Gardner Whyte and Eirey Jeppesen.



Classics. Part of the increase in the number of Classic planes was attributed to the change in the description of the category to include those aircraft manufactured through 1955 rather than 1950. The top aircraft awards were:

ANTIQUÉ:

Grand Champion - Fairchild 24R, NC77661, Tom Leonhardt, Dick Buck and Jud Gudehous of Rockingham, CT.

Reserve Grand Champion - Rearwin Sportster, NC20723, Alfred Nagle and Ken Gatzke, Montello, WI.

CLASSIC:

Grand Champion - Swift GC-1B, N2459B, Edmund Gorny, Livermore, CA.

Reserve Grand Champion - Piper J-3 Cub, NC42621, David Hamilton, Anderson, IN.

REPLICA:

Champion - 1911 Curtiss Pusher, N1911D Dale Crites, Waukesha, WI.

As the Annual EAA Convention grew in size, so did the number of volunteers needed. The efforts of these dedicated members are typified by Antique/Classic member Ernie Moser, manager and FBO of the St. Augustine, FL Airport who came early and stayed late, spending an incredible 130 hours on a tractor helping to keep the grass mowed on the huge Fly-In site. It's members like Ernie who make the EAA movement work.

1975 - ANTIQUE/CLASSIC DIVISION'S 5TH YEAR

Early in the year EAA President Paul Poberezny asked all EAA members to write to their elected officials in Washington to express concern over the exorbitant federal use taxes. The government planned to raise some \$78 to \$88 million to "partially recover the costs of airway services which are used by general aviation, and the certifying and licensing of airmen, aircraft and aircraft equipment." It was felt by many that these changes would have a devastating effect on the future of sport/general aviation.

In April Buck announced that members would not be able to camp with their antique and classic aircraft at Oshkosh as in the past. This was due to complaints from other members of the clutter, open fires, cooking and general disarray in an area intended for aircraft display. The opening of the new campground across the road to the west would "make this new requirement a little easier to take and the facilities would be much more convenient."

Pre-registration for classics at Oshkosh would be required once again and because of the limited parking area at the Fly-In site, members were asked to register "display quality classics only." Other classics would park in the transient aircraft parking area. Buck Hilbert described a "display quality" aircraft as "one that the owner takes considerable pride in and wants oth-

ers to see and enjoy as much as he does. He is proud of it, he takes very good care of it, and it looks it."

In April, Antique/Classic President Buck Hilbert and IAC Division President Verne Jobst attended meetings in Washington, DC with FAA top echelon. The meetings were arranged by Charlie Schuck, FAA Coordinator, for the purpose of getting acquainted. Among those they met were the Acting Administrator, Jimmie Dow, the new Assistant Administrator for General Aviation, Allan Landolt, the FAA Medical Chief, the Chief of Flight Standards and the Editor of the FAA Aviation News. Buck and Verne left the meeting with a real sense of direction and were pleased to learn the men they met were also interested in sport aviation.

At the April 12, 1975 Board meeting, the Directors voted unanimously to accept the Judging Rules drawn up by the Judging Standards Committee, composed of Gar Williams, Dick Wagner and Al Kelch. The intention was that the rules would be used at fly-ins throughout the country.

In May, 1975, it was announced that in cooperation with EAA, the Smithsonian's National Air and Space Museum and famed designer E. M. "Matty" Laird, the Florida Sport Aviation Antique and Classic Association would restore the 1931 Laird Super Solution racer. Spearheaded by FSMCA President, Ed Escallon, the plane would be restored to flying condition then put on display in the EAA Air Museum. (Ed. Note: It remains on display in the Air Racing Gallery of the EAA Air Adventure Museum. — HGF)

OSHKOSH '75

There were many highlights of the 23rd Annual EAA Convention, July 29 through August 4, 1975, but none greater than the "Greats of Aviation Day." This group of 36 men and women were the guests of EAA and were recognized for their significant contributions to the development of aviation prior to WW II.

They were given tours of the entire Fly-In, presented to the members in several stage appearances and generally given the celebrity treatment they so richly deserved.

Oshkosh '75 broke every record but two. Those were showplanes down to 1338 compared with last year's 1345 and total aircraft movements down 67,314 as compared to 701128 in 1974.

Ironically, however, these two bellwethers of EAA Fly-In success were down slightly because the overall operation was so huge. Due to a portion of last year's Classic parking area being taken to establish a showplane campsite, Classic pre-registrations had to be restricted to pre-1951 aircraft about half way through the process, so great were the numbers of owners of these popular post-war aircraft wanting a show line spot.

The more recent Classics were on the airport, parked in the itinerant area. And because the fly-by pattern in recent years had become very close to the saturation point, a schedule of fly-by times, based on aircraft speeds was imposed. This resulted in a much safer operation, but naturally cut down on total aircraft movements.

The top awards were:

ANTIQUÉ:

Grand Champion - 1928 American Eagle, NC7310, Ed Wegner, Plymouth, WI.

Reserve Grand Champion - Rearwin Sportster, NC20723, Alfred Nagle and Ken Gatzke, Montello, WI.

CLASSIC:

Grand Champion - Stinson 108-2, N971J, Jim Mankins, Corona, CA.

Reserve Grand Champion - Swift GC1 B, N2459B, Edmond Gorney, Livermore, CA.

REPLICA:

Best WW I - SE-5A, N9841, A. Mangos, Williamsport, PA.

Antique/Classic Chairman at the Convention was Buck Hilbert, and Cochairman was J. R. Nielander. Chairman of Antique/Classic parking was Kelly Viets, with Jack Winthrop and Gar Williams as Co-chairmen. Awards chairmen were Antique - Evander Britt and Classic - Morton Lester.

The Antique Judging Committee was Evander Britt - Chairman; Dusty Rhodes, Paul Hopkins, Al Kelch, Doug Rounds, Pete Covington, Dale Gustafson and Claude Gray.

Morton Lester and Jim Gorman were Co-chairmen of the Classic Judging Committee, assisted by Brad Thomas, Roger Jennings, Dale Wolford, Duffy Thompson, John Engles, John Womack, Swanson Poer, George York, John Parish, Maurice Clavel, John Turgyan and Dub Yarbrough.

During the Board of Directors Meeting at the Convention on August 4, 1975 the election results were announced. Re-elected were incumbents: J. R. Nielander, Vice-President; Gar Williams, Treasurer; and Directors Jim Horne, Morton Lester, Claude Gray and George Stubbs.

Personal notes of thanks were extended by President Buck Hilbert to the Judging Committee for their development of the new Judging Standards; J. R. Nielander for his extensive and far reaching efforts to make the Convention a success; and also to the volunteer workers for their participation and help in making the Antique/Classic part of the 1975 Convention the success it was. A special thanks was given to the Parking Committee Chairman Kelly Viets and to Jack Winthrop.

On October 11, 1975 Paul Poberezny was presented with the Lawrence P. Sharples Award by the Aircraft Owners and Pilot's Association. This annual award is intended to "recognize and inspire unselfish contributions to general aviation." ★