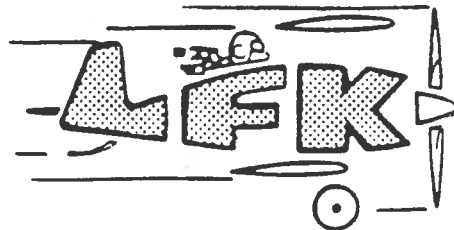


kontakt med



MEDLEMSTIDNING FÖR LINKÖPINGS FLYGKLUBB

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ADRESSREGISTER: Gun Lundqvist expedition

NR 3 1988

I DETTA NR

JOHANNES HAR ORDET

STYRELSEN HAR ORDET

- * Nya medlemmar
- * Grattis!

TEKNISKA TJÄNSTEN

JOURTJÄNSTEN

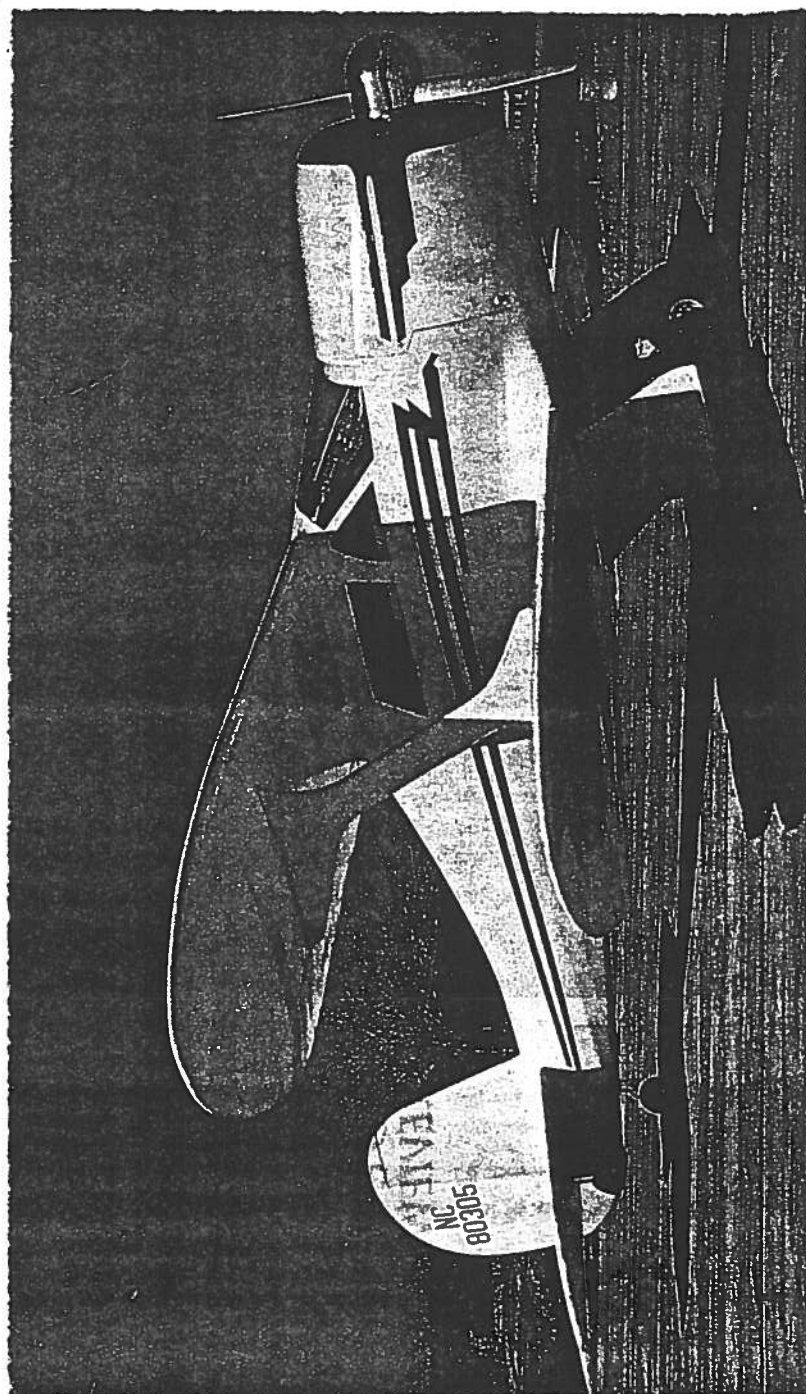
KLUBBVERKSAMHETEN

- * Klubbafton
MFI-bygget
- * Reseflyg
- * Grillfest

VINJETTBILEN

- * Beechcraft stagger-wing

NÄSTA KONTAKT



LINKÖPINGS FLYGKLUBB, 581 88 Linköping Tel Exp och jour 013-18 32 01
Flygchef och hangar 013-18 32 03

Postgiro 16 01 43-4 Bankgiro 120-0732

Expeditionstider: Skol- och flygchef vardagar 08.00 - 09.00
Expeditionen vardagar 09.00 - 15.00

Bokningstider: Vardagar: Flytid 08.00-15.00 jourt 17.00-märkets inbrott
Lbi-, sön-, och helgdagar: Jourhavande 08.00-märkets inbrott

JOHANNES HAR ORDET

Ja nu börjar alla piloter krypa ur sina vinteriden. Många känner sig med all rätt lite ringrostiga. Därför tänk igenom din flygning!

Tro inte att det är si eller så, du måste veta. Gör inte några genvägar i systemet, tag god tid på dig vid planeringen, din flygning blir då tryggare.

På grund av kommande hangarbygget på SAAB-fältet kan vi ej parkera våra flygplan på gräset. Den gamla gräsparkeringen är helt obrukbar. Vi måste hålla oss till vårans platta och det är mycket trångt. Det får inte hända några sammanstötningar. Taxa varsamt, flytta flygplan för hand till lämplig plats innan du startar motor. Vi måste klara oss på den lilla yta vi har kvar, och den kan bli mindre när bygget startar. Alla måste hjälpa till så det inte händer något.

Du som tankat flygplanet får inte lämna flygplanet kvar vid tankanläggningen. Det är din skyldighet att ställa undan flygplanet till lämplig plats.

Från april till september flygs det mycket i LFK och jag vädjar till alla att hjälpa till att hålla ordning i klubbhus och hangarer. När det gäller tankbesked, dagbesked, loggböcker så är det si och så. Timmar går åt till att ringa och reda ut vad som är det rätta. Skärpning!

Och en sak till: Följ våra bokningsregler.

Ja nu har jag ritat ner några saker som vi måste hålla ögon på. Det finns faktiskt mera , men om alla hjälps åt (och stressa inte före och efter flygning) så slipper vi en massa tjafs.

Våra grupper som svarar för att alla flygplanen är rena och blanka har blivit lite decimerat. Det behövs 2 man snarast.

Du som känner för att jobba ihop med den som blivit ensam om sitt flygplan, slå en signal till Johannes så får du ett jobb som är trevligt och ger dig jourpoäng. 2 man snarast!

Till slut önskar jag alla LFK-are en härlig flygsommar, säker och med många härliga flygupplevelser.

Flyg mycket, proffsigt och säkert.

Johannes

STYRELSEN HAR ORDET

NYA MEDLEMMAR

Följande nya medlemmar hälsas välkomna i LFK:

Carina Lindgren

Lena Widin

Kjell Ohlsson

Sören Blom

Per Runesson

Thomas Jarheden

Katriina Forsback

GRATTIS !

LFK ber att få gratulera följande medlemmar som inom kort fyller 50 år:

Sivert Jonsson

Jan Widmark

Vi ber även att i efterhand få gratulera Per Persson och Eskil Wiklund som fyllt 50 år samt Nils-Åke Nilsson som fyllt 60 år.



TEKNISKA TJÄNSTEN

Att införas i nästa Kontakt

Information från Tekn.avd. 880421

Det har förekommit upprepade flyganm. på ADF i fpl SE-IFB. Felorsak ej fastställd. På grund av att fel återkommit upprepade gånger under fpl:ets livstid och nu även efter senaste kontroll och rep av ADF, misstänkes att verkligt fel finns i installationen.

Styrelsen beslutade vid möte 880420 att någon åtgärd ej skulle vidtagas tills vidare.

Detta innebär en nedklassning av flygplanet.

SE-IFB ÄR EJ GODKÄND FÖR IFR-FLYGNING

Skyltar i fpl anger att ADF är U/S och att fpl ej är godkänt för IFR-flygning.

Utbyte av brandsläckare från pulversläckare till Halonsläckare sker succesivt. Hittills har utbyte skett i Cessna F152 flygplanen. Halonsläckaren är större än de tidigare av pulvertyp. I C152 har detta medfört en omplacering. Halonsläckaren monterad på golvet bakom sätena.

I övriga fpl kommer placering att bli oförändrad. Utbyte i samtliga fpl beräknas bli genomfört under maj månad 1988.

JOURTJÄNSTEN

Utlottningen av 1 timma C-15 2 för april bland de som gått jour utföll på 172 Anders Liljegren .

Här följer ett ytterligare förtydligande av reglerna runt arbetsplikten i LFK.

Grundregler

1. Alla flygande medlemmar med giltigt certifikat har moralisk plikt att för klubben utföra tjänster. Dessa tjänster kallas "ARBETSPLIKT" och är en förutsättning för våra flygtimpriser och en fungerande verksamhet.
2. Vilka tjänster Du skall eller vill utföra, skall Du själv träffa överenskommelse om med funktionär inom styrelse, eller annan av styrelsen utsedd ansvarig för olika verksamheter.
3. För Dina utförda tjänster blir Du av verksamhetsansvarig tilldelad poäng. Minimikrav/ år är 4 poäng.
4. Om Du av någon anledning ej kan ställa upp och ta ett handtag för klubben, måste Du till klubben betala 125 kr/poäng = 500 kr/år.
5. Du ansvarar själv för att Dina tjänster blir poängsatta och bokade.
6. Tjänster som Du kan få poäng på är t ex:
 - o Jourverksamhet
 - o Funktionär för tävlingsverksamhet
 - o Flygplansskötsel
 - o Byggverksamhet
 - o Styrelseuppdrag
 - o Annan av styrelsen sanktionerad tjänst
7. **Regler för gästande flygande medlemmar**
 - o Flyger Du en tim eller mindre per år med klubbens flygplan = Ingen arbetsplikt.
 - o Flyger Du mellan 1-2 tim/ år = Arbetsplikt motsvarande 1 poäng.
 - o Flyger Du mellan 2-3 tim/ år = Arbetsplikt motsv 2 p.
 - o Flyger Du mellan 3-4 tim/ år = Arbetsplikt motsv 3 p.
 - o Flyger Du mer än > 4 tim/ år = Arbetsplikt motsv 4 p.

Bor Du inte i Linköping skall Du kontakta jour-ansvarig för ev befrielse eller reducering.
8. **Regler för poängsättning av jourverksamheten**
 - o Kvällsjour ~4 tim = 1 poäng
 - o Lördag eller Söndag 8 tim = 2 poäng
 - o "Röda Helgdagar" 8 tim = 4 poäng

Sommarhalvårets långa jourdagar = > 8 tim skall dubbeltecknas på listan. Poängberäkning gäller då enligt ovan. Gäller 30 april - 31 Augusti.

Den först tecknade har huvudansvaret för dagen, och träffar överenskommelse med den andra när avlösning skall ske. Poängen fördelas enl ovan givna regler.

KLUBBVERKSAMHETEN

KLUBBAFTON MFI-BYGGET

Måndagen den 30:e Maj har vi en klubbafton om det hembygge av en MFI-9 som pågår i klubbens regi. Vi börjar på klubben med lite allmän information om hembyggen och därefter åker vi ut till bygglokalen och tittar på underverket. Samling klockan 1900.

RESEFLYG

När du läser detta pågår vårans reseflygkurs för fullt. Vi hade tänkt att avsluta denna helgen 4-5:e Juni med en utflykt till ännu ej fastställd utrikes destination. Om du är intresserad av att hänga på kursen på slutet eller bara följa med på resan går det bra att höra av sig till undertecknad.

Obs!

Stor fest för hela familjen 21 juni!

Grillparty = invigning av utökad

fikaverksamhet

Tipspromenad

Visning av kandidater till nya
flygplan.

Roll-out för SE-KEG

Boka kvällen redan nu!

Obs!

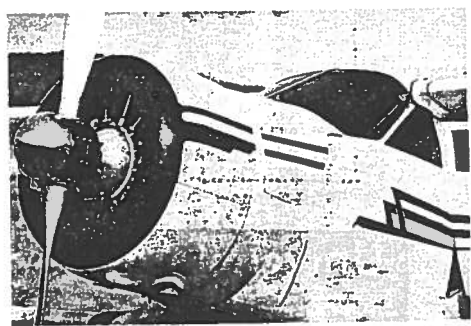


A CLASS BY ITSELF

STAGGERWING

article and photos by BUDD DAVISSON

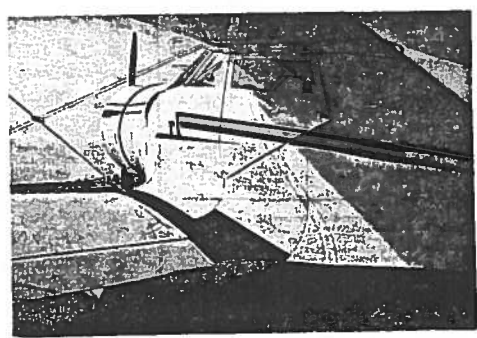
WHEN TALKING about old airplanes, there's a tendency to try to group them into this category or that; they're supposed to neatly pigeonhole themselves into antique, classic, vintage, warbird, or some other easily definable area. But when you try to fit the Staggerwing into one of these pre-ordained cubbyholes, you'll find it doesn't fit, and the mismatch is much more than the simple square-peg-in-a-round-hole syndrome.



The Beechcraft Staggerwing refuses to be categorized because it is a category unto itself. It has risen above any of the mundane labels you try to stick on it. It has even transcended legend status to the point that the mere mention of the word "Staggerwing" tells the whole story.

What is it about the Staggerwing that has had such a long lasting impact on aviation? She must be much more than a simple pretty face, because aviation is a world full of pretty faces. The performance numbers in her handbook are not stellar enough to earn her such an aristocratic position at 52 years of age. Somehow the looks, the lines, and the performance all come together in such an unusual way that there are few, if any, who can look at a Staggerwing and not know she is something truly unique.

Technically known as the Model 17 Beechcraft, the Staggerwing almost didn't come to be. At the time of her birth, Walter Beech was working on a nearly non-existent shoestring in a corner of Clyde Cessna's factory. Cessna and Beech were old friends from the days when the two of them (and Lloyd Stearman) used to work together at the Laird Airplane Company. But Clyde Cessna and Walter Beech had one very deep philosophical difference: Cessna thought airplanes should have only one wing while Beech thought they should have two. Despite their opposing viewpoints, Cessna saw his way clear to let Beech rent a portion of his plant.



By the standards of the day, Beech's concept was mildly radical. As a fully enclosed four-seat cabin biplane, it differed from its WACO contemporaries by having negative, rather than positive, stagger (i.e., the top wing was located behind the bottom wing rather than in front of it). This configuration was decided on because it increased pilot visibility significantly since the pilot didn't find himself constantly staring at the root of the top wing.

Borrowing what money he could

and using what he had left from his sale of the Travel Airplane Company, Beech assembled a small crew of workmen who began whittling away on their dream in early 1932. By the end of that year the airplane was a reality, and took to the air for the first time in November of 1932.

In the beginning, Beech had laid down two basic performance guidelines: the airplane had to top 200 mph and still land at a sedate 60 mph. In those days such goals were on par with flying to the moon. Very few military airplanes did 200 mph and the world was still satisfied with Jenny-clones that considered 110 or 120 mph to be lightning fast. Even the new WACOs could only advertise 130 mph, and that was giving it the benefit of some very great doubts. Still, when the test pilot landed after the first series of flights and the 420-hp Wright engine was cooling down, he talked excitedly of seeing speeds well on the high side of 200.

Even though the airplane had performance, and Beech and his cronies entered every race or flight rally in the nation, the 1932 economy was not about to recognize their accomplishment by throwing huge amounts of cash in their direction. In fact, in its first two years of existence, Beech Aircraft Corporation sold exactly one airplane and it was the willingness of this first buyer, Luffland Oil Company of Tulsa, to ante-up a good chunk of the purchase price in advance that kept Beechcraft alive in those years.

The original Staggerwing differed in many respects from those we see in the fly-by pattern of today's antique fly-ins. The most notable difference is that the landing gear was fixed and was covered with huge wheel pants. The wheels themselves actually retracted partway into the pants, resulting in a cross between a fixed gear and retractable gear. Also, the aircraft had a rather short, chunky appearance due to the enormous, close-coupled wheel pants. But those first airplanes, the model 17Rs, set the pace.

Although the economy was doing its best to figure out how to buy beans and bread, much less biplanes, two companies stepped forward and said they not only liked the fixed-gear 17R model, but liked it enough to want it developed into their very own brand of spaceship, so a Wright Cyclone R-1820 with 690 hp was installed! This is the same basic engine later used on DC-3s and swung a prop so big that in a level attitude it had practically no ground clearance. These airplanes, the A17F models, could easily hit 250 mph flat out, which means they could run away and

hide from anything the military had to offer in those days.

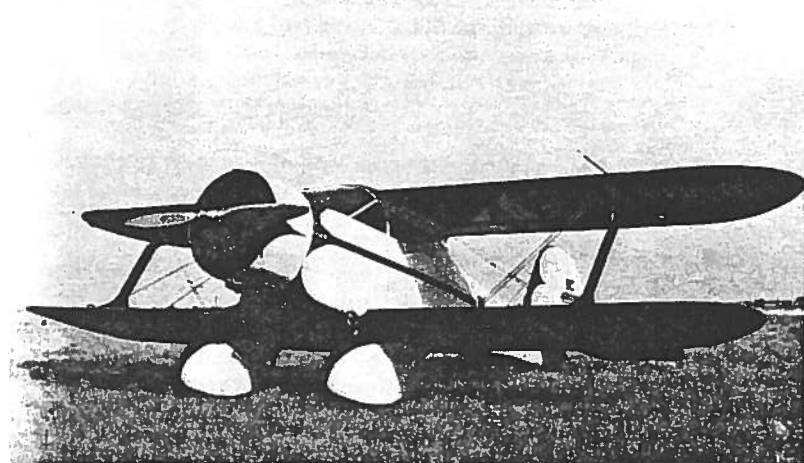
One of the A17Fs eventually came to be part of Howard Hughes' pre-war racing airplane stable. In fact, that particular airplane has disappeared—unless someone out there reading this knows of a garage that's filled to the ceiling with a suspiciously stubby looking pile of bones with a huge radial engine sitting on top of bulbous wheel pants.

I was overcome by its tremendous presence.

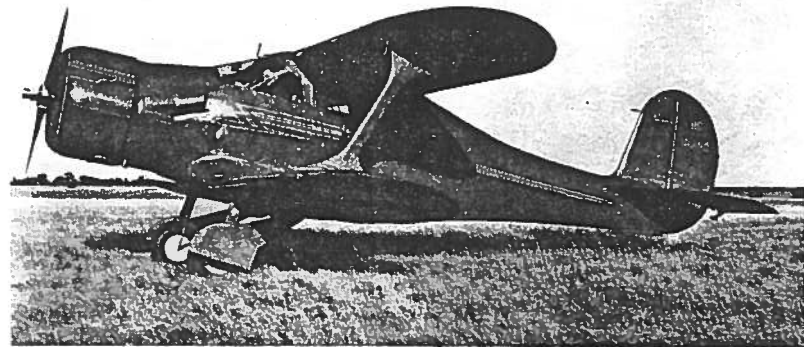
Although the big spenders liked the 420-hp Wright and the big Cyclone jobs, there just weren't that many big spenders. So Beech and his design crew sat down to make the model 17R into a more saleable airplane. The first change included build-

ing a retractable landing gear into the lower wing panels, something which wouldn't have been possible if the wings had been staggered in the other direction. Also, the original welded-steel-tube wing spars gave way to traditional wooden construction, and the engine was changed to a 225 hp Jacobs. Although Beech could no longer advertise the new model, the B17L, as a 200 mph airplane, he could advertise it as an airplane that was affordable by many more companies, and as an aircraft capable of cruising at 150 mph all day long while housing its occupants in near-opulent comfort.

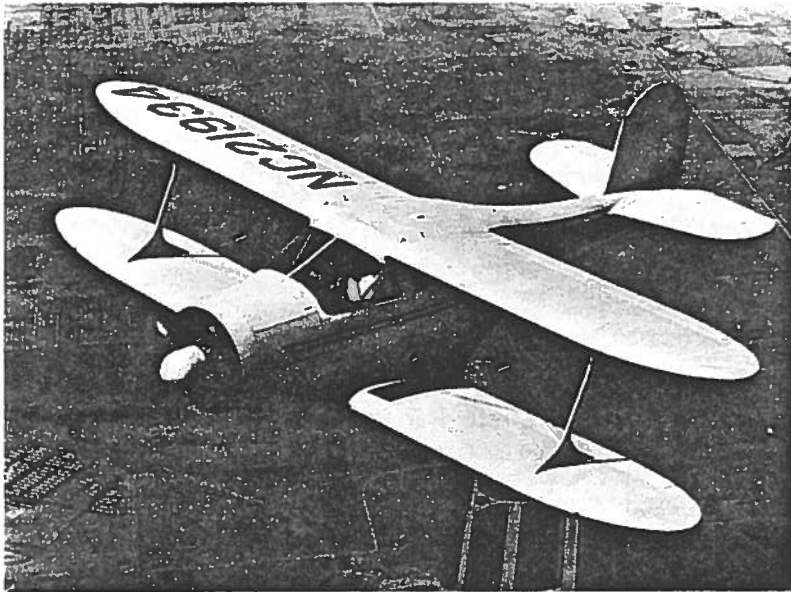
Even though the nation's economy was knocked on its backside in those days, the oil fields of Oklahoma and Kansas were experiencing an absolute boom, and these oil companies proved to be the initial savior of Beechcraft. Oil exploration outfits could not afford to sit around, waiting for a new drill bit or other piece of



The original model 17, though originally painted brilliant vermilion with maroon trim, the plane was painted orange and black when this photo was taken. Beech Aircraft Co. photo.



Beech D17A, the first of the D17 series, with stretched fuselage. Beech Aircraft photo.



Beech 17S, most popular of model 17 series. Pratt & Whitney Wasp Jr. engine of 450 hp. Beech Aircraft photo.

equipment to find them in the oil fields. To them the Staggerwing was an instant transportation system that kept them ahead of the competition. The result was that the Staggerwings were continually being landed on country roads or on roughly-cleared patches of ground among the oil rigs. In fact the Staggerwings were quickly established as an industrial tool, not a luxury. Companies around the world began using them to work out of ridiculously short jungle strips, mountain logging camps, and other less-than-gentle landing places. Although the chairman of the board loved the Staggerwing's luxury, it was its utility that allowed it to win its spurs.

The original 17Rs were real lunch-eaters on the runway, and the tall, narrow gear of the B17L didn't do a whole lot to

win friends either. Because of its gear geometry, the airplane was regarded to be a high performance airplane to be flown only by professional pilots, and this narrowed its possible sales. Beechcraft reacted to this type of market input by redesigning the landing gear and making it visibly shorter in the C17 series, which were otherwise nearly identical.

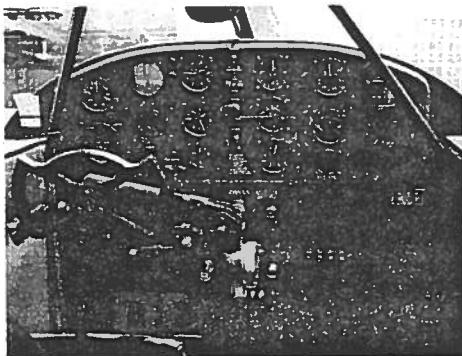
An interesting side note to the Staggerwing's history is that in 1936 Beechcraft worked with the Japanese to develop a production line for the manufacture of

C17Ls. A Wichita-built model was sent to them, along with a top engineer, and an additional 20 C17Ls were reportedly built in Japan, although none are known to have survived the war. Also, a design concept for a fighter based on the A17F, and designated A17J, was proposed. This was a rather pretty airplane, with a single place cockpit located aft of the top wing, with the top wing gulled-in to meet the fuselage, much like the Polish PZL Fighter.

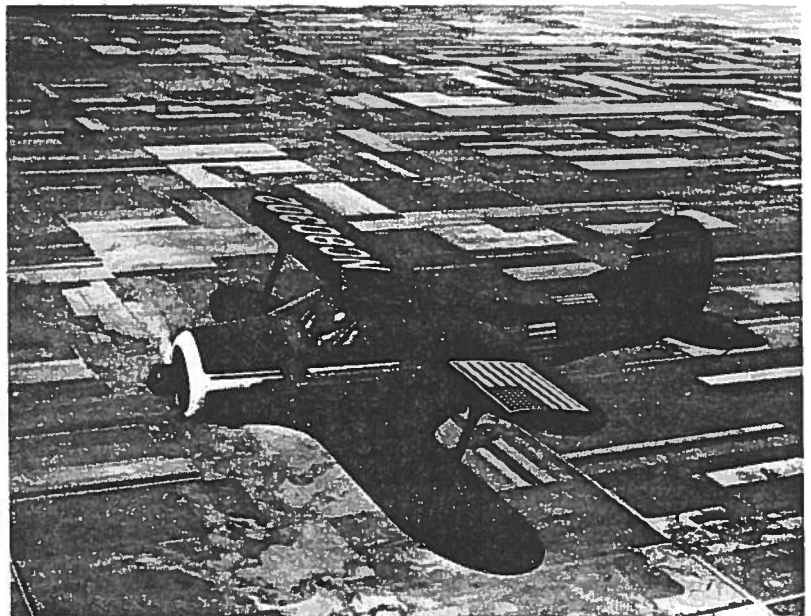
By 1937, the economy was beginning to get back on its feet, and the market for the true, 200-hp Staggerwing was solidifying. In response to this demand, Beechcraft redesigned the model 17 to the configuration that is best known today, the D17S. The D17S is outwardly best recognized by a fuselage that is 13 inches longer, the ailerons are moved to the top wing, and the horizontal tail is a cantilever unit. Less obvious, to everyone except the pilot, is the 450-hp R-985 Pratt & Whitney engine, and the toe brakes. This configuration, along with the plywood covered wing tips (to cure a reported flutter problem), is the aircraft you're the most likely to see at fly-ins today.

During the war, the military seized the Staggerwing as the answer to high-speed, personnel transportation needs. Many of the aircraft were impressed into the army as UC-43s, and the Navy used them as GB-1, 2, or 3s. Certainly, if you check back through the pedigree of many aircraft now registered as D17Ss, you'll find many of

(Continued on page 92)



Top: Panel view of G17S. Right: Post-WW II development of D17S. Beech Aircraft photos.



STAGGERWING

them have discharge papers in their folios.

With the war's end, Beechcraft had already established themselves as a prime manufacturer of metal aircraft, since they cranked out thousands of the model 18 Beech, the C-45. With that kind of experience, a new aircraft design for the post-war period would naturally have been of aluminum. But who would believe that Beechcraft could follow one legend with another? The post-war Bonanza, however, certainly fits that category.

A decision was made to tool-up and build an additional 20 updated Staggerwings to be sold on a custom basis only. These aircraft, designated G17S, are without a doubt the epitome of biplane development. The cowl was redesigned to flow into the windshield in an almost uninterrupted line, giving that portion of the airplane an almost sensual curve. The vertical tail and the gear doors were changed. Otherwise, the airplane was basically a D17S.

The 20 G models were to be the end of the big-engine biplane era. Even though the early Bonanza was slower and could not compare with the commodious luxury of the Staggerwing, the Bonanza sold for \$6,995 against the Staggerwing's \$20,000 to 25,000.

For most of us, our first flight in a Staggerwing Beech remains as firmly fixed in our minds as our first solo or our first flight in a warbird. I know that's the case with me. In the first place, I was a little overcome by the airplane's tremendous presence, both historical and physical. All I had ever heard about Staggerwings was that they were beautiful airplanes to fly, but they'd turn around and bite you once you're on the runway. So I was more than just a little bit afraid to take a chance on bending my friend's prize possession. On the other hand, he didn't seem to be the least bit concerned. He told me to forget it was a Staggerwing and all of the ballyhoo about its ground handling, and fly it like an airplane. That was easy for him to say.

When you board a Staggerwing, you know you're not shoehorning yourself into a Wichita spam-can of current vintage. As you open the door, you have the distinct feeling you're climbing into a 1939 Packard Sedan. The door is thick and healthy and mohair upholstery would look perfectly at home with doilies on the armrests. What you're looking at here, folks, is a 1938 living room with wings.

Once I squeezed between the two front seats and was strapped in, I was glad I had

flown a number of airplanes with little or no forward visibility, since the Staggerwing's visibility is such that you can only see a triangle of the left side of the runway. But that's how airplanes had been designed for generations.

There's absolutely nothing in the world that compares to cranking up a 450 Pratt & Whitney (unless it's a Merlin or an Allison). I let the starter pull the propeller through at least three blades before I hit the magnetos. This made certain that the bottom cylinders were cleared of oil, even though we had pulled them through before climbing aboard. The last thing I needed was to induce a hydraulic lock and bend a rod. With the mags on, the P&W gives a vaguely metallic cough or two, and then bursts into an orchestrated series of noises. Although these noises may have originated in the '30s, these sounds should, by all rights, be a part of every generation. Checking the oil pressure to see that it was in the green, I eased off the brakes and started taxiing out, always mindful that this was not your average, nose-dragger Cessna, and that I was going to have to keep my wits about me.

The original B17R had no toe brakes. A central mounted handle, poking up out of the floor like a shift lever, was all you had. Unfortunately, a configuration like that required a hand for the controls, a hand for the throttle, and a hand for the brakes. You were always short somewhere along the line. Toe brakes were introduced on the D models, and retrofitted to just about all of the rest of them because they made life a zillion percent easier for all Stag pilots.

I was careful during all taxiing and when lining up on the runway to try and develop a feel for the airplane's references, i.e., what I saw out of the windshield when I was in a three-point position, because that's what I wanted to duplicate when I came back in to land. Also, by picking up visual cues, it was easier to tell when I was beginning to wander off the centerline on takeoff or landing.

Concentrating on my side of the runway, with my right hand I asked Mr. Pratt and Mr. Whitney to turn loose a bunch of their horses, while with the left I sucked the control wheel back in my gut. With only two of us aboard and half tanks, the Stag leaped forward immediately, and almost as soon as I picked the tail wheel

off the ground, we were airborne. I reached down, flipped up the landing gear switch, and amused myself by looking through a slot in the side upholstery at the bicycle-chain affair that ran up through the emergency gear extension handle on my left. The landing gear of the Staggerwing has never been used as an example of high-tech sophistication, but at least it keeps the propeller blades from getting bent. Usually.

The takeoff happened so quickly that it took me a second to realize that the airplane was directionally quite stable. If it did start to wander, it did so relatively slowly, and my feet were there to correct it. In fact, I'm not certain I did any correcting, since the airplane seemed to lunge straight ahead toward a point suspended several hundred feet above the runway. It climbed off the pavement in the same manner that it's done thousands of times in the past; it really didn't need me.

If a pilot only knows today's style of aviating in uninspired, sheet-metal fabrications from Wichita, then when he's rumbling across the countryside in the Staggerwing, he'll realize that he's never been flying in his life. The feel of Staggerwing-style aviating is one of solid comfort, of a heft and quality that doesn't come from riveting layers of tinfoil together. As you're rumbling along, blissfully ignoring the fact that the airspeed is nowhere close to the advertised 200 mph, it's easy to see why the Staggerwing was the precursor of the Learjet generation. Here was an airplane the chairman of the board would feel offered him the status and comfort to which he had become accustomed, as well as getting him from point A to point B much faster than the highly efficient rail lines of the period.

Although we were burning close to 24 gallons an hour, that was the only obvious benefit from flying a newer, more efficient airplane. Although the machine we were flying was nearly 50 years old, the utility its reputation is based on was blatantly obvious. It was still a fine travelling machine.

Since my initial flight in the D17S, I've had the opportunity to compare it with the C17L and I made an effort to explore some of the folk tales that surround the airplane, i.e., were the earlier models harder to land than the later ones? The longer fuselage on the D17 series was introduced to overcome a lack of elevator authority at lower speeds when the CG was far forward. Was that the case? Yes, but only barely. In landing the C17L, you have to work to get the tail down without making the airplane balloon off. The heavier D17 series, on the other hand, seemed to be perfectly willing to let you level-out in ground effect and gently search for that three-point attitude just as you touch the pavement. The airplane is much, much easier to put on the main gear in a wheel landing than it is a three-point, but you touch down at a higher speed, which means the zigs and zags tend to get much closer together. Assuming the wind is on the nose, I would prefer to try to three-point it, if at all possible. However, having had at least one experience where I was grabbing rudder and brake at the same time to straighten out a swerve, if there was any crosswind I would probably have a tendency to put it on the main gear.

I've never been able to tell for sure whether the airplane was hard to handle during landing or not, because I've always been so afraid of losing it that I was miles ahead of it in everything I did. You don't really know how hard any airplane is to handle on the ground until it starts to get away from you and you find out how hard it is to bring it back to the centerline. In the case of the Staggerwing, I wouldn't let it

ever get that far out of line, because the results of a ground loop in a Staggerwing are pretty spectacular: it generally folds the gear leg, crumbles the wing, and gets the prop, among other disturbing things. Maybe the fact that it never showed any serious bad habits when this neophyte was at the controls indicated exactly what kind of a personality it has. If you land it straight, and keep it straight, it'll treat you straight. Land it crooked, it'll get crooked, and stomp all over you.

When modeling a Staggerwing, it's important to lay your hands on some really first-class documentation material, and, in the case of the Staggerwing, there's plenty. Possibly the best documentation is the book *Staggerwing*, by Robert T. Smith. Smith not only goes through all the variations, but there are quite a number of three-view drawings of the different variations of the Staggerwing, pointing out its obvious changes. Let's face it, it would be a drag to be modeling a D17S and have struts on the horizontal stabilizer, ailerons on the bottom panels instead of on the top panels, or commit some other embarrassing technical faux pas (that's French for "I don't believe I did that!").

Another thing that good Staggerwing documentation would allow you to do is modify a kit into one of the early versions. Wouldn't it be a kick to show up at the field with one of these bulldog-looking, Cyclone-powered A17Fs in quarter-scale?

The real Staggerwing is a terribly complicated structure with a maze of wooden formers and stringers overlaying a massive, steel-tube fuselage, and its wings utilize a ton of tiny little pieces glued

together. The modeler, of course, has a much easier task of building up a Stag, and it would be a shame to either miss some obvious details, or screw up some of the airplane's sensuous lines by just not paying any attention to the basics. There are so many good kits and plans sets available that it would be easy to assume they've done all the research. Don't make that mistake. Get your hands on some of the better documentation sources.

Any fly-in of any size has at least one Staggerwing, but one of the best physical sources of information is the Staggerwing Museum*, which is located at the airport in Tullahoma, Tennessee, about an hour south of Nashville. They always have several airplanes on display, as well as some really neat structural displays, including the original factory model used to work out the gear retraction system. They also have the publishing rights to Smith's Staggerwing book.

A super airplane? Absolutely! Even better, it makes a model that is capable of taking your breath away.

*The following is the address of the museum mentioned in this article:

Staggerwing Museum and Foundation,
Box 550, Tullahoma, TN 37388; (615)
455-1974. ■

NÄSTA KONTAKT

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