

# What Our Members



Left — A rare homebuilt . . . a Mead Adventure built by Richard Harkness, 1020 W. Recess Rd., Hanahan, SC 29406. It took Richard a little over a year to complete his plane and flew it for the first time in March 1988. Takes off in 600 ft. or less, climbs at 1800 fpm and cruises at approx. 160 mph. N87RH's instrument panel sports a Narco Com 10, transponder and King Ioran — powered by an electrical system made by using a Kabota tractor generator, belt driven off the prop hub. This is Richard's second homebuilt project — first was a VariEze. Not satisfied being idle, he now plans to build a Long-EZ from plans he purchased before Rutan Aircraft Factory took them off the marketplace. Richard has special thanks for his wife for her love, patience and positive attitude during the building of his aircraft.

Right — Bruce Hollander, 2129 S. 107th, West Allis, WI 53227 cranks up for the maiden voyage of his Cassutt Sport Racer dubbed the "Middle Age Crazy". The photo was taken at the Hartford (WI) Airport. According to the pilot . . . "the aircraft flew great!"



Left — This TM-5, C-GMNZ, is the first to be built and flown other than the prototype. Elmer V. Noddin, Box 52, Hartland, NB, Canada made the test flight on 9/25/88. Eight hours were put on the plane before winter halted the test program. The plane was taken home for a brake system change - from heel to toe. Elmer's wife, Marguerite, helped with the riveting. The aircraft is of all aluminum construction and has a Cont. A-65 for power. Elmer previously built a Meyers Little Toot that he flew to Rockford.

Right — Norman Albert, 23111 Eldorado Blvd., SW, Bonita Springs, FL 33923 built his Polliwagen over a period of 4-1/2 years - first flight was on June 11, 1988. N42JJ is powered with a Cont. O-200A with a 60" x 62" Warnke Almost Constant Speed Prop. Norman used a Sidewinder type fixed gear instead of a retractable. It carries 34 gallons of fuel in the tip tanks, rotates at 55 ind. and climbs at 60 ind. Norman has seen a cruise of 150 at 2550 rpm. Hopefully, it will be seen at Sun 'n Fun in April.





# Are Building/Restoring

Right — The first Lancair 235 kit sold. Built by Bill Tracy, 1114 E. 5th St., Oxnard, CA 93030, first flight was June 1987 and it was at Oshkosh '87 in primer paint. Following the Convention, Bill replaced the O-235 with an O-290 and added the tasteful paint job you see in the photo. N640BT has 120+ hrs. to date.



Left — This Steen Skybolt was built over 4 years (3500 hrs.) from plans only. It sports a Marquart style main gear, Haigh tailwheel and fiberglass leading edges and wing tips. Cover is the Ceconite 7600 process. Randy C. Echtnaw, 402 W. South St., Hastings, MI 49058 used a 225 hp Olds V-8 engine - with full inverted systems. According to Randy, it flew "hands off" on the first flight - 12/31/88. A great way to end the year!

Right — Richard Warner, Rt. 4, Box 501, Covington, LA 70433 started his "Super" Kingfisher in April of 1976 - first flight was on Christmas day, 1988. During this construction period, time was taken out to restore a Piper PA-20, a Piper PA-12 and an Aeronca Champ - plus building a house. Richard estimates that he has 3-1/2 to 4 years actual work in the project. Powered by a Lycoming O-320-A2B, 150 hp engine with a Sensenich 74DM52 prop, the panel contains a Terra TX-720 radio and King Ioran. The Kingfisher also has a cockpit adjustable elevator trim and adjustable seats. Empty weight is 1129 lbs., gross 1800. Richard has been president, vice-president, secretary/treasurer and newsletter editor of EAA Chapter 405. He was also their Designee for many years. Retired from Delta Airlines after nearly 30 years in the cockpit. Richard is very happy with his Kingfisher, saying it is really super with this engine.



Left — Emil and Elaine Cost have owned their Taylorcraft BC 12D for 15 years - both are pilots. Over the last 3 years the Cost's have given their T-Craft a complete reconditioning. Randolph Products were used with their Ceconite material. Martin E. "Bud" Anthonson, A&P, has maintained the Taylorcraft for many years and supervised the restoration process. Emil and Elaine, 306 Peartree Dr., Camillus, NY 13031, recently formed the "Hummingbird Aerial Photography Service" which will give them an opportunity to use their flying interests during their retirement years.