

FLYBOY NEWS

The following article is about Curly Havelaar's Waco. Curly was a charter member of our local chapter.

That Beautiful Waco QCF-2

from PacificFlyer | Jan 01, 2011

Story, Photos by Jack Watson

The Waco F-2 is considered by many the highest performance light aircraft of the Golden Era ever produced in this country. Introduced in 1931, it was an instant sensation. It had such spectacular rate of climb that it was once matched against an autogiro, and won. Introduced in the spring of 1930, the model F was the right airplane at the right time and kept Waco in business during the aftermath of Black Friday (the Depression). Redesigned to incorporate a Clark Y airfoil, a new landing gear and a 165 hp Continental A-70 radial engine, the model QCF followed the original F concept quite closely.

The Type certificate (ATC#416) for the QCF and the QCF-2 was issued on April 9, 1931 and 31 examples of this model were manufactured by the Waco Aircraft Co. at Troy, Ohio. Amazingly, the most historic Waco QCF is still flying in the hands of Chris and Scott Woods, two brothers extremely versed into the process of restoring antique airplanes.

1931 Waco QCF N11421 rolled out of the production line on April 7, 1931, fitted with the Continental A70-2 engine s/n 208. Purchased by the Continental Engine Company it was the only prototype ever to be sold to the public by the Waco Aircraft Co.



More about Curly on p. 7

"The airplane served as a test bed for the 210 hp R-670 engine, which evolved into the 220 hp W-670 that was so popular during WW II," Scott Woods explained. Nicknamed "Betsy" by the Continental test flight team, and now a Petaluma, Calif. resident but on loan to the Western Antique Aeroplane and Automobile Museum in Hood River for the winter, she was sold in July 1932 to the Bloomsberg Flying Club, in Bloomsberg, Pa. for \$2,200. Over the next 35 years, she changed hands a number of times before **Marion "Curly" Havelaar** of Waco, Texas became her owner in 1957.



After flying Betsy for a few years, Curly decided it was time for a complete rebuilt, as she looked the part of a 30 year old airplane that had seen a lot of flying. When completed in 1978, Curly's QCF-2 won Reserve Grand Champion at Oshkosh.

Enter the Woods Brothers:

"In late 2006, my brother Chris and I were picking up a project in Minnesota. We decided to stop and say hello to Curly on the way back home," he said.

"When we got there, Betsy was in the hangar, surrounded by many of those rare Waco parts, and Curly said: 'I want to sell it all.'

"Since he did not want to sell the parts separately, we put a deal together for the airplane and the parts, and planned on eventually restoring Betsy and keeping her in the family. She is still a flyer but, as an older restoration, will need to be restored once again."



**President's
Column,
February
2010**

March is the month that brings the first official day of spring. It will be welcome.

I really like the job Molly Benkert is doing on the newsletter. What a seamless transition. Please send her pictures, stories or something for the future editions of the newsletter. It is hard to put together a quality product without something to work with.

Airventure 2011 is not that far away. EAA is leaking out information on performers, and which planes will be in attendance. It is not too early to start making plans for Oshkosh. For the past several years, our chapter has had a group camp area at camp Scholler. If you are interested in camping with the chapter, let us know. We have not made any plans yet, but we will start talking about it.

Thanks for you continued participation in the chapter. 2011 is going to be a good year.

David Utter
President, Chapter 39

Flight Storyteller Series

Submitted by Norma Kraemer

A Brief Summary of SD's First 100 Years of Flight' The first in a series of Storyteller Sessions augmenting the changing gallery exhibit, 'South Dakota's First Century of Flight.' EAA chapter members Doug Bodine, Scott Christiansen and Richard Brandiger helped with the displays. The display contents feature some of Vern Kraemer's lifetime collection of SD aviation memorabilia, Black Hills National Forest aviation programs, and trophies from national aviation competitions. It will be at the Journey Museum Sunday, Feb. 27, from 2-4.

Treasurer Report

Milo Schindler

Balance brought forward.....\$1800.50

Income:

dues X 3..... 50.00

raffle tickets..... 55.00

Balance on hand1920.50

Make a Tow bar From an Old Crutch



Chapter 39

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Vice President	Marty Larson
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Tech Advisor Randy Daughenbaugh

Can You Identify This Airport?



Answer on last page



PBS has a series called The Aviators. Season 1 has ended, but you can buy DVDs of the first season. They also have a magazine. You can read the first one at <http://www.theaviators.tv/>

Sporty's Debuts Plates App

[Janice Wood](#) | [Products](#) | January 31, 2011

Sporty's has partnered with ForeFlight to produce a new Plates app for the iPad.

With Plates, pilots can carry every US approach plate on every flight, and save more than 90% off the price of paper charts, Sporty's officials said.

Both Sporty's and ForeFlight were founded by pilots for pilots, so the companies focused on creating an app that would be at home in the demanding environment of a general aviation cockpit, officials said. Quick-access features like Night View and the Favorite Plates List reduce button pushing and save pilots time in the cockpit. For further information, go to

<http://sportys.com/PilotShop>

AOPA Aircraft Fact Sheets

Submitted by Dan Benkert

This comprehensive database of aircraft contains information for nearly 100 aircraft. Each short report includes an overview of the aircraft, a table of specifications, and a list of additional resources.

<http://www.aopa.org/members/pic/aircraftreviews/>

Aviation Humor

Submitted by Darrel Sauder



I want to be a pilot when I grow up because it's fun and easy to do. Pilot's don't need much school. They just have to learn numbers so they can read instruments. I guess they should be able to read maps so they can find their way if they get lost. Pilots should be brave so they won't get scared if it's foggy and they can't see or if a wing or motor falls off. They should stay calm so they'll know what to do.

Pilots have to have good eyes so they can see through the clouds and they can't be afraid of the lightning or thunder because they are closer to them than we are. The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think airplane flying is dangerous, except pilots don't because they know how easy it is. There isn't much I don't like except girls like pilots and all the stewardesses want to marry them and they always have to chase them away so they won't bother them. I hope I don't get airsick because if I do I couldn't be a pilot and would have to go to work.

A Fifth
Grader

Secretary Notes, March 2011

Jerry Peterson

No business meeting was held at this meeting. The evening was devoted to FAA and FAST team presentation. Gerry Kwelzeski (Sorry, not sure of the correct spelling) presented information from the FAA re-registration of aircraft program. He provided a pamphlet with pertinent information on the subject. It is advisable to pay close attention to the time lines involved and to check on your aircraft registration details. Gerry was very responsive to the numerous questions from the group. We appreciate that. Thank you Gerry. Jerry Dunsmore provided information on preventive maintenance for light sport pilots. If in doubt do a little checking with someone like Jerry before you begin. Questions were answered and clarified prior to the meeting being adjourned.

GARMIN SAYS 4G SYSTEM A THREAT TO GPS

Submitted by Dan Benkert

Garmin is standing by its position that a proposal to build a network of 40,000 broadband transmission towers around the U.S. could severely disrupt GPS service. As we reported last week, LightSquared has received conditional FCC approval to install the massive system to carry 4G signals, the conditions being that it restrict its signals to their assigned frequencies on the L Band 1 (1525 MHz—1559 MHz) and test existing GPS devices to see what kind of interference the transmitters might cause. GPS uses the a frequency range of 1159-1610 MHz, which is right next to the LightSquared signal. Garmin's Jessica Myers told AVweb in a podcast interview that Garmin has done testing on its own and determined there's no practical way for the two systems to coexist. Related Content: Call your congressman.

Upcoming Events

March 5 **Monthly fly-in breakfast**, York NE 8-10:00am

March 6-8 **Upper Midwest Aviation Symposium**, Minot, ND

March 11-13 **Air Fiesta 2011**, Brownsville, TX AIR FIESTA 2011 rolls back the clock to the early days of aviation and the stunt pilots and fly-boys known as barnstormers.
<http://www.justluxe.com/luxecalendar/>

March 24-27 **FAA Safety Seminar: The Aging Aviator** Baton Rouge, LA <http://uspilots.org/>

March 29-April 3 **Sun 'n Fun Fly-In**, Lakeland, FL
<http://www.sun-n-fun.org>

April 9 **SDSU Aviation/Pheasants Fury** will be hosting a pancake breakfast at the Brookings Regional Airport (KBKX) from 8 until noon.

May 21 **Armed Forces Day Fly-In**, Pueblo, CO
<http://pwam.org>

June 3-4 **National Biplane Fly-In**, Freeman Field, Junction City, KS
<http://www.nationalbiplaneflyin.com>

Evergreen Aviation & Space Museum

home of the Spruce Goose
McMinnville, Oregon



<http://www.evergreenmuseum.org/>

A Safety Note

By Darrel Sauder

Any one of us pilots can go out on any given day and get her off the ground and back to the runway. It may not always be pretty but we can do it. How could we improve our flying skills? Many of you may say "That's simple...fly more!" That's a good answer....given enough flights you should get better. How about a quantum leap in your proficiency? Take a pill? Several rides in a simulator (not an option for most of us)? How about the novel idea of practicing a few time tested maneuvers next time you fly or every once in awhile if you don't fly that often?

Everyone has a favorite maneuver they could use to practice their flying skills. My favorite is S turns across a road with climbs and descents thrown in to make it a little more interesting. I like windy conditions best as it really hones skills on wind drift, timing, and a feel for lining up on final. Your favorite may be lazy 8's, turns about a point, rectangle, etc.. The important part is to make yourself do something besides gentle turns, straight and level, and just sightseeing.

Somewhere in the back cobwebs of your mind the term "Airmanship" may emerge. If does and you have practiced it you will find yourself enjoying flying much more and doing a good job vs just getting by. You will be safer and pleased with yourself.

Fly Safe



147 days to EAA AirVenture 2011!

Words of Wisdom

Any attempt to stretch fuel is guaranteed to increase headwinds.

Spotlight on AirVenture 2011

EAA to Honor Aviation Icon Bob Hoover at AirVenture 2011 Aircraft flown by Hoover to be featured during air show on Tuesday, July 26 Saluting his iconic aerobatic career along with heroic service in World War II, EAA AirVenture 2011 will honor Robert A. "Bob" Hoover with a special day of recognition on Tuesday, July 26. Hoover, EAA 21285, a 1988 inductee to the National Aviation Hall of Fame, is best known for his air show performances in a Shrike Commander and P-51 Mustang and a flying career dating back to World War II. EAA's "Tribute to Bob Hoover" Day will feature an afternoon air show with many of the legendary aircraft flown by Hoover over the years, in addition to programs chronicling his experiences and achievements.

"We are honored to pay tribute to one of the greatest aviators in history, Bob Hoover, as part of what's building to be a very memorable AirVenture 2011," said Tom Poberezny, EAA and AirVenture chairman. "Bob has been a fixture at our convention for decades. Everyone marvels at the aircraft and maneuvers synonymous with Bob, and will enjoy hearing about his experiences firsthand."

Considered by many to be one of the founding fathers of modern aerobatics, Hoover enjoyed a remarkable air show and air racing career after flying 59 missions in World War II and escaping a POW camp by commandeering a German Focke-Wulf 190 in April 1945.

Upon his return to the U.S., Hoover enrolled in test pilot school, after which he flew a variety of aircraft, from the Lockheed P-80 Shooting Star to the Northrop N9M flying wing. He most famously worked with Chuck Yeager on the X-1 project, serving as backup pilot and was flying chase when Yeager broke the sound barrier.

Hoover, who served as the official starter at the Reno National Championship Air Races for three decades, began working for North American Aviation in 1950, where he tested and demonstrated the company's civil and military aircraft. When the company merged with Rockwell International in 1968, he began demonstrating the strength of the Shrike Commander twin-engine business aircraft, putting it through rolls, loops, and other maneuvers usually not associated with executive aircraft.



Member Profile

Marty Larson

EAA member since 2005

My start in aviation came later in life. Even though I have been fascinated with planes all my life (thanks to my dad, who was a loadmaster on a C-130 and brought us to every airshow he could), I didn't take any steps toward flying myself until I was living near Seattle after college. Out there, I took a ground school course and only a few flight lessons. The combination of a long traffic-fighting drive to the airport, persistent non-flying weather, and the time demands of a competitive job put a temporary damper on my dream of flying.

As soon as we moved back to Rapid, though, I bought a Cessna 150, and used it to get my private. That led to an instrument rating, commercial and instructor certificates.

Somewhere along the line my problems with simple math caught up to me. Instead of adding the ability to fly planes with more engines, I added the ability to fly planes with no engines. I joined the Black Hills Soaring Club, and added on my commercial glider and glider instructor ratings. I really enjoyed flying the Blanik L-13, until it was grounded due to an AD on the wing. We're currently flying a Schweizer 2-22 that was restored by Charlie Summers. BHSC is also where I learned to fly a tow plane. My motor glider endorsement came after a few flights in a Schweizer 2-37 - a former Air Force Academy training glider, and one of only twelve made.

While my aviation experiences haven't been that remarkable, I have had some incredibly fun and memorable experiences. The longest trip in the 150 was down to Des Moines. My aunt looked at the plane, and was pretty sure that she didn't like me enough to be that close to me for that long. My uncle immediately named it 'Songbird.'

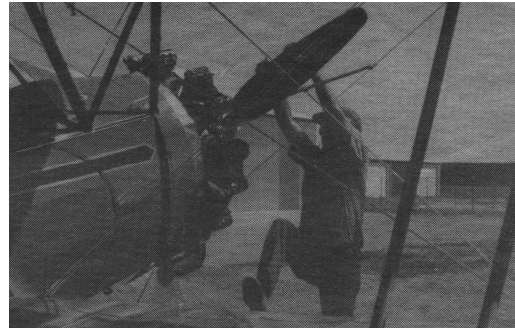
Last summer, Gary Hewett - my glider instructor - invited me to teach at a Civil Air Patrol glider academy. In that week, I gave 85 lessons, and soloed four students.

And, my count of passengers taken up and passengers returned to the ground is now different. I was able to fly the jump plane for Charlie Summers for his 75th birthday jump. I tried to back out when he handed me a parachute. He said wearing a chute was normal procedure -- I didn't believe him. He said it was a safety measure -- I still didn't believe him. He finally said it was because he didn't trust my ability to return the plane to the ground -- that was believable enough that I finally put on the chute and got in the plane.

I owe a lot of thanks to a lot of people -- from my wife and her patience with my pursuits, Jerry Mitchell for his skillful and patient training, and the chapter members for their encouragement and advice.

Marion H. "Curly" Havelaar

1923-2010



propping the Waco #1

The Waco at Hudson so inspired this farm kid that he wanted to become a pilot. He joined the Army Air Corps as soon as he could, but the Army needed bombardiers then more than it needed pilots so it wished him out of pilot training and into bombardier school.

Two wars later, this farm kid took flying lessons from a friend and got his pilot's license. In 1957, he found a Waco F-2 for sale in Tulsa and paid \$1,800 for it. "It was doggy but it flew." He restored her to mint condition, gleaming like a ruby with wings.

As he traced her history, corresponding with the test pilot who named her Betsy and demonstrated her, he was astounded to learn that he had acquired a rare jewel indeed: NX 11241 (X denotes 'experimental') was that prototype, the very first Waco Model F-2 ever built!

His research led him to the dirigible-based Wacos. His airframe and power plant rating qualifies him to restore aircraft; he does the metal work and partners work on the wings.

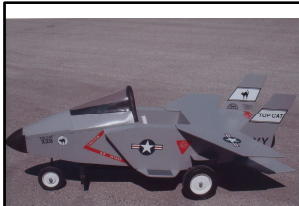
In two or three years, he'll have a Navy Model F-2 Waco running boat all beefed-up and fitted with an airship attachment hook, ready to go. He has a list of aviation museums that want a Waco running boat, so he's not worried about what to do with it if he can't find a dirigible.



Curly and the Waco #1—the prototype of the high-performance Waco F series launched in 1931.



Many thanks to Ken Post for sharing this with us. The black-and-white photos and the write-up are from a 1986 issue of *The Rapid City Guide* Ken that has.



You may bring any money from raffle ticket sales to the meeting.

Ed.note: Please continue to send me cool links, pictures, favorite aviation museums, articles. etc. Send to teachmolly@gmail.com.

Cool Links

Old School Aircraft

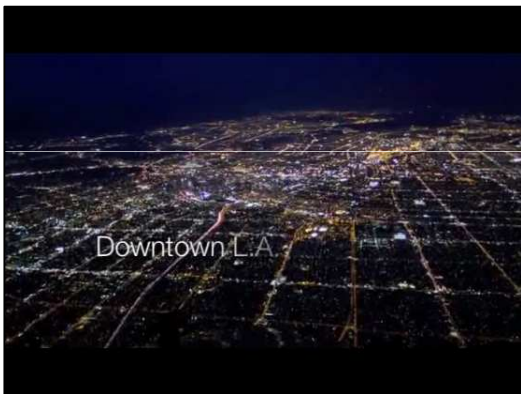
Submitted by Larry Vail and Al Neal
This is an awesome PowerPoint presentation.



<http://www.scribd.com/doc/11541749/Old-School-Aircraft>

A Cockpit View of a twilight landing at LAX

Submitted by Jim Hayward



<http://www.wimp.com/twilightlanding/>

Horsemen Pay Homage to Blue Angels

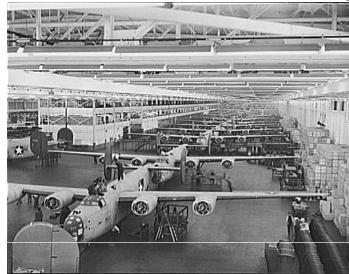
Submitted by Jim Hayward

The Horsemen have always admired the Blue Angels flight demonstration team. So when Jim, Dan, and Ed found out they were flying a show with the Blues they decided to pay homage to the Angels by replacing their normal ride of P-51 Mustangs with F-8F Bearcats. When the Blues caught wind of what was happening they suggested their solo pilots fly formation with the Bearcats. Then everyone thought it would be cool if Al Taddeo, who flew Bcats on the first Blues team, came and watched the Bearcats fly.

<http://volstothewall.com/board/index.php?topic=18389.0>

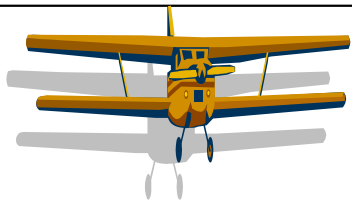
Willow Run Bomber Plant Video – WWII

Submitted by Al Neal



<http://www.youtube.com/watch?v=iKlt6rNciTo>

<http://www.willowrunairport.com/information/history.asp>



Classified Ads

For Sale...New 36'x42' Miracle Truss Hangar, located at Hot Springs Airport. Heated, bifold door and paid 40 yr lease, which can be re-negotiated w/ city \$65,000. Larry McIntyre 605-484-3571

Continental O200, disassembled, cam shaft and followers are yellow tagged. Crank shaft magnifluxed and mics to factory specs. 2 cylinders serviceable. Case and all parts clean. No accessories. \$3000.00 Milo Schindler 605-381-1600

Can You Identify This Airport?

Page, AZ