

Round Engine Rodeo 2013

VAA invites all round-engine aircraft to EAA AirVenture '13.

STEVE KROG



What Is It?

Welcome! The "Good ol' Days" are returning, at least for a week! That's right. For one full week from July 29 through August 4, 2013, the U.S. skies will be filled with the beautiful rumble of round-engine-equipped airplanes en route to Oshkosh.

The Vintage Aircraft Association (VAA), serving as the official host for this historic event, is inviting the round-engine universe to attend and participate in EAA AirVenture Oshkosh 2013.

All owners, pilots, and enthusiasts of round-engine aircraft are formally invited to fly their beautiful airships to Oshkosh and participate in this event, a weeklong gathering to get together with others who share the passion for these fantastic old airplanes and engines.

- Special handling and parking will be provided to all who fly their round-engine aircraft to Oshkosh.
- The VAA is working on an attractive package of incentives provided to all who fly these beautiful round-engine aircraft to Oshkosh.
- One full day of AirVenture will be dedicated exclusively to the recognition and display of these airplanes in the Vintage area. Period costumes worn by the pilots/owners are suggested and welcome.
- Each day of AirVenture a different round-engine make-and-model aircraft will be featured at VAA Vintage in Review (in front of the VAA Red Barn and Vintage Hangar).
- Interviewer extraordinaire Ray Johnson will conduct a live interview with the featured aircraft owner/pilot.

- Guided tours through the round-engine parking area will be conducted by knowledgeable VAA volunteers.
- A proposed turf runway for arrival is being developed for those that might want or need to use it.

Rest Stop

The weekend prior to the opening of AirVenture—July 26-28, the Hartford airport (HXF) will serve as a gathering point and rest stop for all.

- HXF features two turf runways as well as one hard surface runway.
- HXF is located approximately 45 miles due south of OSH.
- Fuel, both 100LL and 92 octane auto, will be readily available at a very competitive price.
- Food, refreshments, camping, motels, transportation, and entertainment will be available to all.

Last year 154 aircraft and more than 300 people gathered at HXF to partake in the pre-convention weekend activities—a great relaxing time enjoyed by everyone!

What's Next

Start making plans for attending EAA AirVenture 2013 and playing an active part in all the activities in the Vintage area.

More information is now available on at the website www.VintageAircraft.org. On the website you'll find a pre-registration form for you to print and to mail in. Having these preliminary numbers for Hartford will help us make detailed plans for Oshkosh as well.

We hope to see you this summer!

What Our Members Are Restoring

1946 Cessna 120

Andy Cotyk

Hello, my name is Andy Cotyk, EAA 1074599, in Kalamazoo, Michigan. I am restoring a 1946 Cessna 120, N77220. The plane has 1,183 TTOA and was last annualized in 1968, then was stored in a barn in Northern Michigan for over 40 years. I bought the plane from an estate auction and plan to restore and fly it. I'm 55 years old and an aerospace engineer, am currently taking ground school, and plan to begin flight training this summer. It has been a longtime goal to restore a plane and learn to fly, and I have decided that now is the time for me to accomplish these goals!

Andy Cotyk

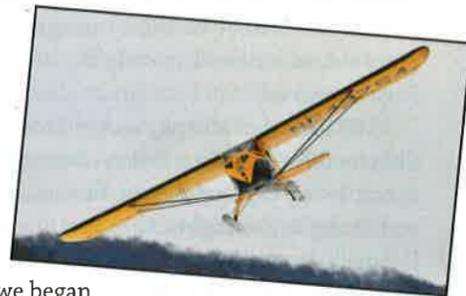


1946 Taylorcraft BC12D

Ryan Newell



My dad Tim purchased NC43754 in 1979 and flew it off of a farm strip for 10 years. In 1989 it was damaged by loose cattle. I have many memories flying in the Taylorcraft as a kid. In 2006 we began



restoring NC43754 together. We added a skylight and later style rear windows to her.

Wood spars were replaced and the right wing, which was a prewar war wing featuring Piper style built up ribs, was replaced with the proper stamped ribs. First flight after restoration was on Oct 23, 2011. We have since put about 80 hours on her the past year. Thanks to my family, members of the Taylorcraft foundation/forum, and Forrest Barber for all their help.

Ryan Newell

Culver Cadet

Neil S. Deye

I purchased this Culver Cadet in October 2009 from the Wisconsin Aviation Museum, disassembled it, and hauled it in a truck to my home in Gilbert



(SC45), South Carolina. I performed a major overhaul on the Franklin engine, rebuilt the airframe, repaired some wing damage, and re-covered the airframe and tail assembly. I finally completed it this year and have about nine hours on it. It flies great, and now I will sell it. I am 83, and it has been 60 years since I had my first Culver Cadet and I cannot raise the landing gear as easy as I did 60 years ago. Now I enjoy my Apache more than the Culver. I attached some pictures; the in-flight is past my home and hangar.

Neil S. Deye



MAY/JUNE 2013

Vintage airplane



Walt Bowe
and his

Laird

- Pay It Forward
- Restored Cessna 170