

March Meeting

By Dale Fowler

The chapter met at the Franklin Airport conference room at 10:30 on March 19 with about 25 people attending.

Karen Bradshaw reported that we have \$1888.86 in the bank.

Buz Rich suggested that we do a couple of projects for the airport. One would be a covered swing, similar to a porch swing, so people could sit outside and watch flying activities. The other one would be a picnic table covered by a pergola at the airport light tower. This might become known as the Beacon Café.

Planning is well along for the Franklin Community Day on May 21. This is a major event for our chapter and we need many volunteers for Young Eagles, Aircraft Registration, Pedal Planes, and our Chapter Booth (we need a chairman for this.) A church youth group and a Scout Explorer group will help us on May 21. For that, we are going to fly them in Young Eagle Flights on April 23,

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1926 Ford Tri-motor

By Folis Jones

Just as Henry Ford put America on wheels, he also went a long way toward giving the country wings as well. Ford enlisted William Bushnell Stout in his campaign to cash in on commercial air transport. Stout was a forward-thinking designer with new ideas in all metal construction. His motto, "Simplify and add lightness," has become the first commandment of aero engineering. After a few abortive design attempts, the first true Ford Tri-motor, the three-engine 4 A.T., took to the air on the 12th of June, 1926.

The plane was named "The Tin Goose", borrowed its corrugated skin from Junkers and its general layout from Fokker's commercial craft. Since neither Stout nor Ford had much of an eye for beauty, the Tri-motors were not sleek streamliners; instead they communicated solidity, strength, and therefore safety to the public. By 1929, you could "fly" coast to coast on one ticket. Here's how: First a night train from New York to Columbus, Ohio, then by Tri-motor to Oklahoma City. From there take the Santa Fe Railroad Sleeper to Clovis, New Mexico, then another "Tin Goose" to Los Angeles. Total time: 48 hours. About a year later, you could travel by air all the way in just 24 hours.

There is a Stout Bushmaster 2000, a modernized version of the Ford that still flies at Owl's Head, Maine....



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CALENDAR OF EVENTS

APRIL 12 – 18

SUN 'N FUN IN LAKELAND, FLORIDA

April 23

CHAPTER MEETING, 10:30 FRANKLIN AIRPORT, PRESENTATION:
SUN-N-FUN REPORT. FLY YOUNG EAGLES (YOUTH VOLUNTEERS FOR
FRANKLIN COMMUNITY DAY, AFTERNOON HANGAR TALK SESSION:
RADIO PROCEDURES AND TECHNIQUES

MAY 12 – 15

MID-ATLANTIC FLY-IN, LUMBERTON, NC. (KLBT)

WWW.MIDATLANTICFLYIN.COM

MAY 21, 2005

FRANKLIN COMMUNITY DAY @ FRANKLIN AIRPORT
YOUNG EAGLE RIDES, PEDAL PLANES, STATIC DISPLAYS & MUCH
MORE. **OUR CHAPTER HAS A BIG PART TO PLAY IN
THIS EVENT. PLEASE VOLUNTEER TO HELP WHERE
YOU CAN.**

May 28

CHAPTER MEETING, 10:30 FRANKLIN AIRPORT, PRESENTATION:
FLOAT PLANES, FLY YOUR BUDDY.□

Editors Note: Do a "Google" search of "Ford Tri-motor" and several sites will come up. A couple of them will list the locations of surviving aircraft. Some are in restoration, some in museums, and a small "some" are still flying.

Received this note from Karen Bradshaw: "This website was sent to me by a friend. It lists airport sites nationwide by state. In Virginia it talks about several airports including the runway outline in the crops between CPK and Lake Drummond which I have always wondered about and the radio station area just west of the Driver antennas. There used to be several grass runways there as well as a concrete runway with a catapult. That outline is still visible. (Verified yesterday from Garland Tillery's aircraft)"

Try these links....

[Abandoned & Little-Known Airfields](#)

<http://www.airfields-freeman.com/>

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after our regular meeting that Saturday.

Dale Fowler did a presentation on the history of the USAF Aggressors. Buz Rich presented some notes on the intelligence exploitation of the Mig-17 and the Mig-21, programs that have recently been declassified.

Visiting our meeting was Jim Ewen, a WWII P-51 pilot in China in 1945. Jim also flew P-47's and several other aircraft of that era. He has many interesting stories which we hope to hear in the future. He has flown with Dale in the Glastar and still has good "hands."

Our next meeting will be April 23, one week late because of Sun 'n Fun. The program will be reports and pictures from SNF. Buz reported recently that he has sold his beautiful Bonanza and plans to fly the Cub to SNF & back. We all must hope he has only tailwinds for that trip.□

1934 Ryan S-T Sport Trainer

By Folis Jones

A perfect example of mid-thirties American

optimism was "Spirit of St. Louis" builder Claude Ryan's re-entry into the aviation business with his 1934 Sport Trainer. The S-T's flashy decor, Buck Rogers look made it an instant hit. By 1936, if you were a well-heeled sportsman, you could fly it away for \$4500, lessons included.

The S-T gained a reputation as a "hot ship" with fliers raised on biplanes, but with its novel wing flaps, it was really quite docile. The U.S. Army, noting this, began ordering the S-T as the PT-16, their first monoplane primary trainer. As war loomed, more models were ordered, and, as the Kinner-engined PT-22 "Recruit," more than a thousand served the Army and Navy until the end of hostilities. Many others wore the colors of air arms around the world, especially in Central and South America.

Still a favorite with private fliers who love the combination of open cockpit nostalgia, low maintenance construction, and spirited performance, most have been restored to their gleaming polished metal pre-war surfaces.□

Meet Our Members: Bryson and Christie Trumble
By Jeff Hopkins



Bryson and Christie Trumble. Bryson is originally from Arkansas and Christie grew up in New Orleans, Louisiana. They met in Florida when Bryson was in the Navy and Christie was working for the summer at Walt Disney World. They currently reside in Franklin, having moved here in 1999 when Bryson obtained a job promotion. Their daughter, Madison, is twelve years old, plays the saxophone and is currently taking guitar lessons along with her Dad.

Bryson is an Electrical Supervisor with Nucor Steel in Winton, NC and Christie is employed with the American Red Cross as the Coordinator for Franklin and Southampton County. Bryson was the first Vice President of our Chapter and Christie was the first Newsletter Editor. Christie is also currently maintaining the Chapter website—the official title for which is “Chapter Website Guru,” I believe.

The Trumble’s became active in flying because Bryson was always talking about “someday” taking flying lessons. So . . . Christie, being otherwise at a loss for a gift, bought him an

introductory flight and some flight time with Everett Williams for his Christmas present in 2001. After that Bryson talked about nothing but flying. Christie didn’t know how he could be so fascinated, so she took an introductory flight with Everett herself, to help her understand. That flight was all it took to get her interested in flying, as well. She started taking lessons and completed her flight training with Joan Jones; obtaining her private pilot license in October of 2003. Bryson also holds a private pilot license and has currently flown 175 hours. Christie has flown 190 hours. Together they own 2129Y; the red, white and blue Cessna 172 in which Christie completed her flight training.

The Trumble’s favorite flying activity is flying to Ocracoke Island in North Carolina. Having the airplane allows them to be there in about an hour. They can leave Franklin at 10:30 a.m. and be sitting in Howard’s Pub eating lunch by noon. After lunch they can go lie on the beach for a couple of hours while Madison plays and swims. Then it is a quick trip home in the mid-afternoon. □