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Wonder Lake, Ill. 60097



Oct. - Nov. 1981 ●

My apologies are in order for being late with the October newsletter. I was hoping to beat the postage increase in Nov. also, but my Dad became quite ill and I've been between home and upstate N.Y. between my overseas trips.

At present I'm trying to get this newsletter together sitting on the balcony off my room at the Tel Aviv Hilton, but being on the pool and beach side of the hotel I am, more than occasionally, distracted by the teenie weenie bikinis that go grating by.

The dues along with letters and pictures have been coming in with a good regularity. A few are still tardy, so a red dot at the top of this newsletter means your dues are still due and you'll be dropped from the Dec. mailing list. If I've made a mistake please advise and I'll straighten it out.

HAPPENINGS

Blakesburg AAA Fly-In was a great event this year. My wife & I spent three days at the show, and for about the first time in 17 years the AAA meeting was blessed with excellent weather. As usual, there were plenty of beautiful antique aircraft in attendance, but only one Porterfield, and that was Ken William's 35-70. Fred Holloway was en route, but ran into some bad weather to the West and decided to return home to Cal. before it closed in behind him.

There were quite a few club members in attendance, but most hadn't flown their aircraft in for one reason or other. Bob Doherty LeRoy Blum, Jim Sowles, Ken Williams, Bob & Brent Taylor (who are of course Blakesburg AAA) Bill Gore (previous member, who just signed up again). Bob Shindler (former club President (who is now flying a Haatz bi-plane) and of course, yours truly.

Ken Williams did pretty well in the trophy department taking three AAA chapter choices, and the Porterfield Airplane Club trophy. Congratulations Ken ---beautiful restoration job!

FROM THE MEMBERSHIP

A letter from Larry Huttman, NC 14431, voicing his condolences to John & Dallys Innes on damaging their bird and hopes John doesn't intend to keep Hertz and U-Haul in business as it's more fun to fly than drive. He also says "As for my bird, I'm making slow progress, but finally got enough parts to get the 90 hp Ken Royce together and on the airplane. I had to make a new front cowling as the old didn't line up right, and now have a little over seven hours run in time on the engine. Its not quite ready yet, and I'm finding the pressure valve lube system fouls plugs more after setting than the grease style does. Anyway that's about it."

Bill Dolling, NC-37743, sent a couple of snapshots of his aircraft and of Chuck Rushford's CP-50, NC21973 taken at Evergreen Air Show in Vancouver. He also sent a progress report on his aircraft. "It's back in the air after 25 years. I started recovering in 1953 (23 yrs) ago. We used fiber glass, had one wing- door & tailfeathers done winter of 53- took til now to get set for license. Have test flown it about 3 hrs. Total logged time on plane 3007 hrs. (?) engine 198

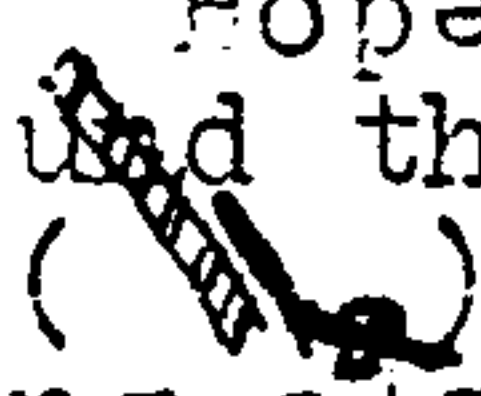
since major. Has all original instruments - name plate - loading chart - plane number 963 on tag wired under gas tank. All log books & original shipping papers. I have owned this plane 29 yrs. My "Pregnant Goldfish" is now blue & silver. I tried some of that spray-on chrome on the landing gear & aileron balances, it seems to stick good & looks nice."

Hugh Richardson has a new address, Box 2077, Laughlin, NV, 89046.

Even got a no-progress report from Glen Morris. "This has been a mixed year for me and my Porterfield. I've not done anything with the airplane, because each time I'm ready to start something goes wrong around the house. We've had a whole house-full of carpet ruined by water damage, then just as I got everything moved back in from the garage, we had to put in a new airconditioner. I'm now almost back to where I was a year ago. Anyhow, I'll get there."

Paul Comeau, NC 37709, wrote that he's still plugginh along- In the process of moving so this will put a kink in our progress."

Jim Gooding says, "Have been plagued with a small oil leak. We have it narrowed down to the top of the case. Trying to stop it without taking the engine apart. Even so I have put around 10 (lovely) hours in NC 37716 so far." If you have to take it apart Jim, try a real thin gage silk thread stuck along the center of the parting surface, but make sure it is silk. Synthetic materials will actually groove the parting surface when the case bolts are torqued down.

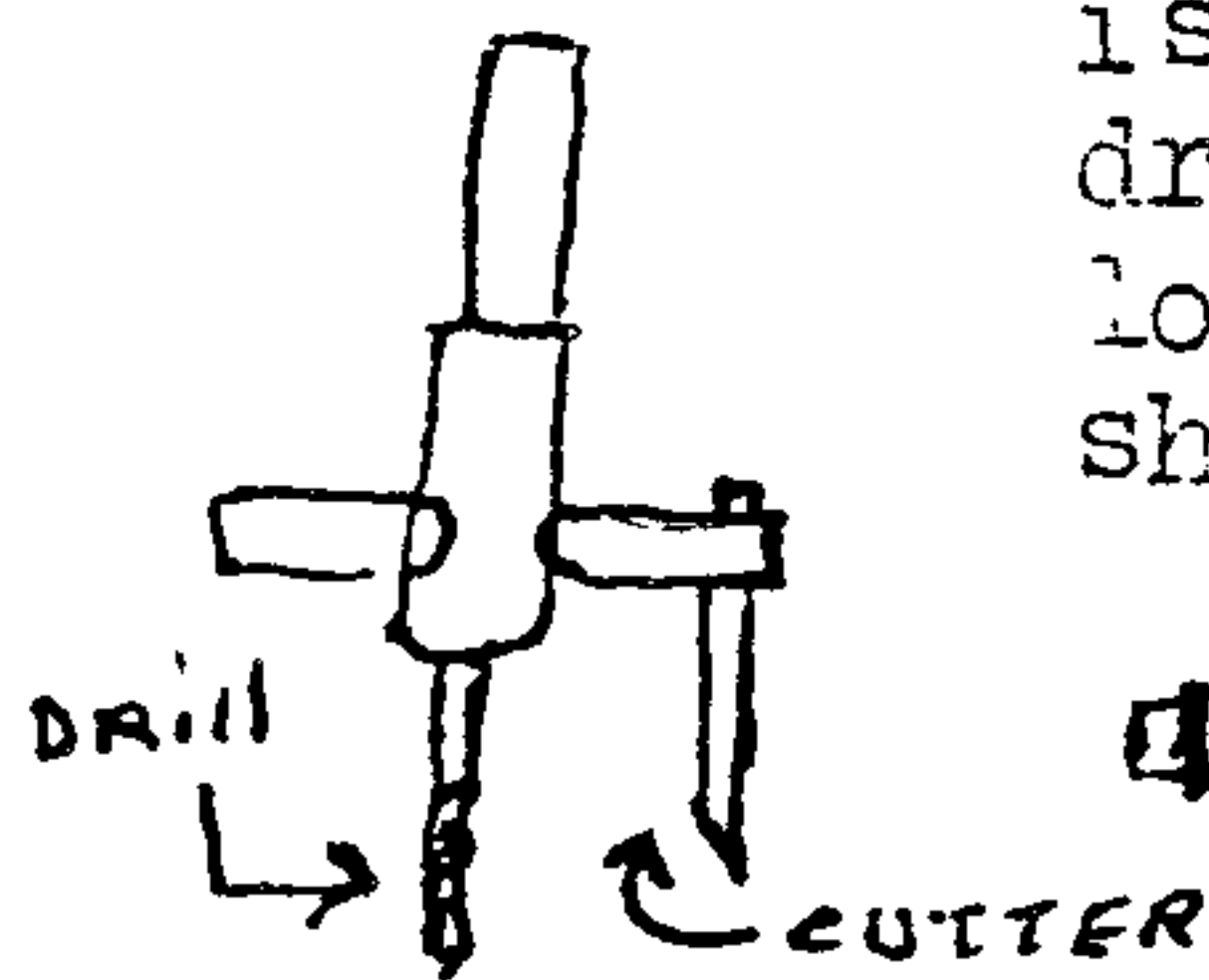
Carmen & Winston Fisher reported on their newly restored CP-65 ("We've sunk" about \$2,000.00 in 37862 and still need a new prop. This one was reconditioned by Anderson at DuPage, but is delaminating. Besides it is not a standard size. Also the tail wheel doesn't work as it should. There will go another 5 or \$600. Do you know if the bottom of the windshield had a fairing such as is on a Cub? Ours just has a rubber channel, not very water-proof. Some of the gas connections still leak slightly, but so far we havn't been able to track down the exact causes. We may have to take the whole thing apart. Hope not." -- Yes, the windshield did have a metal fairing around the bottom of the windshield and riveted to the cowl. () 1/2" U shaped rubber channeling on top edge of the fairing also helps seal well.

The Fishers also sent a newspaper article about their aircraft which I will reprint in another newsletter, as I don't seem to have it with me and I'll probably get this letter out from New York.

Connie Conolley & Co. were on a long tour with their RV, and as luck would have it I was out on a trip. Did have a nice phone conversation though. A later letter spelled out the intinerary-Smithsonian (of course) Va, N.C., S.C., Ga., Miss., & then points west again. She had quite a visit with Porterfield design engineer, F. B. Johnson & his wife Lea and really got treated royally by them. "Real Southern Hospitality!" Sure hope that I can get down to meet him. Connie has also been trying to contact Porterfield owners throughout the whole trip, but reports little success.

Glen Peck sent a long letter, and here it is.
 "Aug. 1st. I brought home two Porterfields- An LP-65 & CP-65. They are the ones Don Douglas had - The LP N25586 is a basket, but seems to be in excellent shape. The CP N32333 is almost finished. All covered & needing sheet metal work & windows. The engine mount was bent all out of shape, so I had to build a new one. The engine had a broken mounting pad & was looking good until I took it apart. It had 17 hours in the log since major & was completely shot. It was grossly overheated & appeared to have been run without oil, but that's all taken care of now thanks to a good machine shop & a lot of new parts. With any luck this bird will be ready to fly in about a month or two. The new owner is Walt Gunn 5834 Lockton Lane, Mission, Kansas 66205. He says he knows you. He was an early owner of 32333 in '41 or '42 or so.

I think I have finally found a solution to the shock disk problem, but it is a do-it-yourself project that takes about 2 hours after you have the tools made, which takes a bit longer. The rubber is #264 Neoprene from L.A. Rubber Co., 2915 E. Washington Blvd., Los Angeles, Ca. 90023- ph- 213-263-4131. You need a piece $12\frac{1}{2}$ " x $16\frac{1}{2}$ " x 1" which is about 9 pounds. The stuff cost \$3.30 a pound when I bought mine at the end of June. So it's about \$30 worth. That's the easy part except paying for it. To cut it out you need a modified fly cutter, most any hardware store has them- made by Stanley. Looks like this-



It costs about \$5. There are 2 sizes. The small one is fine as long as it will go to 4" Dia. Take the drill out & replace it with a pointed rod about 2" long. Regrind the square cutter to a thin knife shape & you are all set.

square cutter

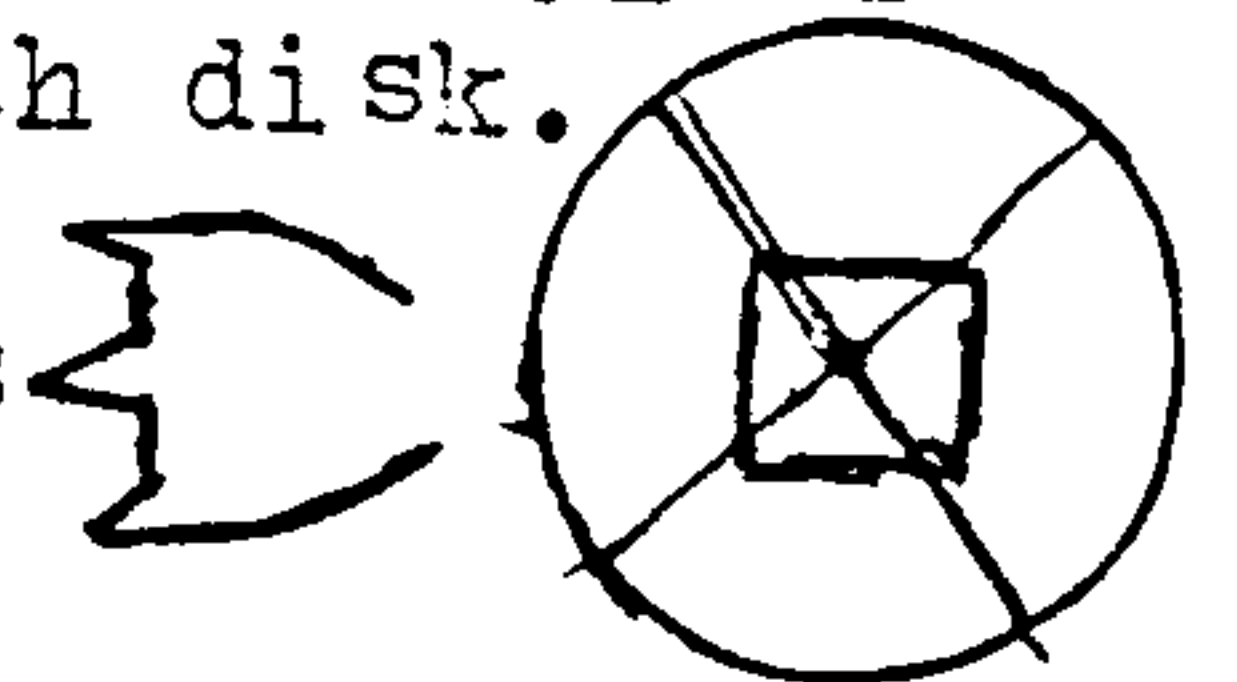
cutting direction ↓

sharp knife edge

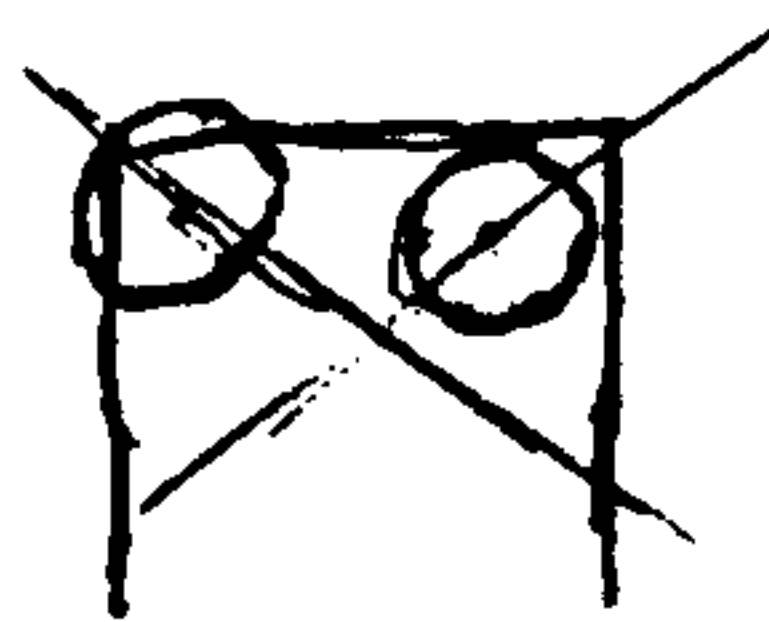
$1\frac{1}{2}$ " or so it will cut at least 1" long thin taper

$1\frac{1}{2}$ " or more

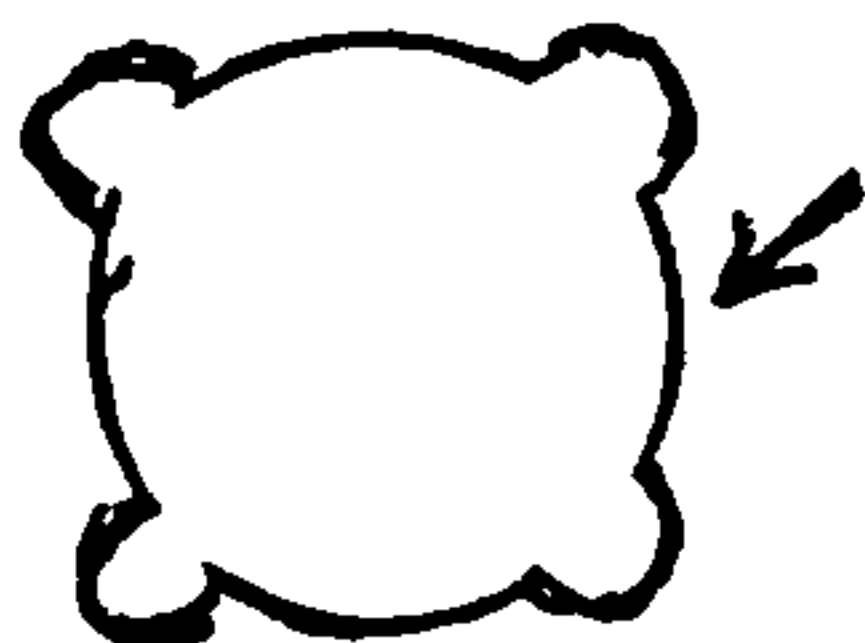
Same diameter as drill that comes with the cutter. Set the point so that it is about $\frac{1}{2}$ " longer than the cutter & be sure the cutter is at least $1\frac{1}{3}$ " below the tool center or things will bind up. Set the cutter to make a 4" dia. cut. It should be run slowly. My drill press slowest speed is 240 RPM & it works beautifully. Do Not use a Hand drill. It is too fast & not steady. Lay out the disks on the rubber sheet so that there is at least $1\frac{1}{3}$ " between the disks & edge of the sheet. $1\frac{1}{16}$ " can be done, but sometimes the rubber gives & makes an uneven cut, if so, use grinder to smooth off the bumps. Slop on plenty of soapy water & feed slow & it makes a beautiful cut. Put a piece of plywood with a small hole lined up with the center under the rubber so as not to dull the cutter & mess up the drill press table. Now you have a dozen beautiful rubber disks & a lot of expensive scrap. Now the hard part. The center hole is square! Lay out a $1\frac{1}{8}$ " square in the center of each disk. Brookstone Co. 127 Vog Farm Road, Peterborough New Hampshire 03458 sells a wood bit set with points



like so- But not wanting to wait for mail order or spend \$16.50 for a set of seven just to get a 5/16", I took an old 5/16 drill & reground it. Once you have the drill, make the holes in the four corners of the square so that the hole just slightly overlaps the square or is just slightly inside it is not really



Remember the soapy water & slow speed, Next set the fly cutter for 1 1/8" dia. hole & cut them out. The result is about like so-



The corners can be shaved off with a sharp knife, but be extremely careful not to cut the edge of the 5/16 hole or leave a nick on the 1 1/8 hole. If it is cut the disk will crack all the way through

Nick cut here results in crack propagating all the way out.

I don't think it is real necessary to shave off the corner. The reason for the square hole rather than round is to give the rubber somewhere to go when the disk is squeezed, otherwise it will fatigue & eventually become brittle. It will anyway, but faster without the space. The disks & metal spacers should be coated with powdered graphite when assembled.

I am also experimenting with a piece of tube rather than the 5/16 drill hoping to get a bit cleaner hole, but I haven't come up with the right shape yet. The corners of the square hole must be radiused, or the disk will crack.

So that's where we stand on the shock disks. None of the companies I talked to wanted to mess with such small orders or finished disks. The one that took the order failed to produce after 5 months wait so-----.

If anybody has blueprints of the cowlings & other sheet metal & the Lycoming engine installation, I would like to obtain a copy."

As to shock discs as per Glen's letter, Vince Bohn stopped by with his RV to see me, but I was upstate N.Y. at the time, so my son made him call me there. He was going to leave a sample of one of the discs, but evidently forgot it. Hope to hear from him later. I do, however, have his analysis on the discs and will enclose copies with the next newsletter, as they are home too, & I need a few more copies made. Vince also has information on parking brakes & tail wheels which I hope he'll get off to me.

I got a letter and a couple of nice air shots, 8 x 10 of Fred Holloway's bird. Thanks Fred !

AIRCRAFT FOR SALE

1938 -35-70 Ser. No.190, NC17490, beautifully restored, new fabric, wood, prop, tires, windows. Original colors & striping of blue on red. Aircraft has less than 120 total hours. Top overhaul on engine and put in New-like condition in 1974. A beauty judging from the color photos. Asking price \$10,000. Contact William E. Hogan, Air Service Center Inc., Hamilton, Ohio, 45015. Phone 863-4447, or contact owner 904-255-7165, Daytona Beach, Fl.

Also for anyone who might be interested. Wings & Wheels Museum in Orlando, Fl. is having to vacate their premises, and is putting up for auction a collection of 51 antique aircraft & 27 automobiles. Collection includes an Am. Eagle an Am Eaglet, and a Porterfield FP-65. List of all, address & phone number is included in this

newsletter. I sure would like to take this event in myself.

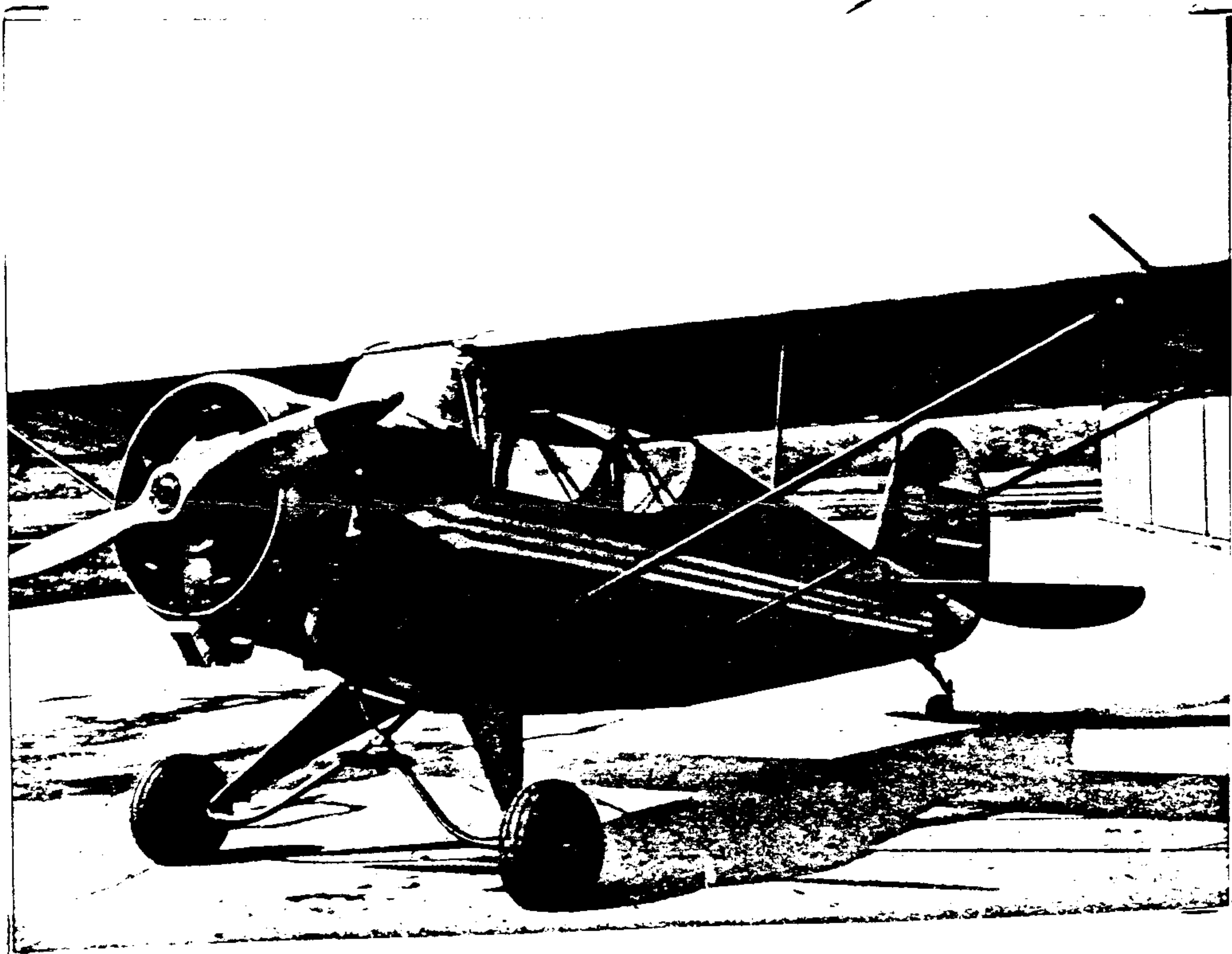
AIRCRAFT PARTS

Ralph Borden, 2279 El Paso St. Romona, Ca. 92065, Phone 714-739-0479 has struts for a 35W as well as many other parts for Porterfield.

When the Henley Aerodrome museum burned in Athol, Idaho last Sept. the beautiful 1923 American Eagle, "Tempus Fugit," restored by Ed Wegner of WI. was completely destroyed, along with 10 others in their collection. The incident occurred on the day before they were to move to a new modern fire protected facility. It seems that fate has been very unkind to collections in the past few years with the incidents that have occurred at San Diego, Bradley & this instance at Athol, in which many antique & irreplaceable aircraft have been lost.

That's it for this time and I hope that my affairs get settled down so that I'm not late with another newsletter.

Keep the Skinny Birds Flying.
Chuck Librecht
 Happy Thanksgiving.



1938 35-70 NC 17490
 Air Service Center Inc.
 Hamilton, Ohio 45015
 For Sale \$10,000