

# It Was The Same In Canada

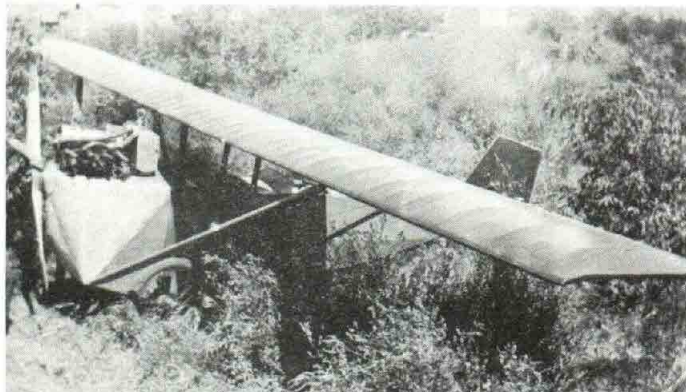
**A**SK ANY old-timer about sport flying today, and he will be happy to point out how much better off we are now than they were in the earlier days of homebuilding, not only with regulations, but in such areas as aircraft, engines and propellers.

Cecil H. Goddard, EAA 16663, of Alida, Saskatchewan, not far above the North Dakota border, has had long experience in this game. He had built several aircraft at a young age, using Indian and Harley-Davidson motorcycle engines, but these ships did little more than just shake. Cecil tried to teach himself to fly in another airplane which he built, largely using components from the last V-twin machine, and which was powered with a Model T Ford engine. It took off, but the Wright brothers' flight was just about as long, and they didn't end up in a heap!

Later on, he built two other aircraft, without the benefit of plans, and each was powered with the Model A Ford engine. The engines were to be inverted later on, but never were. These flew well, and by this time he had learned quite a bit about the art, and also learned how to carve a good propeller from spruce, one that could really pull.

His area was situated well above sea level, and to negotiate a take-off with the heavy Ford engine in stubble, it was best to run down the steepest hill available to start with. Climb was very poor.

He later ran across a little cabin job, which was originally built without plans by an older man who couldn't



The first airplane which Cecil Goddard built with a Model A Ford engine appears to have been in line with many of the attempts at an ultra-light airplane of that time. The fuselage was only a scant few inches off the ground, and probably was not very efficient while operating from weed fields.



The second Ford A powered homebuilt appears to be an improved version of the earlier one, with the landing gear changed to a more conventional form.

fly the ship. He purchased it then and reworked it to some extent. With the power available from the Armstrong-Siddeley engine, it was a real fine performer. It was forced down on quite a few occasions because of something in the carburetor jet. Many years later this condition was eliminated by something called carburetor heat. The aircraft, looking roughly similar to the old Corben cabin version "Junior Ace", was built of wood, and it was the Clark 27 section that formed the wing profile. Among its forgiving habits was its ability to take



The five cylinder Armstrong-Siddeley powered cabin job which Cecil Goddard acquired and rebuilt provided many hours of fun-flying. The registration, CF-ANP, shows it to be a real old-timer. Note the up and down shock cord system on the landing gear strut.

off in any direction in complete disregard for the wind, and it could be landed the same way. It would also take off with  $\frac{3}{8}$  in. of frost on top of the wing. Years later, when Cecil called upon a usually willing Taylorcraft to do the same thing, with only a thin skim of frost on it, he used up all of the field and flew nose high off the edge of the field into an adjoining ravine, and struck the opposite bank half-way up with a steel-crushing wallop. The cause of that accident was about 16 oz. of water in the wrong shape. Anyway, the cabin job was grounded by the government along with all the homebuilts.

After the ban was lifted years later, through the efforts of Keith Hopkinson and the EAA, he was again bitten by the bug, and quickly came up with a gyro rotary-wing of his own design. He built up a set of Bensen rotor blades for it, in addition to those which he designed, but with either set of rotors, found the take-off speed to be too fast for such an abbreviated machine. He was never keen about the gyro, although he managed to make many flights and never cracked it up. He does

feel, however, that a small wing on this type of machine would do a lot better and make it pull easier. They do not seem to be suitable for the altitude of his area.

Since then, Cecil has built a Stits "Skycoupe" which he and his young sons turned out in seven months of spare time, minus sleep. The Stits is powered with the 125 hp Lycoming GPU, with almost 150 hrs. total trouble-free time, but the airplane is not fast enough. During the last few months, the "Skycoupe" has been modified to a conventional landing gear because of a lack of angle of attack. The tricycle landing gear did not adapt too well to the rough ground from which the airplane is operated, and it would not stop quickly enough when on skis.

Today, according to Cecil, the engines are lighter and better, and everything flies. Also, everyone knows what diameter and pitch to use, and doesn't have to carve a carload of lumber into propellers to find out. When he built his Ford A-powered ships, his economy-minded mother could see that even a depression funeral might cost as high as \$90.00. However, she provided Cecil with \$60.00 for him to learn to fly solo, and the instructor nearly dropped dead when he had heard this! He made it in 4 hrs. and 10 min., for only \$50.00, in a DeHavilland DH-60 "Moth" costing \$12.00 per hr.



**Cecil Goddard poses with his Stits "Skycoupe", CF-OWA, powered with a 125 hp Lycoming ground power unit. It is the latest in the long line of homebuilt aircraft which he has built.**

As Cecil now says . . . "We older fellows know that building your own plane is not a right; it is a privilege now made possible through the efforts of a group such as the EAA. We knew that this freedom was right, but no one would listen to us at the time." ●

## THE LAST WACO . . .

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pan, and a wet-sump engine with flexible Pliocel fuel tanks.

With the fuselage parts, Moffet said, would come spares ordered for the project, including a spare engine, propeller, two sets of propeller blades, some instruments, driveshafts, etc.

After successful negotiation, a contract of sale was signed and I became owner of the last Waco. Even after living with the Model W for nearly a year, this still gives me a mild shock.

As many vintage aircraft fans know, the most exciting and physically exhausting part of finding a treasure is in wresting it from its resting place and dragging it home.

The "Aristocraft" proved this in spades. Shoehorning this 1,400 lb. fuselage into a 16 ft. van was like trying to squeeze Moby Dick into the back of a milk truck!

If it wasn't for the enthusiastic assistance of fellows like John Bendik, Orvel Yarger, Carl Buecker and other EAA members, the old Waco might still be in Troy. A note of appreciation is due to Waco President C. J. Bruckner, too, who insisted in putting air in the tires, accumulating all spares at once for easier removal, and in rigging a chain hoist to the hangar trusses, which was indispensable to remove the fuselage.

Bruckner also put Charlie Moffet in charge of collecting all engineering reports, CAA correspondence, drawings, tracings and engineering data, and he did an excellent job. There is only one group of drawings I haven't been able to find, and I suspect they may be included with several tracings which haven't been unrolled yet. The marvel of this will be appreciated by those of us who have been associated with million dollar military contracts which often teeter precariously on one smudged pencil sketch, with R & D drawings constantly undergoing untold revisions. The Waco prints were very complete.

After finally getting four ambitious EAA enthusiasts together, and the airplane parts pile completed by the Waco factory, we were hit with the worst snow storm of the winter! We managed to get to Troy that Saturday . . . Orvel Yarger driving about 150 miles through the worst blizzard around that part of Ohio, and still arriving

hours ahead of us (due to a truck rental mixup) and loading the spare engine on his pickup truck.

Orv helped us while we planned the gargantuan feat of hoisting a 1,400 lb. fragile fuselage up 42 inches by chain hoist, and backing a 16 ft. van truck around the dangling airframe. With Carl Buecker's boat winch nailed to the front of the truck, Carl, John Bendik and I had to hang on the chain to raise the fuselage a mere inch at a time. But finally, it was high enough. I backed the truck around, and by removing the truck's chain rail we were able to winch the main wheels in far enough to rest on the edge of the truck bed. We had less than a quarter inch on the top, and we had sweat, dirt and skinned knuckles between ourselves. We then stuffed every nook and crevice with doors, cowling, prop blades, seats, driveshafts, boxes of castings and the like, until it was full. Then we tied the whole mess to the rear of the truck, using about 300 ft. of clothesline rope. It looked like some giant spider had sealed itself into the back of the truck.

Jim Campbell helped us out, and as dusk approached, I had to admit that I couldn't pack it all into the truck or my station wagon driven down by Carl Buecker. We had to leave behind a crate of driveshafts and two of the wing panels, plus some castings.

Dusk fell as we drove cautiously out of the big Waco hangar where, just 16 years earlier, the "Aristocraft" had been born.

It snowed some more for the drive home, for which we were not thankful. Carl got lost en route, and we half froze in the poorly heated van truck.

When we pulled up in front of the house with the clothesline "spider web" and the tall, propeller-nosed face of some maroon monster peering out of its cocoon, small wonder that neighbors walked out onto their snowy lawns to gape. I didn't dare leave it over until dawn, so drove it all across town to my friend Buecker's home, where I found my "lost" station wagon, which dear old Carl had already unloaded alone, bless him!

(The following weekend Bendik and I made a second trip to Troy for the wings and shafts, wrapped them in one dollar carpets from the Salvation Army, and brought it all home without trouble) . . . and that's how the last Waco came to Fort Wayne, Ind.

(To be continued)