

Second International EAA European Convention

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(Photos by the Author)

THEY CAME to Angelholm to the Second European Convention of the EAA International by means of "lead sleds", "Santa Monica ant eaters", whirling wings, straight wings, and one wing towing another, and from ten countries of the world! Such was the gathering in Sweden from May 8-10, 1970, which proved more than ever the international bonds now such a part of the EAA.

The highlight of the event was of course the arrival of the big party of EAA members from the United States on the first, but not last, EAA European Charter Flight, as mooted in the big tent at the 1969 Fly-In and processed into reality by Chet Wellman of Rockford.

To several it was, of course, back home to the "old country", but to so many more it was to be their first visit over the pond, to be made to feel right at home by EAA Chapter 222 president Hugo Ericsson, Ohle Ahrestrand, Andy (Pober "Sport") Ljungberg, and all the officers and wives of this year's prize-winning Chapter for charm and hospitality.

A smart deal in organization placed the EAA Convention in the midst of the Tenth Scandinavian Aviation Exhibition. This assured that a relatively small organization was able to take in all the benefits of the big show area and relieved the organizers of numerous troubles associated with parking cars, hot dog stands, and the like. Coupled with this arrangement was the tremendous publicity given to the EAA particularly when people realized just how far members had flown in to attend.

Jan Christie made a special trip from Rio de Janeiro, and California was not unrepresented. Autogyros arrived from Finland and Denmark, and two of the arriving three tandem-wingers made it from the South of France. Canada was represented, old "Oireland", Belgium and England as well.

It is for sure that few if any EAA fly-ins in the United States has had the like of a tandem-delta making Mach-1 low passes while having a Soviet passenger tri-jet parked alongside a homebuilt in the static displays. One might wonder what happened to the EAA decal last seen on the Tupolev as it lit out for all points east after the show!

Homebuilt place of honor was for Tage Simonson and his BA-4B biplane designed by EAA member Bjorn Andreasson who was present with his latest design, a military trainer produced by the MFI factory at nearby Malmo. Tage's biplane has wooden wings although metal wings are standard on the type. A superb piece of work on display was a half-built example which showed precise and typically skillful Swedish workmanship. Tage Simonson won a well-deserved prize for outstanding workmanship and his aerobatics while demonstrating his aircraft.

For a country replete with lakes an amphibian is a real attraction, and Carl Johannsen's homebuilt twin with two Czechoslovakian Walter "Mikron III" inline engines of 65 hp each and German registration made this a truly international example of the homebuilders art. One of the most disappointing features of engine availability is the steadily decreasing supply of the "Mikron" a superb example of engineering.

As so often the case in the homebuilding scene, the French influence was most noticeable and a fine representation was made both by the French visitors and the French types built locally. Out of the French types present the "Flying Viking" — the superbly Christiansen-constructed Jodel D-112M with its Danish registration OY-AMU — defied criticism in both the quality of its construction and finish as well as the fullest IFR panel and equipment likely to be seen on such a light aircraft. This aircraft, although built several years ago, is as new-looking as the day of its first flight. Also an eye-catching sight for the first time in Swedish skies, the Jurca "Sirocco", F-POIL, built and flown by the Cottureau brothers, is no stranger to readers having made a superb cover treatment for *SPORT AVIATION* in the past. One cannot say that the prototype "Sirocco" shares the pristine condition of its offspring, but nevertheless it made the journey from Paris with well-known Marcel Jurca aboard. Another Jurca prototype, the "Tempete", F-PHOE, which has rolled and rolled its way to, at, and from many fly-ins all over Europe in the hands of its aerobatic-spirited designer, added Sweden to its score of countries visited in the hands of Mme. Attuyt, a mathematically gifted gal who spends her days helping design the proposed European "Airbus." Serge Brillant and his famous camouflaged "Tempete" made up the box position of this spirited "patrouille."

At the Egelsbach meet last year, Wille Sundin, one of the old-timers of Swedish homebuilding, could not have been a happier man to see Francois Lederlin's 380L and to have a short flight. Had he not built an original Mignet HM.14 before the war and which is now in a museum in Sweden? This year, Sundin was present on his own home ground to see not one, but three, tandem-wingers arrive in a group. Apart from the Lederlin, for which some really good plans are now available, there was the cabin version of the Mignet 380 which had been flown in from Aix les Bains by Filhol. From Abbeville, in northern France, the trio was completed by the L.C.6, the Flicot-built and flown Croses "Criquet", the only type flying with a simpler-than-Wittman gear in laminated ash strips! In the brisk Angelholm breeze Pierre Flicot made the crowd stand

(Continued on page 10)



Paul and Bonnie Poberezny share a joke with a Swedish television interviewer.



Patiently waiting until his wife finishes cleaning the underside of his Andreasson biplane is Peter Phillips who provided an aerobatic show for the visitors.

Paul and Bonnie Poberezny answer the interviewer's questions about the Tervamaki gyroplane in the foreground.



Jukka Tervamaki demonstrated his handsome and well built Volkswagen powered gyroplane.



No comment is required about what is happening here as some of the visitors try out the Redhill pub.



G. Fjord Christiansen and his sleek IFR-equipped Jodel, the "Flying Viking."



Second EAA European Convention . . .

(Continued from page 8)

still as he astounded everybody by his demonstration of standstill flight. Yes, he really stopped, and demonstrated to telling effect the ability of the tandems to creep along in weather!

Autogyros were a spectacular success and for many it was a real treat to see Jukka Tervamaki from Finland perform in his original Volkswagen powered ATE3 gyroplane. Reading about this design in various copies of *SPORT AVIATION* always seemed a long way from the country of Sibelius, but suddenly here was as typical a dedicated homebuilder as can be found in a day's Boeing ride, showing his sprightly and original design for real. Jens Norgaard from Copenhagen also did his best to promote an international flavor by being present with his British-built Campbell "Cricket", a well engineered product showing considerable development effort by its promoters, particularly in the design and finish of the rotor-head assembly.

Arousing no less interest than if he had been there, Jim Bede's unfortunate absence caused by last minute engine problems at the point of departure was a real disappointment, no less in Sweden as in England, his next scheduled stop after Angelholm and jump-off for a direct flight back to Milwaukee. Bede's responsible ability to say no at the critical moment shows that the sophisticated technical program being undertaken to culminate in a world circumnavigation is not being treated as a publicity-at-any-price stunt.

To round off the most worthwhile efforts of host Chapter 222, a most-memorable dinner setting put the final touch to an all too short weekend. The dinner was heavily oversubscribed, greatly enjoyed with its Swedish delicacies, and the true homebuilding ambience. A superb collection of awards made a most elegant collective display which was dispersed to the four corners of the earth by presentation to numerous pilots and passengers to a long-to-be-remembered event. Should the visitor to EAA Headquarters ever notice two small bears gambolling around on display then this can be taken as a good sample of the exquisite taste typical in the presentations. Certainly one well-earned prize must have tempted its winner to keep a very straight face to the French Customs when he declared a horse on board his homebuilt when passing the frontier, and for that matter we never did find out how the 380L managed to pack its builder Francois, his navigator Chevalier who is president of the Grenoble Aero Club, their baggage, and the giant wooden and superbly handpainted Delecarlia horse into its cabin for that very long flight back through Denmark, Germany, and France.

If a lesson needed to be learned from this event, it is that the EAA must continue its pressure to convince the governments of the world that homebuilt aircraft are here to stay, several thousands of them in fact. Already there is evidence that we need pressure at ICAO and government levels to legislate for the free circulation of such aircraft across our respective countries' frontiers without fee or hindrance and thus allow the fine spirit of amity so clearly apparent at Angelholm to develop to mutual social benefit.

And Then, On to England!

Martin McKenna (EAA 29432) of Folkstone, England should have been an early evening welcoming sight to the 30 EAA members at Dover Marine on May 20. There he was at the berth, resplendent in EAA hat and windbreaker, but the ship arrived and no EAA contingent! Later —

much later, at midnight in fact — the tired contingent arrived, having missed the boat and foregoing the visit to the Bleriot Cross-Channel Memorial Stone by Dover Castle, and hit the hay at after 2:00 A.M in London's Chelsea Cloisters Hotel.

But this did not slow them down and the same morning Buckingham Palace, the Tower of London, and the shops all received the treatment. George Gruenberger, a motorbike racing nut, even made a flying visit to the Isle of Man, to ride around the Tourist Trophy course satisfying a lifetime ambition. And Bud Harwood found that Ipswich had not changed much since the days of the B-17's and the USAAF.

For the Friday, English EAA members joined the visitors for a luncheon meeting in the old market town of Biggleswade which took place under (mostly) genuine 17th century "olde oake beames" in the roof of the Market House.

Nearby at a small sod field is the home of the famous Shuttleworth Collection, an amazing selection of historical aircraft, the majority starting with a 1909 Bleriot in flying order. There was no doubt that a visit to this spot was a good choice to please our American visitors.

We were welcomed by David Ogilvie, the General Manager and by Air Commodore Allen Wheeler, one of the Trustees. After a presentation of a set of *EAA Flying and Glider Manuals* for the Collection's library of aviation history, it was not long before the cameras were clicking and EAA member Stuart McConnacher, who spends most of his time at Shuttleworth, was delivering a fine descriptive spiel of great interest on the various exhibits, all the more praiseworthy because during the time of the visit Stuart was also involved in final examinations at the adjoining Agricultural College, also part of the Shuttleworth Estate.

Among the other types regularly flying from Old Warden Field are the 1911 Blackburn monoplane, 1912 Deperdussin, Sopwith "Pup", Avro 504K, and Bristol F2B fighter. Resplendent at the time of our visit was a newly restored L.V.G. "art obs" two-seater complete in dyed fabric so typical of the World War I German craft.

Two of the "Magnificent Men" reproductions, an Avro triplane and Bristol "Boxkite", were widely admired and there was no doubt that one or two EAA'ers looked like becoming naturalized. Old engines, pictures, artifacts, and souvenirs from the Shuttleworth shop were examined and savored from all angles.

Several of our British members flew in and Gil Bodeen of Minicab fame found himself in Keith Jones' JB.01 version viewing the English countryside. Several visitors enjoyed Keith's buddy rides, while others sampled the jazzy-painted Stampe SV4c of Phillip Meeson who is setting up a deal to import the type into the United States. Don Peacock arrived in his immaculate Luton "Minor", ground speed about 42 knots in the English Spring breeze. Really unusual was Bob Batt's "Prentice", a real solid bird in the air, but getting it there sometimes can be a problem with a far from STOL departure. It was a "fun" afternoon, enjoying "grass roots."

Due to travel problems and the confusing rules of some airlines who insist on flying away from the destination before flying towards it, our evening dinner meeting needed to be held on the Friday evening. Here was a pleasant social gathering of 60 people, all enjoying aviation talk with a decor of superb aeronautical oil paintings and table decorations of squadron silver in the Royal Air Force Club in London's Piccadilly.

(Continued on page 12)



EAA Director Robert Gyllenswan posed before the Shuttleworth Sopwith "Pup."



Stuart McConnell guides the EAA contingent through the Shuttleworth Collection Museum.



Still licensed and possessed of much original fabric is this 1911 Blackburn monoplane belonging to the Shuttleworth Collection.



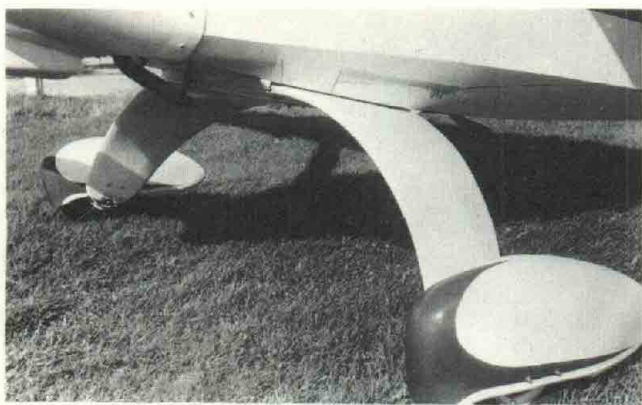
One of the "great" prizes in the Shuttleworth Collection is this excellent flyable Avro 504K.



This deHavilland DH-83 "Fox Moth", the air taxi of the '30s, would lift five people with a 130 hp "Gipsy", and is now owned by the Tiger Club.



Hugo Ericsson, president of Chapter 222, readies his homebuilt Jodel D-11 for a flight.



The landing gear on the Croses L.C.6 "Criquet" consists of curved ash laminations wrapped in fiberglass.



Don Peacock brought his fine Luton "Minor" to the Shuttleworth field so that the visitors could inspect it.

Second EAA European Convention . . .

(Continued from page 10)

For Saturday, the day of departure, a too-short visit was made to the famous Tiger Club at Redhill where Michael Jones made us welcome. One visitor became transfixed and almost chained himself to a "Gipsy Moth" in the hangar. Several others had glazed expressions at such aircraft as the 1932 Arrow "Active" biplane, a "Puss Moth", a "Leopard Moth", and a Miles "Monarch" all in superb order.

The "Beta" gave a demonstration of rapid flying-by while a real treat was the aerobatic show by EAA member Peter Phillips. Peter wants to see more Bjorn Andreasson BA4's flying; he is building a batch commercially and if they all perform as the one at Redhill, then look out, "Pa" Pitts!

EAA "Biplane" builder E. L. Martin of Guernsey in the Channel Islands, and his charming wife showed off their Messerschmitt 208, being French built and better known as the "Noralpha", and "Turbulents" and Topsy "Nippers" filled the air with Volkswagen buzz. A gem to arrive was John Isaacs' scaled "Fury" flown by Bill Marshall. Several members accepted the hospitality of Dick Chandles, and rode in his beautiful factory-built Jodel derivative, the Robin "Regent" — a high performer, and all starting from a homebuilt yet!

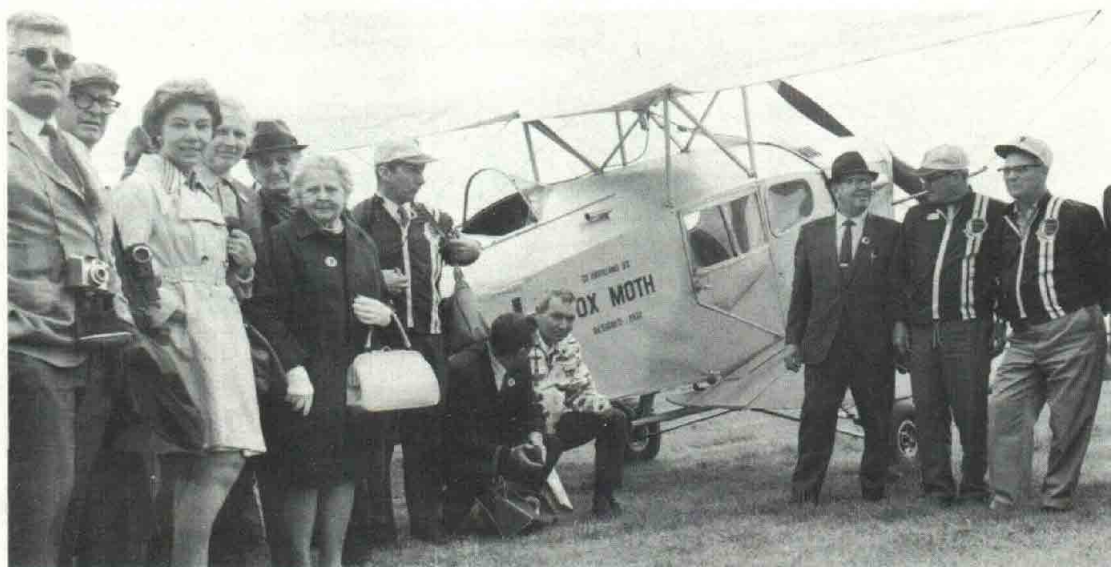
It ended too quickly; there was a plane to catch. So after a short visit to a local "pub", we said goodbye to a fine bunch of enthusiasts in the greatest movement on earth. We hope you enjoyed our country; we enjoyed having you!



Tage Simonson's Andreasson BA-4B, SE-XCA, won the best-workmanship award. Wood and fabric wings are employed rather than the standard all-metal wings for this type.



This handsome German-registered amphibian was built by Carl Johannsen of Denmark. Power is two 65 hp Walter "Mikron III" engines, the wing is full cantilever, and the airplane is generally quite clean. The main gear legs swing upward and slide inward for flush retraction. The builder poses with his amphibian which is much smaller than one would expect.



Posing with the antique 1931 deHavilland "Fox Moth" is part of the group of American EAA members that attended the European EAA Fly-In.



Adele Gyllenswan of Rockford, Ill. doesn't look too sure about the idea of an aerobatic flight with Phillip Meeson in his Stampe.



Bud Harwood casts a discerning but appreciative eye on the craftsmanship of Roy Watling-Greenwood's "Turbulent."



(Harold Best-Devereux Photo)

Laurie Haedtler, daughter of EAA Director Martin C. Haedtler, recently visited England and is seen here inspecting a Pitts "Special" under construction by Bert Ethridge (EAA 22610), a craftsman at the famous Shuttleworth aeronautical collection.

EAA Chapters In Action

By MISS PAULINE KIEL, EAA 8619



Well the big month is here and for some of you it means coming to our EAA Convention Fly-In in its new location—Oshkosh, Wisconsin. For the others who are unable to make it due to your own fly-ins, time, distance or what have you, we sure hope you will be able to join us next year. Maybe you will participate with us at our Second Annual EAA Museum Benefit Air Show at Waukesha, Wisconsin near Milwaukee on September 12 and 13.

We have received a number of Chapter fly-in reports so far and from all indications, they were highly successful. If your Chapter has participated in some activity this summer don't wait for your president to write the report; it is one of the duties of a Chapter secretary to send all meeting minutes, newsletters and activity reports to Headquarters. If your Chapter has not been in the news lately, check with your secretary or public-relations man and find out why. There is a lot of news out in the field, but Headquarters is not aware of it until it is on paper and sent in.

An important point of business concerning all Chapters is coming up soon, as all of you are aware or should be aware of. It is the annual nomination and election for Chapter officers for the new year. The big month is OCTOBER! OCTOBER! OCTOBER! — ELECTION MONTH—the month when ALL Chapters of EAA should hold their elections. That means, SEPTEMBER is Nomination Month—the time when a new slate of prospective officers is chosen according to each Chapter's by-laws. It is your choice to elect new officers or re-elect some or all of the present ones. Whatever the outcome, EAA Headquarters will require the results of your elections no later than DECEMBER 1, 1970. All Chapters who have not responded by then will be listed as inactive in SPORT AVIATION.

A review of the basic requirements needed to maintain your current status as an EAA Chapter is outlined here.

1. A minimum of ten EAA members International EAA in good standing. All officers must be EAA members to serve their term. We would also like to encourage all Chapter members to be members of EAA.
2. A full complement of officer leadership — President- Vice-President, Secretary-Treasurer or Secretary and Treasurer.

3. All elections are to be held in OCTOBER of each year with the new term beginning JANUARY 1 of the new year. If for some reason you need to elect an officer to fill a vacancy, please notify Headquarters as soon as possible so our records can be changed.

4. Each Chapter shall provide its own Chapter income to meet its financial obligations.

5. Any Chapter which fails to report its activities to EAA Headquarters for a 90-day period will be considered inactive. It is important to have your Secretary send in monthly reports to Headquarters on your meetings and activities.

6. Chapters are encouraged to publish a monthly newsletter of which a copy should be sent to EAA Headquarters for their perusal and record files.

7. Chapters shall become legally incorporated within six months of their charter date under the laws of their state. A copy of the charter and by-laws should be sent to Headquarters for their files.

Please use this as a guideline in evaluating your Chapter's activities during the past year and for future reference for the new year.

One item before closing this month, I would like to announce the winners of the Chapter Newsletter Contest for 1970. They are:

FIRST PLACE—Chapter 166, Hartford, Conn.

Editor, Bill Haggis

SECOND PLACE—Chapter 80, Eastern Nebraska (Omaha)

Editor, Beth Houchin

THIRD PLACE—Chapter 92, Orange County, Calif.

Editor, Harold Wadleigh.

To these winners, I would like to say congratulations from all of us here at EAA Headquarters and also from your fellow EAA Chapters. To those of you who entered but did not place, the choice was not an easy one as it is difficult to pick a winner among winners. See you next month.

(Continued on next page)