



"How do you like my new Birthday Suit??" IAC President Bob Heuer seems to be asking this question as he models one of the many birthday presents he received at a "Play-day" held at the Heuer strip on May 9. Could this be the "Red Devil's" latest uniform?

### CHAPTER 1 FLY-IN MEETING HUGE SUCCESS!

IAC Chapter 1 held its first fly-in meeting of the year on May 9 at IAC President Bob Heuer's strip in Maple Park, Illinois. Chapter 1 President Verne Jobst reported that the event was a success beyond all expectations.

A short meeting was held in the morning after which achievement award qualifications were held. 37 achievement badges were earned by the 15 pilots that participated. In one flight Bob Heuer flew the required sequence for each of the 5 achievement categories . . . Basic through Unlimited. John Gosney earned his Basic through Advanced badges. Many other pilots earned more than one badge at the qualification session.

A total of 27 airplanes and over 100 people attended. Among them was Jack Hanifan of the DuPage GADO office. Jack issued aerobatic and low altitude waivers to various pilots.

Jerry Zimmerman displayed the enthusiasm that is being generated in aerobatics and in the achievement program — by coming all the way from Denver to participate!

### HEY, FELLAS . . . MOVE OVER!

The IAC Aerobatic Achievement Awards program is off to a great start with many IAC members already qualifying in the various categories.

To show that aerobatics is not a man's game only, Miss Debbie Foshee of Natchitoches, La., became the 1st achievement award qualifier. Under the watchful eye of IAC Director Marion Cole, she flew her Citabria through the required maneuvers in the Basic category.

Debbie, who is 16, is a student pilot with a total dual and solo flying time of 27 hours. Her flight instructor is C. M. "Bud" Ports.

Congratulations, Debbie!



# THE FIESELER

## "STORCH"

By Red Morris (EAA 3232)

261 Cooper Street  
Apt. 1010  
Ottawa, Ontario  
CANADA

(Photos By Graham Wragg)

Or, more properly, the Morane-Saulnier M.S.502 "Criquet."

### ACT 1, SCENE 1

It was a cold, blustery day, but I thought I would drive over to Strassbourg, stop by the airport, and then window shop in the city. I didn't make



Discussing the potential restoration of the "Storch" are, from left: Bob Simmons, president of Bainsville Air Farm, Red Morris, Paul Poberezny and Jim Field, vice-president and chief mechanic of the Air Farm.

## THE FIESELER "STORCH" . . .

Continued from Preceding Page

it past the airport. There, confronting me as I drove in the approach road was a sight to behold. There, on long spindly legs with a twelve-foot track, stood an overgrown "Cub." The big 240-hp Salmson 9AB radial and the full span fixed slots were a little different, but the horrendous high lift wind and the two seats in tandem were familiar.

### ACT 1, SCENE 2

Monsieur Marie, what is it? You are looking at the "Criquet," a French version of the wartime Fieseler "Storch." The "Storch" was used by the Germans for a variety of purposes, but particularly communications, flying ambulance, and observation. In fact, this particular aircraft had just been used in a movie called "Don't Look Now, They're Shooting At Us," and this explained the musty olive-green appearance and the faded cross. Time was making itself felt; fabric was deteriorating badly, tires were going flat, and even propeller laminations were beginning to part. All told, a very good imagination was needed to detect anything attractive or interesting about the bird but, fortunately, my imagination was working overtime that day.

### ACT 1, SCENE 3

Will you sell? Mais oui, monsieur. With the niceties completed, now came the problem of transplanting a non-flying bird with a 50-foot plus wing span to my home base. Although my home base was only about ten miles away as the crow flies, by road it amounts to almost 30 miles, and an international border, France and Germany, in the middle. It soon became obvious that the only way I was going to be able to move her was by truck, and her twelve-foot wide gear was going to have to stay on. Negotiations for a flat-bed truck were rapid and successful; willing, strong helpers were soon corralled; and after considerable talking, the respective police forces were persuaded to help. Fortunately, the intervening roads were almost all autobahn, or freeway, class. Loading commenced at nine o'clock one morning and, despite a small but exasperating misunderstanding at the French Customs, the move was completed by six o'clock that evening. With my repatriation to Canada, the "baby bringer" followed me and is now safely lodged at "The Farm," at Bainsville, Ontario — near Montreal, Quebec. Our 2000-ft. strip welcomes visitors, so drop in to see her!

Act 2 — the rebuilt, and Act 3 — the flying!



Not exactly a "thing of beauty" as it makes its grand entrance into The Farm. Undoubtedly it will turn out to be the most popular aircraft on the field when fully restored. The former French registration, F-BASK, is discernible on the wing.



The Salmson with its front exhaust collector presents a formidable appearance. The windshield and cabin windows consist of flat panels, and there are few items on the entire airplane that would present any problems should refabrication be necessary.