

Trophies And Awards Presented At EAA's 1957 Fly-In

Arnold G. Quarton receives 1st Place trophy in Flight Performance contest from Paul Poberezny.

George Meyer receives the Mechanix Illustrated Trophy for Outstanding Achievement of the Year from EAA President Paul Poberezny.

Belford D. Maule receives the 1st place trophy for Best Workmanship from Ray Stits.

Paul Poberezny presents the Ace Aircraft trophy to Everett Hepler.

Ray Stits presents 1st place Stits trophy to Ray Benckendorf as Paul Poberezny approves.

Ed Todd receives 2nd Place award for Best Wittman Tailwind from Dorothy Wittman.

Photo second from top by Leo Kohn. All others — EAA photos by Randy Barnes.

- Mechanix Illustrated Trophy for Outstanding Achievement -
George W. Meyer, Corpus Christi, Tex.
- EAA Trophy for Outstanding Design - 1st Place
Leland D. Bryan, Milford, Mich.
- EAA Trophy for Outstanding Design - 2nd Place -
George W. Meyer, Corpus Christi, Tex.
- EAA Trophy for Outstanding Workmanship - 1st Place -
Belford D. Maule, Jackson, Mich.
- EAA Trophy for Outstanding Workmanship - 2nd Place -
Kenneth Flaglor, Des Plaines, Ill.
- EAA Trophy for Best Antique - 1st Place -
William Shank, Indianapolis, Ind.
- EAA Trophy for Best Antique - 2nd Place -
Allen Rudolf, Juneau, Wis.
- EAA Trophy for Greatest Distance - 1st Place -
Arnold G. Quarton, Carmichael, Calif.
- EAA Trophy for Greatest Distance - 2nd Place -
George W. Meyer, Corpus Christi, Tex.
- EAA Trophy for Best Flight Performance -
Arnold G. Quarton, Carmichael, Calif.
- EAA Trophy for Best Flight Performance - 2nd Place -
Everett Schermerhorn, Rochester, Minn.
- EAA Trophy for Best Flight Performance - 3rd Place -
Frank Spoler, Elyria, Ohio
- EAA Trophy for Outstanding Contribution to EAA -
Paul Poberezny, Hales Corners, Wis.
- EAA Awards for Meritorious Service -
Robert Nolinske, Milwaukee, Wis.
Stanley Dzik, Milwaukee, Wis.
George Hardie, Jr., Hales Corners, Wis.
Robert Whittier, Osterville, Mass.
- EAA Award for Outstanding Aviation Education Contribution -
St. Rita's High School, Chicago, Ill.
Robert Blacker, Instructor
- Wittman Award for Best Tailwind - 1st Place -
Don Sundby & Roger Amundson, Stoughton, Wis.
2nd Place -
Ed Todd, Madison, Wis.
- Ace Aircraft Trophy for Best Baby Ace -
Everett Hepler, Rochester, N. Y.
- Stits Trophy for Best Playboy - 1st Place -
Ray Benckendorf, Streator, Ill.
2nd Place -
Keith Hopkinson, Goderich, Ontario, Canada



Bryan autoplane on arrival at the Fly-In

Milwaukee Again Host to EAA Fly-In

by William J. Normyle

of The Milwaukee Journal Staff

Allen Rudolf receives the 2nd place trophy for Best Antique from Ray Stits.



Paul Poberezny receives EAA trophy for Greatest Contribution to EAA from Ray Stits.



Roger Amundson and Don Sundby receive the 1st place award for Best Tailwind from Dorothy Wittman.



Poberezny congratulates Frank Spoler on receiving 3rd place in Flight Performance contest.



George Meyer receives trophy for 2nd place distance from Ray Stits.



Aviation's do-it-yourself fliers spent the Labor Day weekend at Milwaukee's Curtiss Wright airport comparing notes and anecdotes - and trying to explain their unique hobby to some frankly puzzled local officials.

Bad weather kept flying to a minimum during the first day of the Association's fifth annual Fly-In, but even grounded fliers can do a lot of aviating with talk and hand wagging.

They proved, at least, that building your own plane at home is hardly any different - with one exception - than most other hobbies conducted in the basement or garage. The exception - other do-it-yourselfers don't have to worm their way around such a comparatively huge object as an airplane - and they can at least fit their family car into the garage.

One experimenter, egged on by fellow homebuilders, managed even to make the front page of the Sunday Milwaukee Journal (500,000 circulation) complete with picture. He is Leland D. Bryan, 33, of Milford, Mich.

Bryan thought it would be a fine idea to show off his homebuilt autoplane to the good burghers of Milwaukee. He folded up the wings of his roadable convertiplane and drove it through the city streets from Curtiss Wright airport downtown to the Milwaukee Journal building, a distance of eight miles, where he had a date with this writer.

Somewhere along the way, however, Milwaukee police heard about Bryan and his sturdy red and white pusher. Orders went out to catch the "thing" and corral it.

Escorted downtown by a car driven by S. H. Schmid, Milwaukee, advertising manager for the EXPERIMENTER, Bryan dutifully parked at the newspaper office and talked with the writer while photographers had a field day taking pictures of the autoplane and the curious

crowds it drew.

It wasn't very long, however, before Bryan was joined by a police squad car and Traffic Sgt. Edgar Dailey.

"Are you the driver - I mean flier - I think?" said the puzzled Dailey. Bryan admitted his sins, and huddled with Dailey and the newspaper reporter.

Dailey relayed the information from headquarters that his boss, Inspector John Schoenecker, thought the whirling propeller blade on Bryan's autoplane was dangerous. It might, said Dailey, fly off in traffic.

Bryan pointed out that his wings folded over the propeller, forming a sort of shield. In addition, he argued politely, the twin tail booms also protected passersby from the blade.

Dailey sympathized, admitted that Bryan had a "fine idea", but ordered the plane's journey halted then and there.

Bryan and Schmid had no tow hitch, so it meant a long drive back to Curtiss Wright to get Bryan's own car. It was several hours before the autoplane was towed "in disgrace" back to the airport, during which several of Milwaukee's finest stood inspecting the machine with their hands on hips, scratching their heads and comparing it unfavorably with their speedy motorcycles.

Bryan had a fine time, though, exhibiting his strange looking autoplane on the ground at Curtiss Wright, and flying it overhead. If police had been looking they might have received a lesson in aerodynamics and saved themselves a lot of trouble.

Another of the minor hits at the Fly-In was scored by a peppy Corben Baby Ace which was built by an aviation class at St. Rita's high school on Chicago's south side.

Robert Blacker, 30 year old energetic class teacher, said the Ace took two full nine month terms to complete.

continued on page 16