



WEST VALLEY FLYING CLUB

FLIGHT PATH

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Editor's Rant

It has been another busy month, with several flyouts and the traditional breakfast meetings every Thursday morning. Jeremy gave us a surprise several week ago when he treated all of us to a wonderful buffet breakfast and then came over to

the hangar and announced that this was out last breakfast there, as he was closing down the restaurant. We were all disappointed, but there was nothing we could do except plan for the future. We decided to go back to the Cracker Barrel next to Cabela's Sporting Goods, as we have met there before, and although the food is good, the acoustics are terrible, and we just about have to shout to be heard over the noise. At our first meeting at the Barrel, we collected a sizeable gift for Jeremy's new child. We wish them the best.

TODAY'S COVER PHOTO

This shot goes back to December, 2010, when we formatted with the General's Ercoupe for some air-to-air photos. It was a really pretty airplane, and we were all sorry to see what later happened to it. But Chuck has another one now, and I don't think American aviation will ever run out of Ercoupes, as much as their pilots and owners seem to love them.

TODAY'S INTERVIEWEE: FRANTS MADSEN

I grew up in Sweden and lived close to an Air Force Base. I decided at a very early age that I wanted to be a pilot when I grew up. My first flight was when I was 15. It was also my first glider lesson in a German Glider (Bergfalke). I was totally hooked after that! I earned my glider private pilot license when I was 16 and my private pilot SEL when I turned 18. I did my flight training in an MFI-9 Junior. That was a Swedish built airplane. I also flew a Beagle Pup and a Piper Cherokee 180.

I immigrated to the USA in 1970 and went to Iowa State University. I received my BS in Aerospace Engineering in 1975. During my college days I earned my CFII and multi-engine rating. I did a lot of flight instructing and charter flying as well. After graduation, I accepted a job with Douglas Aircraft Company in Long Beach, CA, as

a performance engineer on the DC-10. I discovered that it was much more fun to fly airplanes than to build them.

In 1976 I accepted a job with Iowa State University as an instructor and corporate pilot. We instructed in Piper Cherokee 140's and our corporate airplanes were Aero Commanders. The model was a Shrike, just like Bob Hoover would do his air shows in. It was a wonderful airplane.

In 1978, I was hired by Tennaco as a corporate pilot. I served as a co-pilot on the Falcon 20 and the Fairchild F-27. Shortly thereafter, I was hired by North Central Airlines. North Central merged with Southern Airways and later with Hughes Air West. In 1986 Northwest Airlines bought Republic Airlines and in 2006 Delta merged with Northwest. My airline flying took me all over the world. I reached my 65th birthday in 2016 and retired from the Boeing 747-400 as Captain. I had a 38 year long wonderful airline career and retired with 28,000 hours.

I had the privilege to fly the following airplanes, both as Co-Pilot and captain: Convair 580, DC-9, Boeing 727, MD-80, DC-10, Airbus 320, Boeing 757, Boeing 747-200 and finally the Boeing 747-400.

My certificates and ratings are as follows: Airline Transport Pilot, CFI/CFII ASEL and CFI-G.

I have the following type ratings: Convair 580, DC-9, A-320, B-757, B-747, B-747-4.

Currently I own a 1940 Aeronca 65CA Chief and a 1958 Cessna 182A that has been converted to a Cessna 182A-TW, which means that it looks just like a Cessna 180.

My favorite airplane is the Boeing 747-400, followed closely by the Boeing 757.

My future plans are to be active in the Civil Air Patrol and also do some flight instruction on a freelance basis. Flying is my passion, and I hope to be able to fly for many more years.





Frants's Cessna 182 Taildragger

MYSTERY PLANE????? WHO CAN IDENTIFY IT? COME ON.....



A BIT OF AVIATION HISTORY

Most aviation enthusiasts have heard of the Travelair airplanes, but many probably didn't realize that they had a very interesting history. Travelair was formed in 1925 by Clyde Cessna, Walter Beech, and Lloyd Stearman (Anybody heard of them?) and they built a series of biplanes and monoplanes until 1929, when the firm was taken over by Curtiss Wright, who continued building some of the aircraft in to the thirties.

The biplane series (1000,2000, 3000, 4000, etc.) were primarily three seat planes designed for barnstorming, with the pilot sitting behind and the two passengers in the front seat. These planes were used for that purpose into the thirties, when they were replaced by more modern types. However, they were found to be excellent for crop dusting, and with larger engines, they were used for this purpose throughout the thirties and as late as the sixties, when some were active here in the Valley. As more efficient planes became available, however, most were retired, but like their World War II Stearman biplane counterparts, they entered a third phase of their careers, that of restored antique biplanes. Today, they are to be seen in almost original condition at EAA and AAA fly-ins. But in the

past, they were active here in the valley at a number of duster strips.



Travelair 4000. 1930's



Travelair 4D. 1930's.



Travelair 4000. Lycoming R-680. Farm Aero strip (South of Sky Harbor) Duster, 1960.



Travelair 4000. Restored. At Casa Grande, 2005 EAA Fly-In.