



NEWSLETTER – THIRD QUARTER 2008
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INTRODUCTION

Many of our friends that take a ride in the New Standard or Stearman biplanes envy what we do in the way of meeting people and flying. Having flown for over 50-years, your humble newsletter editor can truthfully say that the fun is meeting all the people, young and old, that we have met over the years, particularly the young kids who take their first flight with us. Their smiling face tells it all when the flight is completed. I have logged every flight I have given in the New Standard biplanes and to date have made 5,460 take-offs and landings carrying 16,482 people. We started hopping rides in June 2000 when based near Columbus, Ohio.

The first portion of this third quarter newsletter deals with a subject near and dear to my heart – mentoring. What is a mentor? Webster's dictionary defines a mentor as:

1. a wise and trusted counselor or teacher
2. an influential senior sponsor or supporter

As aviators flying these old biplanes, we have a duty to pass the torch of our knowledge and experience to a younger generation. This challenge we gladly accept as we watch the people, young and old, exit the Standard or Stearman after an exhilarating flight. It is especially warming to watch the faces of the young folks as they exit the airplane. I rely on photographs sent by e-mail of the kids' faces and want to share a few with you.

So the first part of this quarterly newsletter deals with some of the young people I have met over the past 8-years. Unfortunately there will be some pictures that I do not have names because pictures are usually taken when I am working and forget to identify the child or family.

The first was taken at Fantasy of Flight and shows a young family with a young man who may be dreaming of flying a neat airplane like this someday. I used this photo in a paper submitted to the FAA when we were dealing with their proposal to end barnstorming. Fortunately the proposed rule was not imposed as drafted as the FAA listened to your humble editor and many others who wrote position



papers against the proposed rule change. Parents are a child's first mentors as they show direction in life, teach lessons in character building, values, etc. As children mature they will identify others who will show them the way. Besides my parents I will say a person who had a definite influence on my life and the direction it took was my late uncle, George Baldrick (George was my mother's brother).



At the left is my uncle George, the photo probably taken around 1939. George was a student at Compton College in the Los Angeles area and was taking flying and ground courses in the CPTP (Civilian Pilot Training Program). The aircraft is a Porterfield CP-65, a tandem training aircraft designed for the CPTP. Below is a photo of George as I knew him. He owned and operated a crop dusting and spraying operation in Hanford, California, where I would learn to fly beginning 1956.



The photo at right was taken in 1957, the year I graduated from high school and was used in a full-page advertisement for Standard Oil products in "FLYING" magazine. One of George's ag pilots was Hubert Delap who also held a flight instructor rating. Hubert gave me dual instruction in George's 1947 Cessna 120 and eventually I soloed in 1958. I worked for George during summer vacation from high school and began to learn my trade that would serve me for the rest of my life.



Left, George Baldricks fleet of modified Boeing PT-13/PT-17 Stearman biplanes. This is where my career as a pilot/mechanic began in 1956. The ship in foreground has high-lift wings installed, which I built three-sets in 1965. Maybe there will be more on this in a later issue.



The photo left is the last I saw Hubert Delap and was taken at the Watsonville Air Show in the late 1990's. Hubert died the next year. I was to give him his last ride in an airplane and I still remember him sitting in the front seat of my Command-Aire telling stories of his early flying. He was an instructor in a CPTP program and was involved in a mid-air collision when a student flew the wrong

direction in the traffic pattern and they collided. He didn't remember how he was thrown out of the airplane and how his parachute opened, but when he woke-up on the ground his shoes were missing! He was an outstanding pilot.

Next, one of my favorite photos, captured when we were in Kalamazoo, Michigan on the

2003 National Air Tour. I remember when mom brought this young man to me so he could meet the pilot. She said he adored airplanes and his room was filled with pictures of flying machines. It so reminded me of my early childhood when my mother cut

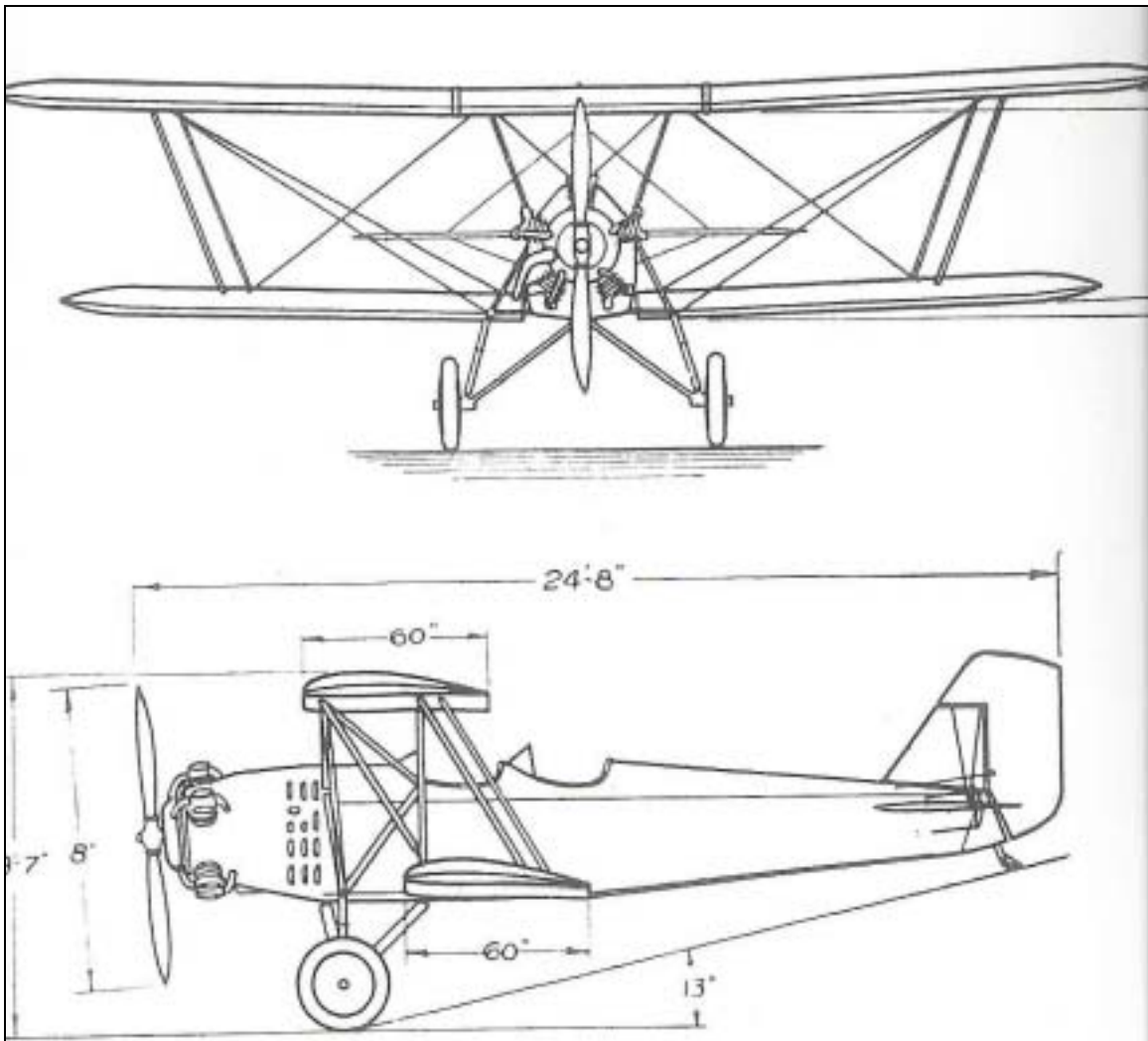


and pasted airplane pictures around the walls of my small room. I took the young man and placed him in the pilot's seat of the New Standard and the following picture was taken. Unfortunately I do not have his name but it is one of my favorite pictures of all time. But perhaps I have provided a spark at his early age that will blossom in the future.

Next, some historical stuff regarding Lloyd Stearman and his fabulous biplanes.

THE BOEING STEARMAN PT-13/PT-17

The first two quarterly issues of our 2008 newsletter dealt with an interesting history of one particular Boeing PT-17 WW2 trainer. I thought it might be interesting to trace the early history of noted designer Lloyd Stearman, to determine how he conceived the PT-13, PT-17, N2S design. It seems to have beginnings with his 1931 design of the model 6 “Cloudboy,” a typical 2-place biplane. In those days most biplanes were very similar because there was not much a designer could do to change the basic configuration, and such was the case for Lloyd Stearman. Below is a sketch of the Stearman model 6 “Cloudboy.”



It is this basic design that Lloyd Stearman evolved into the model 70 and NS-1, the so-called prototype of the Boeing PT13/PT-17 (Army Air Corps) and the N2S (Navy) trainers. Only a few of these aircraft were manufactured in Wichita, Kansas, home to Stearman Aircraft Corporation and some were designated YPT-9 (primary trainer) for evaluation by the government as possible future pilot training aircraft.

Right, a Stearman model 6 with rudder painted for military evaluation by the government. Stearman delivered their first military airplanes in March 1931. This Lloyd Stearman design would become a prototype U. S. Army YPT-9 and eventually evolve into the long line of more than 8,600 primary trainers produced through 1943.



In 1929, Stearman Aircraft Corporation was absorbed by United Aircraft and Transportation Company, which had also absorbed Boeing, Hamilton Standard and several other manufacturing companies. Stearman remained in Wichita until 1931 when he resigned and returned to California. After the departure of Lloyd Stearman, the Boeing Company took over control of Stearman's former organization. Boeing's first production contract for military trainers was for 41 U. S. Navy NS-1's in 1934. It is the opinion of many that the model 6 is the airplane that saved Stearman from the great depression and the reason there is a Boeing in Wichita today. This is the aircraft that Stearman had redesigned that eventually became the model Boeing model 70 and NS-1 (NS could be "Navy Stearman") that bore the resemblance to the model 75. A few model 6 aircraft were sold to the civilian market and bore the name "Cloudboy."

Right is the Boeing NS-1, the Navy version of the model 70. This aircraft was a design evolution of the basic model 6, military YPT-9 as shown above. Note resemblance to the Boeing model 75, the military PT-13 and PT-17. Lloyd Stearman had designed the model 6 and made sketches for this ship, but when these aircraft were manufactured he no longer worked for the company that bore his name. Therefore the beloved Boeing PT-13/PT-17 "Stearman" really was not designed by Lloyd Stearman.





Left, a Model 73/U. S. Navy NS-1 (1934-1935) manufactured by the Stearman Division of Boeing Airplane Company. Markings are for Army Air Corps.

Below, a Lycoming R-680 powered Boeing model A75/U. S. Army Air Corps PT-13A (1937-1938),

manufactured by the Stearman Division of Boeing Airplane Company, Wichita, Kansas. This aircraft was eventually mass-produced for both the Air Corps and Navy for primary flight training in WW2. Over 8,500 flyable ships were manufactured, plus another 2,000 equivalent ships in spare parts.



Above, Waldo Wright's recent addition, a 1941 Boeing PT-17 cruising along above the fog stratus layer with the great Sierra Nevada Mountains in Central California in background with former owner/restorer Dick Hansen at controls.

Near the end of Boeing's production run of the PT-13/PT-17 aircraft in 1944, the factory build a few aircraft with spring steel landing gears instead of the oil/spring shock strut gear. Shown below is one of the spring gear model 75's, modified for crop dusting. Engine is Pratt and Whitney R-985 with prop and spinner from a Vultee BT-13.



The following photos show Waldo Wright's first Boeing PT-17, NC67412 close to covering after extensive restoration. The service is hoping to get this aircraft back in the air early next year. Bob Stoinoff in the Cincinnati, Ohio area is doing the restoration. You may check out the web site: http://www.stoinoff.com/lock_stearman to view progress. Many readers will recognize our yellow and orange Stearman, NC67412 because you may have flown it at Fantasy of Flight.





Left, NC67412 elevators, overhauled and covered with Dacron fabric. Synthetic Dacron fabric is chosen due to its long-life and durability. All components will be finished with the Poly Fiber covering process and top coated with Aerothane,

a polyurethane enamel.

And finally, this just in. In an Associated Press story authored by Daniela Flores titled, “Lost your camera? See this site;” the story deals with lost cameras. A web site has been set up to find owners who have lost their camera. The site is “Ifoundyourcamera.net” and, according to the AP story, “in three months the Web site has had more than 700,000 hits.” The site recently



returned a camera lost in New Orleans by George Metz. The photo shown on the site was of Mr. Metz standing next to a certain Boeing PT-17 Stearman biplane – the one owned by Waldo Wright’s Flying Service to be exact. It seems a medical student found it during Mardi Gras, downloaded some pictures and sent the one seen here to the web site. The picture was taken at Fantasy of Flight during his visit. Metz heard about it, “when a fellow member of a ‘Star Wars’ reenactment group spotted it through his computer in Denmark.” I saw the story in the June 5 issue of “The Fresno Bee” newspaper while visiting friends and family in California. What an interesting story!

Well, that’s all for this edition folks. Stay tuned for the final quarter of 2008 for another surprise!

Waldo

