



THE TRAVEL AIR LOG

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Bruce McElhoe's recently restored 1929 Travel Air 4-D, NC689K, s/n 1270. Bruce, with the skillful help of Mark Lightsey, of Hemet, California completed the restoration and first flight on May 6, 2005. The fuselage is Eagle Blue, and the wings are Sun Valley Ivory. The ivory stripe and lettering are outlined in orange. The engine is a seven-cylinder Wright, R-760-8 of 235hp. Notice the outrigger gear with Aerol pneumatic struts and the 107-inch Hamilton Standard metal propeller.

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The Travel Air Restorer's Association is an independent nonprofit organization dedicated to the preservation and flying of Travel Air Aircraft. Membership is on a yearly basis with four quarterly issues of the Travel Air Log. Annual dues are \$15.00.

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FROM THE COCKPIT

From time to time we all encounter setbacks. Sometimes its an auto fender-bender or a car break down so you don't make it to work that day. Sometimes its busting a fitting just at the point of completing a sink installation in the house and now you have to take a few things apart to replace the fitting adding hours more work to the job. Some weeks we have more setbacks then others. It can get discouraging. The same happens when restoring old aircraft. Just when you are making good progress a crack in an important part is discovered requiring much disassembly to repair or an object goes flying into a newly covered and painted part or in my case an axial that was damaged in the heat treatment process was discovered months later when getting ready to install it. I remember getting so discouraged with something I discovered was poor workmanship (I don't recall at the moment what is was) that I didn't work on the Travel Air for two months. Sometimes you just need a cooling off period before getting back to the task at hand. This of course is what happens in life. We all experience them I guess

they are character builders. Some setbacks are more costly than others in dollars and time, but each one is a learning experience and each one tells us a little about ourselves. If you ask "where is he going with this?" My point is, what you are experiencing is normal and part of the learning experience we call life. So I encourage you to keep going with that project. Don't get too discouraged. I feel your pain.

I want to congratulate Bruce McElhoe on the first flight of NC689K! It has taken much hard work and a lot of "green stuff" but you did it. What a beauty! You and Mark Lightsey have done a great job. We are all looking forward to seeing it on the fly-in circuit.

If you are attending Oshkosh, don't forget to visit the TARA table at the type. Also, consider taking a turn sitting at the table for a few hours greet others and promote the club. It would be much appreciated.

Don't forget to mark your calendars for the best Travel Air get together of the year, September 23-25, Sonoma, California and get your reservations in to Frank Rezich. Regarding the West Coast Travel Air Reunion, for those flying up from the south, I would be delighted to feed and see that you have a place to stay if you are coming up on Thursday and stop at Frazier Lake (just 5 miles north of Hollister). Just let me know so I can make arrangements. I'm looking forward meeting you all at the reunion.

It was enjoyable meeting a number of TARA members at Sun 'N Fun. This was my first time at this event. On the first day, upon driving into the parking lot with a long line of cars, who should park right next to us but long time member Joe Pribilo and his wife Jenny from San Diego! What is the chance of this happening? It's a small world sometimes. I saw no Travel Airs at the event but it was enjoyable meeting with Bob and Sandy Lock, Rob Lock, Frank Rezich, Kathy Crawley, Gene and Karen Rambo, Ron Waldron and other Travel Air people as well as making new friends. One restoration tip I picked up on my trip was the use of an infrared gun for measuring the temperature of your iron when doing fabric covering work. It is so easy to use and accurate. I bought one when I got home for \$33 on eBay. It's a great time saver.

If you have ideas for material for future issues, let me know so I can work on it. Let's keep the communications flowing and lets continue to work together to keep the Travel Airs flying.

Jerry

TRAVEL AIR RESTORATION NEWS

1929 Travel Air 4D, NC689K, s/n 1270

by Bruce McElhoe



First flight of Bruce McElhoe's recently restored 1929 Travel Air 4-D, NC689K, s/n 1270 at Hemet, California, May 6, 2005. Aircraft last flown in 1941.

First flight! What a thrill to see the payoff of five-years of work. This airplane last flew in 1941 and was disassembled to comply with WW II regulations (civilian airplanes on the West Coast had to be rendered non-flyable). It was never put back together. Bob Lock and Frank Rezich knew of the airplane and helped me to locate it. When I bought the basket full of parts in 2000, I found many were missing. The airplane had been owned by Red Jensen, a crop-duster in Sacramento, who apparently pirated parts. Fortunately, he never got around to converting the airplane to a duster.



Bruce's 4D: Note the beautiful engine cowling work around the Wright J6-7



Mark Lightsey and Bruce McElhoe enjoying the moment. Congratulations on a job well done!

Editor's Note: The Red Jensen estate sale/auction in April 1981 at his private airfield in Sacramento, California included at least four Travel Airs and many Travel Air parts. Jensen's career spanned over fifty years of flying. He was a barn-storming, crop-dusting, fire-fighting, airplane mechanic, whom it is reported, people either loved or resented. Bruce's plane is the first of Jensen's Travel Air's to be restored. The following Travel Air's were included in the auction: NC8132, NC5429, NC390M and NC689K. These are currently owned by Tony Rivera, Larry Sittauer, Jerry Impellezzeri and Bruce McElhoe, respectively. There is a rumor that a 5th Travel Air flew away just before the auction started but I don't have any information on this. If anyone has more information on the auction please pass it along to TARA

Bob Lock coached me through those jobs I found difficult. After I had restored and covered the wings, I took the airplane down to Mark Lightsey's shop in Hemet, California to fabricate new sheet-metal cowlings, missing struts and other missing parts. We worked together, full time, on the airplane for the past 14 months. Mark also did the final painting.

Distinguishing features of the Model 4-D are a Wright R-760 engine and outrigger landing gear. The Wright R-760 engine was overhauled by Al Holloway in Quincy, California, after I had located replacement cylinders to bring them all to new limits. The Aerol pneumatic struts were overhauled using modern chevron seals rather than the original "pump" packing.

The landing gear is very well behaved with a gentle, soft, "Cadillac ride." There is no tendency to wallow or to bounce a landing. A Scott tailwheel replaced an existing tailwheel of unknown origin.

The airplane will soon be back home in Reedley, California where I look forward to take it on some trips up the Pacific Coast.

Editor's note: See a photo of this aircraft from the late 1930's in the September 2004 issue of the Travel Air Log (page 6).



Bruce is enjoying the fruit of his labor, I think I can see the smile on his face from here!

TRAVEL AIR RESTORATION NEWS

1930 Travel Air 10D, NC418N, s/n 10-2011

by Ron Waldron

Jerry, here is a little news about our Travel Air 10-D that Harry Wooldridge and I bought in July, 2004.

It all started about seven or eight years ago when Jim Ward, who was in Tampa at the time, told me about a friend of his who had a Curtiss Robin project for sale. Well, the price was right, so I went west, bought it, and hauled it home to Florida.

That is when I first saw the Travel Air 10-D hanging in Jim Ward's and Harry Somers' hangar. Charlotte Nelson, from whom I bought the Curtiss Robin, also owned the 10-D. After she found out that I had finished and was flying the Robin she had Jim call me. My partner, Harry Wooldridge said "how could we turn that deal down?" So we hooked up the trailer and started our 2,300 mile trip west in my Ford pick up!

It took about a day to get it down from the ceiling where it had been hanging for the past 12-15 years and loaded up. We headed back to Florida and had to drive through 3 days of rain, which washed the plane pretty clean. We made the trip back in about 3 1/2 days. The poor Ford had to work hard, but we made it.

We stripped the fuselage down to the bare bones and Harry started cleaning and painting it. I stripped the wings down,



In front of Jim and Harry's hangar, all loaded and ready to head East

removed any bad wood and all the hardware. Then I sand-blasted and painted the hardware and started putting the wings back together. When I finished the wings, Harry took them to his hangar and started covering and painting. Then I got the fuselage and installed all new wood in it. I now have a runout Wright J6-7 to use for a dummy engine and I'm making the cowling. Our old cowling was in bad shape. Mike Connors in Georgia has the Wright J6-7 for rebuilding.



Rear view of the 10-D Fuselage.

The project is moving along pretty well with both of us working on it. I LOVE THE RETIRED LIFE!

The prop we got with the project was not any good so I bought another one last week and it is at the prop shop being checked right now. It is a Hamilton Standard adjustable. We hope to have it flying by mid summer.

This is really an interesting airplane to restore. In the last 8 months I have talked to a lot of people all over the US and nobody knows anything about this airplane. Travel Air built eleven 10-Ds and this is s/n 10-D 2011. Four of the 10-Ds crashed in the 30's and taken off the FAA rolls. Four were



Ron Waldron and Harry Woolridge in the paint booth with the 10-D fuselage. Photo by Jerry Impellezzeri.



10-D Cockpit under construction. Photo by Jerry Impellezzeri.



The 10-D wings are painted and ready to hang. These are large wings. Note the handling fixture. Photo by Jerry Impellezzeri.

sent to Mexico and disappeared. Nobody knows what happened to the other two.



The rudder is painted Forest Green. The fuselage will be Forest Green with Cream wings and horizontal tail..

I'm sure a lot of members have seen this airplane hanging in Jim and Harry's hangar over the years. I am enclosing some pictures of the trip and also of the plane itself. I will keep you up to date on our progress.

Editor's Note: We'll have a another installment on the progress of this rare aircraft in the December issue.

THE TECHNICAL CORNER

My Thoughts on Aircraft Propellers Part 2

By Robert G. Lock
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In the previous issue we discussed fixed and ground adjustable pitch propellers, both wood and steel. Now it's time to look at some general information regarding aircraft propellers that I trust the reader will find informative. A few subjects to be addressed are: How do I know what prop fits my particular airplane? Where can I find information about a particular prop? What is Type Design Data and where can I locate such data? What are "yellow tags" and what do they tell me?

What is Static RPM and why is that important? And we'll include other issues that are of importance.

TYPE DESIGN DATA: This is data the original manufacturer used to build the airplane. Approved Type Certificates date back to March 1927 when ATC # 1 was issued to Buhl Verville to build the "Airster." Type Design Data consists of drawings, engineering data and any other kind of detailed information needed to construct an aircraft or component that had been awarded the Approved Type Certificate (ATC). Since the subject is propellers, the approved propeller type is included in the Type Design Data. Sometimes this data is easy to find, but more often it is very difficult. For some aircraft, copies of the original drawings are available, but for others the drawings either do not exist or the FAA will not release them. However, I have personally seen file cabinets at FAA Headquarters, Washington, D.C that contain file folders numbered sequentially from 1 up. The numbers pertain to the Approved Type Certificate number granted by the Aeronautics Branch of the Department of Commerce and later, the Civil Aeronautics Administration. In some cases the file folders are empty. Such is folder 184, ATC 184, the Command-Aire 5C3. I know for a fact as I have seen the empty folder. To understand how the Type Certification of aviation products happens, let me quote from a very reliable source – a U.S. Department of Commerce, Bureau of Air Commerce document dated July 1, 1934. The title is "Airworthiness Requirements for Engines & Propellers." It is Aeronautics Bulletin No. 7-G and, at that time was THE source for data to obtain a Type Certificate for an engine or propeller. Chapter II deals with Aircraft Propeller Requirements. Section 19 deals with Commercial Propellers. Manufacturer's submit: "(1) Application for approved type certificate, in duplicate, submitted on forms which will be furnished for the purpose by the Secretary (Daniel C. Roper). (2) A complete set of drawings descriptive of the propeller, in duplicate. (3) A complete log,

covering the tests outlined in paragraphs (B) or (C) of this section accompanied by an affidavit. (4) A stress analysis as required in conjunction with flight testing, (B) Tests required for propellers other than fixed pitch wood propeller: (1) Propellers of this type shall be subjected to a 50 hour endurance block test on an internal-combustion engine, rigidly mounted, of the same general characteristics as the engines upon which the propellers are to be used in service. Section 16 (C): When an approved type certificate is granted, one set of drawings is impressed with the seal of the Department of Commerce and is returned to the manufacturer to be used in the construction of his propellers. The other set is placed in the Department's files. The Department's inspectors may call for, and must have access to, these approved drawings when making an inspection at the manufacturer's plant to determine whether the propellers built conform to the approved data." And there folks, is the source of design data for T.C'd products, whether they be an aircraft, engine, propeller or appliance. And this is the data we are trying to get from the FAA at this time. It's not the propeller drawings but the specific aircraft drawings.

To understand how to research approved propeller types it will be necessary to explore where Type Design Data can be located.

AIRCRAFT SPECIFICATIONS: Aircraft Specifications were produced by the Civil Aeronautics Administration (CAA) and are the A&P Mechanic's source for Type Design data. Included in the Aircraft Specifications is a list of approved equipment that could be installed on the aircraft, including the propeller(s). In most cases a specific hub & blade number and manufacturer could be found. When wood propellers were approved, a minimum/maximum diameter was specified and a static minimum/maximum rpm is given. Static power is maximum rpm at full throttle with the aircraft not moving. Therefore, several types of wood props could be used as long as they met the above length and static rpm specs. If the Type Design Data doesn't appear, then it is contained within the Aircraft Listing.

AIRCRAFT LISTING: When there are 50 or less aircraft registered, the Type Design Data appears in the Aircraft Listing. This very condensed version of Type Design Data isn't very helpful for the mechanic when determining what type of prop was originally used. For example the publication will show: Propeller – adjustable metal. It will not give specific manufacturer or type. So where does one go next.

CAA AIRWORTHINESS FILE: Most Airworthiness and Registration files are available for a specific aircraft on microfiche (now available on CD-ROM). If one

searches through the file to locate inspection forms, the Department of Commerce or CAA Inspector usually listed the prop by manufacturer, make and model. For instance, a search of the record file for the New Standard D-25, serial number 105, registration number NC9756 shows that it was powered by a Wright J-5 engine and had a Hamilton Standard prop installed. The hub number was 1518 (ATC 187) with blade design number 1407 (ATC 4). See figure 1. For the second New Standard, serial number 205, registration number NC9125 (formerly NC150M)) shows it was originally powered by a Wright R-760-8 and had a Hamilton Standard propeller installed. The hub number was 1693 and blade model was 5B1-6. See figure 2. You have just found the data that didn't appear in the Aircraft Listing. Where can further propeller data be found?

DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE

Certificate No. NC-9756

OPERATION INSPECTION REPORT

OWNER Fred Mitchell
 ADDRESS Saratoga Springs, N. Y.
 Original license None Export After accident to June 7, 1931 Serial No. 105
 Manufacturer New Standard Aircraft Co. Model D-25-5P0LB
 A.T.C. 108 Group II _____ Group III _____

Amphibian _____ Landplane _____ Seaplane _____ Biplane _____ Monoplane _____ Type floats _____

ENGINES					
NUMBER INSTALLED	MANUFACTURER	TYPE	A.T.C.	SERIAL NO.	H.P.
1	Wright	J-5	13	7239	220

PROPELLER					
MANUFACTURER		HUBS—A.T.C.	BLADES—A.T.C.		
Material	Design	Serial No.	Design	Serial No.	
Ham Std	1518	7430	1407	14423-24	

Number of gas tanks 2 Capacity of each 31 Number of oil tanks 1 Capacity of each 5
 Passenger seats actually provided 4 Crew 1 Are dual controls installed? No Removable? _____
 Weight empty—equipped 2010 pounds. Gross weight 3400 pounds.
 Maximum pay load 810 pounds with fuel of 62 gallons.
 Maximum pay load 810 pounds with full fuel tanks of 62 gallons.
 Cargo space—Number 1 Location Rear of seat Capacity of each 130 lbs

Restrictions _____
 Equipment and weights thereof included in empty weight MUST BE SHOWN.
 Engine cool _____ lb. Battery _____ lb. Wing fairing _____ lb.
 Starter _____ lb. Flare and tailbow _____ lb. _____ lb.
 Generator _____ lb. Radio _____ lb. _____ lb.
 Wheel pants _____ lb. Heater _____ lb. _____ lb.
 Air wheels _____ lb. Toilet equipment _____ lb. _____ lb.
 Skis _____ lb. Water container _____ lb. _____ lb.

Figure 1

SUMMARY OF SUPPLEMENTAL TYPE CERTIFICATES (STC): When the FAA came into power in 1958 they changed the rules and added a category to Type Certificates (T.C) called Supplemental Type Certificates. If someone other than the manufacturer of the airplane changed the Type Design Data, that person could go through a lengthy process and eventually receive an STC. One could consult the Summary of Supplemental Type Certificates to check whether a particular prop had been approved for installation on the specific aircraft. If no data could be located in any of the previously discussed data, then the last choice is FAA Field Approval.

FIELD APPROVAL: CAA Inspectors were used to granting Field Approvals for major changes in Type Design, and so the Airworthiness file for the specific aircraft may contain a previously issued Field Approval for a propeller installation. Securing FAA Field Approval for propeller changes today are much more difficult to obtain. I really don't want to go into FAA Field Approvals because it's not clear exactly what their current policy is at this time.

Once the propeller data has been located, one might want to obtain the Type Design Data for the specific propeller. To find this data, one must consult the Propeller Specifications. Propeller Specifications are similar to the Aircraft Specifications but are a separate publication. Propeller Type Design Data can be found there, but if there is no data then one must consult the Propeller Listing.

PROPELLER LISTING: The propeller listing contains Type Design Data for older propellers that are no longer around "en masse." Some of the data that can be gleaned from this publication is: maximum/minimum diameter, blade & hub part numbers, maximum horsepower for hub & blades, serial numbers eligible, etc. Also shown is the propeller Approved Type Certificate (ATC) number for the hub and blades.

PROPELLER OVERHAUL: A&P Mechanics can do little work on propellers; overhauls and repairs are completed in approved propeller repair stations. In order to overhaul old propellers, the shop must have Type Design Data and even

have blade profile data. Before purchasing a propeller, make sure you get the hub and blade numbers and check with a prop shop to assure it has the data to overhaul such prop. Let me detail an example of a potential problem: My son Rob found a set of blades for a Hamilton Standard 5406 ground adjustable propeller for sale on the internet. The blade numbers didn't match any data in the Propeller Listing. In fact the blades were not manufactured by Hamilton Standard. I began checking with known prop shops that overhauled these older props and nobody had any data on the blades. The result was that nobody could overhaul and certify the blades. So for us they were

Design are critical and should be made with great care. Using the approved prop(s) is closely associated with the safety of the airplane and longevity of the engine.

To further illustrate problems with vibrations associated with propellers, one must examine FAA Airworthiness Directive (AD) 54-12-02. This directive applies to all McCauley propellers having 41D5926 or D-1093 hubs with SS-135-6 or SS-138-6 blades. The first number of the AD (54) tells us that the AD was issued in 1954, or 51 years ago. The wording in the directive is interesting, so I'll duplicate it here to show a point. "On the basis of satisfactory vibration stress surveys conducted on the 102-inch diameter configuration, these propellers were approved vibration wise for installation on the Continental W-670-6A, W-670-6N and Lycoming R-680 engines. When installation on the Continental engine, the propeller must be indexed in the 0 degree position (blades in line with the crankthrow) and operation is to be restricted between 1500 and 1650 r.p.m." The 1500-1650 r.p.m range indicates there is a dangerous harmonic vibration at that speed of operation.

SYMPATHETIC VIBRATIONS: The cause of most vibrations of this type is the engine/propeller combination. Even though the engine may be shock mounted, vibrations are still fed through the engine mount to the airframe and other parts of the airplane will "shake." Heavy sympathetic vibrations can be felt in the pilots seat, but are more commonly felt or seen in the instrument panel, throttle quadrant, etc.

Some engines require that a wood prop be installed on the hub with blades at 90 degrees to the crankthrow. The hub will be indexed to the prop shaft by a master spline, but the prop can be mounted at the 90 degree point by the mechanic. With the piston on Top Dead Center on #1 cylinder, the prop should be installed in the horizontal position. This procedure is a method to control unwanted vibrations between the crankshaft and the propeller.

This ends our discussion of propellers for this issue. Hopefully I have passed along some helpful information that the readers will find interesting.

TRAVEL AIR NEWS

Delivery of Travel Air to New Owner Dan Murray reported delivering a recently restored 1929 Travel Air 4000, NC9032, s/n 833 from his shop in Longmont, Colorado to southern California for Anthony Carras of Laguna Beach. This aircraft was formerly owned by Al Long. Congratulations to Anthony on getting this Trav-

el Air back in the air! We hope to see Anthony Carras and his Travel Air at one of the west coast Travel Air Reunions soon.

-Blakesburg, Iowa Hank Galpin of Kalispal, Montana recently reported that he plans to bring his Travel Air 6000 to Blakesburg for the Antique Airplane Assn's fly-in August 31-September 5th as part of the 2003 Na-



Travel Air 4000, S/N 833, NC9032, recently restored by Dan Murray and delivered to Anthony Carras.



Travel Air 12-Q, G-AAOK

tional Air Tour Reunion celebration. He said that he may have to take out a second mortgage to pay for the gas but he plans to be there. TARA member Dan Neuman Jr. reported that he also plans to bring his recently restored very original C4000 complete with tail skid (and no radio) to Blakesburg. With all the great Travel Air's attending you won't want to miss this one!! The AAA fly-in is a membership only event unless you are of course a guest of a member. Join AAA by contacting them at 641-938-2773 or www.aaa-apm.org <<http://www.aaa-apm.org>> and plan to be there.

-West Coast Travel Air Reunion This is the last reminder for this annual west coast event, September 23-25, Sonoma, California. If you did not receive a flyer with registration, activities schedule and motel information for the Reunion, contact TARA for one. Here is your chance to rub shoulders with some serious Travel Air enthusiasts. Frank Rezich reports that based on calls received so far, there may be a record turn out of Travel Airs and enthusiasts attending. He may be right and I hope to see you there.

-G-AAOK From Tony Habgood: "Hi Jerry. Thanks for the Travelair logs you sent last August. Is it really that long ago?"

Please find attached photos of 'OK on her second flight 4th Feb 2005. I flew her for 25 mins on her third flight (same day). Her first post restoration flight was on 19th Oct 2004."

Regards
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NEW MEMBERS

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254-366-0166.



A recent picture found on eBay of Marvel Crosson (1904-1929), with a big smile, resting on her Travel Air 4000 probably after a long cross-country flight. Miss Crosson started flying in 1923 and was the first woman in Alaska to receive her pilot's license. She was killed in the 1929 Woman's Air Derby flying a Travel Air.

THE TRAVEL AIR LOG

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