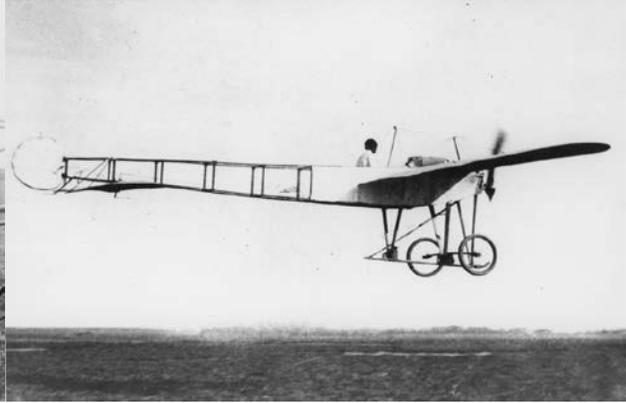




From Albin K. Longren



to Clyde V. Cessna

Long Island Early Fliers Club, Inc.

November, December 2016 Newsletter

Editor: Fred Coste Volume 1, Issue 7

Website: www.liefc.org

Happy Thanksgiving! It's hard to believe the holidays are just around the corner. It's even harder to believe that this issue marks the end of our first year of newsletters in the electronic format. While there are still a handful of members who are receiving this by U.S. Mail Service, I hope those receiving the electronic copies have been enjoying the links that have been embedded in each issue, providing more information, sound and entertainment.

In this issue, we will take a look back at some pioneers who have directly impacted most of our lives, talk about the lives of some of our club members, review some recent Early Flier activities, and announce some very exciting events that are coming up! I am also pleased to acknowledge the receipt of newsletter submissions by L.I.E.F. Members. A few members have recently submitted short stories, so in this issue, we will start with one from member Ed McDermott, who remembers Tom Murphy. I hope you enjoy this issue!

Albin Kasper Longren was born in Kansas on January 18, 1882. He started designing, building and flying his own airplanes in 1911. Not only did he teach himself to design and build his airplanes, he taught himself to fly! He later became a successful barnstormer in the Midwest and became known as "The Birdman."

He went into aircraft manufacturing in the 1920's, building several models and his aircraft were well known in aviation circles of that time. Additionally, throughout his career he also worked for some of the more familiar companies, such as Cessna, Luscombe and Spartan Aviation.



Longren's first airplane was flown in Winfield, Kansas in 1911

Longren and his brother, Ereanius as well as his friend William Janicke rented a building in Topeka Kansas to start their airplane factory. Undaunted by having no prior experience, they built the first prototype in secrecy in order to avoid the possibility of embarrassment in case of design failures. The first airplane was packed into boxes and carried to the location of its first flight.

The biplane had a 32' wingspan and weighed about 625 lbs. It had a 60 hp V-8 engine and eventually became known as the Topeka 1. She first flew on September 2, 1911. Three days later, Longren piloted the plane in public over a course of about 6 miles at an altitude of 200 feet.

Longren announced to a local newspaper that he "was now glad to let the people of Topeka know what I have built."

LIEF gratefully acknowledges the donation of an R/C model of a Waco Biplane from Art Lederle



Dolly and A.K. Longren, c. 1912

Longren Aircraft Company

Longren spent a lot of time on the barnstorming circuit performing under the name "The Birdman." He performed nearly 1400 aerial demonstrations, enabling him to finance the operation of his new aircraft factory.

He met his wife, Dolly Trent, while performing at a Minneapolis Airshow, and after marrying her, discovered that she was a very capable aircraft mechanic. A former beauty queen, Dolly also became an asset in the area of public relations, when Longren officially formed the Longren Aircraft Corporation of Topeka.

Longren designed ten different models that he sold by mail order. Because of a serious injury after a crash in Abilene, Texas in 1915, Longren spent most of his time designing new aircraft.



***Longren's No. 6, Model G airplane
built in 1916***

America entered the First World War in 1917 and he served as chief inspector of aircraft at the nation's first military aviation research and development center at McCook Field in Ohio.

After the war, Longren set out to design a new airplane, which he eventually called the Longren AK. It was a 60hp biplane that was fast, had improved handling and folding wings that could be turned in toward the fuselage. Because of the fold width of 9 feet, the aircraft could be stored in barns and garages and he had hoped it would become the "Ford of the Air."

The airplane had a uniquely designed fuselage in that it was made in two halves of a strong vulcanized material; much like composite aircraft of today.

When the U.S. government showed interest in the design, a Navy inspector visited the plant in Topeka.

Although he was impressed with the strength and durability of the design, he

found the manufacturing being done with what he considered to be unsatisfactory equipment. Also noted was the uncanny ability to resist bullets by the three ply bonded material. Despite all the positives, Longren was unable to obtain the necessary capital to start production in the quantities desired by the Navy.



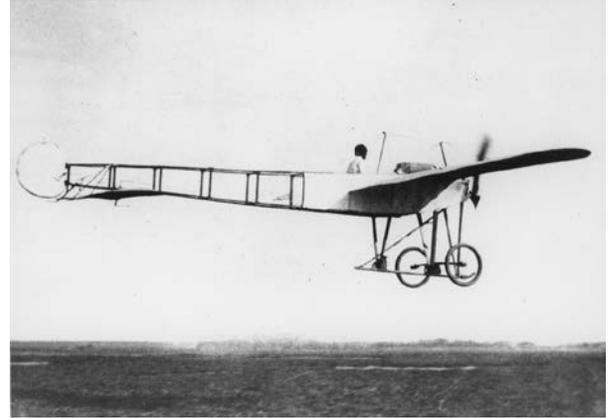
The Longren AK

In the end, Longren was unable to fund the business properly and in 1924 the company declared bankruptcy. The assets were sold to investors who later founded the Alexander Aircraft Company.

Longren then went to work for Spartan Aircraft and later, Luscombe. He held several aviation patents during his career and is most noted for the process of "stretch-forming" metal into fuselage parts. The Luscombe Phantom was the first mass-produced airplane with an all-aluminum fuselage.

Longren took most of his patents with him when he joined Cessna in 1935 as a Vice President.

Longren retired in 1945 and died in 1950. He is buried in Leonardville, Kansas, his birthplace, and ranks today as an early aviation pioneer. He was named to the Kansas Aviation Museum's Hall of Fame in 1997 and is still considered a local hero. Longren was both the first successful pilot as well as the first aviation manufacturer in the State of Kansas.



Clyde V. Cessna

Clyde Vernon Cessna was born on December 5, 1879. Living in farm country of Kingman County, Kansas, Clyde exhibited a natural mechanical talent when he modified and improved farm machinery, as well as developing new farming methods. He was also a successful car dealer in Oklahoma.

In 1910, Clyde attended an aerial exhibition that inspired his interest in aviation. Clyde left Kansas and moved to New York. He learned how to build aircraft after having gone to work for the Queen Aeroplane Company.

In 1911, Clyde set out to build an airplane of his own design. It was a monoplane that resembled a Bleriot XI. He called the plane a Silverwing. It had a modified 2 stroke boat motor that produced 40 hp. On his first flight, Cessna ground looped the airplane. 11 more test flights ensued, each having some sort of failure. Undeterred, Clyde tried a 13th flight and became airborne; but when he attempted to turn, the plane crashed again. In frustration, Cessna insisted that he would get this plane to fly, and then he would set it on fire and never have anything further to do with aviation!



In June, 1911, Clyde finally had his successful flight. Those who made fun of

him began to respect what he had accomplished and they started calling him a daring hero. He was nicknamed “The Birdman of Enid (Kansas). That first flight carried him 5 miles, with a landing at the same place he left from. He is credited with being the first person to build and fly an airplane in the Heartland of the U.S.; the area between the Mississippi River and the Rocky Mountains.

After the success of the Silverwing, Cessna left the automobile industry to pursue his interests in aviation. Between 1912 and 1915, Cessna developed several new monoplanes, all powered by the Anzani 6-cylinder with 40–60 hp. During this time, Clyde often flew his aircraft at holiday events and county fairs, an endeavor that proved to be lucrative.



Clyde's Alchetron design 1915

Clyde acquired a vacant building in 1916 and began building a new aircraft for the 1917 aviation exhibition season. The factory served a dual purpose, as he also opened a flight school in which he had five enrolled student pilots. However, in April

1917 when the United States declared war, the exhibition flying market quickly ended. His primary source of income now gone, Clyde returned to his old home near Rago, Kansas, where he returned to farming.



After World War I, public interest in private flying increased. In 1925 Cessna, along with Walter Beech and Lloyd Stearman, founded the Travel Air Manufacturing Company in Wichita. With Cessna as president, the company soon became one of the leading US aircraft manufacturers. Much of their success may be attributed to Cessna's advanced design concepts. The aircraft received international recognition by establishing numerous speed and distance records. After two years, Cessna left the company with plans to start his own firm, due to design disputes with his partners over the monoplane versus the biplane.



The Travelair



On September 7, 1927, Cessna broke away to pursue his dream of creating the cantilevered wing monoplane. Clyde and aviation entrepreneur Victor Roos paired to form Cessna-Roos Aircraft. Roos resigned just one month into the partnership, selling back his interest to Cessna, and the company changed its name to Cessna Aircraft Corporation in December. In the later part of 1927, Cessna struggled to design and build an efficient monoplane. The AW was completed near the end of 1927.



Cessna demonstrates the strength of the cantilevered wing

Despite the success of new models, the Great Depression led to a catastrophic drop in aircraft sales, a bankruptcy filing for the corporation, and the complete closure of the company in 1931. In 1934, Cessna reopened his Wichita plant, which he soon sold to his nephews, Dwane and Dwight Wallace, in 1936.



Dwane Wallace

Clyde Cessna turned over the company to his nephews, Dwane Wallace, who was an aeronautical engineer and brother Dwight Wallace, who was an attorney. Cessna returned to farming and building ponds for his neighbors. Dwane kept Clyde in the loop by asking him to participate in public events that the company held.

Clyde died on November 20, 1954 at age 74. He was posthumously inducted into the National Aviation Hall of Fame in 1978.



Cessna Dragonfly military trainer

A few words about Tom Murphy.....
L.I.E.F.C. member Ed McDermott recently submitted some information about Tom Murphy and an event that took place at Coram Air Park.

Tom was a skywriter in the 1930's and later became a flight instructor for the Army, in Texas, during World War II. Tom loved to teach his students from small airfields like Bayport and Coram because he felt that students needed to learn without modern conveniences....like radios! Please also note that Coram Airpark was owned by LIEFC member Lester Davis.

Here is Ed's remembrance of Tom Murphy:
Tom Murphy Introduces Old Time Barnstorming to the Honor Patrol Of Scout Troop 75, Kings Park, NY June 20th, 1965.

As a reward for being the best Patrol in Troop 75, Tom Murphy treated the scouts to a ride in his Waco UPF-7 open cockpit biplane. There were 7 scouts flying, two by two in the front cock pit.

During the last flight, there was additional space, so I gladly volunteered to go! The scout asked if we could do a loop, to which Tom happily agreed. We did three loops with a falling leaf maneuver. It was exciting for both of us! When we landed, our scout laid on the ground for about twenty minutes with his head spinning.

Would he do it again?.....You bet, he would!

Each Scout thanked Tom for the ride and had some stories to tell their friends.

A few years back, I was going through a check ride with Tom. We flew from Bayport to Coram so he could show me where his new location would be. On the downwind leg, he pointed out the field. My comment was: "ARE WE GOING TO LAND THERE?" Tom never let me forget that statement. With Tom's training, Coram became an easy field for flying.
Respectfully submitted, Ed McDermott.

LIEF club news.....



The remains of Ladder 3

The Early Fliers visit the World Trade Center Memorial

Club members boarded our tour bus on October 6th for a day of remembering at the World Trade Center Memorial, which also included a trip up to the One World Observation Deck at the top of the new WTC.

The guided tour provided many moving stories of heroism as well as capturing the

sense of loss and how that day changed each of us.



One World Trade Center



Names of those who lost their lives can be located easily by using a kiosk that is provided for that purpose.....



The view looking north from One World Observatory



This is what remains of one of the electric motors that powered the elevators. There were 99 elevators in each tower.



Our tired, but happy band of travelers pause for a group photo

The LIEFC Holiday Party is
scheduled for Sunday,
December 11, from 1:30 p.m.
until 4:30 P.M.
At our hangar in Bayport!

Cost is \$30.00 per person and includes food, beer, wine (don't whine) and soda. Please contact us for reservations so we know how much food to have on hand!

Email: fred@costeagency.com

Or call:

(631) 523-5407

Time to smile!!!!!!

OLDIE THOUGHTS

1. My goal for 2016 was to lose just 10 pounds. Only 15 to go.
2. Ate salad for dinner. Mostly croutons & tomatoes. Really just one big round crouton covered with tomato sauce. And cheese. FINE, it was a pizza. I ate a pizza.
3. How to prepare Tofu:
 - a. Throw it in the trash
 - b. Grill some meat
4. I just did a week's worth of cardio after walking into a spider web.
5. I don't mean to brag, but I finished my 14-day diet food in 3 hours and 20 minutes.

6. A recent study has found women who carry a little extra weight live longer than men who mention it.

7. Kids today don't know how easy they have it. When I was young, I had to walk 9 feet through shag carpet to change the TV channel.

8. Senility has been a smooth transition for me.

9. Remember back when we were kids and every time it was below zero out they closed school? Me neither.

10. I may not be that funny or athletic or good looking or smart or talented. I forgot where I was going with this.

11. I love being over 70. I learn something new every day and forget 5 others.

12. A thief broke into my house last night. He started searching for money so I woke up and searched with him.

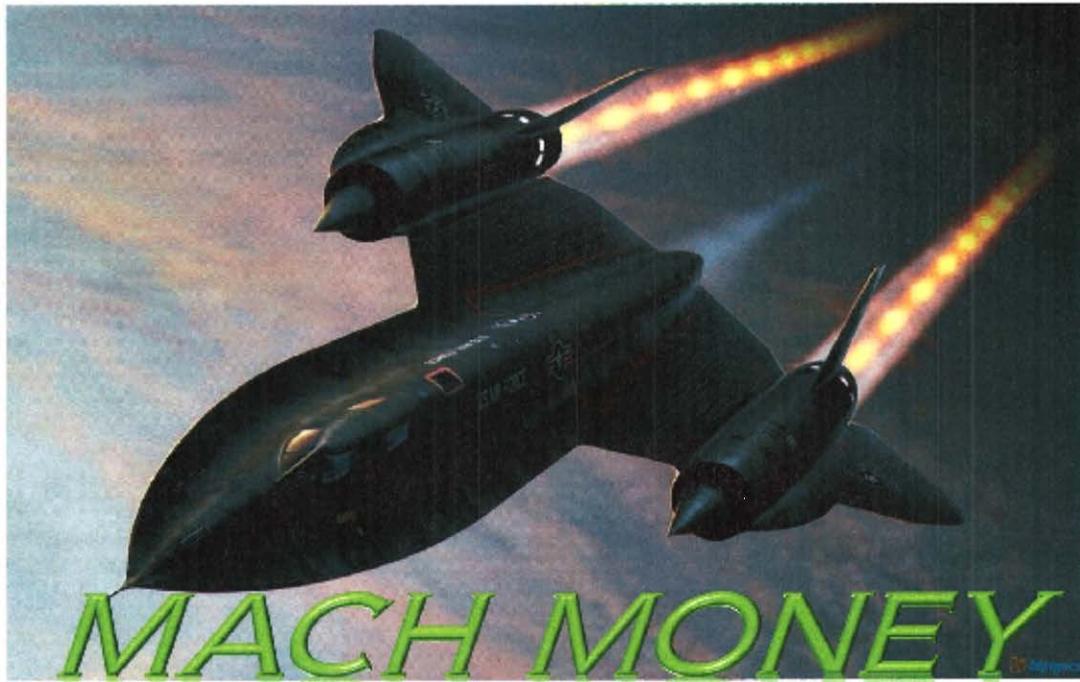
13. I think I'll just put an "Out of Order" sticker on my forehead and call it a day.

14. November 6, 2016 will be the end of Daylight Savings Time. Hope you don't forget to set your bathroom scale back 10 pounds on Saturday night.

15. Just remember, once you're over the hill you begin to pick up speed.

Please support our raffle
fundraiser see details on the
next page:

THE LONG ISLAND EARLY FLIERS CLUB



Raffle Prizes:



One Grand Prize: \$10,000 or 33% of available prize money

One Second Prize: \$5,000 or 16.6% of available prize money

3 Third Prizes: \$1,000 or 3.3% of available prize money each

4 Fourth Prizes: \$500 or 1.6% of available prize money each

Maximum 600 tickets to be sold.



Return this portion with your check or money order for \$50 per ticket to: LIEF, PO Box 43 Holbrook NY 11741. Tickets will be sent by return mail. Raffle rules on reverse.

Name: _____

Number of Tickets: _____ x \$50 Each

Address: _____

Total Enclosed: _____

Phone: _____

Find out who has The Right Stub April 9, 2017.

Email: _____

Winners need not be present.

TERMS & CONDITIONS

Eligibility:

Purchaser must be at least age 21 on October 1, 2016 in order to be eligible to buy tickets in this drawing.

Each entrant, by entering the Raffle, agrees to abide by all of the rules and conditions contained herein, as well as all applicable local, state and federal laws and regulations, and further agrees to release the Long Island Early Fliers Club, Inc. and its officers and directors, members, agents and volunteers from any and all liability with respect to all aspects of the Raffle including, but not limited to, the selection process. The Raffle is open to any eligible person residing in a state where the Raffle is not prohibited. Entrants must be 21 years of age or older.

Tickets:

Each purchased ticket shall constitute an "entry" into the raffle drawing for all prizes and the person to whom the ticket is registered shall be the "entrant." If an entrant's payment is dishonored by the bank for any reason, such entrant's raffle ticket will be declared invalid unless full and satisfactory payment is made prior to the Raffle drawing. LIEFC, its, officers, directors, and members are not responsible for and shall not be liable for: 1). Incomplete, illegible, or unintelligible entries; 2). Incorrect, returned, or misdirected notifications based on inaccurate information provided by the entrant; or 3). Any condition caused by events beyond the control of LIEFC.

Drawing:

Winners will be determined by random drawings of all the eligible entrants received. The drawings will be held on April XX, 2017 at the LIEFC hangar, Bayport Aerodrome, Bayport, NY. The winners do not need to be present at the time of the drawing to win. LIEFC will endeavor to notify all winners within 5 business days of the drawing. It is the responsibility of the donor/entrant to provide valid contact information for notification.

Winners:

At the discretion of LIEFC, winners will be notified by phone, e-mail or by mail based on the information received on the entry form. Names of winners will be available to all media and will be listed on the LIEFC website. Winning entrants agree to allow LIEFC to use their names, likeness, and any statements made by them regarding the prize for advertising or publicity purposes without compensation. If the winner cannot be located after LIEFC has made reasonable attempts to do so, or if the winner is deemed to be ineligible, such winner will be deemed to have forfeited his or her prize, and another subsequent winner will be selected for such prize. The same procedure will be followed until all prizes have been awarded.

Restrictions:

All prize winners are responsible for all costs associated with delivery and other applicable fees, local, state and federal taxes associated with their respective prizes. Winners will be required to provide LIEFC with a valid social security number and must complete all IRS and similar forms requested by LIEFC prior to release of their prize. Failure to do so within thirty (30) days of request shall result in an automatic forfeiture of such winner's prize.

General Terms & Conditions:

By obtaining a Raffle ticket, you agree to be bound by these Official Rules and Regulations and the decisions of LIEFC, which shall be final. LIEFC is not responsible for any injuries, losses, or damages of any kind arising in connection with or as a result of the winner's acceptance or use of any prize. By entering the Raffle, each participant releases LIEFC, its directors, officers, members, and agents from any and all liability for any injuries, losses or damages of any kind caused by any prize or resulting from acceptance, possession, use, or misuse of any prize, and the winner agrees to indemnify and hold LIEFC harmless from any and all losses, damages, rights, claims and actions of any kind arising in connection with or as a result of the winner's acceptance or use of any prize.

Disclaimer of All Other Representations and Warranties:

THERE ARE NO REPRESENTATIONS OR WARRANTIES OTHER THAN AS SET FORTH IN THESE OFFICIAL RULES AND REGULATIONS. LIEFC disclaims all other representations and warranties, expressed or implied, regarding this raffle, including, but not limited to any implied warranties of merchantability or fitness for a particular purpose. A raffle participant's sole and exclusive remedy for LIEFC's breach shall be limited to the return of the purchase price paid for his or her raffle ticket(s). Such claim must be made at least 30 days before the drawing date of this raffle.

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Long Island Early Fliers Club, Inc. is a non-profit organization founded in 1956 and Chartered by the New York State Education Department. We are dedicated to aviation education and preserving Long Island's aviation heritage. Volunteers who want to help educate and preserve our history are always welcome. Annual Membership in our organization is \$35.00 for individuals; \$50.00 for families.

Donations of aviation memorabilia, aircraft and aircraft parts, aviation clothing, display quality models and items of historic significance are always welcome and greatly appreciated. Cash donations, as well as artifact donations are tax deductible. You may visit our facility at Bayport Aerodrome, Vitamin Drive, Bayport New York most Wednesdays between the hours of 9:00 a.m. and 1:00 p.m. Appointments are necessary as airports are secure locations and can also be arranged at other times for your convenience.

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