War Eagles Air Museum
Doña Ana County Airport
Santa Teresa, NM

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Plane Talk

Volume 20, Number 4

The Newsletter of the War Eagles Air Museum

Editorial

As subjects of in-depth articles for the newsletter of a Museum dedicated primarily to World War II and Korean War military "warbirds," the two aircraft covered in this issue of *Plane Talk* may seem a little out of place. What do the diminutive, unarmed, easy-to-fly Piper *Super Cub* and Cessna 140 civilian aircraft have to do with the large, heavy, imposing, armed-to-the-teeth "warbirds" that make up most of the War Eagles Air Museum collection?

The answer is, "Everything."

The histories of Piper Aircraft Corporation and Cessna Aircraft Company began in the earliest days of American aviation. Aircraft that rolled off of these companies' assembly lines inspired dreams of flight in countless wide-eyed boys—and, no doubt, some girls as well. Many of these nascent pilots joined the Army, Navy or Marines in World War II and went on to become America's fighter, bomber and transport pilots. As you read this issue, keep in mind that the docile little airplanes that Mr. Piper and Mr. Cessna created, while they may differ greatly from the wartime military trainers, fighters and bombers built by Boeing, Convair, Douglas, Grumman, Lockheed, North American and other companies, nevertheless played a very important role in the development of American aviation.

There are still a great many vintage *Super Cubs,* Cessna 140s and other similar classic civil aircraft flying in the world today. Yes, they may lack the panache of big, noisy, round-engined warbirds, but these friendly little aircraft even now represent flying in its purest form. ✪

▲ ***The Museum's "new" 1954 Piper PA-18 Super Cub, piloted by Terry Sunday (f) and Chief Pilot Gene Dawson (r), flies over the New Mexico desert. Photo: Chuck Crepas. Cessna 172N photo plane pilot: Carl Wright.***

Featured Aircraft

Airplanes are very much like people. Each one has a distinct personality. Some are strong, intimidating and aggressive. Consider, for example, the Vought F4U *Corsair.* With its huge engine, massive landing gear and gull wings bristling with armament, it exudes the sinister, no-nonsense aura of a heavyweight boxer. It's not an airplane you'd want to meet in a fight. At the other end of the scale is this issue's Featured Aircraft—the tiny, fun-loving, non-intimidating Piper PA-18 *Super Cub.* Like a best friend, it simply says, "Let's go fly!"

Featured Aircraft (Continued on Page 2)

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From the Director

More than just an air museum…

When War Eagles Air Museum opened in September 1989, the huge new hangar—as big inside as a football field—looked pretty empty. It contained only 12 aircraft and five automobiles. Significantly, the aircraft were all flyable and fully operational. They had all been flown in under their own power to Doña Ana County Airport, which, at the time, was a barren, isolated, nearly vacant piece of real estate with no more than a few windswept, dusty hangars and not much else. Airport Road, the main artery that now connects the Airport with "civilization" in El Paso, was rough graded dirt. There were no signs of the encroaching developments that today line every road leading to the Museum.

Times have certainly changed. Today, the Museum displays 33 aircraft—all but seven still flyable—and 46 automobiles, motorcycles and military vehicles. We've seen a big expansion of our displays of memorabilia, photographs, documents, scale models and other items related to military and civil aviation history. We're the home of the El Paso Aviation Association Hall of Fame and the International Bird Dog Association, and we have an active Oral History program. We are now so much more than an "air" museum. We hope you take the time to enjoy *all* of our exhibits when you visit.

Skip Trammell ✪

Plane Talk

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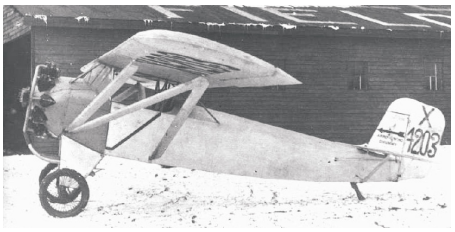
Featured Aircraft (Continued from page 1)

The *Super Cub* story begins with its more famous predecessor—and arguably the most important general aviation aircraft of all time—the Piper *Cub*. Its lineage goes back to 1927, and the Taylor Brothers Aircraft Corporation of Rochester, New York. C. Gilbert and Gordon A. Taylor had started their company to build a small, two-place, high-wing monoplane they called the *Chummy*. In 1928, after Gordon died in the crash of a *Chummy* during a barnstorming flight in Detroit, C. Gilbert and his master mechanic father Arthur moved to Bradford, Pennsylvania and set up shop in a vacant factory with a short, cinder-covered runway.

Now enters the person whose name is as inextricably linked with general aviation as the name "Henry Ford" is to the automobile. William T. Piper, born on January 8, 1881 in Knapps Creek, New York, had a varied background. He toiled in the Pennsylvania oil fields, fought in the Spanish-American War, was a Captain in the Corps of Engineers in World War I, and, in 1903, earned a Mechanical Engineering degree from Harvard. An after-college job as a construction superintendent was not to his liking, so he briefly managed the family's oil business in Bradford. He met the Taylors in 1929 and bought $400 worth of stock in their company. As a prominent businessman, he got a seat on the Board of Directors and quickly became Secretary-Treasurer of the Taylor Brothers Aircraft Corporation. But the energetic Piper soon had some serious run-ins with C. Gilbert.

Business conditions at the time were dismal. With the nation in the depths of the Great Depression, there was no market for the *Chummy*, which cost a relatively expensive $3,985. Against much opposition, Piper finally convinced Taylor to build a lower-priced, easy-to-fly, simple-to-maintain airplane designed to appeal to the general public. The resulting model, called the Taylor E-2, was an open-cockpit monoplane with a high-mounted wooden wing and an anemic, 20-horsepower, two-cylinder Brownbach *Tiger Kitten* engine. It sold for about half the cost of a *Chummy*. The new airplane first



▲ ***The* Chummy, *the debut airplane of the Taylor Brothers Aircraft Corporation, was eventually phased out in favor of what became the world-renowned* Cub.**

"flew" on September 12, 1930. Severely underpowered, it barely gained five feet of altitude before ignominiously settling back onto the runway. Legend has it that Gilbert Hadrel, the company accountant, took a cue from the name of the engine and said, "Why not call the airplane a *Cub*?" A classic airplane name was born.

Alas, finding a bigger engine for the *Cub* was difficult, and time was short. In 1931, with demand for the *Chummy* virtually dead and with *Cub* sales stalled for lack of a suitable engine, the debt-ridden Taylor Brothers Aircraft Corporation declared bankruptcy. Piper bought the company's assets for $761. His was the only bid. He retained the company name and kept founder C. Gilbert Taylor on as President and Chief Engineer.

Soon afterwards, Continental Motors Corporation introduced their new A-40 four-cylinder, 37-horsepower engine. Although it had teething problems, it was just the injection of power that the *Cub* needed. The U.S. Department of Commerce certificated the re-engined Taylor E-2 *Cub* on July 11, 1931. Sales for that year were 22 aircraft at $1,325 each.

In 1932, young Walter Jamouneau, the 19-year-old scion of a wealthy family, who wanted to be an aeronautical engineer despite his lack of a college degree, took a job at Taylor Brothers. His first assignment was to "tweak" the E-2 design. The resulting airplane was more rounded than the E-2 and had a greatly improved Continental engine. It was designated the J-2—the "J" stood for "Jamouneau." The young designer further refined the airplane over several years. He introduced a steel-tubing frame, fit buck-

Featured Aircraft (Continued on page 3)

Featured Aircraft (Continued from page 2)

et seats instead of wooden boards in the cockpit, added a steerable tail wheel and even put brakes on the main wheels—a rare feature in light aircraft at the time. Engine output went up to 40, 50 and finally 65 horsepower, and buyers could choose a Continental, Franklin or Lycoming powerplant. By 1937, Jamouneau's work culminated in the definitive version of the light, cheap, easy-to-fly airplane that changed the course of general aviation—the Piper J-3 *Cub*.

On March 17, 1937, a spark-ignited fire in the painting room destroyed the plant and all the aircraft inside. Piper, ever the optimist, saw the loss as an "opportunity" to rebuild. Having previously bought out C. Gilbert's interest in the enterprise, largely because the founder disagreed with Jamouneau's changes to the *Cub*, William Piper changed the name of the company and moved into an old silk mill next to the airport in Lock Haven, Pennsylvania. The Piper Aircraft Corporation was born.

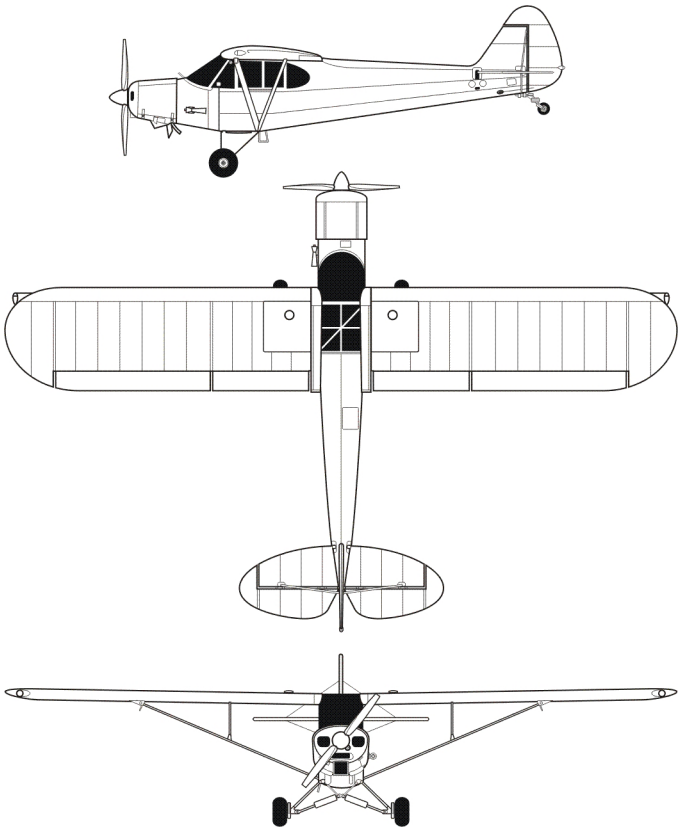
In 1939, Adolf Hitler's *blitzkrieg* attack on Poland plunged Europe into war. U.S. leaders realized that the nation could be drawn into the conflict, so they created the Civilian Pilot Training (CPT) program, in which the *Cub* was the most important aircraft. The need for new pilots led to a huge demand for *Cubs*. In 1940, Piper built 3,016 of them. During the War, *Cubs* rolled off of Piper's assembly line at the rate of *one every 20 minutes*! Over 80 per cent of American wartime military pilots learned to fly in the diminutive trainer.

Between 1939 and 1947, Piper delivered more than 14,000 military *Cubs* of several different types, all of them generically nicknamed *Grasshoppers.* They served in vital reconnaissance, transport and evacuation roles. Privately owned *Cubs* of the Civil Air Patrol (CAP) flew coastal patrols in search of German submarines.

After the War ended, Piper continued to turn out *Cubs* to satisfy strong civilian demand for such light, simple aircraft. Its price of a mere $2,195 was calculated to be within the financial means of returning veteran pilots. Unfortunately, within two years the boom faded, and Piper ceased *Cub* production in favor of more advanced models like its *Vagabond* and *Pacer*. The *Super Cub* was one result of this shift in Piper's priorities. As the ultimate refinement of Piper's classic design, the *Super Cub's* heritage extends in an unbroken line back to the original J-3.

The post-war Piper that most directly presaged the *Super Cub* was the PA-11 *Cub Special*, which was essentially a J-3 with either a 65- or 90-horsepower Continental engine under a smooth streamlined cowling. Many pilots consider the PA-11 to be the ultimate "pure" *Cub*.

Initially, the only difference between the *Super Cub,* which carried Piper model number PA-18, and the PA-11 is that the wing attachments were changed. The number PA-18 was originally assigned to an improved *Vagabond* planned for introduction in 1949, but Piper cancelled that program and used the model number for what became the *Super Cub*. There were too many other complications to describe here, but the result was that Piper started producing *Super Cubs* in November 1949 on the assembly line at the Lock Haven factory. The very first one, serial number 18-1, is still on the FAA registry.



Super Cubs sported five different engines and went through other major upgrades over the years. The first PA-18-95 had no flaps, a single fuel tank in the left wing and a 90-horsepower Continental C-90 engine. It sold for $5,850 in 1949. The PA-18-105, with a Lycoming O-235, was the first model to have flaps. The PA-18-125 had a more-powerful Lycoming O-290. Two wing tanks became standard on the PA-18-135, which entered production in 1952. The definitive *Super Cub*, the PA-18-150, had a 150-horsepower Lycoming O-320 and all the refinements of the prior models. Piper produced the PA-18-150 from October 1954 until November 1982, when the plant at Lock Haven shut down. Piper resumed production in 1988 at its new factory in Vero Beach, Florida, but the price of a

Featured Aircraft (Continued on page 8)

***Piper PA-18* Super Cub General Characteristics**	
Powerplant	Lycoming O-320 150 horsepower horizontally opposed flat-four
Cruise Speed	115 miles per hour
Maximum Speed	130 miles per hour
Service Ceiling	19,000 feet
Length	22 feet 6 inches
Wingspan	35 feet 3 inches
Range	460 miles
Weight (empty)	983 pounds
Weight (maximum)	1,750 pounds

An oft-overlooked aircraft at the Museum is the pink Cessna 140A named *Cotton Clipper Cutie* that hangs from the ceiling in the southeast corner. Here is the first of a two-part story about this aircraft. Part two, in the next *Plane Talk*, will tell the rest of the story, in this tale called...

Clyde Cessna
and the Cotton Clipper Cutie

by Cassandra Rodriguez

Throughout history, flight was a dream of inventors, geniuses, engineers and artists. The idea of flight originated in ancient Greek mythology with the story of the Athenian architect and inventor Daedelus and his son Icarus. In the myth, the pair escaped from the clutches of King Minos on the island of Crete by flying away on wings of wax and feathers. More practically, in the 15th century, Leonardo da Vinci sketched inventions such as the airscrew (propeller) and the parachute. In France, in 1783, the Montgolfier brothers invented the hot-air balloon. And, of course, aviation would not exist as it does today if not for the vision, skills, determination and ingenuity of pioneers Orville and Wilbur Wright, who first flew their powered, controllable flying machine in the blustery winds over the coastal sand dunes of Kitty Hawk, North Carolina, on December 17, 1903.

Likewise, aviation today would be very different were it not for the dreams, perseverance and accomplishments of another pioneer—an Iowa farm boy named Clyde Cessna.

Clyde Vernon Cessna was born in Hawthorn, Iowa, on December 5, 1879. Although his formal education ended with the fifth grade, young Clyde became skilled in repairing farm machinery, and he found his mechanical talents much in demand by friends and neighbors. At the age of 25, Clyde married a school teacher named Europa Dotzour, and the couple set out to farm 40 acres in southern Kansas. That didn't work out, so the Cessnas moved to Enid, Oklahoma, where Clyde worked as a repairman for the Overland automobile dealership. He proved to be a good salesman as well as an excellent mechanic—he sold a record 100 cars in one year—and soon became General Manager of the dealership. Then his world changed forever when he read about Frenchman Louis Blériot's daring flight across the English Channel in his Blériot XI monoplane on July 25, 1909.

Bitten by the "aviation bug," Clyde decided that he had to have his own airplane. He went to New York City for a month and worked on the assembly line at the Queen Airplane Company to learn the fundamentals of aircraft design and construction. Then he bought one of the company's exact copies of the Blériot XI, shipped it to Enid and set out to teach himself how to fly it. Twelve crashes later, he was good enough (although he *never* got an official pilot's license!) to become an exhibition pilot. His mechanical skills served him well in his new career as he constantly "tweaked" his airplanes for better performance. Exhibition flying, though dangerous, earned good money, and the Cessna family lived well. But the ambitious Clyde wanted more—he wanted to be an aircraft manufacturer.

▲ ***This drawing of young Clyde V. Cessna is by famed cartoonist Milton Caniff, creator of the popular aviation-themed comic strips "Terry & the Pirates" and "Steve Canyon."***

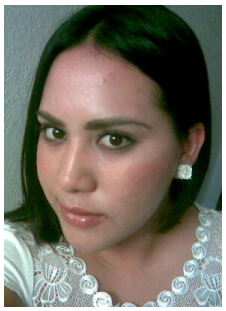
When Clyde approached some Enid bankers for a start-up loan, they unanimously passed up the opportunity to help out, so he moved to Wichita, Kansas, for the better business environment there. By June 1911, the man whose name became synonymous with "aviation," and who founded the company that built more airplanes than any other in the world, completed a wood-and-fabric airplane of his own design. Clyde realized his dream when he became the first aircraft "manufacturer" between the Mississippi River and the Rocky Mountains. By 1917, he had developed two new aircraft, a single-seat exhibition monoplane and a two-seater named the *Comet*.

But "The Great War" (World War I) foiled Clyde's plans. As conflict raged in Europe, President Woodrow Wilson kept the U.S. in a state of neutrality that lasted until the infamous "Zimmermann telegram" became public. Thanks to British cryptographers who deciphered the secret diplomatic message from German Foreign Minister Arthur Zimmermann to the German Minister in Mexico, Americans learned that Germany was offering Mexico "reconquered" U.S. territory in Arizona, New Mexico and Texas in return for a military alliance. This message, along with escalating German submarine attacks on American merchant ships, caused a public outcry that forced the U.S. Congress, on April 6, 1917, to declare war on Germany.

Clyde Cessna and the Cotton Clipper Cutie (Continued on page 5)

Cassandra Rodriguez

An El Paso native and University of Texas at El Paso student with a double major in history and anthropology, Cassandra has worked at the Museum part-time since early 2007. An experienced photographer, avid soccer player and aspiring pilot, she plans to take flying lessons soon.



Clyde Cessna and the Cotton Clipper Cutie
(Continued from page 4)

The Great War saw the first widespread battlefield use of airplanes, at first mostly for reconnaissance of the enemy's trench lines. Later, after Dutchman Anthony Fokker perfected an "interrupter" device, which synchronized the firing of fuselage-mounted machine guns with the rotation of the engine and thus prevented a pilot from shooting off his own propeller, air-to-air battles became common.

At 38, Clyde was too old for military service, but he offered the War Department the two aircraft he had developed. The military turned him down, preferring instead to fly French-built airplanes like the *Nieuport* and *Spad*. His flying curtailed by wartime fuel restrictions, Clyde temporarily went back to farming. After the War ended on November 11, 1918, many of America's ex-military pilots returned home filled with enthusiasm for aviation and looking to buy airplanes. Clyde saw the demand, set himself up to provide a supply of aircraft to satisfy it, and never looked back.

In 1924, Clyde joined with fellow pilots and aviation entrepreneurs Lloyd C. Stearman and Walter H. Beech to start the Travel Air Manufacturing Company, which began building airplanes in a small rented facility in Wichita. Within a year, the firm was successfully marketing the Travel Air #1, a three-place, open cockpit, fabric-covered biplane powered by a 90-horsepower Curtiss OX-5 engine. But before long, Clyde and his partners had a dispute over Travel Air's products. Clyde thought (correctly, as it turned out) that the future of aviation lay in monoplanes, but Stearman and Beech wanted to keep building biplanes. So Clyde left Travel Air and, in December 1927, founded the Cessna Aircraft Company, where he built the airplanes that made him famous.

Cessna's first aircraft, which initiated a line of highly successful single-engine, high-wing monoplanes that lives on to this day, was the two-place *Phantom*. Other models quickly followed—the six-place CW-6, the four-place C-34/37/38 series and the four-place C-145/165 *Airmaster* series. Business was brisk up to the Great Depression. Then, with many years of poor sales, Cessna built 300 primary gliders to stay solvent. The Depression finally caught up with Clyde, and he closed the doors of Cessna Aircraft Company in 1931. He re-opened in 1934 and started turning out the new, exceptionally clean, upgraded C-34 monoplane, which earned the title of "World's Most Efficient Airplane."

▲ ***Cessna's wartime twin-engine T-50 trainer was officially named the* Bobcat*, but was perhaps better known by its derogatory nickname "Bamboo Bomber."***

With World War II came the virtual stagnation of the global civil aviation industry. Cessna survived by selling thousands of training aircraft to the American and Canadian air forces. The T-50 *Bobcat*, Cessna's first twin-engine design, also bore the slightly derogatory nickname *Bamboo Bomber* because its U.S. pilots preferred "modern" all-metal airplanes to the wood-winged T-50, which wasn't a bomber and contained no bamboo. After the end of World War II, just as at the end of World War I, the U.S. economy surged and demand for civil aircraft went through the roof.

Cessna was ready.

Cessna's first post-War models were the 120 and the 140, which fit perfectly into the burgeoning market for small, relatively inexpensive, easy-to-fly private aircraft. The two-place (side-by-side), tailwheel ("conventional gear") 140 stickered out at $3,245. It was made all of aluminum except for its fabric-covered wings, and featured an 85-horsepower, air-cooled Continental C-85-12F flat-four engine. The 140 saw Cessna's first use of its patented "Spring Steel" landing gear design, which consisted of a single piece of strong steel bolted to the lower fuselage to which the main wheels attached. The steel flexed on landing, providing a smoother contact. The gear was also very forgiving of the types of touchdown misalignments that, with the slightest pilot inattention, tended to make ordinary tailwheel airplanes veer off toward the weeds at the side of the runway.

In 1949, Cessna upgraded the basic 140 design with modern, all-aluminum, stressed-skin wings and a 90-horsepower Continental engine, and called the new version the 140A. It was only in production until February 1951, when military contracts for the Korean War nudged Cessna's civilian aircraft production into the background after 525 140As had been made. One of these aircraft, a bright pink 140A that left Cessna's assembly line in 1950, occupies a special place of honor at War Eagles Air Museum. ✪

Read the next issue of *Plane Talk* for the rest of the story of "Clyde Cessna and the *Cotton Clipper Cutie*."

▲ ***Cessna's beautiful little 140 was the perfect airplane for the post-World-War-II American general aviation boom, offering style, performance, safety and reliability for a reasonable price.***

Lightning: Missing In Action

by Dan Taylor

There's sad news to report. "Lightning," War Eagles Air Museum's maintenance shop cat and unofficial mascot, failed to report for duty on October 8. An extensive search of our facilities and the Doña Ana County Airport has shed no light on her whereabouts.

I still remember when the cat we would name "Lightning" first appeared. It was in the Fall of 1995 when I noticed strange things in the shop hangar. For example, I saw spots of blood on the floor in several places. I thought someone had cut himself, but everyone was okay—no injuries to report. This went on for a few days. Then one day I saw a shadow move under the Vultee BT-13B *Valiant* that we were working on. It was black, but I couldn't make out what it was. I thought of the skunk that had recently made its home in the shop restroom and that we had run off by squirting it with water. I hoped this wasn't another skunk.

I was able to sneak up on it and saw that the mysterious dark shadow was actually a tiny, wild black kitten.

She had been catching mice for us, which explains the blood on the floor. I set out a little food and water for her. She would eat it and immediately run away. Eventually I was able to get closer to her as she ate, and finally she let me pet her. That was it; now we had a friend for life.

She had many names at first. While working on our Globe GC-1B *Swift* restoration project, Bill Whitney called her "the chief inspector." And he was right. When we brought an aircraft or a car into the shop, there she'd be, inspecting it for stowaway mice or other desert creatures. Our good friend the late Emmet Cook called her "Ol' Blackie." Carl Wright simply called her "Hey cat!" But since I was the one who took her to the vet, I had the honor of officially naming her, and "Lightning" was my choice. Yes, I named her after the Museum's all-black Lockheed P-38L. What a great name for a cat! She was fast, sweet, maneuverable, pilot-friendly and very deadly to our mutual enemy—rodents. What a gal!

She was by far the friendliest cat I've ever seen. "I don't like cats, but I like her," was a comment we often heard. Skip Trammell, Museum Director, once said, "She's the hardest worker in the shop." It's true; she was on the job 24x7.

▲ ***Lightning never met a lap she didn't like. Johnny Williams, volunteer Museum pilot, called her his "girl friend" and always visited with her whenever he flew in from Marfa.***

In addition to keeping the hangar rodent-free, much of her life focused on a search for the perfect lap. Every time we sat down for a break, here she'd come to see whose lap was best! She'd try them all, going around the circle of sitters in her endless, endearing quest. If you were at work in an airplane, she'd find a way to get inside with you, investigating what you were doing and lying down on your hands or in front of you. If you were on your back, she'd curl up on your chest and contentedly take a nap. She made friends with everyone who met her, especially children. She was a true people-cat.

I guess it's only fitting that her exit came as it did. When she showed up, we didn't know where she had come from. Now we don't know where she's gone. But we do know this—we'll miss her friendliness, unconditional affection and companionship as we look back fondly on many years of great memories.

Thanks, Lightning, and good-bye.

RV Fly-In Report

For the third consecutive year, War Eagles Air Museum hosted the Land of Enchantment RV Fly-In, the nation's largest gathering of the small home-built "kitplanes" designed and sold by Van's Aircraft, Inc., of Aurora, Oregon. Unlike previous years, the weather cooperated this time, with clear conditions, light winds and pleasant temperatures. A record 139 RVs, plus 11 other aircraft, showed up during the weekend of October 6−7. The Saturday evening barbecue fed over 360 people. The best news is that two local charities, the Las

▲ ***Although a little hard to make out here, the War Eagles Air Museum ramp is filled with RVs in this photo by Blue Feather Aero flight instructor Dave Harman.***

Cruces Community of Hope and El Paso's Lee and Beulah Moor Children's Home, each received donations of nearly $7,000, thanks to the generosity of RVers who enthusiastically bought raffle tickets. We appreciate the efforts of all who helped out to make it a great event. ✪

▲ ***The four-seat RV-10 is becoming increasingly popular with RV kit builders, setting new standards for style, comfort and performance. Photo by Manny Papadakis.***

Membership Application
War Eagles Air Museum

The War Eagles Air Museum collects, restores and displays historic aircraft, mainly from the World War II and Korean War time periods, to encourage awareness and appreciation of military aviation history through exhibits, educational programs and special events. The Museum is a nonprofit organization as defined by the United States Internal Revenue Code. Operated by staff and volunteers, the Museum is supported by funds obtained from admissions, memberships and contributions. All dues and contributions are tax deductible to the extent permitted by law.

War Eagles Air Museum memberships are available in six categories. All memberships include the following privileges:

- ✈ Free admission to the Museum and all exhibits.
- ✈ Free admission to all special events.
- ✈ 10% general admission discounts for all guests of a current Member.
- ✈ 10% discount on all Member purchases in the Gift Shop.

In addition, a Family Membership includes free admission for spouses and all children under 18 living at home.

To become a Member of the War Eagles Air Museum, please fill in the information requested below and note the category of membership you desire. Mail this form, along with a check payable to "War Eagles Air Museum" for the annual fee shown, to:

War Eagles Air Museum
8012 Airport Road
Santa Teresa, NM 88008

NAME (Please print)_____

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CITY _____ STATE _____ ZIP _____—_____

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Will be kept private and used *only* for War Eagles Air Museum mailings.

Membership Categories

☐ Individual	$15
☐ Family	$25
☐ Participating	$50
☐ Supporting	$100
☐ Benefactor	$1,000
☐ Life	$5,000

War Eagles Air Museum sincerely thanks the following individuals and organizations for their donations to the 2007 Corporate Youth Sponsors Program. This program educates local student groups about the contributions of military aviation to America's history. For many students, visits to the Museum funded by these generous donors kindle an interest in aviation and related technical career fields. ✪

War Eagles Air Museum Corporate Youth Sponsors

Bronze ($50–$249)	Silver ($250–$499)	Gold ($500–$999)	Platinum ($1,000–$2,499)	Diamond ($2,500 or more)
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War Eagles Air Museum
Doña Ana County Airport
at Santa Teresa (5T6)
8012 Airport Road
Santa Teresa, New Mexico 88008

Featured Aircraft
(Continued from page 3)

Super Cub at that time was an eye-popping $45,000. The last Piper-built *Super Cub* came off the line in December 1994.

Piper produced a total of 10,326 *Super Cubs,* including 1,493 for the American military and other countries under the Mutual Defense Aid Pact. All but 44 came from Lock Haven. The most made in any year was 1,043 in 1953.

▲ ***Ed Murray, Carl Wright and Johnny Williams (l. to r.) pose with the* Super Cub *after Johnny delivered it from Marfa on May 30, 2007. This is one of the last known photos of Lightning, the Museum's hangar cat, here seen busily inspecting the floor at far left.***

War Eagles' "new" PA-18 *Super Cub* is serial number 18-3751 and is registered N1588P. It was built in Lock Haven in 1954. Its first owner was William A. Springer, Jr., who picked it up at the factory and flew it cross-country to Lubbock, Texas, on September 25 and 26, 1954. It remained in West Texas for the next 53 years. James C. Wright of Odessa, Texas, purchased it from Mr. Springer in August 1965, and then sold it to Gene G. West of Marfa in July 1967. War Eagles Air Museum purchased it in May 2007 after Mr. West's death. Meticulously and lovingly maintained throughout, it is an excellent example of the type, with upgraded instruments, a recent fabric recovering and a virtually new engine with less than 10 hours of run time on it.

The *Super Cub* did not die when Piper ceased production. Small entrepreneurial companies such as Aviat and Cubcrafters to this day manufacture brand-new versions of Piper's classic, timeless taildragger. These *Super Cubs* will still be flying 50 years from now—a tribute to the design excellence, performance and utility of Piper's venerable J-3 *Cub* and the follow-on aircraft that it spawned. ✪

▲ ***The Super Cub's simple, straightforward and intimate "cockpit" has everything a pilot needs to have fun flying, and nothing extra.***

For more Museum information, visit:
www.war-eagles-air-museum.com