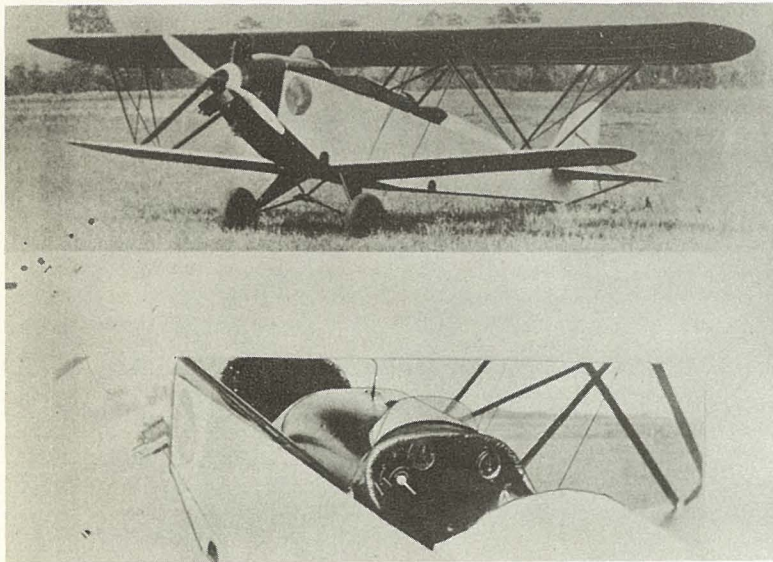


FAMILY TREE of the A.T.C.

by JOSEPH P. JUPTNER



A.T.C. #15 - DRIGGS "DART" MODEL 2.

The Driggs "Dart" Model 2 was a distinct departure from an earlier "Dart" monoplane. The Model 2, shown here, was an odd but quite refreshing approach to the peculiar problems of light airplane design and a very interesting small airplane. It had seating for two and was powered with a 3 cyl. Anzani engine of 35 h.p. With two subnormal sized people aboard and about 5 gals. of gas in the tank, it could put up a fair performance; with only one aboard, the performance increased considerably, almost to the point of being vivacious! The feature first noticed on the "Dart 2" was the rather unconventional placing of the cockpits and the Warren truss type interplane bracing; all else was quite conventional. Ivan Howard Driggs, the designer of this charming little airplane, had somewhat of a genius as an airplane designer, and especially with the lite airplane; his "Skylark" series that followed, were among the finest in the field. Photo - Courtesy Roy Oberg

Member Joseph Juptner continues here his series of descriptions of the aircraft which received Approved Type Certificates, excerpts from his forthcoming book to be published by Aero Publishers, Inc.

Hard on the heels of other types being introduced about this time, the first of the "American Eagle" series was test-flown on the 9th of April, 1926. The enthusiastic little group that made up American Eagle Aircraft Co. at this time were proud & jubilant over their new success. The model shown here was of late 1927 and, typical of this general pattern of airplane, it was a 3-place open cockpit biplane powered with the Curtiss OX-5 engine of 90 h.p. The beloved OX-5 engine defied rational discussion; its influence on aviation was compounded of reliable performance, tempered by nostalgia, a feeling beyond the usual scope a mechanical contrivance known as a powerplant. Though the OX-5 was the standard installation for the "American Eagle", it was also available with the "Hisso", "Ryan-Siemens", "Anzani 120", "Quick Radial", & later with the Kinner engines. The "American Eagle" flew well and had no great vices; its popularity continued well into the thirties, and a few antiques are flying yet today, 1961. Photo - Smithsonian Institute #46677-C.

WINTER - 1961



A.T.C. #16 - STINSON "DETROITER", SM-1.

The beginning of Braniff Airways: one Stinson "Detroit", one pilot - Paul Braniff - and 2 other employees. One round trip daily was flown between Oklahoma City and Tulsa, 116 miles. First flight June 20th, 1928.

The Stinson SM-1 was the first of the illustrious "Detroit" monoplanes which soon became the springboard to fame and fortune for many, and disaster for some. The first SM-1 built was flown to 1st place in the 1927 Ford Air Tour by Eddie Stinson, then was immediately modified for long-distance flying and became the famous PRIDE OF DETROIT, later flown by Billy Brock and Ed Schlee two-thirds of the way around the world. The flight was discontinued in Tokyo by popular demand. 36 of these "Detroit" monoplanes were reported built in 1927, most of which were used for some sort of record-flight or record-attempt. 1927 was an eventful year in the annals of aviation history and the "Detroit" monoplanes contributed often to the advancements being made. The SM-1 type were large, boxy, and almost awkward looking. Eddie Stinson, one of the early, and greatest of aviators, demonstrated often that a good "Stinson pilot" could perform wonders with this craft. Photo - Braniff Airways

A.T.C. #17 - AMERICAN EAGLE, A-1.



