

# International Fleet Club

## NEWSLETTER

**Cover Photo:**

Miss Bernadine Lewis  
King's Fleet


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**From the Editor**

As I sit and listen to the poor quality Kinner sounds and watch flickering YouTube Fleet videos on my computer, I'm reminded of the old penny peep shows at Crystal Beach. That long-gone Canadian amusement park on the shore of Lake Erie near the Fleet plant is where I spent long wonderful summer kid days having fun.

Of all the rides and attractions, without a doubt, the open cockpit Comet roller coaster was my favorite. Clambering aboard the padded opening (the very front seat was the best) I could barely contain the anticipation. The tattooed operator with his sinister grin, would pull the big wooden lever the size of a 2X8, releasing the brakes and we were off and rolling. Slowly climbing with the sounds of clicking metal and creaking wood, an aerial, panoramic view of the

world suddenly emerged. For the next couple of minutes, the wind and G-forces would join with facial muscles to plaster on a permanent grin.

Back in the 50's I'd happily wait 20 minutes in line for a 2 minute ride. These days, I putter all day on the Fleet in order to fly it one hour. Not much has changed!

If you are one of the many Club members at the beginning, middle or nearing the end of a Fleet restoration, be inspired by the Comet's comeback! The Comet started out life as the Cyclone in 1927 (so many riders were injured, a first aid station was installed at the exit). De-tuned as the Comet in 1947, it ran successfully until the park closed in 1989. It was purchased, moved in pieces and restored once again in 1993 to deliver grins at Lake George NY. This big kid recently logged six rides!

The peep shows introduced a

past generation to the world through flickering celluloid; the present and future generations may only experience a round engine Fleet through their computer. But if you're like me and enjoy the real time sights, smells and thrills of an old amusement park ride.... spend a long summer afternoon with a Fleet!

Jim



## On the Cover

Robert L. Taylor, President of the Antique Airplane Association ([AntiqueAirfield@sirisonline.com](mailto:AntiqueAirfield@sirisonline.com)) sent the cover photo and wrote: "This Sunday afternoon I was monitoring the Airpower Museum while everyone else was away. While looking for another item I stumbled on [an] article about Geraldine King and her Fleet in a copy of the March 1939 issue of Popular Aviation. Her Fleet was NR-625M and I took [the cover] photo at what became Stapleton Field at Denver, Colorado [now closed]. I was attending an air show ...at age 15 when I took this photo. A short time later a Denver cop run me off the airport so I recall the day well. Bernadine flew a great show with the Fleet but I don't recall what hp Kinner she had... " A copy of the 1939 article is available on our website. Robert also asks for any data on the owners of the Canadian Fleet type certificates or their equivalent to ours."

## MEMBERS WRITE

### Gretchen and Chick Reed, Madison, OH

(440) 298-1314

Gretchen Reed (of Pheasant Run Airport and Air Museum and the International Women's Air & Space Museum Madison, OH) sent information and photos of their Fleet for our data base. They have log books from Day 1! N764 was used at Roosevelt Field by the RCAF in 1940 to do check flights for US pilots who wanted early entrance into WWII. It was still in military paint when it migrated

to Chardon, OH. Husband Chuck first flew 764 in 1960 but it then went to St. Louis. When he saw an ad in Trade-a-Plane in 1987 he flew down – not realizing it was the same craft – and bought it. When they restored it, Check thought about taking it back to military configuration but because they



NC761V all restored.

already owned several planes with military p a i n t s c h e m e s , Gretchen convinced him to do it in black and yellow. The Reeds' enterprises own 22 air-

planes, 7 of which are biplanes, 3 of them powered by Kinnors. They consider the Fleet one of the best.

### David Brown, Warrenton, VA

[luv2flyfca@hotmail.com](mailto:luv2flyfca@hotmail.com)

At one time in the past I flew two different Fleet aircraft on a regular basis. Both were located at the Flying Circus in Bealeton, VA ([www.flyingcircusairshow.com](http://www.flyingcircusairshow.com)). One, a model 7, ser. no. 81, was owned by Hal Bogert and the other, a model 1, ser. no. 40 was owned by Hugh Cook. As a CFI, I gave checkouts and instruction in these Fleets as well as flew passenger rides for many years in the Model 7 and also flew it in the weekly air show. Hal was the fellow I think that originally signed me up for the newsletter when I was flying his plane. Being 6' tall, however, I never really fit as perfectly as I would have liked in the Fleet....so when time came to by my own aircraft, I bought a PT-17 Stearman. Adjustable rudder pedals, big wide cockpit, a bit more comfortable for me. I am still flying with the Flying Circus, but if you check out the website you will see that I am mostly flying my Stearman now. I do occasionally get the chance to fly the Model 7 Fleet, however, as the current owner, Bryon Stewart, allows me to keep my hand at it. I flew the plane to North Carolina for him a few years ago to attend the base open house at Seymour Johnson AFB. He could not fly the Fleet there himself on that trip because he was flying his other plane at the time, A T-28. Rough life! ...Best of luck to the Fleet guys

in 2008. Let's all hope the price of fuel does not prohibit us all from enjoying our passion in the future.

### John Skube, Yakima, WA

Sold my 1929 Fleet in 1982, but still enjoy reading about them. Plane now in Portland, OR as far as I know.

### Phil Bragg, Moyock, NC

I hope to make a tour of the midwest in my 16B in May. (Any sightings?)

### John Beebe, White Stone, VA

(804) 435-3080

Do not now own a Fleet, sold my Fleet Model 2 (760V) in 1941! Have flown most all models over a period of over 30 years. Have a scrap book on Fleets.

### Bob McCorkle, Stanford, CT

[Robert.McCorkle@genworth.com](mailto:Robert.McCorkle@genworth.com)

Enjoyed your newsletter and while I don't own a fleet - I do own the 1935 Kinner Sportster (NC14288) that was at Geneseo, where I had an excellent time, mostly hanging out with the Fleet contingent from Canada. Apparently the out of balance washing machine sounds coming from my Kinner B5 were enough to make my new friends from Canada overlook the absence of an upper wing. Anyway, I highly recommend the Geneseo event. Keep up the good work. Attached is a picture of the Sportster taken at Blakesburg in 2006 by Gilles Auliard.



Kinner Sportster

### Mike Sheehan, Riverside, CA

[sheehanriv@aol.com](mailto:sheehanriv@aol.com)

A few years back I restored the PT-6A N13933 that

is now at home in the March Field Museum. I made the right decision to put her there but after flying many interesting antiques over the past few years I wanted another Fleet. In January, I flew out to Amarillo, Texas in my C180 and bought Harold Field's Model 7 Deluxe. It was really nice to make a deal with him as his is the airplane that got me through the FAA when I put the R56 on my PT6 ten years ago. He is quite a Gentleman. On the way back I got weathered-in at Flagstaff and took the train home from Winslow to make a meeting next morning. Great history at The Winslow Station as that is where TAT Ford Trimotors landed and dropped off the westbound passengers to take the trains to LA and Bay Area. and picked them up there for the eastbound flight. I'll be busy here again soon on a Fleet so will be looking for a few parts and advice. Thanks for all your help and the lead to Harold through the newsletter!

### Richard Kasper, East Swanzey, NH

[r.kasper@att.net](mailto:r.kasper@att.net)

I am in the process of "dusting off" N286H and hope to have it back in service in the skies over New Hampshire this summer. She has been on extended "rest" and I look forward to flying her after she is thoroughly gone through.

### Martin Lowe, Culpeper, VA

[mlowe1968@gmail.com](mailto:mlowe1968@gmail.com), (540) 825-6230

I have been rebuilding old airplanes for 35 years and could possibly help others with their restoration. (See item under WANTED.)

### Walter Winicki, Great River, NY

I have owned Fleet 16B, N1327V from 1951-53. I've owned, with various partners, Ken Flaglar's - Flaglar Hi-tow modified to a 220 HP Continental from 1965-1993. I lost my physical so I don't plan to ever own one again - It was a fun airplane.

### Ron Price, Sonoma, CA

[ronaldprice@earthnet.net](mailto:ronaldprice@earthnet.net)

Jeff Montgomery, from Seattle, WA,, and I own 1929 Fleet Model 1, NC 8616. For the last few years it has been flying out of Brodhead, WI but we plan to fly it back to the west coast this summer.

**Joe Strazzulla, Ft. Pierce, FL**[jstraz7121@aol.com](mailto:jstraz7121@aol.com)

I have owned 1936 Fleet Model 16B, N39623 since April of 1976. It has been flying all that time except for a rebuild in 1990. This airplane was based at Revere, MA in 1953 when I was learning to fly. It belonged to the Perrotti brothers then.

**Bruce Graham, Cashmere, WA**[grahamaero@hotmail.com](mailto:grahamaero@hotmail.com)

I am restoring a 1930 Cessna Air Master and flying a 1966 Cessna 172. I have made parts for a Fleet 16B and would like to have one.

**Harold Nelson, Pendleton, OR**[pendac@bmi.net](mailto:pendac@bmi.net)

Restoring 1929 Fleet Model 7, N446K: on the gear, engine hung, fuselage covered, lower wings near completion, all new spars, top wing; new spars (date Stamp on new spars "PoseMfd-Lot72 1944") under construction.

**Tom Roche, Naperville, IL**

(630) 983-7825

Enjoy the Fleet Newsletter. I miss flying the Fleet! Will get it out of storage and flying this summer.

**Clifford Davidson, Kenmore, WA**

(425) 488-9661

Will need some replacement rib stitch and spars before long – fuselage (on 1939 Fleet model 16B) now complete. Working slow due to shortage of money.



Scott Johnson  
and his 1941  
16B.

**Maurice Finkel, Shelbyville, IN**

(317) 398-4634

I have an original Erection and Maintenance Manual for the Canadian Fleet Model 16B with Kinner

B5. This is dated March 1940. I would be happy to copy this and send it to anyone interested. Also, would love any information on our flying club's Fleet Model 7, CF-ASL.

**Mark and Jamie Zueger, Cle Elum, WA**[circle.Z@earthlink.net](mailto:circle.Z@earthlink.net)

Own Jim Castrey's Fleet (1930 Model 7, N682M), which he purchased in 1954. Daughter Jamie purchased it from him October 07. I have about 8 hours in it so far. What a pleasure to fly!

**Joseph F. DiGesare, Treasurer Niagra Frontier Vintage Aircraft Group, Inc., Tonawanda, NY**

This group's Fleet, NC8600, is the same airplane that Jim Uber has written to you about and sent pictures of. Jim is a member of the organization and is totally dedicated to NC8600! He's an asset to the group of inestimable value!

**Tim Pinkerton**[wacopinky@aol.com](mailto:wacopinky@aol.com)

I have a 1930 WACO KNF. Hope to have the K-5 back together this spring. The plane is ready to put the wings on and fly. I have been talking to many Fleet members about the K-5. A Fleet may be my next project.

**OTHER NEWS****Old Rhinebeck Aerodrome**[www.olderhinebeck.org](http://www.olderhinebeck.org)

Jim Record ([jtrecord.mac@mac.com](mailto:jtrecord.mac@mac.com)) sent this report and an invitation: We had a very good season at the Aerodrome last year, and have big plans for our 50th anniversary season this year. Tom Daly's beautiful 16B performed in just about every airshow - so many thousands of folks who have never seen a Fleet biplane actually fly got to see one fly in an airshow, popping balloons in mid-air and dropping bombs and dummies. Great Fun! It also got more than its fair share of questions and photos on the flight line. I have seen the Fleet featured in a few ORA YouTube movies, and its distinctive shape shows up well. It is good to

see one in the air again regularly at Old Rhinebeck since Cole's 16B performed yeoman duty there for so many years.

I would love to see a Fleet fly-in at the Aerodrome this year, maybe in conjunction with a Golden Age Biplane weekend so Sandy can bring his new INF. We might try to set a new record for the most Fleets in the air at one time in recent years. There ought to be a half dozen or so up and running in the northeast, aren't there? We keep a good supply of Kinner rocker grease on hand, so come visit. Anyone interested in organizing?

## Passing On

We received notice that Wilton R. "Dick" Probert passed away at the age of 101 in Annapolis, CA. Dick flew for Catalina Airlines, Avalon Air Transport, Arlen-Probert Aviation. Condolences to family and friends.

## New Fleet Finch DVD

We heard from Glenn Norman ([fearwidg@compuserve.com](mailto:fearwidg@compuserve.com)) in January with the following: Just stumbled onto your Fleet Club web site and thought you might be interested to hear that we've just completed a new DVD on the Fleet Finch. My partner, Michelle Goodeve and I make our living in TV and fly for The Tiger Boys in "our spare time." Last summer, we began shooting a series of DVDs on The Tiger Boys' aircraft and the first project to be completed is "Flying The Finch." Thanks & cheers till next time, Fearless Widget Productions Inc., [www.fearwidg.com](http://www.fearwidg.com)

## FOR SALE

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1929 Fleet Biplane. Kinner B5, 270hrs SMOH. Flying. Red on white. Fahlin prop, 40 hours SMOH. Stored in heated hangar since 1988. \$53,000 US. Contact Sandy Brown at 860-798-8940 or e mail at [flyboy@ntplx.net](mailto:flyboy@ntplx.net)

Kinner K-5, 100 HP, #1563. Complete with mags, carb, prop hub and front bayonette exhaust stacks. Log book says 257 hrs. S.M.O.H. \$8500. Rudy Wohn, (864) 859-3743.

Kinner R-55. Disassembled. Have magnafluxed all the steel parts, i.e. master rod, crank, cams, etc. - all checked good. Have certs. Pistons zy-gloed, checked good. Cylinders honed and cross-hatched. Heads need rebuilt. \$5000 F.O.B. Also have new head gaskets for R-55/R-56 and B-5, and a bunch of K-5 parts. Charlie Pettit, (760) 985-3536, [w5cap@earthlink.net](mailto:w5cap@earthlink.net).

1929 Kinner B-5 engine complete. No carburetor, mags or pistons. Complete in storage since 1964 and located CA. Disassembled for inspection. \$4000.00 Rusty Sharpe, (337) 201-9943, [twinbeechnut@yahoo.com](mailto:twinbeechnut@yahoo.com)

1941 Fleet 16B with low time 165 Warner engine. Recovered in 1997. ADs, service bulletins and annual current. Radio, intercom, transponder and GPS. Beautiful flying airplane! John Bures, (210) 882-7799

1929 Phillips-Fleet. Belonged to the late Wilton R. "Dick" Probert and believe to be one of two original 1929 Phillips-Fleet Biplanes remaining. Has inverted inline 120 hp, Glenn L. Martin, 333 cu inch, 4-cylinder engine. The aircraft is in great shape, completely assembled, and always stored inside. Ceconite and paint seem in very good condition. It has a polished metal propeller, and there is a Eagle wood prop on one of the three spare engines. Two of these engines are marked Glenn L. Martin and the third, as well as the installed engine, have a Phillips Aviation plates on them. The windshields, upholstery, instruments, tires are all in nice condition. The original engine log has entries from the initial run in March 1931, until the last time the engine was run in April 2004. Contact Daniel Shanahan, (209) 531-3095, [danshan1@sbcglobal.net](mailto:danshan1@sbcglobal.net); or 245 Brown Street, Sebastopol, CA 95472.

## WANTED

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Glenn Gleason  
[glennj3cub@bellsouth.net](mailto:glennj3cub@bellsouth.net)  
I would like to locate a Fleet in good flying condition.

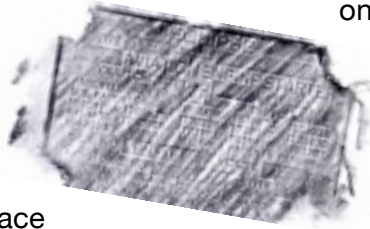
Martin Lowe, Culpeper, VA  
[mlowe1968@gmail.com](mailto:mlowe1968@gmail.com), (540) 825-6230

Looking for a Fleet - either one needing TLC or a complete project.

John Elliott, Arlington, VA  
john.elliottclarion.com, (703) 243-7928  
Looking to purchase a fleet in very good or recently restored condition.

## RESOURCES

The Resources section – a listing of professionals and providers of Fleet expertise and parts – has remained fairly stable for many years. In order to have space for other items of interest, it will not be printed with every Newsletter. Instead, we will post and update the Resources section on our website, and will print it occasionally when space allows and/or substantial changes are needed. If you need a printed list, contact the Editor. Vendors, please review your listing, and send any corrections or editions to the editor at [fleetclub@mac.com](mailto:fleetclub@mac.com)



## CLUB INFORMATION

### Electronic or Paper Editions of the Newsletter

With the increasing cost of paper and postage, and concerns about the environment, we want to make sure that we're not wasting resources. If you would prefer NOT to receive the paper version of the newsletter by US Post Office mail, and would prefer to read it on the website and view photos in living color, please let us know ASAP via e-mail: [fleetclub@mac.com](mailto:fleetclub@mac.com).

### Your Photos for the Newsletter/Website

We love including your photographs in the newsletter and on the website. If at all possible, digital photographs are ideal. We can also scan good quality photographic prints and will return them if you indicate that's your preference. Generally, photocopies of photographs don't reproduce well enough to include.

## How to Read Your Mailing Label

There are 5 pieces of information on the first line, each separated by a slash [/]:

Model # / Serial # / Registration # / Status of Aircraft / year of your last donation to the newsletter. If there is a question mark [?] instead of a year, we have no donation record. If you see two slashes together, that data is missing and we would like to hear from you about it. No data between the slashes means there is no record of you owning an aircraft. Also note regardless of how many aircraft you own, there is only space on the label to note

one. The label information is provided because we really need your help in updating the whereabouts of all the Fleets.

## Recent Donations

Many thanks to the following members who made donations to the newsletter fund since February 2007:

John Beebe  
Skip Board  
Phill Bragg  
David Brown  
John Bures  
Gerald Catalano  
Clifford W. Davidson  
Tom Dinkerton  
Henry A. Dyson  
Wayne Edsall  
John Elliott  
Maurice Finkel  
Steve Givens  
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Buddy Wehman  
Dale Weir  
Karl Wiemer  
Walter S. Winicki  
Rudy Wohn  
Robert Zilinsky  
Mark A. Zueger  
Jim Uber

## Making Donations

There are no dues required for Fleet Club membership. Donations of any size are welcome and most appreciated, however, to support the production and mailing of the newsletter and website. PLEASE make checks payable to Jim Catalano; it is no longer possible to open a separate bank account for the club without a lot more paperwork, tax ID#s, etc., given new banking security regulations initiated since 2001. I now have a simple new account in my name, dedicated to newsletter activities, but in order to deposit checks, they must be addressed to me. To facilitate international donations, members can wire funds directly to the account; please e-mail Editor for instructions.

## Archives

Do you have any photos, ads, data that we can add to the Fleet Club archives? Please send a copy or scan and send electronically to help enrich our historical materials.

## Membership Information Form

Use this form to become a member of the club and become part of our database, or to change any information in your existing file (e.g. change of address or telephone number), or to report the purchase or sale of a Fleet.

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## Members' Information Form

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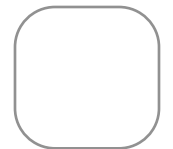
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International Fleet Club  
**N E W S L E T T E R**

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