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2022-2024

Bruce Williams

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Mike Huber 2021-2023

Charlie Walters

2020-2022



**EARLY FORD V-8
CLUB**

ON THE ROAD

ST. LOUIS R.G. #124

March 2022

Volume 37 No. 3

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Truck for sale. Needs parts. Serious inquiries only.



President's Message

By Lee McDurmont



Greetings friends and members,

As we wake from Winter's hibernation, and clear off the ice and snow, the group has made plans to start meeting in person. The first Saturday of the Month breakfast group will meet on March 5 at the Village Café. Our main meeting is moving from the start of Spring (Mar 20) to Sunday March 27th, 1pm - Bandana's Bar-B-Q at #1Ruggeri Drive, Wentzville, MO 63383. This will be a meeting where we can swear in our new Officers that we were not able to do in January. Hosted by the Crawford's.

Our normal April meeting falls on Easter this year, so this will be moved to the following week, April 24th. If you are willing to host this meeting please reach out to me soon.

We've been asked to participate in the Model-A, Model-T, Early Ford V-8 Ford show on May 22nd, 2022 from 10:30 to 2:00 at the Museum of Transportation in Kirkwood. Weather permitting, I'd like to see a few cars there, and have a small membership table with information about our group (and National's).

Some out-of-town Ford events are the annual Spring swap meet at the Early Ford V8 Foundation and Museum on April 23-24. And the Central National meet in June in Franklin, TN on June 1 – 5.

Another local event on June 11th is called Cars & Guitars in Kirkwood, <https://www.kirkwoodmo.org/recreation/route-66-cars-and-guitars-festival>.

Thanks to the group leadership for pulling this information together.

If you have volunteered to host meetings this year please contact me to confirm those months. Those that would like to host a meeting, please let me know so we can add you to the list.

Respectfully,

Lee

It's time to get back to normal! And so....The Crawfords have agreed to host our kick off meeting on March 27th. Lets all try to be there to swear in our 2022 officers!!!!

The April 24th meeting is in the planning stages and we will hear more about it in the April Newsletter.

The Eastern National Meet in Franklyn, TN. this June promises to be a great event! Danny Driskell, the meethead told me that there are already over 170 confirmed attendees. Please consider going to this great event. (Please see the flyer in this month's Newsletter.)

Want to enjoy a great breakfast with good friends? Please consider joining us on Saturday, March 5th at the Village Café. Details are in Future events at the end of the Newsletter

Blast From The Past !!



Susan B. Kohlman Race For The Cure

Crawfords Step Up to Host March Meeting!

Peggy and Howard Crawford will host the March meeting on March 27th, 2022 at 1:00PM at Bandana's Bar-B-Q at #1 Ruggeri Drive, Wentzville, MO. 63385.



Please RSVP to the Crawfords at 636-532-5636 or HDUCE@AOL.COM before Thursday March 24th, 2022

Driving Directions:

Take I-64 west to I-70

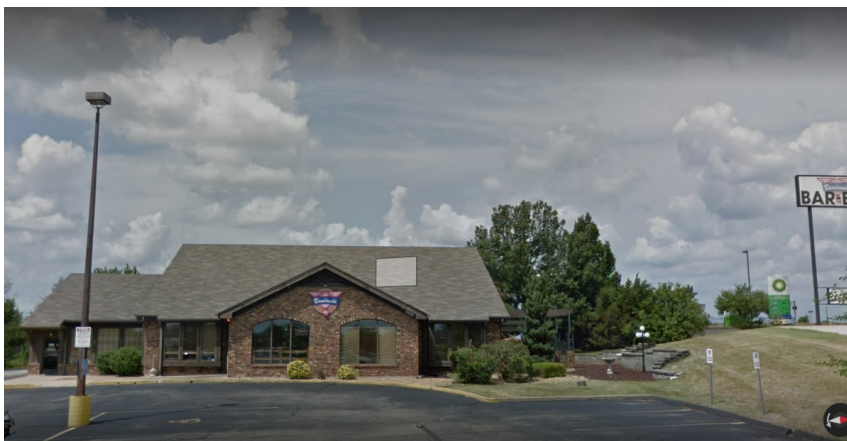
Take exit 1A on the left to merge onto I-70 W towards Kansas City

Take exit 208 toward Wentzville Pkwy

Keep left at the fork to continue toward Wentzville Pkwy

Turn right onto Veterans Memorial Pkwy

Turn left onto Ruggeri Dr.

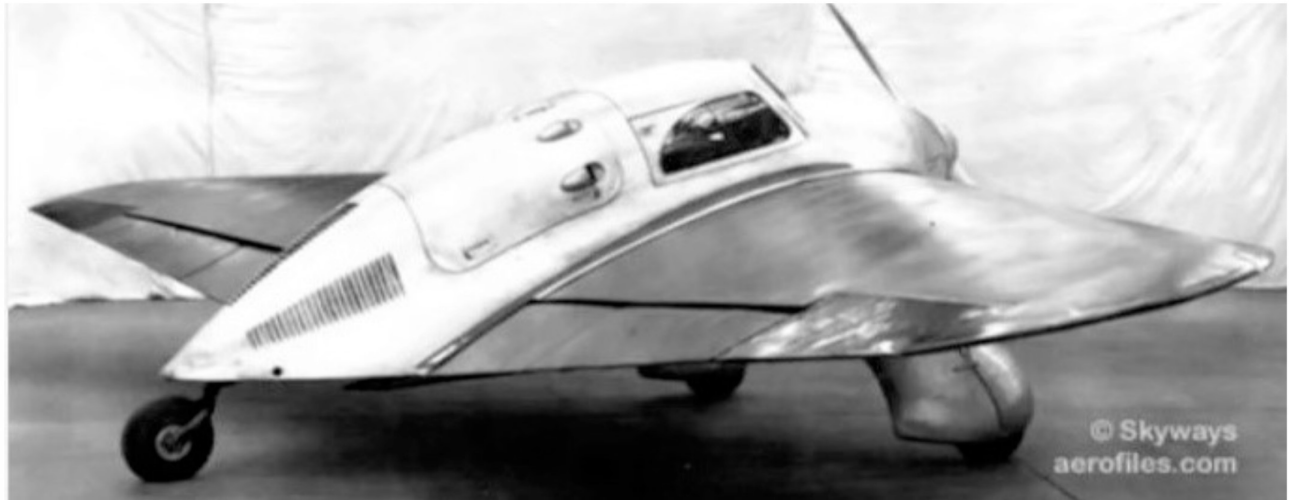


FORD 15 P PERSONAL AIRCRAFT

By William Pearce

Henry Ford was an absolute titan of industry. His ability to mass-produce the automobile made them affordable to the average citizen in the USA. Owning cars revolutionised the way people lived. On more than one occasion, Ford attempted to do the same thing with the airplane- create a simple, affordable, and easy to fly aircraft for the masses. The design of an inexpensive and mass-produced aircraft was referred to as a “flivver” plane. The Ford Motor Company’s last flivver aircraft was the 15P, and like previous attempts, it did not succeed.

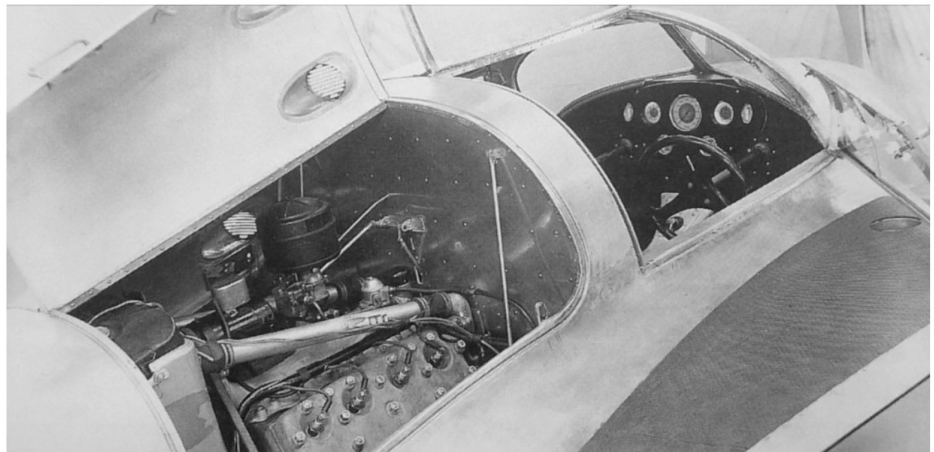
Edsel Ford, Henry’s son, had an interest in aviation, and he helped finance William B Stout’s founding of



the Stout Metal Airplane Company in 1922. By 1924, Henry had joined Edsel to help the Stout Metal Airplane Company, and the Ford Motor Company (FMC) built an airport and factory for Stout in Dearborn, Michigan. In 1925, the FMC purchased Stout’s company, which became the Stout Metal Airplane Division of the FMC. The Stout Division went on to create the famous Ford Tri-Motor transports. The great depression had a large impact on the FMC and Stout Division. By 1932, Henry Ford had refocused his efforts on automobiles; aircraft production and development at FMC had virtually stopped. In November 1933, the Aeronautics Branch of the Department of Commerce, challenged the aviation industry to develop an \$800 aircraft that just about anyone could afford, fly, and maintain. This concept- a Model T of the air- mirrored that of Ford’s flivver plane attempts.

In early 1934, FMC had experimented with a flathead V8 modified for aircraft use. Coinciding with this engine’s development was the design of the 15P aircraft by Harry Karcher and Gar Evans. A model of the 15P was built in September 1934, and a full- scale mock-up was completed in January 1935. It is not clear

if the main proponent of the 15P was Henry, who had a long -standing quest to make aircraft ownership possible for the average citizen, or Edsel, who had always been interested in aviation. In all likelihood, they probably both had an equal role. Regardless, construction of the 15P followed the mock-up, and the aircraft was completed by early 1936.



The Ford 15P was a tailless, flying wing aircraft with the pilot and single passenger sitting side-by-side in a teardrop-shaped fuselage. The cockpit had dual controls and instrumentation in the centre, making the aircraft easy to fly from either seat. Each seat in the cockpit was accessible by a hinged top hatch that opened up toward the centre of the aircraft and a hinged side window that opened toward the front of the aircraft.

The fuselage was made of steel tubing and covered with aluminium sheeting. The wings had an aluminium structure, were fabric covered, and each carried 15 gallons of fuel. Along the wings trailing edge, flaps were positioned near the fuselage. Outboard of the flaps were drag rudders, and elevons (combination of elevator and aileron) were at the wing tips. The 15P was supported on the ground by standard taildragger landing gear. The main gear was positioned under the wings and enclosed in large streamlined fairings, which also housed a landing light. The castoring tailwheel was positioned at the extreme rear of the aircraft.

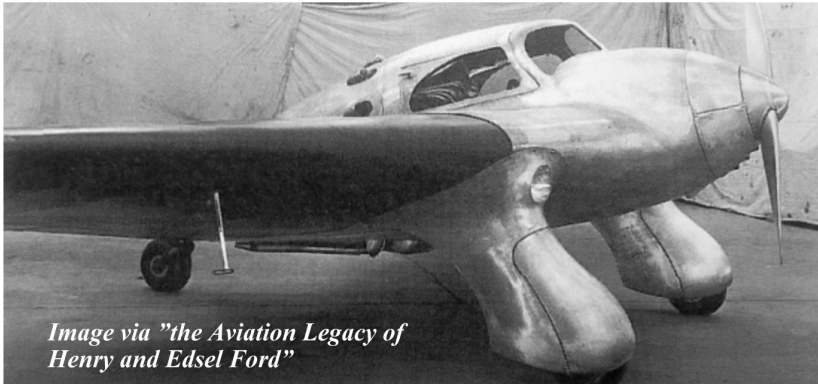


Image via "the Aviation Legacy of Henry and Edsel Ford"

Directly aft of the firewall behind the pilot and passenger was the Ford flathead V8 engine. Although engine specifics have not been found, the engine most likely had a 3.0625 bore, a 3.75-inch stroke, and displaced 221 cu in. The engine is noted as being standard so that parts would be available from most Ford auto repair shops. Unique to the aircraft engine was its all-aluminium construction and that it

produced 115HP at 4000 rpm. The engine drove an enclosed propeller shaft that ran between the pilot and passenger. Sources list the 15P as having a 6.5ft diameter wooden Gardner propeller, however photos appear to show a metal propeller.

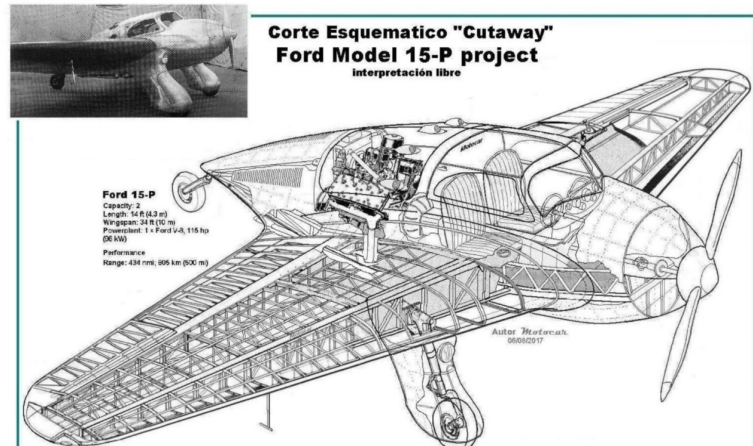
The engine cowling consisted of two panels that hinged up toward the centre of the aircraft. Each had two air scoops, and another was positioned between the panels on the aircraft's spine. The radiator was at the rear of the engine, with three rows of louvres behind it. Cooling air would enter the engine compartment via the five scoops plus one under neath and pass through the radiator exiting via the louvres at the rear.

Some sources say that the radiator was retractable, extending below the aircraft, however this would have added much complexity to what was supposed to be a simple aircraft. Perhaps the ventral scoop could be extended to allow more airflow during ground running. The engine exhaust was expelled under the aircraft.

Very little information regarding the 15P remains. The aircrafts approximate specifications are; **Wingspan 34 ft. Length 14ft. Gross weight 1600 lbs. Estimated top speed 120mph. Range 500 miles.**

On 29th November 1935 the 15P was given the registration number X999E although the date of the first flight is unknown. Reportedly several flights were made by FMC head pilot, Harry Russell. Controlling the aircraft was problematic, an issue that was not solved before it was damaged in a landing accident. The 15P was not repaired and placed in storage.

FMC ceased aircraft production, closing the Stout Metal Aircraft Division in 1936. Apparently, what remained of the 15P was stored until 1941 when Henry Ford requested that it be used as a basis for an auto-gyro type aircraft. Ultimately the autogyro never flew as its design was unworkable. Whatever was left of the 15P disappeared along with the Auto-gyro.



Ford 15-P
Capacity: 2
Length: 14.6 (4.5 m)
Wingspan: 34 ft (10 m)
Propulsion: 1 x Ford V-8, 115 hp (84 kW)
Performance
Range: 434 mi (698 km (300 mi))

Autor: Biferencach, 06/03/2017

The 2022 Eastern National Meet

Franklin, Tennessee

June 1-5, 2022

Please join us in Tennessee!

The 2022 Eastern National Meet promises to be a great time for everyone. For the first time since 2019 Early Ford V-8 enthusiasts from all over the country are encouraged to come together in the Nashville area for a traditional national meet.

Several events are being planned, including a tour to the Leiper's Fork and Distillery, the Grand Ole Opry on Friday night after judging and also a special ladies event on concourse day. .

While in the Nashville area, be sure to leave yourself time for touring on your own. Historic downtown Franklin has plenty to do and see and is just a short 5-mile drive from the meet hotel. For those who want to venture farther, downtown Nashville is about a half-hour drive. If your touring takes to the "new" Grand Ole Opry, a visit to the adjacent Gaylord Hotel is a destination in itself. Consider also the Country Music Hall of Fame and Museum, the Parthenon in Centennial Park, the Ryman Auditorium and the honky tonks on Broadway, to include Tootsie's Orchid Lounge, for a visit.

The meet itself will have all the activities you have come to expect, from the raffle room, to a memorabilia room, to an indoor swap meet and a place to clean up your vehicle. There will be a meet and greet on Wednesday with light snacks. In addition to seminars, on Thursday there will be an Early Ford Foundation meeting, Meet the President, and owners/judges meetings followed by a more formal welcome party.



For more information please go to

Website: 2022enm.com

or to

Email: registration@2022enm.com

Future Events:

SATURDAY, 5th OF MARCH— Breakfast at 8 AM
at Village Café, Just off Hwy 64 at Hwy N across
the street from Walmart. 636-561-0235

Let Russell or Gayle know if you can make it.

636-398-5089 or raroark@att.net



This Month's Meeting... March 27th,
Bandana's 1 Ruggeri Drive, Wentzville, MO.
63385.

April Meeting....April 24th..Host TBD

MARCH

Birthdays & Anniversaries

- 12 Williams Anniversary (1988)
- 17 Dave Decker
- 18 Debbie Schmid
- 27 Schmid Anniversary (1976)



Don Rogers, Editor
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Wildwood, MO 63011-1738

FIRST CLASS MAIL

St. Louis R.G. Web Site

<https://stlv8club.org/>