



# Society for the Preservation And Restoration of Skyrangers

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Edited by David Cohn, 655 Partridge Ave, Menlo Park CA 94025  
phone: (650) 327-5077 (before 9pm PST) email: David.Cohn@acm.org

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Greetings again, fellow Skyranger enthusiasts! I got a great response from folks interested in contributing time and information to get the newsletter running. I've finally managed to track down Zot Barazzotto, editor of the former SPARS newsletter; he's confirmed that it's defunct and gave me his blessing to carry on with a revived edition.

Based on the responses I've received, it looks like most people have 1) questions and parts they need, 2) answers and parts they've got access to, and 3) great stories about their planes and projects, and 4) photos and copies of information and brochures. So that's what I'm going to make this newsletter consist of. I'll try to include everyone's queries and answers in each issue, whatever news items I can find, and a couple of "case histories" that folks have sent in. I'll include copies of brochures and the like as space permits in future issues. For this first issue, I'm also including a contact list of Skyranger owners. Here we go! -David

## **The Antique Airplane Association**

Not surprisingly, quite a few folks suggested that we try to coordinate things with the Antique Airplane Association in Iowa. The AAA folks were very helpful back when I was first getting to know my Skyranger, and have continued to be a great source of information. When I first thought of starting up the newsletter, I called the AAA and talked to Bob Taylor to make sure I wouldn't be stepping on any toes by doing so. He encouraged me to start it up, offered to give us publicity in their publications, and asked to be put on the mailing list. So I think we're on pretty good terms with them, but I think we're going to run the newsletter as a separate entity. Still, I'd encourage anyone who can spare the membership fee to join the AAA and support some good folks working hard to keep the antiques flying. You can get ahold of the AAA at PO Box 127, Blakesburg, IA 52326, phone 515-938-2773. (or on the WWW at <<http://www.aaa-apm.org/>>).

A couple years ago I purchased the rusted bits of Skyranger #1752 at a flea market in New Hampshire and donated it to the AAA in Iowa. It has/had an original panel, which the AAA folks are going to send to me some day, but the gauges are in pretty bad shape after sitting in a farmer's field for 20 years. Since I've got an engine cluster that's already in fair shape, I'd be happy to give away the rusted out one in the panel if anyone thinks they could use it as a core to rebuild something. I still don't know what the status of the rest of the plane is - whether the AAA are going to try to restore it (no paperwork yet) or part it out. If the latter, there are some cowling bits (all except the piece I still need!) and assorted hardware that's still in pretty good shape. Give them a call if you're looking for a specific piece...

## **The Wish List, with some answers**

I'm including here some of the responses I've received to the questions I asked in my original letter. Other questions, and some answers are in the name/address list at the end of this newsletter.

**Cowling bits:** Still looking for a spare right side cowling. I've found an English wheel guy who says he can make a duplicate right side, if necessary. He's Bill Nash, at Aircraft Remanufacturing, 1291 E.Vista Way, #150 VISTA, CA. 92084 (760) 749 0239 <bjnash@connectnet.com>. I'd prefer to dig up an existing piece of cowling, but he might be worth a try if that fails.

**Landing lights:** Quite a few folks (myself included) are looking for landing lights. Wayne Forshey pointed me to AVLITE Aviation in Paso Robles, CA (805-239-4037). The good news: they do in fact have four surplus Grimes ST-250 lights in stock. The bad news: they want \$850 apiece to part with them. At that price, I think I'm going to pass for the time being. Has anyone located any other sources?

**Engine clusters and who can overhaul them:** I have one of the original 5-in-1 clusters in a box and was wondering who could overhaul it. Got a good response here. Chris Brown suggested talking to Mike Schwartz at AirTech Instruments in Seattle (206-767-6040). They're nearby, and sounded like they had their act together, so I'll be sending mine off to them. A few other folks suggested Air-Parts of Lock Haven, PA (1-800-443-3117). They do Stewart-Warner cluster gauges, but the fellow I talked with said he'd never seen one like mine, with the big tach in the center. Probably still a good bet, though. Also mentioned was John Wolf and Co in Willoughby, Ohio (216-942-0083) as a source for the oil temp capillary tube. Allegedly charge a bit much for their services, but scuttlebutt is that they do a good job..

Jerry Petro and Tim Talen both forwarded the name of Dave Stover at Keystone Instruments, Inc. (Piper Memorial Airport, Lock Haven, PA 17745, 717-748-7083. Tim says that he's very happy with their restoration work.

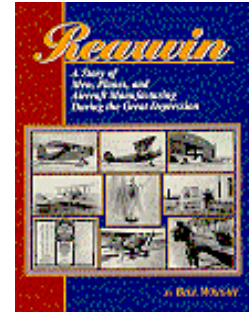
Tim Talen (86094 Panarama RD, Springfield, OR 97478 541-746-6572) has a number of "new old stock" Stewart Warner 6-in-1 gauges (w/fuel pressure) that are very similar to the 5-in-1. He's asking \$300 each. Also know someone with a spare nose bowl in good condition, as well as the metal hoop support that goes behind it.

**Doorstops:** From the responses I've received, it looks like Skyrangers came with at least three kinds of strut-mounted doorstops. Some have streamlined tubing, some are just oval. Some are brazed onto the strut, some are clamped. Some have the "male" part of the clip on the door, some have it on the stop. Very puzzling - it would be interesting to see if we can establish a pattern of why there are all these differences.

**Leather lacing:** I'd asked about the series of holes in the forward fuselage sheeting where the edge of the cowling rests. A number of folks have confirmed that these were indeed originally laced with leather straps to cushion and damp vibration of the cowling. Dick and Valerie Brinkworth pointed out that one can use leather shoelace or something from a leather tack shop for the purpose.

## Rearwin - by Bill Wright

I'm assuming most of you already know about Bill Wright's book on the history of Rearwin and the Rearwin designs. It's a great read, even if it only covers Skyrangers in the last few chapters. The phone number I've got for their publisher, Sunflower University Press, is 1-800-258-1232. \$26.95 softcover (+ \$2.50 S&H), \$34.95 hardcover (+ \$2.50 S&H).



## V-speeds for the 185 Skyranger

While I'm asking for things, I thought I'd share what little I know about my own Skyranger. I couldn't find any documentation on what the true  $V_x$  and  $V_y$  speeds were, so I eyeballed some speeds and figured they were good enough. A few months ago, preparing for my commercial exam, I decided it was time to compute them for myself. A friend and I found ourselves as close to a standard day as we could, cleaned '395 up, loaded up to gross weight and set off with a handheld GPS.

First task was calibrating the airspeed indicator, which has quite an effect on computed angle of climb. We flew a series of rectangular courses at different airspeed, and matched and averaged them to cancel out wind effects. We found that at high angles of attack, the a/s indicator effectively stalled, reading much lower than true airspeed. Given the airspeed calibrations and some timed climbs and glides, we used a bit of interpolation and geometry to come up with the following table. [Disclaimer: Please remember that these numbers were derived by a complete amateur for own private use. They seem to work for my airplane, but I have no idea how they generalize. Do *not* trust your life or airplane to these numbers.]

Airspeeds						
	actual	indicated				
$V_x$	61.5	50				
$V_y$	70	64				
glide	81	77				
	<b>stall</b>			Maneuvering speed at gross wt (1450 lbs)		at 1270 lbs
	actual	indicated		actual	indicated	indicated
Power off	54	35		105	104	94
Power on	52	30		101	100	

I'd be interested to know if anyone else has derived similar numbers for their plane, or better, has any "official" data from Commonwealth or the Rearwin folks. I've got copies of the "Commonwealth (Rearwin) Aircraft Skyranger Operation and Specifications Data" which is what seems to pass for an owners manual, but haven't been able to find anything that recommends airspeeds and power settings. Maybe the old operating handbooks just didn't include that sort of thing?

As promised, here's the list of Skyranger owners/fans. Some have included their phone numbers. It should go without saying that we shouldn't misuse this list. Please use it only for Skyranger-related stuff, and if you're going to call someone (especially to ask for help) please make sure you do it at some reasonable time of day. -dac

**Erich Bauer, 3929 Tomahawk Dr, Medway OH 45341,  
(937) 878-7348 (between 5-9pm EST)  
Skyranger 92987**

Hasn't started restoration yet; looking for complete windshield and prop, expects to need more things as project progresses.

**Al Barbuto, 620 Old Windsor Rd, Dalton MA 01226-1359, Skyranger N34135**

**Zot Barazzotto, 1943 Whitetail Ct., Xenia OH 45385-9112, Skyranger 92940  
<zot@erinet.com> 937-429-2119**

Former maintainer of the SPARS list. Has all sorts of documents, and a molds for a couple of cowling bits: nosebowl and bottom centerpiece.

**Don Belcher, 5806 47th St, Tampa FL 33610, (813) 626-5511  
Skyranger N92900**

Restoring - needs tachometer cluster.

**Dick and Valerie Brinkworth, 3633 Road 106, Elizabeth CO 80107 (303) 648-3332  
Skyranger N90684**

Plane is original except for Cleveland brakes (even has original wheel fairings). Has been in the family for 36 years. [Yow - 85 horsepower up at those elevations! I want to find out more about your flying techniques - dac]

**George Bovenzi, 270 St. Andrews Dr, Rochester NY 14626, (716) 227-0409  
<GBovenzi@frontiernet.net>  
Skyranger N73804**

**Tom Bovington, P.O. Box 670, Helena MT 59624, (406) 227-6792  
Skyranger N34123**

Panel has original master switch, without the solenoid

**Jon Brosseau, 1638 Randolph Pkwy, Los Altos CA 94024, (650) 965-0540  
Skyranger 92954**

Has 30 years experience as an aeronautical engineer; looking for drawings, and a copy of the original owner's manual.

**Christopher Brown, 10673 Rainier Ave S, #4, Seattle WA 98178, (206) 772-9667  
Skyranger N33380**

Has the original Commonwealth factory prototype. Also lots of spares that will only be available after restoration is complete: fuselage with repairable damage, wing hardware, boot cowl, modified panel.. Wants advice about O-235 engine STC - is it worth modifying a stock antique Skyranger for the added performance? [Given that 33380 is a bit historic, I'd say go with authenticity -dac]

**R.E. Burton/R. Barth, 1209 NE 139th Ave, Vancouver WA 98484, (360) 254-5146  
Skyranger N90682**

Restoring, looking for picture of original cockpit layout

**Richard Chase, 321 Graben Ln, Rhome TX 76078, (817) 638-2361**

**Skyranger N92941**

Looking for landing light

**David Cohn, 655 Partridge Ave, Menlo Park CA 94025, (650) 327-5077 (before 9pm PST)**

**<David.Cohn@acm.org>**

**Skyranger N33395**

Trying to revive this newsletter

**Larry A. Farmer, 3996 E. Stimmel Rd, New Cambria, KS 67470-8562, (785) 825-1256**

**<KXXX24A@Prodigy.Com>**

**Skyrangers N92927 and N92916**

Looking for L&R cowling, including bottom nose bowl-to-firewall piece, and Grimes landing light. Also any info on original paint schemes and colors.

**Brad Foltman, 5611 Hill Rd, Boise ID 83703, (208) 342-1679**

**Skyranger N92828**

**Wayne Forshey, 29 Crestridge Dr, New Holland OH 43145**

**Skyranger NC92940**

A&P and IA. Has owned 92940 since 1979 - learned to fly and earned license in it. Also owns 3 Interstate Cadets. Looking for anything and everything, especially original advertising literature and blueprints.

**Ray Freelin, 6713 Weaver Ave, McLean VA 22101, (703) 821-2481**

**<RayFreelin@aol.com>**

**Skyranger 32398**

Has lots of S kyranger time, +recovering experience. Looking for copies of useful 337s e.g. Cleveland brake installations (I've got a 337 for Clevelands, and will send it along)

**Patrick Groover, 3206 W Joe Sanchez Rd, Plant City FL 33565, (813) 757-6754**

**Skyranger NC 34742**

Looking for Instrument panel layout and landing light. Rebuilding wings, looking for fuel transmitter for original 12-gallon tanks.

**Neil Hammond, 8978 Tuttle Creek Rd, Manhattan KS 66503, (785) 485-2838**

**Skyranger N34117**

Has fairly original panel; willing to talk with/send photos to anyone interested (send a couple in here and I'll try to put them in the next newsletter). Left main gear seems to have too much toe-in - any suggestions on how to check and straighten?

**Gary P. Henry, 7198 Gum Rd, Carthage MO 64836, (417) 358-1221**

**Skyranger N34703**

**Joel Hornick, 534 Turnpike Rd, Corry PA 16407, (814) 665-6544**

**Skyranger N92906**

Owned since 1965 - all original except prop. Learned to fly and passed checkride in '906.

**Gregory Johnson, RT 316, Greenbush VA 23357, (757) 787-7240**

**Skyranger 92914**

Flying '914 for 12 years, did panel and O-200 installation himself

**Dennis Katthoeffer, 36059 Providence Rd, Lebanon OR 97355**

**Skyranger N73802**

Has done some modifications, with FAA field approvals, to accommodate tall folk like himself (6'4"). I'll include his full letter in a future issue.

**Douglas Kempf, 4403 NE 290th St, La Center WA 98629, (360) 263-1597  
Skyranger 33390**

Good knowledge of entire aircraft - totally restored his Skyranger ("best neo-classic" at Arlington '95); has numerous copies of original service bulletins, some diagrams of fuel system and oleo gear strut. Looking for history stuff - new or old articles about Skyranagers.

**John Lorence, 853 Cessna St, Independence OR 97351, (503) 838-1292  
<JLore56871@aol.com>**

**Skyranger N90697**

New owner. N90697 has O-235 conversion and Cleveland brakes

**Brett Lovett, 2956 East Stanford Street Apt 201, Springfield MO 65804, (417) 890-8924  
<blovett@swbell.net>**

**Skyranger NC67048**

Has copies of many of the engineering drawings - able to make copies of some drawings on a limited basis (there are a whole mess of them -- sounds like it was a bit of a pain to copy them)

**Thomas Morris, P.O. Box 133, Imlay City MI 48444, (810) 724-7495  
<tmorris@cardina.net>**

Has a project, hopefully with enough parts for a complete Skyranger; looking for 337s and STCs. Interested in copies of the old SPARS newsletter [remind me, and I'll make some photocopies of what I've got -dac]

**Jerry Petro, 1105 Lafayette Street, Williamsburg, VA 23185-2905, (757) 229-4550  
<jpetro26687@juno.com>**

**Skyranger N34135**

In storage awaiting recover - currently still has Irish linen on it!

**Tom Scott, 4518-6th NW, Seattle, Wa 98107**

Former owner - restored 33395 (my Skyranger) from scrap condition to show condition.

**Jeff Spencer, 5035 C.R. 20, Rushsylvania OH 43347, (937) 468-2578  
Skyranger 93238**

Family also used to own N32383, a Rearwin 175

**Richard Sutton, 5803 111th SE, Bellevue WA 98006, (425) 747-4296  
Skyranger N27233**

**M Lee Thompson, 2628 Forest Hill Blvd, West Palm Beach FL 33406, (941) 357-0270  
Skyranger N92999**

Likes his Skyranger quite a bit, but needs to trade it in on a four-place aircraft [okay, how about *two* Skyranagers! -dac]

**Bob Tilden, 3640 County Route 16, Montour Falls, NY 14865 (607) 535-2217**

Reports that he was "ambushed" by a Skyranger at an auction last week, and now needs to learn what to do with it [lucky man! -dac]



Brad Foltman (NC92828) and Daren Fuller's (NC92829) consecutively-numbered Skyrangers, in Idaho last summer.

John Lorence's new Skyranger, with an O-235 and Cleveland brakes



My own Skyranger (NC33395) on the ramp in New Hampshire a few years ago. '395 is also the plane that appears in the banner of this newsletter, over Whidbey Island, WA, looking out to the Olympic mountains. When people ask who took the photo, I tell them I did. I usually don't tell them that I happened to be in a different airplane at the time, though.... -dac

David Cohn  
655 Partridge Ave  
Menlo Park, CA 94025

Commonwealth/Rearwin Skyranger

David Cohn  
655 Partridge Ave  
Menlo Park, CA 94025