

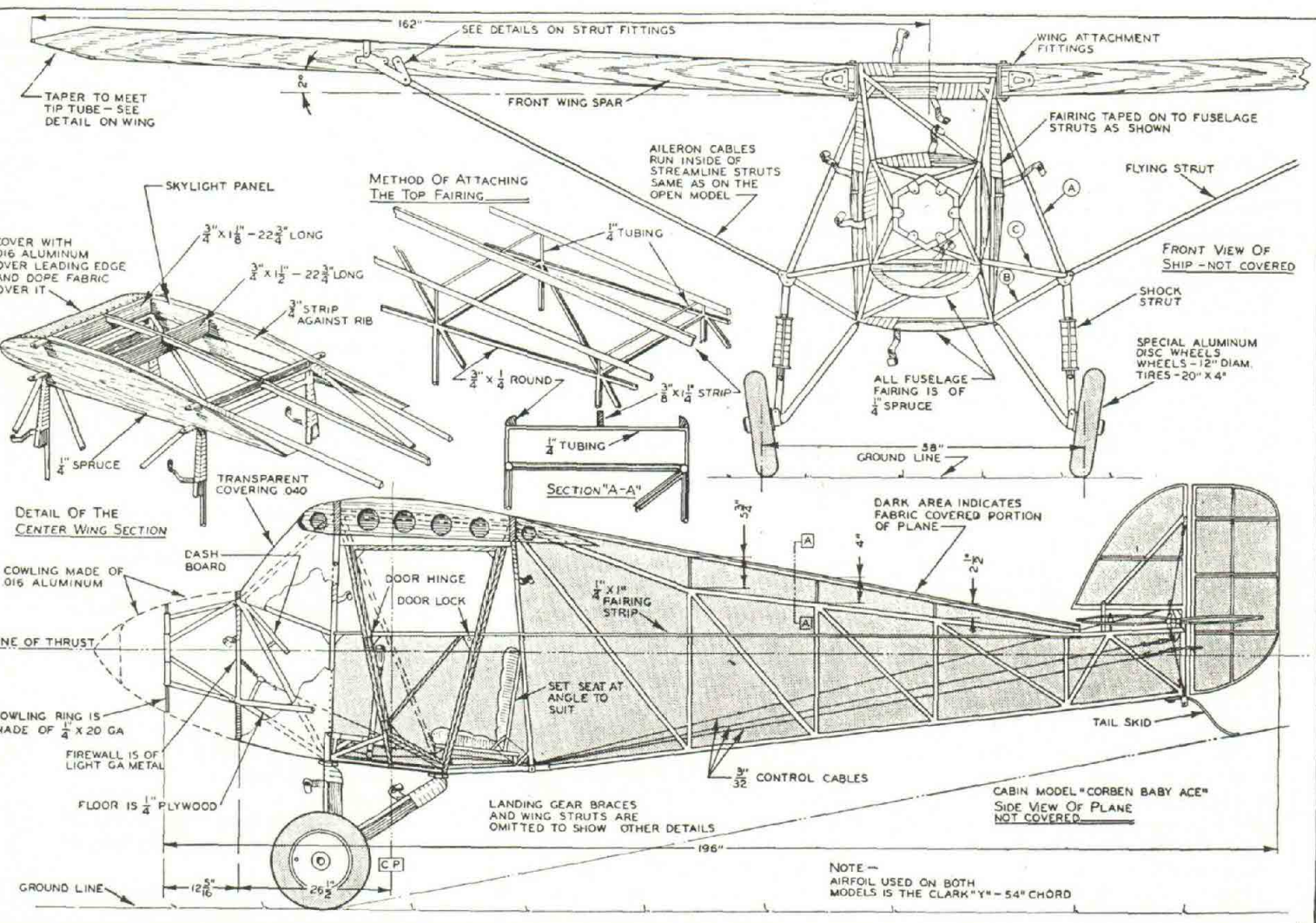
Corben Cabin Ace

By Jack Cox

FOR MANY YEARS the EAA Air Museum Foundation has been selling reprints of the famous old Flying Manuals published from 1929 to 1933 by Modern Mechanix and Inventions (now Mechanix Illustrated). These *Flying Manuals* were to some extent the *SPORT AVIATION* of that day and time and on their pages were introduced such now legendary homebuilts as the Heath Parasol, Heath Baby Bullet, Church Mid-Wing, Pietenpol Air Camper and Scout, Ramsey Flying Bathtub, Powell Racer, Gere Biplane and many others. Articles and drawings were so complete that aircraft could and often were built from them.

Interestingly, there is still a great deal of enthusiasm for the "antique homebuilts" and the Flying Manuals are again being used to actually build aircraft. Gene Chase of the EAA Headquarters staff used the 1931 Flying and Glider Manual to restore his beautiful Church Mid-Wing, EAA Photographer Dick Stouffer has a well worn copy of the 1932 issue from which he is constructing a tiny Powell Racer . . . and now comes word of another fascinating little machine from the pages of the Flying Manuals, a Cabin Model of the Corben Baby Ace.

Bob Roe of Fort Worth has completed this rare Corben and has just flown off its 50 hours. He had this to say about the project in a recent letter to EAA President Paul Poberezny:



This drawing is part of the article on the Baby Ace and Cabin Ace that appears in the 1929-33 Flying and Glider Manual Miscellany, which is sold by the EAA Air Museum Foundation.



(Photo Courtesy of Bob Roe)
 Bob Roe of Fort Worth, Texas recently completed this latter day version of the old Corben Cabin Ace — a cabin version of the famous Baby Ace.

"This airplane is a copy of Ace Corben's little cabin monoplane which he built in 1925 as a forerunner of the Junior Ace. I took all of the outside measurements (from the original plans), plus some of your design work from the *Mechanix Illustrated* Ace and came up with a set of modern plans for an old airplane. My son-in-law is an aeronautical engineer and he worked out some of my problems for me.

The original ship had a Henderson but the plane was too heavy for that so a three cylinder 35 hp Anzani was substituted. He claimed 'pursuit ship performance'. I have a 75 Continental in mine and it does a fine job.

I used Rupp trail bike 12" x 3" wheels, a wood prop, and covered it with cotton. The finish is nitrate dope with final coats of butyrate. The fuselage, rudder and fin are green and the wings and horizontal tail are yellow.

The registration number N13624 is the same as I had on one of my Heath Henderson Parasols in 1933. (I also owned and flew one, N13645, built by Whitey Sport Aircraft of Des Moines, Iowa — with a three cylinder Anzani.)

Casey Kay gave me the basic engine and I have scrounged a lot of other parts. No kidding, you can still build them reasonably — I figure \$700.00 in this one. It took 27 months to complete.

I am a Crew Chief with American Airlines (29 years service) at American's Flight Academy. We plan to park the little Corben Cabin under an American DC-10 and the company photographer is going to take some pictures for AA Flagship News. Perhaps, I'll have an extra one."

Gene Soucy spotted Bob's Corben at Grand Prairie airport in early May and was so impressed he volunteered to fly it to Oshkosh — making his Pitts N9J so jealous it almost split a shock cord. Bob doesn't think he will be able to make it this year, but perhaps another time.

What with all the Pietenpols, Heaths, Baby Aces, Powells, etc., it seems as though EAA will have to set up a new judging category — antique homebuilts.