

# AEROFILES

## The Ubiquitous Curtiss Pusher

The 1912 headless Curtiss Pusher captured the imagination of replicators as representative of classic early flight, and it has appeared many times in its basic shape, modified with modern materials, improved control characteristics and often more dependable powerplants. Listed here in numerical order by registrations:



[NR8Y] - Second Parker Pusher (aka Parker-Curtiss), with a rebuilt 90hp OX-5. Might have been built by Otto Timm. Last known in Tallmantz collection, Orange County CA, c.1968.

[NX62E] - The first and most notable version was the Parker Pusher, a 50hp Gnôme-powered version built in 1914 by William "Billy" Parker and continually modified during its lengthy flying career. Later with 80hp LeRhône.

[N66U] - The third Parker Pusher (aka Parker-Curtiss), also with a rebuilt 90hp OX-5. Used by Parker in exhibition work sponsored by Phillips Petroleum Co into the 1960s.

[3378] - Timm-built replica of 1927 was flown at the 1932 Nationals by Al Wilson, who was killed when he crashed after being caught in the down-wash of a passing autogyro.

*Flown by John Miller*

[N8014] - 1911 Curtiss D replica by Cole Palen. 80hp Hall-Scott.

[N1911D] - Curtiss Silver Streak replica by Dale Crites, Waukesha WI, c.1954; 90hp OX-5. Based closely on Curtiss E-8-75.

[4124A] - Replica by Cole Palen, Rhinebeck NY, 1957. No data.

[N4161K] - Fife-Beachey by Ray Fife; 80hp LeRhône. Definitely not a Curtiss Pusher, but embodies many features of the 1912 Racer. Built 1951.

[N5599N] - 1914 Eaton-Beachey replica by Albert Dudek, Cleveland OH, 1949; 80hp LeRhône. Owned by Ed Weeks.

(E D Weeks coll)

*9/3/1932  
@ Cleveland  
National  
Air Races  
died 9/5/32*

Al Wilson and John worked together as airshow pilots. They staged mock dogfights between John's autogiro and Al's modified Curtiss Pusher (the one he flew to Davis-Monthan on 9/28/30). At the finish of their show during the 1932 Cleveland Air Races, John landed at the circle in front of the viewing stand and, as the autogiro's blades continued to turn, Al "buzzed" him. The Pusher entered the downdraft of the autogiro blades, struck them, nosed to the ground and crashed (see the photo, left, from the Cleveland Plain Dealer).

Mr. Wilson died of head injuries two days later. The show and the crash are well documented in the Cleveland Plain Dealer of September 4 ("PUSHER PILOT HURT IN SPILL AT RACES: Al Wilson in Hospital; Two in Autogyro Escape as Craft Mix in Stunt"), and September 6 ("WILSON, HURT IN 1910 PLANE, DIES"). As well, the accident was captured on film and is available on video as "

. In the film, the second person in John's autogiro was William J. Miller (no relation), a reporter for the Cleveland Press. After the accident, John said, he was grounded in Cleveland for 27 days waiting for new rotors and a rudder. He stayed in the Cleveland Terminal Building pilot's lounge where, he said, the bedbugs were fierce.

### *Wreck Ends Mimic Battle*



[http://www.dmairfield.com/people/miller\\_jm/index.htm](http://www.dmairfield.com/people/miller_jm/index.htm)

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## Timm

c.1922: O W (Otto William) Timm Aircraft Corp, 901 N San Fernando Rd, Glendale CA. 1928: Timm Airplane Co. 1935: Timm Aircraft Co. 1937: Acquired Kinner Aircraft; 1939: Metropolitan Airport, Van Nuys CA. 1941: Sold to Aetna Aircraft Corp, Los Angeles. 's first airplane ride was with barnstormer Timm.

1911-20 = Several experimental planes produced, but data are lacking. Company logo proclaims 1911 as starting year.

**160** 1937 (617) = 2pOlwM; 160hp Kinner R-5; span: 34'5" length: 24'7" load: 803# v: 132/120/45 range: 460. From **Kinner B-2R** on acquisition of production rights. POP: 4.

**Argonaut** 1927 = 4pCB; 200hp Renault; span: 35'0". POP: 1 built for Dr T C Young, chairman of California Aviation Council; aka **P Sedan**.

- [NC887E] (Gene Palmer coll)

**C-165 Collegiate** 1930 (2-209) = 2pOhwM; 165hp Comet 7-E. POP: 1 [C/NC887E].

- [NC888E] (Frank Rezich coll)

**C-170, -185 Collegiate** 1930 (2-202) = 2pOhwM; 170hp Curtiss Challenger, refitted with 185hp Curtiss Challenger under ATC as **C-185**; load: 616# v: 130/105/37 range: 500. \$6,750. POP: 1 [NC888E].

- with Roscoe Turner [X5499] (B C Reed coll)

**Coach** 1928 = 7pO/CB; 250hp Menasco-Salmson B-2; span: 45'0" length: 31'9" load (in test flight): 2530# v: 112/100/35. Design based on **Argonaut**. POP: 1, purchased by Roscoe Turner and refitted with 715-gallon fuel tanks for attempted altitude record as [X5499] *Golden Shell*, but the flight was never made.

**Curtiss Pusher** 1927 = 1pOB; 90hp Curtiss OX-5 pusher. POP: 2. One replica Curtiss was built by Timm at his home in Eagle Rock, California, for Al Wilson [3378], who was killed in this ship at the 1932 Nationals when he lost control in the downwash of an autogyro. A second, similar pusher was built in 1935 for for use in the film, "West Point of the Air."

- [67] Anzani engine (Joseph Juptner coll)

**K-90, -100 Collegiate** 1928 (180) = 2pOhwM; 100hp Kinner K-5; span: 35'0" length: 24'7" load: 643# v: 108/92/35 range: 600. O W Timm's first company and first commercial plane. Prototype [X/C887E] c/n 102, initially powered by 90hp Anzani as [67]. K-100 had 130hp Comet [C337] c/n 101. \$5,500; POP: 1 each.

- [NC279V] (Frank Rezich coll)
- City of Los Angeles [NC279V] (Gene Palmer coll)