

The Knowledge Bank at The Ohio State University
Ohio State Engineer

Title: Keeping Up With Aviation

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Issue Date: Mar-1930

Publisher: Ohio State University, College of Engineering

Citation: Ohio State Engineer, vol. 13, no. 5 (March, 1930), 7.

URI: <http://hdl.handle.net/1811/34887>

Appears in Collections: [Ohio State Engineer: Volume 13, no. 5 \(March, 1930\)](#)

KEEPING UP WITH AVIATION

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Columbus' infant industry has test-flown its first Columbus built ship. The Golden Eagle Aircraft Corporation has taken possession of one corner of the Municipal hangar at Port Columbus as a temporary factory and is there producing the diminutive Golden Eagle monoplane. It is a two-seated craft suitable for sport and training and equipped with either Kinner or Le Blond engine. Machinery was first set and production started here on March 1.

Passenger hopping has been very good on Sundays when the weather is good. A large crowd always gathers at the airport and although they manage to get in the way of the field attendants and stay there most of the time, still the business is very good.

Officials at Port Columbus are fighting now to get the City Council to authorize officially opening the section of the airport that is ready. A great deal of confusion has been caused by the fact that the port is not officially open and several accidents have been narrowly averted because the port was not properly lighted at night.

Lieutenant Kingston Tibbetts, former student here, has just graduated from the Army Air Corps Instructors School at Kelley Field, along with nineteen other officers. It will be remembered by many that Tibbetts was the man who landed his fledgeling on the campus last spring.

The Ryan Aircraft Corporation, builders of the famous "Spirit of St. Louis," have announced a new model, the "Foursome." It is a four-passenger cabin monoplane with a Wright J-6, 225 h.p. Whirlwind motor. In appearance the new model is very similar to its older brother, the "Brougham," the main difference being its smaller size. The plane has a high speed of 130 m.p.h. and lands at 55. It retails at \$9,985.

A short time ago Colonel Lindbergh ordered a plane from the Lockheed Company and presented his own specifications. The ship was so successful in its first flights that, with a few modifications, it was put in production and is now a standard model, the "Sirius."

In a few years independent airplane companies are going to be obsolete, if present indications are true. As soon as a small corporation begins to make good and to get the public favor, it is gobbled up by some large corporation. This may be a good thing and it may not, but whether or no it will not be possible to stop it. A list of the subsidiaries of the Keys-Hoyt Group takes up nearly half a column and includes such companies as the Curtiss-Wright Corporation, the Travel Air Company, and the Sperry Gyroscope Company. The Aviation Corporation has almost as large a group, and there are several others who compete.

The process of nitriding steel was developed at the Krupp laboratories in Germany during the last year.