



# FEATURED FLYER

Article and Photo by Chuck Stewart

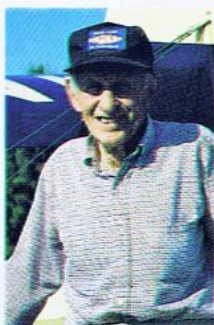


## Ray Hanzlik: Still Going Strong

**B**ORN IN Wisconsin in May, 1908, Rayburn (Ray) Hanzlik got his first look at an airplane after his family moved to California, where Curtiss Jenny trainers from March Field often landed in the grain field next to the Hanzlik farm. It took Ray 18 years to get his first airplane ride, but when he did, he was hooked on flying.

He took lessons in 1927 at Tri-City Airport near Colton, California. Until he got his private license in May, 1941, he flew a variety of aircraft, including an American Eagle, Kinner Sportster, Interstate, Cub, Porterfield, Travelair and Waco UPF-7.

After getting his commercial license in September, '41, he became a civilian instructor for the Army Air Corps in Santa Maria. When his one-year contract expired, he joined the Navy, earning his gold wings in May, 1943. Ray spent most of his Navy career as a flight instructor, rising to the rank of Lieutenant Commander before he retired in 1952.



During the '50s, he bought and flew several Luscombes and an Aeronca Sedan that he used as a bush plane for camping trips all over California. When the responsibilities of raising a family came along, however, Ray sold the Aeronca and put flying on the back burner.

In 1986, Ray's two sons, Willard and Ray, Jr., decided he should get back in the air again. They scoured the country for another Aeronca Sedan for their dad, finally locating a well-worn but stock example in Houston. After ferrying N1221H home, the Hanzliks decided to do a little work on the airplane. What began as a four-month overhaul ended up as a three-year complete restoration to like-new condition.

With one of his sons as copilot, Ray—85 years young and still going strong—flies his Sedan several times a month. He even took it to Oshkosh this year. If you missed him, try again next year. No doubt, he'll be there.

### RAY HANZLIK'S AERONCA SEDAN 15AC

#### Price

New .....\$4395  
Used, as tested....."Not for sale!"

#### Specifications

Length.....23.25 ft.  
Height.....7 ft.  
Wingspan.....37.5 ft.  
Wing area.....206.8 sq. ft.  
Landing gear type.....taildragger  
Seats.....4

#### Weights and Loading

Maximum gross weight.....2050 lb.  
Empty weight.....1150 lb.  
Useful load.....900 lb.  
Wing loading.....9.91 lb./sq ft.  
Power loading.....14.14 lb./hp  
Fuel capacity (standard).....36 gal.

#### Engine

Continental C-145-2, 6-cylinder, 145 hp.

#### Propeller

McCaughey 1A170, fixed-pitch, metal.

#### Performance

Maximum speed.....120 mph  
Never exceed speed.....139 mph  
Cruise speed.....105 mph  
Range at cruise.....400 n.m.  
Stall speed.....53 mph  
Rate of climb, sea level.....650 fpm  
Service ceiling.....12,400 ft.  
Takeoff ground roll.....1150 ft.  
Landing ground roll.....1650 ft.