

In the January 1982, Issue Number 50, of The Monocoupe Club Newsletter, Bud Dake wrote an article about his experience flying his Clipwing, NX1161, for the first time. That article follows along with pictures of NX1161 from various sources on the web including [Russell Williams Vintage Aircraft Photo Library](#). Here is a link to the excellent Sport Aviation article titled "[Bud Dake The Monocoupe Man](#)" (3.3 MB file).

"REFLECTIONS OF A 40 HOUR CLIPWING PILOT or AT LEAST I HAD A RIDE IN LITTLE BUTCH"



by Bud Dake

Just got the word today - Sunday, January 3, 1982 Little Butch has been given to the Smithsonian Air and Space Museum; probably never to be flown again. So, here's to John McCulloch and Little Butch it may not be all their fault but a lot of it is.

June 20, 1981 early p.m. a hard day to forget. Went to the Last Rites for an old friend this morning; which gave me lots to think about. Anyway, armed with two rides in Little



Butch, about 3 years ago and a multitude of the absolutely finest hangar tales ever told; I am sitting here, fire bottle strapped firmly in the right seat, me in the other, the engine running and maybe 75 to 100 people with cameras, tape recorders, opinions (like belly buttons), one each.

Advance the throttle a little; look at the gauges, everything says OKAY. A few pieces of wise cracking comes to mind; ... like "What do I want with this damn thing" ... and "I would never advise building up one of these machines, but I wouldn't take anything for mine" ... or "Neat machine but don't ask me to ride".

Oil temperature starting to show; I have to taxi all the way to the end of this 3500 foot grass runway! I'm remembering my ride in Little Butch and thinking that if I had a choice of this or a ride in an F-15; wouldn't

have to think long; and standing on the ground looking at Butch's short wings and that ... there is no doubt we're going to fly when John opened the throttle.

Engine very smooth at idle; wish it didn't have that rough spot at 1600. Taxing along now - what's that banging noise? .. Oh! my legs are shaking....

Can't see much out front either, so, I "S" turn and remember Bert Volker, the FAA Maintenance Inspector's reflections "Don't remember these things being this blind out the front" "boy, that tail is small" "better watch it close on take-off, you might get a good look at the runway out the side window" thanks Bert. He's really a great guy though and was lots of help.

Down to the end of the runway now; a little left crosswind - run her up to 1700 and check it out; everything checks great, but that rough spot.

Look for traffic, four years of blood, sweat and tears, not to mention those hard earned bucks; back to idle now, fuel on left tank more thoughts from fellow flyers ... "Make sure you take lots of pictures before you try to fly it" "Watch out for that Aeromatic, it will go into high pitch and you won't have enough power to go around" "If the engine quits on take off it might just snap roll" "Son of Little Butch, Huh? you know I've got a picture of it on its back with the engine on the end of the wing?"

Ah, come on guys, it's my turn, I've got it to do ... let's make 'em proud.

Line it up and put it to the Warner, brand new engine, backyard engineered airplane, and lots of help from my friends. Every time this project needed something, somebody handed it to me, just like that ... really ... unbelievable pieces and parts not made for 40 years.



Five hundred and fifty cubic inches pumping 93 inches of propeller and that same "no doubt it's going to fly once" feeling, right in the seat of the pants..and .. Clipwing Monocoupe NX1161 is FLYING.

Oh, boy! ... Now you've really done it, you dummy, your up here in this thing and will have to get it back down no problem in that, eh? Really having fun now.

Really climbs but watch the RPM - 2400. Aeromatic not shifting, so pull back the throttle some, gauges all read okay, engine feels very good and strong. Right wing is a little heavy though.

Start a left turn to head toward the other airport - just in case - WOW - some aileron on this machine; propeller still in low pitch; throttle way back ... even so, the airspeed reads 120.

Whats that stuff on the windshield?

Remember Harold Neumann saying "if the Aeromatic don't change pitch, just throttle her back so I did and it did all the way and stayed there for the rest of the flight. Full throttle only 1700 RPM; really working the engine, ... just like that the airspeed reads 170!

That's oil ... on the windshield, son ... from the prop and lots of it ... shakes real bad at 1600 so back to 1500. Damn ... really wanted to feel it out before landing ... but need to get down while I can still see; oil mist on side windows now. Turn on short final too high too hot slip it off no going to have to go around, Aeromatic in high pitch, and all so I increase the throttle some and go around no problem. So much for that.

Engine feels strong, running cool, gives me lots of confidence - lots of oil on windows now on downwind again now, slow it down open side window to see out... 140, 30, 20, 100, 90, 80, 70 still flying so down final at 90 with a little throttle. Slide over to edge of runway peeking out side window boy, wish I could see hey, all those people along the runway edge. Slide it back over to about the center, sure is a floater; half of runway gone. Not going around this time though; haul that nose up

bump, bump it's down boy those bungee cords are tight. Hold her straight and get on the brakes, can't see a thing get it slowed down all right hear that banging sound againonly louder.

Taxi slow back to the crowd ... shut down ... unbuckle get out - WOW - I DID IT!

FAA, PMA, TSO, STC Fresh O/H ... @#**@#** ... Bet I send that prop right back to Univair.

I answer lots of questions ... glad I don't smoke; so I can put my hands in my pockets;



that way they don't shake and give me away "Yeah , flys real neat - piece of cake" "Lesser pilots would have crashed with that oil on the windows" "Damn right it's fast" "Twitchy little mother, too" "Going to put it back in the hangar now though".

CLIPWING ... NX1161

Built up from 1948, 90A after accident.

Once owned by Dow Chemical Co., and used as test aircraft for materials for the Windecker Eagle Plastic Airplane Project, special wing installed and flown experimental in 1960 and 1961.

Decision to build the Clipwing was made after an inspection of the original wing determined it to be unfeasible to repair and extensive measuring of Little Butch. Also Clipwing 2347 was rebuilt using a 90A fuselage in the 1960's. This airplane closely patterns N2347 when owned and flown by the late Dallas Warren of Ohio.

The wing was built new in its entirety by Harman Dickerson now of Columbia, Mo. from original Clipwing drawings furnished to me by Ed Markowski of Texas.

The expert fuselage repairs were made by Harold Lossner of Des Moines, Iowa.

The engine and associated parts were made available through the generosity of John McCulloch.

The rest of the airplane was built/rebuilt by Bud Dake and friends.

It is now licensed Experimental Amateur Built, which is ideal for all operational purposes but bad from the point of being labeled "replica". We are considering relicensing it in Experimental Exhibition which now has about the same limitations.



Engine: 185 Warner Super Scarab "J" or short shaft 200 hp @ 2475 for take off 185 hp @ 2175 for Cruise.

Propeller: Aeromatic F220 with 93" blades, overhauled & new blades by Univair

Fabric: Medium Weight Ceconite with B/dope finish.

Empty Weight: 1149

Fuel Capacity: 40 gal.

Oil Capacity: 5 gal.

Fuel Consumption @ Cruise: 11 - 12 gal/ht

Cruise Speed @ approx. 60% power: 165 mph

Stall: 70 mph

Approach to landing (comfortable): 90 - 100 mph