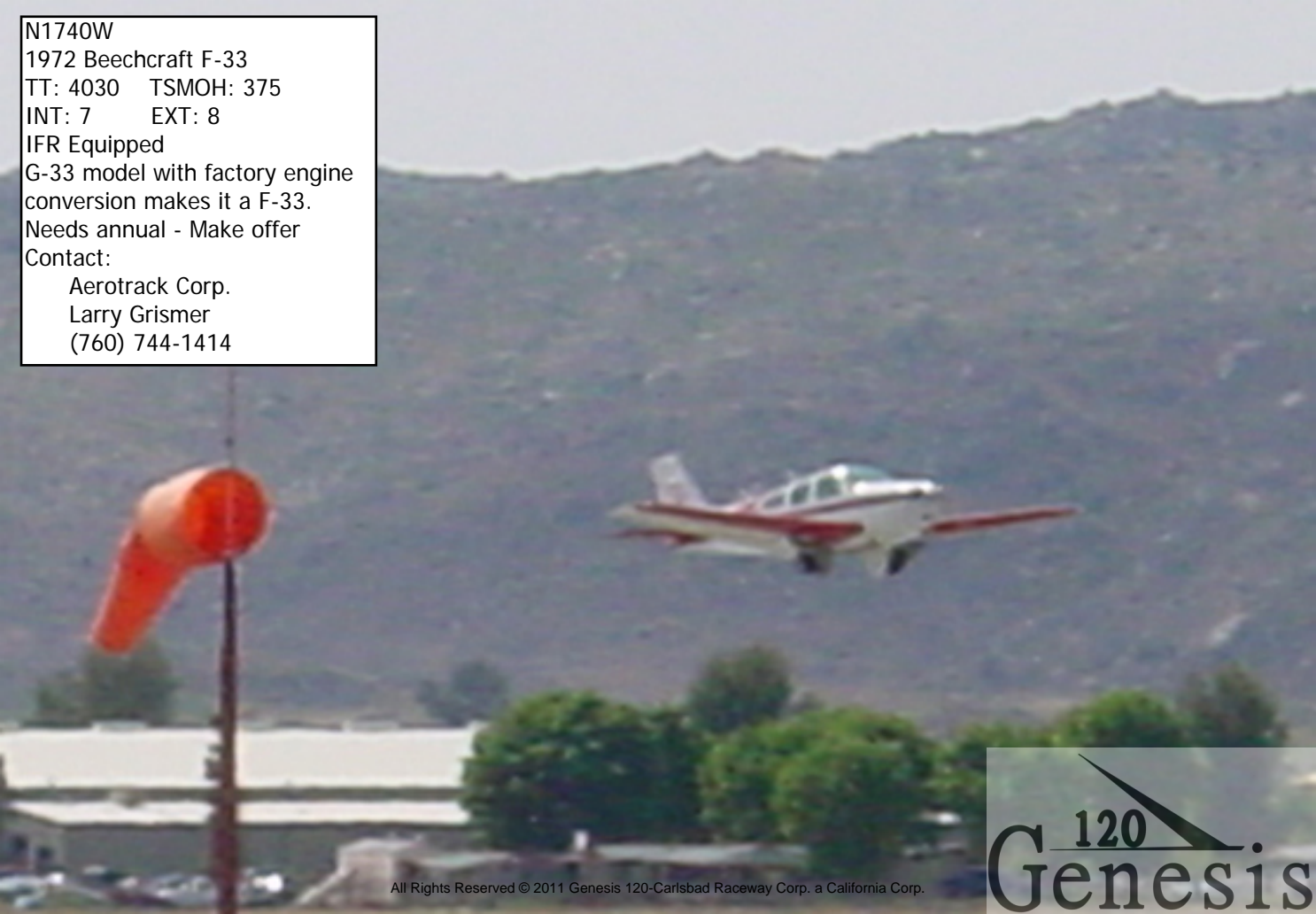


N1056Q
1967 Cessna 310
TT: 6236 TSMOH L&R:
779
INT: 7.5 EXT: 7.5
IFR Equipped
\$85,000
Contact:

Aerotrack Corp.
Larry Grismer
(760) 744-1414



N1740W
1972 Beechcraft F-33
TT: 4030 TSMOH: 375
INT: 7 EXT: 8
IFR Equipped
G-33 model with factory engine
conversion makes it a F-33.
Needs annual - Make offer
Contact:
Aerotrack Corp.
Larry Grismer
(760) 744-1414



1961 Beechcraft G-18
TT: 9500 TSMOH: L-1350 R-980
INT: 8 EXT: 10
New zero time Hamilton Standard Square
Tips L&R
Spar inspection just completed.
IFR Equipped Dual panels 10,100 gross
New 4 color custom paint scheme; New
leather pilot & co-pilot seats; Cargo interior
w/diamond plate flooring;
windshield wipers & PRT all work.
SOLD!




Sold

Genesis 120

N6640V
1989 Christen Eagle II
TT: 104 TSMOH: 104
INT: 9.5 EXT: 9.5
Day VFR Nav/Com
Heavy crank
Custom 9 color Eagle paint
scheme
\$85,000
Contact:
Jeff Grismer
(951) 925-9000



120
Genesis



N71962
1947 Luscombe 8-E
TT: 2636 TSMOH: 307
INT: 7 EXT: 10
Day VFR Equipped
New paint
Needs annual - Make offer
Contact:
Aerotrack Corp.
Larry Grismer
(760) 744-1414

120
Genesis



N76179
1946 Cessna 140
TT: 3315 TSMOH: 242
INT: 9.5 EXT: 9
Night VFR Equipped
Metalized wing
Needs annual - Make offer
Contact:
Aerotrack Corp.
Larry Grismer
(760) 744-1414

120
Genesis

N777Y
1967 Beechcraft V-35
TT: 5100 TSMOH: 1234
INT: 8 EXT: 9
IFR Equipped
Beautiful paint and upholstery
Needs annual - Make offer
Contact:
Aerotrack Corp.
Larry Grismer
(760) 744-1414



120
Genesis

N8035Z
1983 Christen Eagle II
TT: 1001 TSMOH: 1001
INT: 7 EXT: 7
Nav/Com Loran
\$45,000 with fresh annual
Contact:

Jeff Grismer
(951) 925-9000



N8035Z

1983 Christen Eagle II

TT: 1001 TSMOH: 1001

INT: 7 EXT: 7

Nav/Com Loran

\$45,000 with fresh annual

Contact:

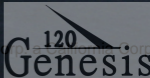
Jeff Grismer

(951) 925-9000





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N8524T

1960 Cessna 182

TT: 1446 TSMOH: 396

INT: 8 EXT: 8

IFR Equipped

Original paint and upholstery

\$65,000

Contact:

Aerotrack Corp.

Larry Grismer

(760) 744-1414



120
Genesis

On the Wing



The wing design of construction are who make the Brunner Winkle Bird un

NC324N
1931 Brunner Winkle Bird
TT: 1250 TSMOH: 378
INT: 8 EXT: 9
165 H.P.
1 of 4 built with the Warner engine and the only remaining flyable example
See PrivatePilot article in Jan. 1991 issue
Needs annual - Make offer
Contact:
Aerotrack Corp.
Larry Grismer
(760) 744-1414

No airplane flies like a Bird.

By Judith H. Fitton
Photos by
Jeff Grismer

Judith H. Fitton, former associate editor of PRIVATE PILOT, is now a freelance writer.

IN 1929, THE Brunner-Winkle Aircraft Corporation, of Glendale, Long Island, New York, started production of what it called "the safe airplane"—the Bird.

The reason for the company's claim lies in the Bird's exceptionally stable airborne handling characteristics. To this day, the Bird performs and forgives remarkably. The airplane's history and its pilots attest to its qualities.

In 1929, Elinor Smith broke the women's solo endurance world record in a Bird. W.E. Winkle placed second in a Bird at the National Air Races the same year. In 1934, Bird owner and pilot Melba Beard took her aircraft through 33 consecutive loops, thus setting a

world record for women pilots. That same year, Beard won the Amelia Earhart class trophy with her Bird at the Cleveland National Air Races.

Beard's aircraft, rebuilt over a seven-year period by Joe Griffith and now owned by Larry Grismer of San Marcos, California, is powered by a 165-hp radial Warner engine. Original Birds were manufactured with 90-hp Curtiss OX-5 engines (accompanying specs are for the Curtiss). Warner 110-, Kinner 100- and 125-hp engines and Wright 165-hp versions also were available.

According to Dick Hill, Bird Club president, 225 Birds were produced in all. At present, Hill knows of 17

Birds that still fly well about the same number of projects are being restored. Incidentally, Hill and his wife, Jeannie, are in the process of writing a book about the Bird and its history.

Birds were produced in three- and four-place open-cockpit models, as well as a five-place cabin type. Construction was, for the most part, relatively conventional for the period. The wing design and construction are what make it unique.

The Bird technically is not a biplane—it is a sesquiplane, as its upper wing has a greater (more than 70%) area than the lower. The wings are of constant chord to about 6 feet from the tip where there is a gradual taper. The top-wing chord is

The lower wing is staggered 30° behind the upper wing and both have inverted camber. The lower wing is inverted camber and keeps the dynamic balance.

The Bird's airfoil provides low-air-speed characteristics. The top surface of the 58-inch wing has 84 square feet of surface. The Bird is healthy 10:1.

The Bird's tiered-brace construction, with the center section of biplanes of truss-type construction between

NC324N

1931 Brunner Winkle Bird

TT: 1250 TSMOH: 378

INT: 8 EXT: 9

165 H.P.

1 of 4 built with the Warner engine and the only remaining flyable example

See PrivatePilot article in Jan. 1991 issue

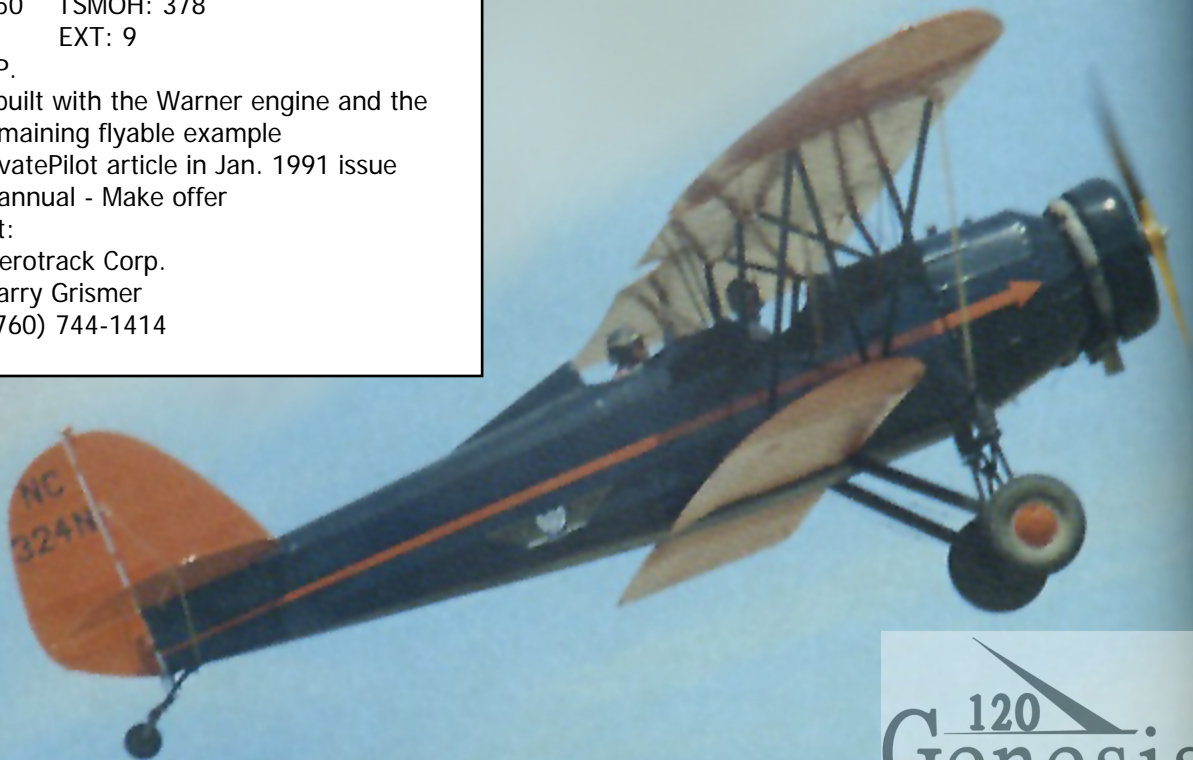
Needs annual - Make offer

Contact:

Aerotrack Corp.

Larry Grismer

(760) 744-1414



Sorry, No Photo Available.

1956 Piper PA-23 Geronimo
TT: 4250 TSMOH L&R: 1200
INT: 9 EXT: 8
Older IFR Equipped
Complete Geronimo conversion with 180 H.P.
engs and all aerodynamic mods.
Needs annual - Make offer - Sorry, No Photo
Contact:

Aerotrack Corp.
Larry Grismer
(760) 744-1414