

## Eut Tileston's Story

*by Tandy Walker, Christmas 2001*

I received one of the most aesthetically pleasing card pictures this Christmas from Eut Tileston, which is shown below. After some information exchange and discussion with him, I have put together some details on his life that I want to pass along.



This Christmas picture was taken in 1947 in the dead of winter at his parents' two story Colorado home place located twenty miles north of Craig, Colorado and eighteen miles south of Baggs, Wyoming. The 1946 Ercoupe with skis parked in the snow belonged to Eut's father who owned several air-planes over his life time. The windmill is a 32 volt electric generator to provide electric power. Eut lived here from 1930 to 1950 with his parents, his twin brother, and a second brother that was 2 1/2 years younger. They were in the Hereford cattle business.

The picture below, taken in the summer, shows an overview of their ranch, runways, and hanger. The view is looking north and that is Wyoming on the horizon. The ranch house



is much bigger than it looks in the card picture. It is a two story structure and the windmill tower is seen between the road and the house. There were two runways, the south end of the short one is about 200 feet ahead of the Ercoupe in the card picture and can be seen in the picture above crossing through the alfalfa field with the hanger about mid way connected by a taxi strip. This runway is 1800 feet long at an elevation of 7,000 feet and the high point is near the center. The long runway is not in the pictures because it is located about a quarter mile east, which is right in the picture, of the runway shown. Both run approximately North South. The fence line behind the hangar runs true North South.



Eut and his twin brother both became model builders early in life. The picture on the left shows Eut on the right and his twin brother, Gordon, on the left, with one of their Brown Junior powered free flight models sometime back in the 1940's. Eut has this same Brown Junior engine to this day.



Eut's love for aviation probably started very early in life partly because his parents were both aviation enthusiasts. They have owned several airplanes. The first was an 1940 Aronca Chief with 65 hp. It was impounded during the war and sold to Bible Flying Service in Las Vegas, New Mexico and trained pilots for the war. His father repurchased it after the war but it was rather beat up so he sold it and got their first Ercoupe in 1946. The one in the card picture is the second one (N99909) purchased second hand for \$1,000 with about 100 hours on it! The third Ercoupe was a 1948 model, which Eut's father thought was the best of the lot. The fourth and final Ercoupe was a 1958 Forney, which Eut's father had when he passed away. The picture on the left shows Eut's dad and mother, Gordon and

Mary Tileston, standing on the wings of their fourth Ercoupe. This airplane was passed on to Eut's younger brother Thomas, who was called Tim, and sold a few years ago when he passed away.

Another airplane that they owned was a Bellanca Crusair 150 hp Franklin engine, which Eut's father did not like much because by then he had become a confirmed Ercoupe man. He sold Bellanca to Tim, Eut's younger brother. This Bellanca is shown in the picture below.



They also owned two Cessnas, a 120 and a 140. In September of 1959, Eut is shown standing next to the Cessna 120 in the picture below. Eut's brother bought both of these Cessnas and later sold them for profit.



Eut had a Taylorcraft (N27580) that was bought for \$225. He recovered the tops of the wings and then sold it in 1957 for \$900.

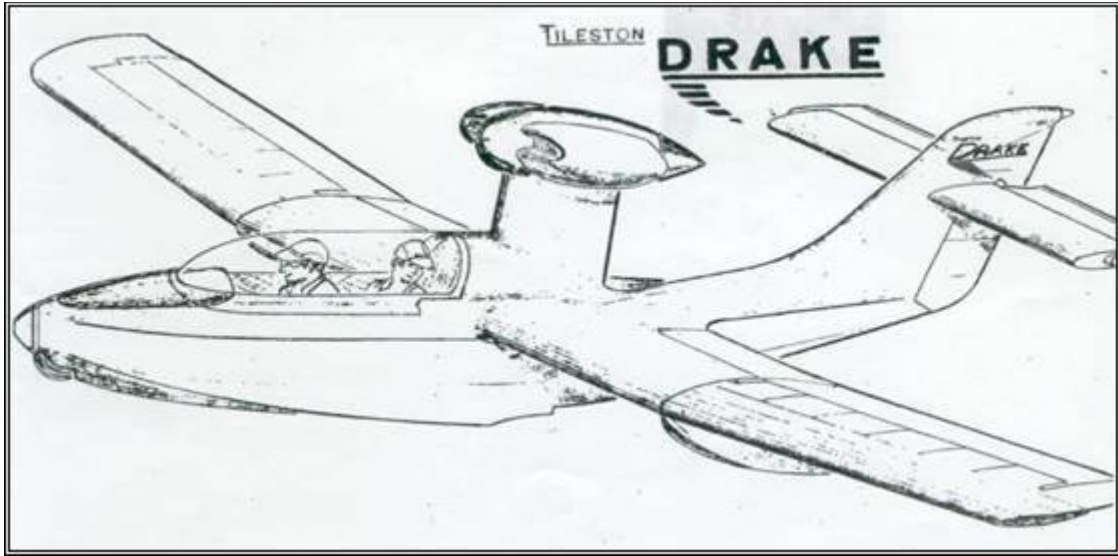
Eut's father owned two Callairs in his life time. The second is shown in the picture below. Later, Eut bought this airplane from his father and flew it for quite a few years. Because of its rarity, Eut placed it in the Callair Museum at Afton, Wyoming, where it remains today. Eut still has these skis in his garage today.



Eut's father traded a four-wheel-drive Colorado Highway truck for a BT-13. It was converted to 4 place (2 seats between the front and rear seats) and was a nice airplane, but he was not qualified to fly it and it was sold to an agriculture firm for the engine. When the purchaser saw what a beauty it was he kept it instead of taking the engine out.

Eut has had an interesting and varied engineering career. He was a draftsman with United Concrete Pipe Corporation in the winter of 1943 designing jigs and fixtures. They were building steel ships for the Army. They were shallow draft vessels designed to transport material between reefs in the Pacific and were propelled with twin GM diesel power plants. He also was a Photographic / Cartographic engineer and made topographic maps from aerial photos for the U.S. Geological Survey for seven years before going to work for Aerojet. There he did design work on Titan 1, Nerva (the atomic fueled motor), Voyager, the Lunar Lander, and a guidance package for the Polaris missile. He also designed a recoverable single stage to a orbit vehicle for which a patent was issued to him jointly with his boss, John C. Moise.

Eut is a retired aeronautical engineer and has built several homebuilt airplanes, some of his own design such as the Drake amphibian. Pictured below is a sketch he made of the Drake.



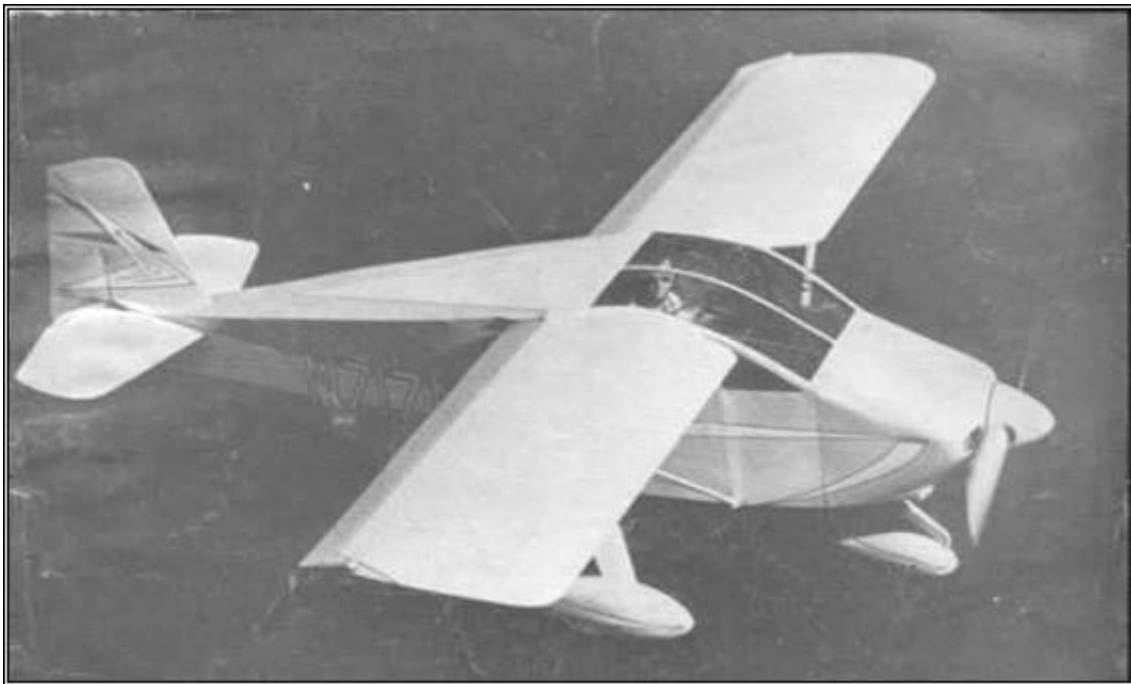
Eut's completed Drake amphibian is shown in the picture below.



Eut constructed one of Whitman's two-place homebuilts, the Tailwind, shown below sitting on the runway.



In the picture below, Eut can be seen in the left seat at the controls of the Tailwind at cruising altitude.



Eut's wife, Mercedes, is shown sitting in their yellow and white Tailwind in the picture below. Mercedes had a long bout with cancer from which she recovered, but later was lost to Multiple Sclerosis. Eut never remarried.







I first met Eut at the 1994 SAM Champs in Muncie, Indiana, and he was a leading SAM competitor. As time has gone on, we have become good friends. He now lives in Carmichael, California, is extremely clever, a master model builder, and a fierce SAM competitor. He has won the SAM Championship several times in past years and was inducted to the SAM Hall of Fame. The picture on the left was take at the Southwest Regionals held back in January of 2001 in Eloy, Arizona. Eut is holding his new 10 foot Gull Class "C" LER power model.

One of Eut's beautiful models is pictured on the left below and is the V-Tail Swallow. It is powered with a 1939 Brown Junior ignition engine. He won first place in the Brown Junior event at the SAM Champs with this entry.



Another one of Eut's striking models is what he calls the "Sailwing" shown below.

Eut is truly a talented man and has had a most interesting life!

