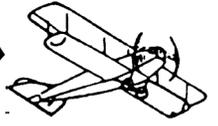


EXTRA!

The Stick and Rudder



Newsletter of the Golden Age Air Museum

Bethel, Penna.

Volume III 2021

For The First Time In Our History

As 2021 comes to a close we are already well into the planning stages for 2022, our twenty-fifth year. It is hard to imagine that it has been a quarter of a century since this all started. To celebrate our milestone the Board of Directors and museum staff have already put together the frame work of what we think will be our best season yet. The full Calendar of Events is listed elsewhere in this newsletter, but let me share the highlights.

The 2022 season will kick off on May 7 with our annual membership and tour guide meeting. Biplanes and Bands is back and planned to be better than ever, it is on the schedule for Father's Day weekend, June 17-19. The Tri-County Sky Baron's will be hosting the annual radio control model meet August 11-13. A two-day Flying Circus Air Show is back on the schedule for Labor Day weekend, September 3 & 4. The Circus will feature a different show each day. Of course, the Great Pumpkin Fly In is back for October 22 & 23. Much of the detail planning is well underway and all of the events will be ones to remember. Look for event details in the Calendar of Events and more will be announced in future newsletters.

During our Board of Directors meeting, we talked about the current economic climate of the country and how it is affecting the state of the museum. Keeping this in mind and reviewing the events of the last few seasons the board has had to make some changes.

The first change was the hardest for us to make, due to so many outside factors, we have had to raise the required contributions for the first time in our history. As I stated this was not an easy decision to make, everywhere we turn in society we are seeing price hikes, from everyday things like groceries and gasoline. Unfortunately, these every day price hikes are not helping everyday operations here. Simple things like printer toner and postage, to our utility bills are at record highs. Restoration supplies have gotten out of hand, a simple aircraft castle nut is approaching \$1 each, bolts are even crazier, and we are seeing numbers on a gallon of paint approaching \$400. We are hoping that this small change to our membership requirement will help us stay financially solid for the next several years.

The new membership contributions are as follows: Individual membership is now \$30, a \$5 change. Family membership is now \$45, a \$10 increase. Lifetime

memberships will now go to \$800. The benefits to members will remain the same with three copies of the museum newsletter mailed or emailed, free admission to the museum during non-event weekends, discounted admission to Biplanes & Bands, Model Meet, and Flying Circus, free admission to the Great Pumpkin Fly In, and the ten percent discount in the museum gift shop.

The second change is not a big one. We found over the last couple of seasons that we need to define the benefits of each membership. This change came about mostly due to the family membership, and here's why. The family membership has never clearly been defined about who is included, and has not really been an issue until recently. A Family membership is now clearly defined as an immediate family, immediate family meaning a couple or partners, or parents or partners with dependent children. I'm sure the occasional grand parent or child's friend will not be a problem at the admission booth, but we had to put a stop to grown children with their own families, extended families and their children, etc. The Individual membership is pretty simple, it is for the named member only. The Lifetime membership receives the benefits of the individual or family benefits for life.

The last change is a simple one concerning weekend event camping, the new rate will be \$25 for members and \$35 for non-members for the entire weekend or one night.

As I stated above it was not an easy decision to make to climb on the band wagon with the rest of the world and raise prices, unfortunately because the rest of the world has done so we had to follow suit to ensure our future. These contribution amount increases are not huge and already a large portion of the members have been sending in more than this as an addition contribution each year. We thank you all for your generosity over the years. Every penny counts toward keeping this living history venue alive.

Thank you all, and please enjoy the holiday season and have a safe and prosperous new year. See you in the spring!

Sincerely,
Paul D. Dougherty Jr.
President

Restoration News

By Mike Damiani

Hello Good People! Merry Christmas, Happy Hanukkah, Happy Holidays, Season's Greetings! The Christmas season is upon us in rural Pennsylvania, and the fleet is bedded down for the winter.

On the Western front, the SPAD XIII project is finally at the point of teardown for cover! All the fabrication is officially complete! Paul Jr. finished the sheet metal at the tail in December, and the nose was finished in November. The trailing edges of the wings are completed, and the aileron hinges finished up. The volunteer crew was out in force to help! The fuselage is now broken back down to the bare tubing to facilitate re-application of the urethane primer and paint for protection of the metal in the long term. The process of disassembly revealed a lot of dirt and dust accumulation in tight hidden places on the fuselage. This was a perfect opportunity to clean and reprep, revarnish and repaint areas that were hidden in the assembly process. Removal of the many myriad components including the firewall assembled over the course of nine years was a major undertaking as many screws, bolts, and rivets had to be removed, bungees cut free, and all wood removed from the fuselage. The fuselage and all metal components new and old will be sand blasted and repainted. Paul, and Mike O'Neal are working out the colors for this crazy complicated and Dazzling French 5 color camouflage paint scheme. The colors are derived by adding specific original pigments and aluminum powder to get the exact look of the original paint scheme. It will be an amazing airplane to behold when it is finished. This will be one of the most involved paint jobs we've ever undertaken which is fitting since this was one of the most complicated builds we've ever undertaken. The list of volunteers is long. Thank you each and every one for your

help no matter how great or small.

Mike Cilurso, our Director of Acquisitions, has been busy doing engine work after discovering some issues that need correction on his Great Lakes 2T-1A trainer.

Until next time, May the sun be always at your back and the Hun beneath you!



Fabrication complete, ready for disassembly and paint.



The final sheet metal on the tail is complete.

A New Champ



A beautifully restored 1946 Aeronca 7C "Champ" was generously donated to the GAAM. Longtime member and friend Fred Duckloe along with friends recently completed the ground up restoration of this airplane. Fred's intention was to bring it back to life and place it with a museum. Fortunately for the GAAM Fred chose us. It flies hands off and runs very strong and smooth.

Thank you Fred for your generosity, it will be well cared for, and is a great addition to the collection.

Left: Fred Duckloe delivering the Champ.

From The Archives

By Rob Waring

Greater Rockford Story



If you spend a few minutes in the gift shop looking at the display cabinets, you will find interesting items that can be easily overlooked. Looking in the cabinet you might notice an altimeter, a control wheel, and some fabric. Nothing terribly special looking, just cool old airplane parts. As with everything at Golden Age there is a story, one just must dig a bit. There is a placard that briefly describes the story of this record-breaking flight attempt that we are sure you've never heard of.

These parts are from a Stinson Detroider called **The Greater Rockford**. The Stinson Detroider was a big single engine plane with a nearly 46-foot wingspan. It had six seats, a high wing monoplane layout, and was built in the late 1920s. Powered by a Wright J5, several were used in long-distance record-breaking flights.

In 1928, Bert R.J. 'Fish' Hassell and Parker D. Shorty Cramer attempted a long-distance flight from Rockford, Illinois to Stockholm, Sweden. The flight was a publicity stunt by a local newspaper The Rockford Daily Republic. The idea was to capitalize upon the fame and glory achieved by Spirit of Saint Louis and its famous flight to Paris in 1927 and bring that glory to Rockford.

During WWI, Fish Hassell was a

flight instructor teaching aspiring military aviators to fly in Hammondsport, NY. After the War, he barnstormed in a Jenny and flew the mail. At some point he earned his nickname by crashing a Curtiss Flying Boat into Lake Michigan and having to tread water for an extended time. "Anyone who can stay in the water that long must be a fish" and the name stuck.

The Stinson was built specially for this flight. Stinson added an extra fuel tank in the cabin to up the fuel capacity to about 700 gallons. They also added an extra-large oil tank. The newspaper sponsored a contest to name the plane, and the winner won \$15 for proposing "The Greater Rockford". Lastly, the plane was painted blue and yellow to mimic the colors of the Swedish flag.

Fish's partner on the flight was Parker Cramer. Parker was a barnstormer from Pennsylvania who had



The Greater Rockford after its first ill-fated takeoff attempt.

flown with Fish in Hammondsport. At the time of his selection, Parker was working for the Civil Aeronautics Authority (CAA). Fish felt having a man with inside connections to the CAA might help with the flight approval process.

The original plan was to fly the route to Stockholm non-stop. Four thousand miles at about 100mph

meant a 40-hour flight. Upon further consideration, Fish changed his plans and set up a fuel stop in Greenland.

On July 28, 1928, the Greater Rockford was ready to launch on its journey. The heavily loaded plane struggled into the air, mushed across the river at the end of the runway, and plopped down in a cornfield on the other side. So much for the grand start of their journey.

The wrecked plane was sent back to Stinson for repair, and Fish reconsidered his options. Fish decided he would need two fuel stops. One in Ontario, and the other in Greenland. The Ontario fuel stop would permit him to do his initial takeoff at a reduced load.

By 16 August the repaired plane was ready to go. The pair launched and flew to Cochrane, Ontario. Then on 18 August they continued on to Greenland. Once over Green-

land, Fish and Parker could not find their planned fuel stop airfield and landed on the ice. The plane was intact so the plan now was to walk to their fjord landing site, get some fuel and fly out. Things seldom go as planned, and the short walk turned into a several weeks walk. They were unable to retrieve the plane and it was left on the ice till 1969. Eventually the plane was recovered and bounced through several restoration efforts. Finally the restoration was completed,

and it is now on display at the Midway Village and Museum in Rockford, IL.

A complete summary of Fish and Parker's perilous journey from their landing on the ice to their eventual rescue can be found at: [Bert R.J. 'Fish' Hassell and Parker D. Shorty Cramer: Pilots of a Remarkable Rockford-to-Stockholm Flight](#)

Welcome New Members

Roswitha Ibrahim, Bethel, PA
David Wetzel, Schuylkill Haven, PA
Timothy & Donna Hosek & Family, Fairfax, VA
Shelly Crickette, Woodbridge, VA
Christopher & Farrah Goodhart & Family, Oley, PA
Jim & Carol Gearhart, Whitehall, PA
Barry & Kay Melchi & Family, Lititz, PA
Debra & Dale Weaver & Family, Myerstown, PA

David & Sheila King & Family, Red Hook, NY
Paul & Lisa Binkley & Family
Anthony & Marilyn Majsce & Family, Lebanon, PA
Donna Heltzinger & Family, Mohnton, PA
Charles & Eileen Despot & Family, Hummelstown, PA
Eddie Havoc, Glenn Cove, NY
Leonard Yingst, Robeson, PA

Golden Age Air Museum 2022 Calendar of Events

May 7

Membership & Tour Guide Meeting

- 1 p.m. In the museum workshop hangar

May 7

Museum Opens for the 2022 Season

- Saturday 10 a.m. to 4 p.m., Sunday 11 a.m. to 4 p.m.

June 17

Open Mic & Karaoke Night

- Join us on stage in the hangar to share your musical talents
- Bring a lawn chair or blanket
- Refreshments & Food
- Visiting vineyards & adult refreshments
- 6 p.m. Until?
- Free admission
- Biplane rides (extra charge) until sunset

June 17-19

Biplanes, Bands, & Cruise In

- Gates open at 10 am. Saturday & Sunday
- Fly in aircraft and vintage cars on displays. Free admission for display aircraft and vehicles.
- Admission price: See admission chart below
- Weekend camping available (see chart for pricing)
- Breakfast, lunch and refreshments available
- Visiting vineyards & adult refreshments
- Vendors
- Bring a lawn chair or blanket
- Biplane rides (extra charge)

Saturday

- Musical acts 10:30 a.m. until 9 p.m.
- Featuring a Brass Quintet in the morning, Rock & Roll and Blues acts all day. Kids games & Trivia.

Sunday

- Museum aircraft fly-bys 11 a.m. until 4 p.m.
- Musical acts mixed in through the day

August 11-13

Golden Age Radio Controlled Model Meet

- Featuring model aircraft designs from the Pioneer era through 1941
- Sponsored by the Tri-County Sky Barons
- Registration fee for pilots: \$30 for the weekend. \$20 for a single day
- Admission: Adults \$10. Children age 6 to 12 \$5. Members \$5, children under 6 free
- Museum flight demonstration by full size aircraft Saturday evening
- Breakfast, lunch and refreshments available
- Model flea market
- Primitive camping \$20 per weekend

September 3 & 4

Golden Age Flying Circus Air Shows

- Two great shows! Barnstorming on Saturday and WWI on Sunday
- Take a step back in time to the days of the barnstormer and the flying circus. Experience an authentic 1920s air show
- Admission price: See admission chart below
- Airfield closed to fly-in traffic
- Biplane rides (extra charge) between 10 a.m. and approximately 1 p.m. and then after the show until approximately 6:30 p.m.
- Weekend camping available (see chart for pricing)
- Gates open at 10 a.m.
- Shows start at 2 p.m.

October 22 & 23

Great Pumpkin Fly-In

- Hours: 9 a.m. to 5 p.m. each day
- Biplane rides available (extra charge) all day
- Aerial Pumpkin Bombing Competition
- Admission: **Members free.** Non-members see chart
- Weekend camping available (see chart for pricing)
- Breakfast, lunch and refreshments available
- Vintage aircraft displays
- *Join us for the last bash of the season!*

October 30

Museum Closes for the Winter

Overnight aircraft must always be tied down. Bring your own tie downs.

Admission			Camping	
Non-members:	1 Day Wrist Band	2 Day Wrist Band	Non-members:	
Adults	\$12	\$20	\$35	
Children (age 6-12)	\$7	\$12	per weekend per site	
Current Museum Members: <i>with membership card</i>			Current Museum Members: <i>with membership card</i>	
Adults	\$9	\$14	\$25	
Children (age 6-12)	\$5	\$8	per weekend per site	
• Individual members, discount only applies to membership holder.			Camping guidelines:	
All contributions are final regardless of weather conditions			• 1 or 2 nights, same price.	
Free admission to the Great Pumpkin Fly-In for current museum members.			• Maximum 2 tents, 1 RV, or 1 aircraft per site.	
			• No open fires on the ground.	
			• Please take trash with you.	

One Hundred Years Ago

By Mike O'Neal

Barnstorming Begins to Fade as Records are Broken

Three years after the end of World War One, aviation companies of the Allied nations, many of whom had been born in the immediate pre-war enthusiasm for powered flight, were still turning out remarkable machines. The English firms of AVRO, Short, Fairey and Bristol rolled out new airplanes in 1921. The French introduced the Blériot-SPAD S.46 and the Breguet company which had produced the outstanding Breguet XIV bomber in 1917, introduced the Breguet XIX. Innovations in design continued and the leading companies during the war were still, by and large, leading going into the "Roaring 20s".

In spite of the success of the European companies, the US, even as the birthplace of powered flight, struggled to establish itself as a world leader in aviation technology. It's anemic production and lethargic contributions to the development of aircraft during the Great War would continue right up until the end of the war. In the aftermath of the war, however, having desperately attempted to spin up an entire industry in 18 months' time, the US finally stood on the brink of emerging as a world aviation power – but it would take daring pilots and remarkably talented engineers to make that a reality.

The 1920's were an era of the daredevil barnstormers and record flights. Aeronautical exhibitions became more commonplace and as a result, the record breakers began to take front stage. Australian aviator Bert Hinkler set a new distance record in his home country by flying nearly 800 miles in 8 hours, American aviator John MacCready established a new altitude record by climbing to 34,508 feet and the Italian aeronautical visionary Gianni Caproni introduced the Ca 60 which set a record for overall weight at nearly 29 tons.

But Speed was King in the early 20s and the Nieuport company was at the forefront at the turn of the new decade. The Nieuport concern had produced a vast number of aircraft during the war starting in 1914. By 1917, their fighters were ubiquitous on the Western, Italian and even the Eastern Front where they were widely used by the Russians. As newer models emerged, the older aircraft were retired to a training role and as a result, there

were thousands of Nieuports in service right up until the end of the war. So common were they, that the German company of Siemens-Schuckert even produced a near exact replica of the Nieuport 17 for use as a front line fighter.



French aviator Joseph Sadi-Lecointe was a test pilot for SPAD before breaking the world speed record in 1920.

By the time the US entered the war, the susqui-plane "V" strutter Nieuports were retired and a sleek, more conventionally arranged biplane was being offered to the French fighter squadrons. The Nieuport 28 was one of the most stylish airplanes of the war, but with its 160 HP Gnome rotary engine, it was no match for the powerful SPAD XIII and was soon rejected for front line service. The US entry into the war strained the French production system and without enough SPADs to offer her newly arrived ally, the French offered the US her "weak sister" Nieuport 28. Without recourse, the US accepted and the Nieuport 28 became the first US fighter aircraft.

By the autumn of 1918, though it was obsolete, a new model – the Nieuport 29 – was being designed. If the war had continued into 1919, it would have certainly been a front line fighter. Sleek in design and with a more conventional 300 HP V-8 Hispano Suiza 8Fb engine, it was a fast and graceful looking fighter.

In 1920 French aviator Joseph Sadi-Lecointe, a World War combat veteran who later became a test pilot for SPAD, claimed the speed record in February then repeatedly broke his own record culminating in his record smashing 187 miles per hour effort in October. As 1921 came over the horizon, the French, thanks to Sadi-Lecointe, firmly held the speed record.

As the 1921 wore on into Autumn, the US at last began to assert itself in both production and development of aircraft. Donald Douglas established his remarkable company and Boeing abandoned its furniture making business when it won a million-dollar-plus contract to produce America's new fighter, the Martin MB-3. With this new found assertion of its industrial strength, the U.S. began to make inroads in international aviation competitions. Captain John MacCready's altitude record of 34,508 feet and aviatrix Laura Bromwell's women's aviation speed record of 135 mph lead the way in 1921.

The cherry on the speed parfait would come around Thanksgiving. The Curtiss company, the nearly sole source of primary training aircraft to the US Air Service in WW 1, continued to produce outstanding aircraft after the war. In August Curtiss introduced the CR-1 closely followed by the first flight of the CR-2. On November 19, Bert Acosta, a Great War veteran who had taught himself to fly in 1910, rode the Curtiss CR-2 to a new world closed-course speed record of 197.8 mph. Acosta would continue to accumulate record achievements in the years to come, but in 1921, he was the King of Speed.

1921 was a good year for aviation and a portent of things to come as the record-setters like MacCready, Acosta and Bromwell would quickly supplant the Barnstormers as the focus of American – and international – aviation.



Bert Acosta in the cockpit of a Fokker Universal

Membership Information

Four types of memberships are available:

Lifetime membership.....\$800.00
Yearly family membership.....\$45.00
Yearly individual membership.....\$30.00

Members receive three copies per year of this newsletter, discounted or free admission to museum activities, and a 10% discount on gift shop merchandise. Lifetime members will receive an embroidered baseball hat.

Museum Information

Golden Age Air Museum

Hours: Saturday 10-4, Sunday 11-4
May through October

Grimes Airfield Phone: (717) 933-9566
371 Airport Road www.GoldenAgeAir.org
Bethel, PA 19507 Email: info@GoldenAgeAir.org

Museum Volunteer Staff

President: Paul Dougherty Jr. (717) 933-9566
Treasurer: Michael O'Neal
Secretary: Caroline Dougherty
Director of Maintenance: Michael Damiani
Director of Airfield Operations: David Ritter
Newsletter editors: Caroline, Melissa & Paul Dougherty Jr.

Board of Directors

Paul Dougherty Jr. / Chairman Gerry Wild
Caroline Dougherty Michael Cilurso
Michael O'Neal
Paul Dougherty Sr., Director Emeritus
James McCord, Director Emeritus
Harry Burak, Director Emeritus

Current Museum Collection

1916 (R) Sopwith Pup {F}
1917 (R) Rumpler C.V {F}
1918 Curtiss JN4D "Jenny" {F}
1918 (R) Fokker Dr I Triplane {F}
1918 (R) SPAD XIII {Under construction}
1919 Sperry Messenger {AR}
1924 (R) Dormoy Bathtub {AR}
1926 Winstead Special {F}
1926 Heath Parasol {AR}
1927 Travel Air 2000 {AR} in storage
1927 Curtiss Fledgling (Fuselage only)
1928 Velie Monocoupe {F}
1929 WACO GXE {F}
1929 Cessna AW {AR}
1929 Primary Glider {AR}
1929 Star Cavalier Model B {AR} in storage
1929 Swallow TP {AR}
1930 Star Cavalier Model E {AR}
1930 (R) Great Lakes Sport Trainer {F}
1930 Allison Sport Plane {AR}
1930 Franklin Sport A {AR}
1931 Brunner Winkle Bird {F}
1931 Fleet 7 {F}
1932 Pietenpol Air Camper {F}
1932 Taylor E-2 Cub {F}
1934 Monocoupe 90A {AR}
1936 Aeronca C-3 Master {F}
1937 Taylor Young Model A {AR}
1937 Fairchild 24H {AR}
1941 Culver LFA-90 Cadet {F}
1946 Aeronca 7AC Champ {F}
1946 Taylorcraft BC-12D {F}
1947 Stampe SV4 {AR}
1949 Cessna 195 {F}
1970 Breezy {F}
1971 (R) Great Lakes {F}
1990 Christen Eagle {F}
1999 Der Jager Biplane {AR}
1923 Studebaker Light Six Touring Car
1927 Ford Model TT Truck "Henry"
1930 Ford Model A Roadster
1931 Ford Model A Pickup
1932 Chevrolet Sedan
1977 MGB Roadster
{F} Flying, {UR} Under Restoration, {AR} Awaiting Restoration



371 Airport Rd. Bethel, PA 19507

Visit Us At

www.GoldenAgeAir.org