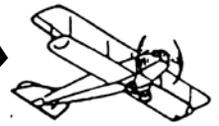


EXTRA!

# The Stick and Rudder



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Newsletter of the Golden Age Air Museum

Bethel, Penna.

Summer 2008

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## Every Once In A While

September arrived this year with a blink of an eye. It was hard to believe that the summer was almost over. This was a stark reminder that a newsletter needed to be published. The small, all volunteer, staff here at the museum sometimes has to play catch up on some duties. Paul Sr. and I handle all of the museum's book keeping, day-to-day operations, and a wide variety of other duties. Some of the duties are not glamorous, and include cleaning restrooms to writing thank you letters. This newsletter is even published us.

Well every once in a while the restrooms might not be gleaming, the newsletter is a little behind, or a thank you letter is late getting out, or even worse, overlooked. All of the time spent managing the museum takes a huge part of our lives. We are often compared to many other museums and organizations. I would like to remind all of our readers that we are all volunteers one hundred percent of the time, unlike some of the other comparable organizations that have a paid staff. Some of the salaries that are paid at those organizations are tremendous. As a matter of fact the museum's board of directors and our staff usually spend thousands of dollars of their own money to be part of this. All of the funds raised by the Golden Age Air Museum go directly to the up keep and expansion of the fabulous collection and facility. With that in mind most of us work full time jobs and balance families while performing our museum duties day after day.

On the other side of the coin all of the time spent here comes with the satisfaction of a job well done. After every event and every biplane ride when we see visitors going away happy, entertained, and maybe even a little more educated, the museum staff, my family, and I are very proud of what we have achieved. This museum was built over the past eleven years from a great vision, hard work, dedicated volunteers, and our dedicated museum supporters; our members. We should all be proud of what has happened here with so little, this museum was built without millions of dollars or government grants. With all of this said I would like to again thank everyone that has been a supporter of the museum. It does not matter if you have only dedicated a little time or a small amount of

money; everyone that has helped over the years is respected and honored.

Now as the summer season is ending comes my favorite time of the year here at the museum. The crisp fall weather is in my opinion the best flying weather. With only a few months until the museum goes dormant for the winter, I want to encourage everyone to stop by and see the newest flying additions to the museum collection, the recently completed Monocoupe 70 monoplane and the new WACO ride biplane. Sometimes I spend so much time flying the WACO for sightseeing rides it too starts to feel like a real job. But every time I climb into it or one of the other magnificent airplanes, I go aloft, let the world slip by me, and let the hands of time roll backward. I fly over the airfield and I am reminded of our humble beginnings of setting a couple of airplanes out by the parking lot on nice days. It was a lot easier during that time but I wouldn't turn back. It has been a privilege to head this organization and I plan to continue doing so. I only ask to bear with us once in a while if a restroom is not perfect, the newsletter is a little late, or a thank you letter is accidentally omitted. As the season end is growing closer, but far from over, the staff and I have already begun planning for next year and years to come.

Thanks for bearing with me and thanks for your continued support of this amazing organization.

Sincerely,  
*Paul D. Dougherty Jr.*  
President

# FALL FLY-IN

## September 27 & 28

# Restoration News

By Paul Dougherty Jr.

This past Labor Day weekend was one for celebration. It was just as the holiday implies, a reward for hard work and a job well done. Over the holiday weekend a team of volunteers gathered to do the final assembly and inspection of the Velie Monocoupe. All went well and by the end of Saturday we hopped it along the runway. By Monday morning we were comfortable enough with the airplane so I took it up for its first sustained flight in over forty years. Although the airplane was suspended from the ceiling of the Antique Airplane Restaurant for over half of its life, this time it was flying without the aid of the cables it had hung by for so long.

The months leading up to the initial flight were very busy. Restoration volunteers spent a large part of the summer preparing the wings and tail surfaces of the Monocoupe for recovering. The steel tail section was sandblasted and repainted. There was very little rust on the steel due to the excellent environment that the airplane was displayed in at the restaurant. The first parts that were recovered were the tail surfaces. The wing was also prepared and required very little work. Like the tail the air-conditioned environment helped to preserve it. The wood structure of the wing was cleaned and revarnished. Only minor repairs needed to be made and some of the hardware was replaced. It was then recovered. The biggest problem with the wing was its size. The Monocoupe is a relatively small airplane but the wing is one long piece. It is slightly over thirty feet in length. A team of volunteers was needed each time it needed to be moved in or out of the workshop for painting or even just to flip it over. The wing struts were also sandblasted, refinished, and recovered. The covering system that was used was the Poly-fiber system that was donated by Consolidated Coatings. The process had fewer steps than the traditional dope process but still required hundreds of man-hours to complete. The lettering and numbers were applied to the wings and tail in the final weeks before the flight.

The restaurant environment was very good for the airplane with the exception of the rubber parts. As a re-

sult new landing gear bungees were installed and all new rubber oil and fuel lines were installed. The engine was thoroughly inspected and cleaned and in late August the Coupe was rolled out for a test run. The fuel tanks are in the wing and without the wing attached there is no way to supply fuel. With the aid of a coffee can and a few fuel line fittings a temporary tank was fabricated for the run. While volunteers secured the airplane the switch was turned on and the propeller swung. Much to all of our surprise on the third try the engine fired but did not stay running. On the seventh swing of the propeller the sixty-five horsepower Velie engine came to life. After a few minutes of spitting smoke and oil out of the exhaust the little engine smoothed out like it had been running for years.

A summer of hard work by the museum restoration volunteers has yielded another great flying airplane to the collection. The first flight lasted about fifteen minutes. The little Coupe flies very well and has surprising

climb performance. Seeing a Monocoupe 70 in flight is a very rare sight in this age but the museum plans to change this by flying this great part of history often.

Along with the Monocoupe the Jenny has been progressing very well. The last of the pre covering details were completed and the covering has begun. The tail surfaces are completed through the final color coats of dope. The tail hardware has also been

reinstalled. The fuselage is progressing very well and will have its final color painted by the mailing of this newsletter. The center section of the upper wing has had the covering applied. The wings are just in the beginning stages of the process. As soon as the fuselage is complete with the red topcoats and the paint scheme details painted on, it will have the landing gear reinstalled. Like the Monocoupe wing the Jenny components are very big and there are lots of them. The plan is to start reassembling the airplane to eliminate the parts all around the workshop. Assembling the components is also the safest way to keep the airplane from being damaged in the shop.

Now that the cooler, less humid weather is upon us the Jenny should progress very quickly. If all of the covering is completed before winter sets in it will allow the restoration team to concentrate on the airframe reassembly and the engine overhaul. Let's keep our fingers crossed for another test flight next spring.



The Monocoupe 70 flies for the first time in over forty years.

# View from the Second Floor

By Chris Ritter

## First Flight

A few years ago I acquired a Lindbergh flying cap and a pair of AN6530 flying goggles. I hoped that eventually I would need them and I suppose all pilots do. If they turned out to be dust collectors, they would still be great conversation pieces. But I had dreams of flying an open cockpit bi-plane and for the longest time I even heard whispers of the opportunity for me to fly some of the museum's aircraft.

If that day ever came, I wanted to at least look cool. I even went so far as to turn the brand new Lindbergh cap into a weathered "fifty mission cap" of sorts. I hand washed the leather cap to give it a weathered, cracked look. That was probably a mistake, but too bad -- that's why they invented mink oil.

For a couple of years I would walk around my apartment (shades down of course) with the cap and goggles on. If you are a pilot and have goggles and a flying hat I know that you have done the same thing, don't lie. My wife said I looked like a bug with them on. I thought I looked great. In truth, I look like a little kid trying on dad's clothing.

At the end of the 2007 season, I actually got to sit in the pilot's seat of the museum's 1931 Bird CK during flight. Paul sat up front and had his own controls in case the airplane got away from me. It was amazing, fun, and a great experience, but the fact that another pilot was in the airplane somehow lessened the experience.

That all changed on May 30, 2008. I was practicing a few takeoffs and landings in the Bird with museum pilot Eric Lunger. During our taxi back to the hangar, Eric started moving in the front seat and next thing I knew he was out of the airplane! Immediately my hands turned to ice, my stomach cramped, and my head strained to find the windsock. What luck, a direct crosswind! I pointed it out to Eric, who simply smiled and said it was my decision to fly solo or not.

That's when two little figures appeared, one on each of my shoulders. "Safety Chris" on my left told me I was out of my mind, that I should taxi this maniacal beast back and wait for a more perfect day. "Pilot Chris" pointed out that the wind was only about 5mph and that if I had my magic flying cap and goggles on nothing would happen. Not wanting to look like a wimp in front of "Pilot Chris" I throttled up which blew "Safety Chris" into the unknown. I taxied off for my first solo flight in the Bird, a very expensive airplane I might add.

During that taxi what I feared most was not injury to myself. I simply feared wrecking the airplane. If I bent an airplane, even a little bit, I would be reminded of it for the rest of my years on earth. The "guys" would have a field day with my mistake.

So, back to the flight. As I did my run-up I talked out loud to assure myself that I was ready for this. Heck, there were a few folks out there who said I would never

get this opportunity. If nothing else I had to prove them all wrong.

I pulled out into the center of the runway. I couldn't see anything in front of the airplane. Forward visibility seemed even worse now that a safety pilot was nowhere to be found. I slowly added power and off I went. I was picking up speed, straining to see forward, and holding my breath. The bumps under-foot disappeared and I had officially slipped the surly bonds of earth!

Once airborne I looked around a bit. I flew to the end of the runway and looked at my wife on our deck. Would this be the last time I saw her I wondered? I had just done the easy part of the flight. Now it was time for the hard part -- the landing.

I got on the downwind leg of the landing pattern and went through a mental checklist. I was ready. Turned base, I was ready. Turned final and thought "what did I get myself into!?" Since I couldn't see forward I put the airplane into a sideslip. Down I came like a ton of bricks. That rapid sinking feeling scared me some more so I straightened the airplane.

The runway came into view. I thought, "Steady now Chris, your entire flying career has come down to this moment, so let's grease her in." Needless to say I hammered her in, bounced twice but kept her straight and rolled to a stop. Before I could think otherwise, I turned the Bird around and taxied back for another takeoff. During the second "series" of landings I only bounced once. Two takeoffs, five landings. Not bad for a day's work.

Before I taxied back to the hangar I pulled alongside of the cornfield. My feet shook on the rudder bar, but eventually calmed down. I unbuckled the strap to my flying helmet John Wayne style, and resumed my slow taxi back to the hangar.

There were critiques of my patterns and turns, but I didn't hear them. It was sinking in that I was now a Bird pilot. A very exclusive club that I was lucky enough to join. I still look silly in my cap and goggles, but now they are real and useful. I just hope my head will still fit in the cap.

## Welcome New Members

Tim Burkhart, Pine Grove, PA  
Richard Wright, Reinholds, PA  
Robert Dant, Westchester, PA  
Jim Mellon & Family, Richland, PA  
Robert & Marge Disch & Family, Merchantville, PA  
Robert & Gayle Bush & Family, Landisville, PA  
Terry Sroka & Family, Reading, PA  
Michael Troyanoski, Frackville, PA  
Steve Van Kirk, Mt. Airy, MD

## Wanted

- One male and one female mannequin for early ballooning display.
- Early aircraft engines, instruments, and parts of all types.

## Summer Event Review

The Barnstormer Day in May was postponed by one day due to weather. Although a good show was planned for the day the winds started to pick up making it difficult to complete the schedule. The Barnstormers did manage to put on a great show for the smaller than normal gathering of spectators.

The Big Band Night in June was cancelled due to poor weather conditions. It was forecast to be a total rain out that evening and though it rained heavily in the surrounding communities it never did rain here. It was better to be safe than sorry.

The Wings and Wheels Extravaganza was a wonderful event. The weather was hot but it was good flying weather all weekend. It was not a record crowd, possibly due to the extremely high cost of fuel in July and that deterred aircraft and car owners and onlookers. The People's Choice Vehicle award was given to John Wagner from Jonestown, Pennsylvania, for his 1944 Ford GPW Jeep and military display. John also won this award last year. Bud Bauder of Kitnersville, Pennsylvania, with his custom 1943 Boeing Stearman won the People's Choice Aircraft award. A special thank you to our award sponsors: Wicks Aircraft, Aircraft Spruce & Specialty, The

Eastwood Company, Aircraft Tool Supply, and Sporty's Pilot Shop. This event is getting better every year, so be sure to mark it on the calendar for next year.

The Flying Circus Air Show was a blast! The weather was the best ever for this mid-August show. It was in the high seventies and low humidity, perfect for the hard working performers. Spectators did not come in record numbers but it was well attended. The show was one of the best ever. At two o'clock that afternoon the hands of time were turned back to the 1920s. Dr. Frank Matrone from Kutztown, Pennsylvania, joined the cast this year and opened the show with a spectacular parachute jump. The national anthem was played while he displayed the United States flag during his descent. All of the performers were right on cue and the crowd was very entertained. The skies were filled with antique airplanes, noise, and smoke for close to two and a half hours. At the conclusion of the show everyone was sadly jolted back to the modern day. The spectators exited the airfield with huge smiles talking about the antics of Professor Von Burak, Lefty Capone, and their favorite aerobatic performance. While the performers and volunteers cleaned up afterward they were already talking about next year's show. Thank you to all of the hard working volunteers that made these events possible.

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## 2008 Calendar of Events

### September 27 & 28 Fall Fly-In

- Biplane Rides
- Breakfast, lunch and refreshments available.
- Camping Saturday night for members and participants.
- Saturday night dinner in the pavilion for campers & a movie in the hangar to follow.
- For safety, all flying ends at dusk!
- Overnight aircraft must be tied down. Bring your own tie-downs. No Fuel Available.
- Fly-Market spaces available. Contact us for details.
- General Public Admission: Members free. Non-members: Adults \$5. Children age 6 to 12 \$3.

### October 4 & 5 Golden Age Radio Controlled Model Meet

- Featuring model aircraft design from the Pioneer era through 1941.
- Sponsored by the Tri-County Sky Barons.
- Registration fee for pilots: \$20 weekend, \$15 single day.
- Admission: Adults \$5, Children age 6 to 12 \$3.
- Museum flight demonstration by full size aircraft.
- Breakfast, lunch and refreshments available.
- Model flea market
- Primitive camping available.

### October 26 Regular Hours End

- Tours are available by appointment all year long.
- Biplane rides are available weather permitting.

## Donations

Richard Noll, Lehighton, PA

Two Large Scale Radio Controlled Flying Models

George Hayes, NY

1919 Sperry Messenger Aircraft Project

GAAM Board of Directors

Large Misting Fan for Special Events

Steve Roth, Madison, VA

Three Pairs of Men's Riding Breeches

James Faitche, Birdsboro, PA

Vintage Aviation Book Collection.

Don & Gail Brewer, Lakeport, NH

Two Large Scale Radio Controlled Flying Models

John Wolf, Bethel, PA

Two Aviation Books

Mike Daacke, Glen Rock, PA

Travel Air Biplane Technical Drawings

Bruce Sliker, Califon, NJ

Vintage Instrument Collection, Jenny Wheels, and Antique Aircraft Parts

Dirk Shoenberger, Lititz, PA

\$100 Cash Donation.

A very special thank you to everyone that has sent in an extra donation with their membership renewal.

Our sincere apologies if we have missed any of our valued donors

# Flying Circus Memories

Photos by Carl Hess



The show begins



Whoooooops!



Our brave wing walker returns



Tom Beamer loops the loop



Professor Von Burak and his assistant Struts



A crazy farmer at the controls of the Bird

## Membership Information

Four types of memberships are available:

Lifetime membership.....\$500.00  
Yearly family membership.....\$35.00  
Yearly individual membership.....\$25.00  
Corporate sponsor.....\$1,000 annual

*Members will receive four 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: Friday & Saturday 10-4, Sunday 11-4  
May through October, year round by appointment

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  
Sec/Treas: Paul Dougherty Sr. (717)933-4099  
Newsletter Editor: Melissa Dougherty  
Special Events Chairman: Chris Ritter

### Board of Directors

Paul Dougherty Jr. / Chairman Harry Burak  
Paul Dougherty Sr. Michael Cilurso  
Chris Ritter James McCord, Director Emeritus

## Current Museum Collection

1917 (R) Rumpler C.V {F}  
1917 Standard J-1 {UR} off premises  
1918 Curtiss JN4D "Jenny" {UR}  
1918 (R) Fokker Dr I Triplane {UR}  
1919 Sperry Messenger {AR}  
1924 (R) Dormoy Bathtub {AR}  
1926 Winstead Special {F}  
1927 Travel Air 2000 {AR} in storage  
1928 Velie Monocoupe {F}  
1929 WACO GXE {F}  
1929 Cessna AW {AR}  
1929 Star Cavalier Model B {AR} in storage  
1930 Star Cavalier Model E {AR}  
1930 (R) Great Lakes Sport Trainer {F}  
1930 Allison Sport Plane {AR}  
1931 Brunner Winkle Bird {F}  
1932 Pietenpol Air Camper {F}  
1932 Taylor E-2 Cub {F}  
1934 Monocoupe 90A {AR}  
1936 Aeronca C-3 Master {F}  
1941 Culver LFA-90 Cadet {F}  
1946 Taylorcraft BC-12D {F}  
1949 Cessna 195 {F}  
1970 Breezy {F}  
1971 Great Lakes {F}  
1999 Der Jager Biplane {AR}  
1927 Ford Model TT Truck "Henry"  
1930 Ford Model A Roadster  
1977 MGB Roadster

{F} Flying, {UR} Under Restoration, {AR} Awaiting Restoration



371 Airport Rd. Bethel, PA 19507

*Visit Us At*

[www.GoldenAgeAir.org](http://www.GoldenAgeAir.org)