

WINGS OF FREEDOM

The Official Newsletter of the Delaware Valley Historical Aircraft Association

Vol. 22 Number 4

www.dvhaa.org

Winter 2007/2008



From the Cockpit

of Ron Nelson President



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I would like to take a moment to wish all our supporters a Merry Christmas and a Prosperous New Year! Thank you for your continued support.

The development of the master plan for the proposed Interagency Security Hub at the Base is moving along at a rapid pace; however, there is nothing to report at this time. Hopefully we will have some definitive information in time for the next newsletter. Keep your fingers crossed for our piece of the plan.

The Board is in the process of formalizing the standing committees with the hope that members outside the Board will volunteer to serve in areas that match their expertise. The plan is to have committee heads write a strategic plan for their committees in later editions of the newsletter articulating specific needs for the future development of their committees' goals.

The committees are:

1. Building
2. Finance
3. Fund Raising
4. Library
5. Long Range Planning
6. Membership
7. Museum
8. Office Management
9. Publicity
10. Restoration
11. Strategic Planning

There is much to be accomplished in the years ahead. The Board needs your able assistance to flesh out these committees. With your valued help, we can reach our goal of a World Class Air Museum in the Delaware Valley.

It is my privilege to continue to serve you.

P.S. Please remember to renew your 2008 membership.

Statement of Policy

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Bud Galow, DVHAA newsletter editor

TEXAS HOLD'EM TOURNAMENT



The DVHAA is planning a TEXAS HOLD'EM poker tournament to benefit the DVHAA and *Wings of Freedom Aviation Museum*. Details are being finalized and will be in the next newsletter.

- > Saturday, March 22, 2008 at 5:00pm
- > Giuseppe's Restaurant, 2nd Street Pike, Richboro
- > Complimentary Food
- > Professional Dealers
- > Limited to the first 125 Players.

If you are interested on either playing or helping organize the event, please contact Ray Brown at 215-828-7042 or rb8417@hotmail.com.

Visit our website at www.dvhaa.org



museum News

by Susan Halteman, Curator



The Holiday Season has always been a special time for our family, as I'm sure it is for yours. This year, with a three-year old running around, it brings new awareness of family traditions and the excitement of a child's perspective on the season. I am cherishing every moment, and I hope all of you have the opportunity to just enjoy the ride through a child's eyes.

New perspectives and different ways of looking at things are going to be catchwords in 2008 here at your museum. I am going to emphasize the creation of new exhibits and polishing up some of our old favorites. We are overdue for some updates to our existing exhibit text and displays. Also, I would like to create some educational displays on the mechanics of flight and on air-traffic control.

All this is in keeping with our 2007 emphasis on upgrading our operation to become more professional. Part of our mission is to offer educational experiences to our members and visitors. Going forward, I would like to focus on the educational aspects of our museum and to meet the needs of school groups and organizations.

Implementing these goals will require help from the general membership. I need some experienced woodworkers, retired engineers and schoolteachers to help me design and fabricate some of these exhibits. If you find yourself in any of these categories and have some spare time to volunteer, I have the job for you!

I am also looking for someone to assist me in running the 2008 Profiles in Aviation Lecture Series. As many of you are aware, I am expecting my second child in mid-April. This pretty much rules out any chance of me setting up the museum for the talks in March, April and May. I will happily book the speakers and make all the arrangements; I just need folks to open/close, set up the chairs and to introduce the speakers. Tentative dates are: March 18, April 15, and May 13. Please watch this space or our website for more information.

The DVHAA will celebrate its 35th Anniversary in 2008. Here is a snapshot from our past:



IMPORTANT NUMBERS

DVHAA office: 215-443-6039

DVHAA office fax: 215-675-4005

Wings of Freedom Museum:

1155 Easton Rd Horsham, PA 19044

215-672-2277

Museum Hours

Wednesday: 10:30am to 3:00pm

Friday: 10:30am to 3:00pm

Saturday: 10:30am to 4:00pm

Sunday: 10:30am to 4:00pm

WELCOME NEW MEMBERS

MORRIS, John J.

GOLDSER, Mike

MURRAY, Ronald

CROLL, Adam



RESTORATION & MUSEUM UPDATE

*by John Rehfuß
Director of Operation*



In this issue we were to write about our holiday experiences while in the service. I can tell you one thing that I remember. No matter how many stripes I had, I was always the junior. This meant I always pulled duty.

I would like to convey to all of you something that I have thought about a lot lately. This is based on the recent passing of one of our own, Bud (Jacob) Pennegar. Bud was a Docent for the Wings of Freedom Museum. In the beginning he was always on time and did what was expected of him. I had many occasions to speak with him and he impressed me as kind of a quiet type of person.

After being with us for sometime he had the opportunity to work with Robbie Robinson, ME 262 Plane Captain who is our resident Sea Bee.

Robbie always has things to do on the ME 262 display in the Museum. Sometime after Bud and Robbie were working together, Robbie came to me and asked if he could make Bud the Plane Captain for the ME 262. After our discussion, we issued Bud the Plane Captains badge, the appropriate Restoration team shirt and told him he was now responsible for the maintenance of the aircraft.

Bud seemed to beam from that point forward. He was always cleaning, shining and ensuring that the ME 262 was in top shape for our visitors. I even had an opportunity to listen to him while he gave the history of the aircraft while giving a tour to some museum visitors. I found myself listening and learning something about the ME 262 that I was not aware of. Bud was definitely in his element when he was at the Museum.

I have to also tell all of you that he even showed up to do his tour of duty wearing a neck brace due to the fact he had fractured a vertebrae. Bud was definitely dedicated to the DVHAA and our mission.

My purpose for telling you this is the fact that shortly after Bud's recent passing; we held a memoriam in the museum at the ME 262 that he cared so much about. The DVHAA team, family and friends all remembered him and what he did and how proud he was.

I had an opportunity to speak, and when I started, it hit me that while Bud loved what he was doing, there was more. I remember how we bantered about the different military services. Marine to Army, Army to Navy, Navy to Air Force and back around again. Together we maintain our inner service rivalry. In our younger days it could lead to confrontation, but now it was all in good humor. I am talking about serving our country, some in combat, some not, but still all comrades in arms. I then looked at the audience and realized that the DVHAA was full of history. We had WW2 veterans, like Bud. We also had Korea and Vietnam vets. All had served at a different time, but we were still bound by similar experiences. Additionally we all have the desire to preserve the history that was the air power of all of these services.

Bud, as all of us must have been part of this organization and what we do because we find comfort in our experiences and the camaraderie that is the U.S armed services.

We realize that if we do not do what we are doing, all of this could possibly be lost and no one will remember or be the wiser.

All of that is part of the DVHAA, Museum, Restoration, Library and our excellent Office teams:

Happy New Year!

Visit our website at www.dvhaa.org



HAVE YOU SEEN ONE OF THESE?

Eric Smith, DVHAA member

Rather than the usual article covering some of our collection I thought I would cover a plane that should be in our collection, and with a little bit of luck will be in our collection in the future.

The CG-4A glider came out of a 1941 Army requirement for a 15-passenger glider. Four companies responded, with the design from the Waco Aircraft company (Troy, OH) winning the competition. Ultimately over 13,916 of the gliders were manufactured by 16 different companies and served with the US as well as British Commonwealth forces (as the Hadrian). These gliders were used in all theaters of operations where the US saw action starting in July 1943 with the invasion of Sicily. After the war the use of gliders was abandoned in the US with the coming of helicopters and technology to drop larger loads from aircraft by parachute and other means.

The fuselage was constructed of welded steel tubing with wooden floors and benches and fabric covering. The wings were of all wood construction and were roughly rectangular in shape and were likewise fabric covered. This construction made for a very sturdy airframe, and the use of simple construction techniques allowed many non-traditional aircraft manufacturers to be a part of the construction effort. The pilot sat in the nose that had a wide expanse of Plexiglas for good forward visibility. Control was performed by conventional rudder, aileron, and rudder through a system of cables and pulleys. During the war these gliders cost an average of \$25,000. By comparison a P-51 Mustang cost approximately \$51,000.

One of the novel features of the construction was that the nose, containing the cockpit, hinged up to allow the loading of outsized cargo like a jeep or artillery piece. When outsized cargo was loaded the cable that

raised the cockpit would be attached to the cargo. When it was time to exit the glider, as the cargo was driven or towed out it would raise the cockpit out of the way. The hope was also that should the cargo break loose on landing the motion forward would raise the cockpit out of the way, saving the pilots from being crushed on its way out the door!

In action a CG-4A would be towed to its intended landing site by a large transport like the C-47. Once the landing site was reached the glider pilot would release the tow rope and guide the aircraft in for its "landing". A number of factors worked against a safe landing including heavy loads, landing fields that were flooded or blocked, and many of the more famous operations being performed at night.

Many gliders were destroyed on landing and there was a high casualty rate among the glider borne troops and pilots. There were even instances where the tow plane pilots released the glider early due to real or perceived danger leaving the glider pilots to land as best they could. In theory the planes would be recovered after the battle and reused, but most were so badly damaged they were written off after landing. One oddity of the US Army was that troopers delivered by glider, and the pilots of the gliders themselves did not initially get hazardous duty pay like their parachute borne brethren. Eventually they were granted hazard pay for their service, but they received almost half of the standard airborne rate.

Continued to page five

CG-4A

Manufacturer The Waco Aircraft Company, Troy, Oh

Passengers: 15

Wingspan: 83' 5" **Length:** 41' 4"

Height: 12' 7" **Wing Area:** 852 sq. ft.

Empty Weight: 3,700 lbs **Max Gross Weight:** 7,500 lbs.

Max Speed: 120 mph **Stall Speed:** 44 mph

Continued from page four

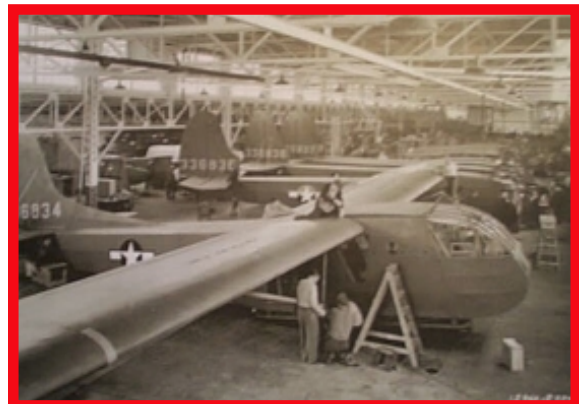
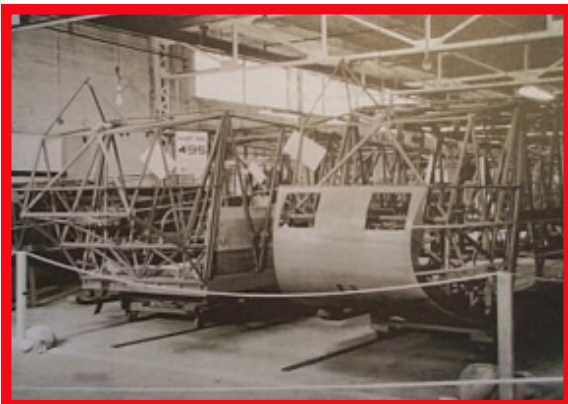


Our connection with the CG-4A is that many of them were manufactured in Willow Grove. In 1940 the Pitcairn Autogyro Company's contracts were taken over by the AGA Aviation Corporation, was consequently taken over by G and A Aircraft, and then by Firestone. These contracts included the CG-4A, and the XO-61, a pusher-type autogyro.

With the end of the war the government disposed of all remaining gliders. An odd quirk of the gliders has meant that at least some examples have survived. The boxes the planes were shipped in were of sturdy wooden construction that cost the government between \$50 and \$150. After the war many gliders were bought by farmers at auction for the lumber of the boxes, with the glider fuselage being thrown away, the wings often burned, and then the shipping container used as chicken coops and even as housing!

A number of examples that now reside in other museums were recovered from the Pennsylvania countryside, and subsequently restored. So, be on the lookout for a derelict glider airframe that may have been pushed into the woods or to the side of a farmer's field. That could be the start of another chapter in our collection.

The accompanying photos are from our own archives and show the aircraft in production and test here in Willow Grove.



Visit our website at www.dvhaa.org



a little help from our friends

by Charlie Reinhardt Chief Docent



I would like to thank everyone who attended the memorial service for our good friend and dedicated docent Bud Pennegar. He loved our museum so much that he was buried in his docent shirt with his ME 262 plane captains pin attached. He is sorely missed.

I want to send "Get Well" wishes to two docents, Harvey Crockett and Ray Hufnagel, currently under the weather.

Needless to say, we are facing a shortage of docents, losing two more who are returning to the workforce. I urge all members to make a New Year's resolution to consider volunteering at our museum. We do make a difference and our museum is appreciated by our community.

I recently received a letter from Gregg in Allentown who thanked us for our wonderful exhibits. He wrote *"What you and your staff have done to preserve the wonderful history of our Army Air Corps and the United States Air Force is truly remarkable and wonderful. I have to work a few more years, but Willow Grove is a hop, skip and jump from Allentown to do something I would love to do. Lou said he volunteers once a week and I know that would be the best day of my week....Sometimes when I share my experiences at work my coworkers are so happy there are still Americans who believe in America the way we do. I tell them there are PLENTY of us out there yet, and I met some more in Willow Grove at the DVHAA!"* I look forward to hearing from you in the future.

Remember we need your help please join the Wings team!

DVHAA First - hatboro holiday parade

This year under the direction of Docent Jack Durkin members of the docent crew gathered together and entered the Hatboro Christmas Holiday Day Parade. Jack provided the gathering place at his office. We then assembled at the position we were assigned near the head of the marchers at the starting point and marched up the main street of Hatboro on a cold rainy afternoon.

Those who were in the march were: John Bader, Dan Bush, Bob Fisher, Steve Brown Jack Durkin, Virginia Brooke, Bud Galow, John Capozzi and Joseph Meyers.

We had two vehicles with our logo on the doors while Virginia and Steve Brown carried a large banner in front. The rest of us walked the sidelines and handed out many high quality posters to mostly young and happy children. It was a great learning process for us and we will be in next year's parade with our new knowledge.

Susan has reported that a number people have been to the Museum since and told her they learned about the Museum and it's location from the parade...



**Steve Brown and Virginia Brooke
Carry our Banner with Pride**

Visit our website at www.dvhaa.org

DVHAA visits the cradle of aviation



On 17 November about 45 members of the DVHAA association took a trip and tour of the Cradle of Aviation Museum at Garden City, NY.

Our bus driver picked us up at 08:30 at the parking lot across from the Orion BOQ. At about the half way point we stopped on the Jersey Turnpike for a snack, arriving at the museum at about 11:00 hours. We gathered in the entrance area where we were met by our tour guide and host for the day.

After touring we had a fine lunch at the Red Planet Café and then we were ready to leave. At about 16:00 hours we once again boarded the bus and departed on our trip home after a stop on the Jersey turnpike for dinner. We arrived back on base at about 20:00 hours after having a wonderful day seeing other aircraft and learning how an other organization goes about displaying it's collection.



This Photo is of our group !

Join us for a Bus Trip To The Smithsonian's Steven F. Udvar-Hazy Air & Space Center Saturday - April 26, 2008

Cost: Includes - Bus Fare & Driver Gratuity
DVHAA Members & their Immediate Family - \$25.00 ea.
Non Members - \$35.00 ea. (but not before 3/1/08)

Tickets may be purchased at the DVHAA Wings of Freedom Museum Front Desk

or
Thru the Mail - Send Check notated " Bus Trip " to Delaware Valley Historical Aircraft Association - NAS / JRB Willow Grove, PA 19090
Tickets will be sent via return mail.

Bus will leave from the BOQ Parking Area on Base at 8:30 AM
Expected return time is 8:30 PM

No Refunds after April 12, 2008

A pre-Christmas Story

Once upon a time there were three sailors who were aboard USS Tennessee BB-43. They were at Sea during the celebration of VE-Day and VJ-Day. When Bud, Dick and Leon arrived back in the States, they decided to celebrate the two days all at once.



On 11 December 1945 they had liberty in Philly and found themselves up-town in a Piano Bar on Samson St. Dick ordered up Presbyterian Hi-balls for the three of us. Now neither Leon nor I had ever heard of such a drink, but drink it we did. It was quite a potent libation. Never the less, we started bar-hopping across Philly and having a wonderful time drinking Presbyterian Hi-Balls and saluting VE & VJ days until late at night. Later, we wondered what the time was and where we were, so I went outside and checked the street sign and found we were at 52nd and Chestnut Streets in a dive named The Green Parrot. We decided it was time to cease the celebration and start heading back to center city. At 15th and Locust St. there was a place called Hamburger Heaven where most of the crew from USS Tennessee gathered to sober up before heading to the subway to go back to the Navy Yard before it was too late.

It was a great evening and I really don't remember much more than what I have written here.
 WE HAD A 4.0 CELEBRATION

Visit our website at www.dvhaa.org



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Check the website for the new online newsletter in full color

in remembrance

On 3 November 2007 members of DVHAA gathered in the Museum at 09:00 for a service in the memory of our Docent and ME-262 Plane Captain, Bud Pennegar.

George Stiftinger led the service with a reading from the book of memory then Bud Galow read the 23rd psalm which was followed by letters from both of Bud's daughters. The service was concluded when Bud Galow lead the assembly in a responsive liturgy for the Dead which was followed by Taps played by Docent Colonel Lapkiewicz.

The Pennegar families were in attendance and were grateful for the memorial services to our departed member Bud Pennegar.

Liturgy for the Dead

In the rising of the sun and in its going down,
we remember him.
In the blowing of the wind and in the chill of winter,
we remember him.
In the opening of buds and in the rebirth of spring,
we remember him.
In the blueness of the sky and in the warmth of summer,
we remember him.
In the rustling of leaves and in the beauty of autumn,
we remember him.
In the beginning of the year and when it ends,
we remember him.
When we are weary and in need of strength,
we remember him.
When we are lost and sick at heart,
we remember him.
When we have joys we yearn to share,
we remember him.
So long as we live, he too shall live,
for he is now a part of us,
As we remember him.