



APA NEWS

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Warm Hangar, Hot Chili Good Day For Fly-In

The mild, no precipitation winter continued through this year's Chili Fly-In with temperatures in the upper 30s, sunshine and breezy conditions. Forty-three aircraft flew in to the Greenfield airport on Saturday, January 28th.

Approximately 200 people enjoyed several kinds of chili offered at the 15th annual event.

Pilots flew in from all over Iowa and surrounding states. Two flying clubs also met at the museum for chili. Mem-

bers of a Comanche Club who have attended many of the museum's fly-ins flew in from Missouri, Kansas, Nebraska, Illinois and Minnesota. Another club, the Beechnutz, a group of Bonanza and Baron owners, performed some formation flying over Greenfield before landing and when taking off.

The museum Board of Directors and other volunteers furnished and served chili, sandwiches, and bars for the hungry crowd.

Greenfield's Pearl Harbor survivor Clarence Pfundheller shared memories with guests of

his December trip to Hawaii and Japan for the 70th anniversary of the Pearl Harbor attack.

(See photos on page 2)

Late Night Host Stops By

On Thursday, January 26th, as the staff prepared for the upcoming fly-in, a surprise guest showed up at the museum. Comedian and late night talk show host Craig Ferguson stopped by the museum. He was on his way into Des Moines for a stand-up performance that evening at the Hoyt Sherman Place. Ferguson, also a pilot, had seen a sign on the interstate and decided to check out the museum.

"I thought I knew who he was as soon as I saw him, but when he spoke there was no doubt," said museum director Lee Ann Nelson. He speaks with a distinctive Scottish brogue.

Ferguson, host of *The Late, Late Show with Craig Ferguson* on CBS, and two of his entourage spent about an hour touring the museum.

He (continued on page 5)



MEMBERSHIPS
Thank you to the following
for your new
or renewed membership.
Your support is very
important to the growth
of the museum!

New

Wyatt & Patti Burch

Dennis Beckler

John Baty

Ted Phillips

Renewal

Larry Baker

Ralph Neill

James & Ruth Wright-Piros

Bob & Marilyn Moffitt

Thomas Birr

Charles Gatschet

David & Lynne Don Carlos

Dick & Nancy Gross

John Siembieda

Robert Nady

Jaime Alexander

William Grabe

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Greenfield Lumber

Alan Core

Dan Nugteren

Dennis Johnson

James Meade

Robert Swanson

Ron and Elaine Gordon

Greg and Kris Schildberg

Paul Eveland

Robert Loffredo

Gene and Lavonne Jensen

Michael Sciortino

(Right) The Beechnutz arriving after flying in formation over Greenfield.
 (Below)



2012 Chili Fly-In



(Above right) Having fun at the fly-in. (Right) The hangar was warm, the chili was hot. Approximately 200 enjoyed the day. (Below right) Bill Mercer and Greg Schildberg talking airplanes. (Below) Roberta Nichols and Kris Schildberg taking a break.



Hall of Fame Spotlight ~ Elvin F. Knotts

Born in Talmage, Iowa on October 22, 1930, Elvin F. Knotts grew up in the Afton and Creston area.

In 1951, Elvin joined the United States Air Force. He had a varied career which included being a radar operator, radar mechanic and all-weather fighter-inceptor pilot.

He received a B.S. degree in Aeronautical Engineering from Iowa State College. He was employed by North American Aviation (which would become Rockwell International) participating in projects including the Apollo lunar landing program, the Air Force Gemini program, Mars

and Venus aerobraking, and the Space Shuttle program for both NASA and the Air Force. Elvin's research and designs made it possible for manned space vehicles to re-enter the earth's atmosphere. He worked with trajectory, guidance and subsystem design studies.

Elvin participated in the preliminary design and proposal, then the design, development, testing, evaluation and operation of the Space Shuttle. This included the team development of the Simplified Thermal Protection System Model, formulated and implemented an entry guidance algorithm, and

selected trajectory profiles for operational Space Shuttle missions.

Elvin was inducted into the Iowa Aviation Hall of Fame in 1998. He lives in Houston, Texas.



Thank You

...to the following for helping with the Chili Fly-In: Mark Nelson, Jordan Tridle, Ray Leto, Dick and Nancy Gross, Bob, Brennen, and Diane Weiland, Dan Sereda, Dick Westbrook, Gene and Lavonne Jensen, Ida and Clarence Moshier, Vonnie Schildberg, Jim and Bonnie Stalder, Annette Owenson, Lynne Don Carlos, Ron Havens, Mary Kay Shannon, Clarence Pfundheller, Chuck Campbell, and Roberta Nichols. Special thanks to Kris and Greg Schildberg who make the chili fly-in the success it is.

..to the Beechnutz Flying Group and the Comanche Club for fly-

ing in. And of course...

...to everyone else who attended.

...to Bill and Carolyn Gast for their donation of a projector and 8' x 6' screen. The screen has been hung in the hangar and the projector is ready and waiting. Movies, anyone?

...to Greg and Kris Schildberg for allowing the museum to use some of their hangar space for our "extra" aircraft. And also...

...to Greg for representing the museum at the Knoxville Fly-In last fall.

...to Mike and Margaret Wilson for the loan of their 1941 Ryan PT-22 for several months. It was a nice addition to the collection.

...to Annette Owenson for taking on the enormous task of scrapbooking the museum's history.

...to Mike Chapman for donating a copy of his book *Triumph and Tragedy* to the museum, which includes the story of Iowa pilot and hero Nile Kinnick.

...to Mark Nelson and Ron Havens for all of the projects they have completed.

...to Ernie Gruwell, Gary Keller, Courtney Nelson, Jan Morrison, Dick and Nancy Gross, Lynne and David Don Carlos, Annette Owenson and Meredith Corporation Foundation for their monetary donations.

(continued on page 5)

(continued from page 3)

...to David and Lynne Don Carlos, Dick and Nancy Gross, and Craig Don Carlos for their memorials.

...to Scott Stueckardt, Ron Havens, Dick Westbrook, Joe Vandewater, and Gene and Lavonne Jensen for the items they have donated.

...to the best, most dedicated employees, Roberta Nichols and Jim Stalder for all they do.

 **Gone West**

We received word that Hall of Fame member and museum friend Charles W. Fink passed away on December 14, 2011.

Chuck was born in Deloit, Iowa in 1922. He always wanted to learn to fly. He spent time watching birds which he said helped him when he was finally able to afford lessons.

He was a B-24 pilot in WWII flying 35 missions. He also participated in the Korean Conflict and the Vietnam War.

In 1957, he commanded one of the three B-52 bombers on the first non-stop around-the-world flight in a jet powered aircraft: a Cold war operation to show the power of the United States.

Colonel Charles W. Fink was a dedicated 26 year U.S. Air Force officer. He was inducted into the Iowa Aviation Hall of Fame in 1997.

Chuck loved "his museum" as he called the Iowa Aviation Museum. He will be missed.

Our sympathy to Chuck's family and friends.



Colonel Charles W. Fink

Buy a Brick, Build a Hangar

Thanks to the following
for their purchase
of one or more bricks

or a donation to the hangar fund:

- Ray Leto
- John Baty
- Patricia Roelofs
- Vonnie Schildberg
- Ernie Gruwell

(See page 4 to donate)

"What kind of man would live where there is no daring? I don't believe in taking foolish chances, but nothing can be accomplished without taking any chance at all."

*Charles A. Lindbergh,
at a news conference
after his trans-Atlantic flight*



(continued from page 1) thought that the airplane collection was "amazing" and offered to take one of the planes out for a test flight.

Before boarding the tour bus, Ferguson promised to post his visit to Twitter and suggested that the staff prepare for the millions of visitors that would stop because of the "tweet." True to his word, his tweets and photos of the museum appeared on Twitter a short time later.

Said Nelson about the visit, "He was very nice, fun to talk to."

THE 100TH ANNIVERSARY OF NAVAL AVIATION ©

Ann Holtgren Pellegreno

Despite banner headlines proclaiming that 2011 is the 100th anniversary of naval aviation, sufficient evidence exists to challenge that concept. In my opinion, the first naval aviation flight occurred in November 1910 when Eugene Fly flew from the deck of the U.S.S. *Birmingham*, anchored in Chesapeake Bay, and landed on a nearby shore.

Far before that, however, as revealed in Scot MacDonald's article, "The Aeroplane Goes to Sea" published in *Naval Aviation News* in 1926, many "sketches, plans, and ideas for aeroplanes" had crossed the desk of Capt. W. Irving Chambers earlier in 1910. Assigned on September 26, 1910, as Assistant to the Secretary's Aid for Material, he had the "collateral duty of liaison between the Navy and the swelling number of letter-writers who were eager to advance their own schemes or designs involving aviation." Further, twelve years before Chambers received that appointment, Theodore "Teddy" Roosevelt, then the Assistant Secretary of the Navy, advocated forming the "Joint Army Navy Board to Examine Langley's Flying Machine." Although a Navy Board member gave a favorable report, Roosevelt declared that the "apparatus as (it) is referred to pertains strictly to the land service and not to the Navy."

MacDonald's article continued, "On at least two important occasions between then and 1910, the Navy participated in or observed a fledgling 'apparatus' in flight - at the 1907 Jamestown Exposition and at the 1908 tests by the Wright Brothers at Fort Myer, Virginia. Following Roosevelt's earlier decision, however, the "Navy Board held to the attitude that 'aeronautics' had 'not yet achieved sufficient importance in its relation to naval warfare' to warrant Navy support."

After Glenn Curtiss flew between Albany and New York, he felt that future battles would be fought in and from the air. He supported his concept by hitting targets as large as and shaped like battleships with 15 of 22 bombs.

Upon hearing a rumor that France was building an aircraft carrier, enthusiasts in the U. S. Aeronautic Reserve, a semi-civilian group, asked for a naval representative for aviation matters. Thus, Captain Chambers started an office of aviation. In October 1910, he and two other officers attended an aviation meet at Halethorpe, Maryland, where they met Glenn Curtiss. Chamber's dilemma was that there was no proof that launching and landing aircraft at sea was feasible. A demonstration was needed. Pushing the experiment was news that the Germans were planning to launch a plane from a ship to expedite mail service. That a foreign nation would receive the accolades for such an action prodded Chambers to demand permission to make a similar attempt from the cruiser U.S.S. *Birmingham*. Because the Wrights had declined participation, a Curtiss pusher was used for the experiment.

The pilot would be Eugene Ely, born in 1886 on a farm near Williamsburg, Iowa. By 1910, he was an auto mechanic in Oregon. Early that year he crashed a Curtiss pusher, rebuilt it, taught himself to fly, and flew exhibitions in Washington, Montana, and Canada. At Minneapolis in June, Glenn Curtiss recruited him for his exhibition team, whereupon Ely flew at various meets beginning in July and ending in November back in Virginia, where he embarked on the first of his two most famous flights.

At the Norfolk Navy Yard, a wooden platform approximately 85 by 25 feet was built on the foredeck of the U.S.S. *Birmingham*. The Curtiss was hoisted aboard. On November 14, 1910, Chambers and other high-ranking naval officers who would witness the attempt boarded the ship, which steamed to the waters off Hampton Roads and dropped anchor. At first low clouds and showers precluded the attempt, but by mid-afternoon some abatement was noted. Ely roared off the platform, his plane plunging down until the skid framing, wing pontoons, and propeller struck the water. His vision momentarily gone, he instinctively pulled up, spotted the beach at Willoughby Spit two and a half (continued page 7)

(continued from page 6) miles distant, and landed safely.

With the Navy involved in preparation and naval officers in uniform aboard, this 1910 flight would appear to be the first official naval flight. Chambers commented, that even with the old design and moderate power of the biplane, Ely had proved that a successful take-off could be made from a stationary ship.

After this flight, Ely continued doing exhibitions for Curtiss until the time of his second record flight when he was competing in an air meet at Selfridge Field near San Francisco. A wooden ramp 120 feet long by 25 feet wide was built on the cruiser U.S.S. *Pennsylvania*. The arresting gear was a series of ropes, with sandbags at each end, stretched across the deck above two rails.

Thus, on January 18, 1911, the cruiser was anchored in San Francisco Bay with distinguished naval officers aboard. Ely made a perfect landing on the inclined platform, hooks on his biplane catching the ropes and being halted swiftly. Both his wife Mabel and Captain Charles F. Pond congratulated him. One hour later, having been an honored guest at lunch, Ely made a perfect take-off and returned to the aviation meet, where he received a thundering ovation.

Naval personnel, funds, equipment, and ships were involved in Ely's 1910 and 1911 flights. To Eugene Ely goes the credit for successfully demonstrating the feasibility of carrier operations. A skilled aviator, he was at the right place at the right time to take off from the U.S.S. *Birmingham* and land on Willoughby Spit. Thus, considering the information presented in this article, I believe that 2010 should be considered the 100th Anniversary of Naval Aviation.

(Published December 13, 2011. General Aviation News - The Pulse of Aviation)

APA Mission Statement

"The Antique Preservation Association was formed to develop a facility to preserve, restore, and display antique aircraft of the 'golden era of aviation' (years prior to WWII) and related memorabilia all for the education and pleasure of the public, and to honor Iowa aviators of the past, present and future."



Celebrating 80 Years

In January, retired librarian Gene Murdock was surprised on his 80th birthday with a party thrown at the museum in his honor.

Scott Murdock, Gene's son, had been conspiring with the director for several weeks prior to the visit to come up with the perfect way to celebrate.

The showroom was decorated, friends arrived, sub sandwiches were eaten, a delicious cake was served and great conversation was shared by all.

Wishing you many more, Gene!

**QUARTERLY PUBLICATION OF THE
IOWA AVIATION MUSEUM**

Antique Preservation Association
of Greenfield
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www.flyingmuseum.com



Museum Hours
Monday thru' Saturday
10 a.m.-5 p.m.
Sunday~1-5 p.m.

Admission Prices
Adults ~ \$5.50
55 & older ~ \$3.50
Children (5 to 12) ~ \$2.50
Members & Children (4 & under)~ FREE

Reserve the Library/Hall of Fame for your next meeting
Call for more information ~ 641-343-7184



1-2 hours~\$25 3-4 hours~\$50 5-6 hours~\$75

Pay Pal Account

For those who prefer to use Pay Pal to pay membership fees, send donations or make purchases, an account has been set up for the Antique Preservation Association of Greenfield.

- 1) Log on to your PayPal account
- 2) Choose send money
- 3) Enter email address ~ *aviation@iowatelecom.net*
- 4) Enter amount (US\$)
- 5) Send money

New Items in the Gift Shop!

- 3D Bookmarks ~ \$5
- “Propwash” Bear ~ \$16
- “Flying Tiger” Bear ~ \$18
- Aviation Instrument Coasters ~ \$16
- IAM denim shirts ~ \$35

Wings Fly-In/Drive-In
Sunday, August 26th

Omelet breakfast served from 7:00 a.m. to 11:00 a.m.

*Be sure
to add it
to your calendar!*

