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Corey J Beitler's

"Distelfink Airlines"

An Online Aviation Newsletter

2022 Fokker Scourge



Boeing C-17 Globemaster III

The Franklin Mint 1/48-Scale Nakajima A6M2-N Rufe

Fokker Dr.I Triplane

Boeing Model 307 Stratoliner "Clipper Flying Cloud"

Taylor E-2 Cub

World War I Aircraft At Night And Under The Lights

Chris Hill flies his Fokker Dr.I Triplane reproduction over the Golden Age Air Museum in beautiful early evening light during the 2022 Fokker Scourge event held at the museum. The event, held with the museum's own Flying Circus Airshow, brought together several World War I reproduction aircraft, with many of them being powered by original engines from the World War I era.

FROM THE EDITOR'S DESK

Greetings Everyone:

Welcome to the October edition of "Distelfink Airlines". As the fall season is here, the airshow season winds down in my part of the country. Fortunately, a few great aviation events remain on my schedule for this airshow season and this edition of the newsletter covers a great one recently held at the Golden Age Air Museum in nearby Bethel, Pennsylvania.

The feature section of this edition covers the 2022 Fokker Scourge event held at the Golden Age Air Museum. This special event brought together several World War I reproduction aircraft that are powered by original rotary engines from the World War I era. These aircraft included two Fokker Dr.I Triplane reproductions, a Fokker F.I Triplane prototype reproduction, and a Sopwith Pup reproduction. The event also featured a number of World War I reproduction aircraft with more modern engines for safety and reliability. The Golden Age Air Museum hosted this special event and it was held in conjunction with the museum's annual Flying Circus Airshow, an event that showcases the museum's collection of aircraft in a flying display. The 2022 Fokker Scourge featured an unbelievable amount of flying with some very unique aircraft taking to the sky. The pictures included in the feature are just a small portion of the many photographs that I took at the event. I would like to thank Paul Dougherty and the entire staff at the Golden Age Air Museum for giving me the opportunity to cover this incredible event and publish excellent photographs from it. I would also like to thank Chris Hill for all his work behind the scenes to bring so many World War I reproduction aircraft to the event and for helping make the 2022 Fokker Scourge a success. I also published an article about this event for the online aviation magazine Civil Aviation World. To see more photographs from this event and read a more detailed article about it, go to the following link: <https://civillaviationworld.net/2022/09/19/2022-fokker-scourge-flying-circus-world-war-i-airshow-at-the-golden-age-air-museum/>

The "Flying Colors" section has a replica of the Fokker Dr.I Triplane. The reproduction aircraft shown is owned by John Elliot from Virginia and is painted in the colors of one of the Dr.Is that was flown by Manfred von Richthofen during his career. The "Aircraft of Special Interest" section has the Golden Age Air Museum's Taylor E-2 Cub featured for this edition. "Aviation Sightings" looks at the Boeing C-17 Globemaster III for all the modern military aircraft fans out there, and the "Aircraft of the National Air and Space Museum" section has the Boeing Model 307 Stratoliner, the only complete example of this aircraft that remains in the world.

"Aircraft Models" has a really cool Nakajima A6M2-N Rufe 1/48-scale die-cast model made by The Franklin Mint. This model was found during the recent cleaning of an estate and models a very unique and unusual aircraft that was used by the Imperial Japanese Navy to defend its remote island bases in the Pacific. It is one of the few die-cast models that has ever been made of the A6M2-N Rufe and The Franklin Mint did a terrific job capturing the unique details of this aircraft in die-cast model form. I'm glad to have found it buried in a box at the estate, and even more thrilled to be able to add it to my collection.

Finally, "One Last Thing" takes a brief look at some nighttime photography of World War I aircraft! This special photo shoot was held during the 2022 Fokker Scourge event at the Golden Age Air Museum. This photo shoot was done by the talented aviation photojournalists at Full Disc Aviation. I was glad to be allowed to work with them as a guest and take part in their photo shoot. I want to thank James Woodard from Full Disc Aviation for allowing me to be part of the photo shoot. If you want to see more great photographs from this shoot, check out the work of the talented photographers of Full Disc Aviation at www.fulldiscaviation.com.

Thank you for reading "Distelfink Airlines". I hope you enjoy this edition of the newsletter.

Regards,
-Corey

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Boeing C-17 Globemaster III



A Boeing C-17 Globemaster III operated jointly by the U.S. Air Force's 60th Air Mobility Wing and 349th Air Mobility Wing arrives at the Stewart International Airport in New York. The aircraft was transporting support personnel from the U.S. Air Force Thunderbirds Flight Demonstration Squadron to the airport in preparation for the 2022 New York International Airshow. The U.S. Air Force Thunderbirds were based out of Stewart International Airport for the airshow, which was held at the nearby Orange County Airport.

The Boeing C-17 Globemaster III is a large military jet transport aircraft designed for the U.S. Air Force for use in the strategic airlift role. The C-17 Globemaster III replaced the C-141 Starlifter in operational service and was designed to also be able to carry out some of the missions flown by the much larger Lockheed C-5 Galaxy.

Designed by McDonnell Douglas in the 1980s and early 1990s, Boeing continued production of the C-17 after its merger with McDonnell Douglas in 1997. The C-17 is powered by four Pratt & Whitney FW117-PW100 turbofans. One unique aspect of the C-17s engines are the powerful thrust reversers, which allow the aircraft to back up on the runway when using a short or unprepared runway with no taxiways. The C-17 has a length of 174 feet, a height of about 55 feet, and a wingspan of just over 169 feet. The aircraft can carry up to 170,000 lb of cargo which can include various combinations of personnel and equipment. The C-17 has a top speed of 670 miles per hour and can cruise at 520 miles per hour. Short field performance was a targeted goal of the C-17 design, and the C-17 Globemaster III can land in distances as short as 3,500 feet with a full payload of cargo. The C-17 has a range of over 2,400 nautical miles.

The C-17 Globemaster III is commonly used for tactical and strategic airlift missions, transporting troops and cargo throughout the world. The aircraft can also be used for a variety of other roles including the delivery of humanitarian aid, medical evacuation, and airdrop duties. The C-17 Globemaster III entered service with the U.S. Air Force in 1995. The C-17 is also used by the air arms of Australia, Canada, the United Kingdom, India, Qatar, Kuwait, and the United Arab Emirates. Three of the aircraft are also operated by the NATO Heavy Airlift Wing, a multinational C-17 squadron dedicated to strategic airlift missions in support of NATO partner nations.

The C-17 pictured here arriving at the Stewart International Airport in New York is operated jointly by the 60th Air Mobility Wing and the 349th Air Mobility Wing stationed at Travis Air Force Base in California. The 60th Air Mobility Wing is the largest wing in the U.S. Air Force Air Mobility Command and is responsible for humanitarian and air refueling missions worldwide. This C-17 is one of 13 operated by the unit.



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The Franklin Mint 1/48-Scale Nakajima A6M2-N *Rufe*



As part of their lineup of 1/48-scale die-cast model airplanes, The Franklin Mint made an excellent replica of the Nakajima A6M2-N Rufe floatplane fighter. An unusual subject, the Nakajima A6M2-N Rufe was used by the Imperial Japanese Navy during World War II to defend remote island bases and for night harassment raids against American PT boats. The model is displayed here on a seaplane/flying boat ramp base from Coastal Kits and with a pair of Japanese pilot figures from Marushin.

Early in World War II, the Imperial Japanese Navy realized they needed a floatplane fighter aircraft to support amphibious operations and defend their remote island bases in the Pacific. Already possessing one of the finest fighter aircraft in the world with the Mitsubishi A6M Zero, the Imperial Japanese Navy asked the Nakajima Aircraft Company, already building the A6M Zero under license, if they could adapt the existing Zero airframe to a floatplane configuration.

Nakajima set to work on building the aircraft. The company used the fuselage of the A6M2 Zero and modified the tail structure for stability. The conventional landing gear was removed from the wings as they would not be needed and to save weight. Nakajima then added a main central float and two smaller floats on the outer wings. Armament remained the same as the conventional Zero airframe, with a pair of machine guns in the upper engine cowling and a pair of machine guns in the wings with the ability to carry a small bombload under the wings. The conventional Zero had folding wingtips for aircraft carrier hangar deck storage, Nakajima kept the

folding wingtips as it would help with space constraints if the new floatplane was stored aboard seaplane tenders or transport ships. The aircraft was designated the A6M2-N and given the code name *Rufe* by the Allies.

The A6M2-N entered service in mid-1942. It was used in defensive operations in the Aleutians and during the Solomon Islands campaign. In the Dutch East Indies, the A6M2-N was used for reconnaissance and as a fighter-bomber and interceptor. One of the most critical roles carried out by A6M2-Ns and their pilots was protecting the Japanese fuel depots at Balikpapan. Although the A6M2-N was maneuverable and only suffered a marginal decline in performance compared to the conventional A6M2 Zero because of its floats, it was considered no match for most Allied fighter aircraft and was used strictly for defensive purposes. As Japan was forced on the defensive and islands were overrun or bypassed by Allied forces, most A6M2-Ns were either abandoned by their crews or forced out of operation due to a lack of fuel and spare parts. Of the over 300 built, not a single complete example of the A6M2-N survives today.

During the early 2000s, the famous collectible company The Franklin Mint produced a line of 1/48-scale die-cast model airplanes that covered World War II and modern combat aircraft subjects. Unfortunately, The Franklin Mint went out of business in the mid-2000s, just as the company was beginning to make some very subjects in the product line. One of the more interesting models made by the company was a Nakajima A6M2-N *Rufe*.

The Franklin Mint did a fantastic job replicating the A6M2-N *Rufe*, an unusual subject, in 1/48-scale. Some of the details on the aircraft are wonderfully replicated such as the large central float and the two outer wing floats. The Franklin Mint also correctly molded the tail of the aircraft with its modified tail structure that was needed to cure stability problems with the real aircraft. Toward the end of The Franklin Mint's production of their 1/48-scale model airplanes, they left the canopies unattached for shipping, leaving the customer to install them once the model was opened. This was done to prevent the canopy from falling off the model and breaking during shipping, but also allows collectors to add a pilot figure to the models if they wish. The A6M2-N, one of the last models produced before the company went out of business, came with the canopy unattached. This al-

lowed a Japanese pilot figure to be added to the cockpit before installing the canopy, adding detail to the model.

Because it is a floatplane, The Franklin Mint had to design a way for the collector to display the model since there is no landing gear to set it on. The Franklin Mint decided to recreate a miniature replica of the A6M2-N's beaching dolly and did a great job doing so. It matches most historical pictures of the actual dolly and holds the model nicely on a shelf or desk.


If there was any room for improvement with this model, The Franklin Mint could have made the way the model attaches to the beaching dolly a little more secure. Paint details could also be better, especially on the underwing bombs. Finally, most historical photographs show A6M2-N's with very weathered paint because of the harsh Pacific tropical climate they operated in. A weathered paint scheme with a faded or chipped finish would have been very realistic on this model.

The Franklin Mint's model of the Nakajima A6M2-N *Rufe* is a wonderful addition to any model airplane collection if you can find one on the secondhand market. It is a well-detailed and large model of a relatively forgotten World War II aircraft that played an important role in the defense of Japan's Pacific island bases.



The Franklin Mint's Nakajima A6M2-N Rufe captured the unique features of the real aircraft well in model form, including the modified tail structure and the large central and wing floats of the A6M2-N Rufe. To display the model on a bookshelf or desk, The Franklin Mint recreated the A6M2-N's beaching dolly in miniature form. This miniature dolly is an excellent model in its own right and is a great way to display the 1/48-scale A6M2-N Rufe.

Fokker Dr.I Triplane

(1917) 



Often known simply as the Fokker Triplane, the Fokker Dr.I was a German fighter aircraft built by Fokker-Flugzeugwerke during World War I and is one of the most widely known aircraft from that war. The Fokker Dr.I saw widespread service in the spring of 1918, and German pilots praised its excellent maneuverability and fast rate of climb. Unfortunately, the Dr.I was slower than most Allied fighter aircraft and suffered from a number of fatal crashes due to wing and structural failures, some caused by faulty workmanship at the Fokker factory. The wing failures prevented any large production orders from being authorized. Production of the Dr.I ended in May of 1918 after only 320 aircraft had been built. This Dr.I reproduction is owned by John Elliot and painted in the colors of one of the Dr.Is that was flown by Manfred von Richthofen (the “Red Baron”).

Fokker Dr.I Triplane

Crew: 1

Length: 18 ft 11 in

Height: 9 ft 8 in

Wingspan: 23 ft 7 in

Wing Area: 201 sq ft

Powerplant: Oberursel Ur.II 9-cylinder air cooled rotary piston engine (x1)

Range: 160 nmi

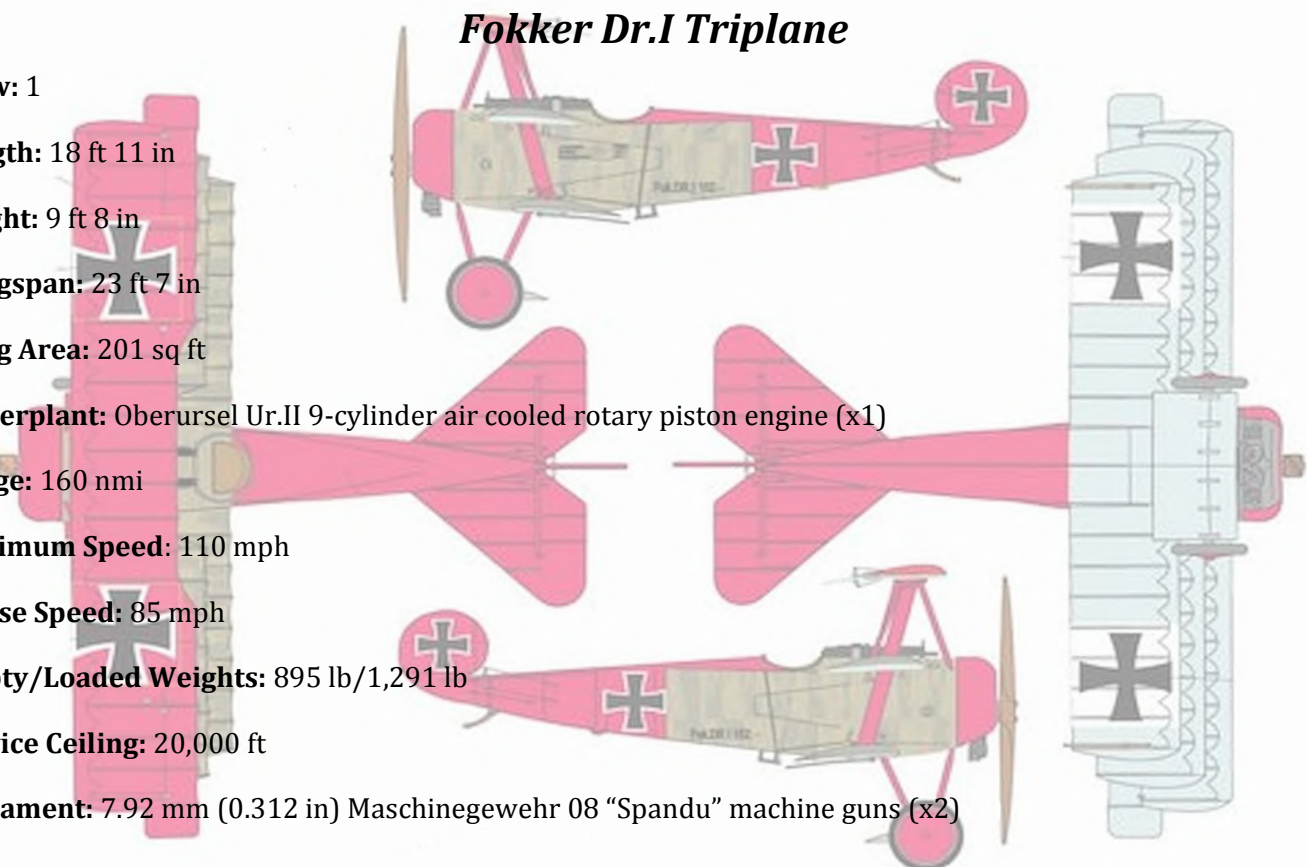
Maximum Speed: 110 mph

Cruise Speed: 85 mph

Empty/Loaded Weights: 895 lb/1,291 lb

Service Ceiling: 20,000 ft

Armament: 7.92 mm (0.312 in) Maschinengewehr 08 “Spandu” machine guns (x2)





Fokker Dr.I Triplane, Manfred von Richthofen, Western Front, January 1918

Manfred von Richthofen, widely known as the “Red Baron” is one of the most widely-known fighter pilots of all time and has been the subject of many books and films. Richthofen is considered to be the top ace of World War I and was officially credited with 80 victories. The circumstances of Richthofen’s death in 1918 and other aspects of his life and combat career continue to be debated by historians to this day.

Richthofen is famous for flying an all-red Fokker Dr.I Triplane at the end of his combat career. The all-red color of the aircraft and its association with Richthofen has made the Fokker Dr.I Triplane one of the most famous aircraft from World War I. Interestingly enough, Richthofen did not always fly an all-red aircraft.

The Dr.I shown here was delivered by Fokker to Richthofen in 1918 wearing the standard green-streaked factory camouflage. Richthofen or his ground crew added red to the top wing, cowling, wheel covers, rear fuselage, and tailplane. This aircraft, Dr.I serial number 152/17, was one of at least eight Dr. Is Richthofen is known to have flown. Flying this Dr.I, Richthofen scored victories 64, 65, and 66. This aircraft was later painted all-red, but Richthofen scored no further victories with 152/17.

In March 1918, Dr.I 152/17 was replaced by a new Dr.I, serial number 425/17. It is believed this aircraft was painted all-red at the Fokker factory for Richthofen and personally delivered to him. It was while flying this all-red Dr.I that Richthofen lost his life on April 21, 1918.

2022 Fokker Scourge



The special event held at the Golden Age Air Museum brought together several World War I reproduction aircraft, many powered by original rotary engines from the World War I era.

Tom Martin and Rick Bennett fly in formation together with their 7/8-scale Nieuport 17/23 reproduction aircraft. The Nieuports are painted in Belgian markings, one of the Allied countries that used this French-built scout and fighter aircraft.



Chris Hill, one of the Fokker Dr.I Triplane owners, and Paul Dougherty, President of the Golden Age Air Museum, pose for a picture together at the end of the 2022 Fokker Scourge event. The event was an incredible success thanks to the hard work of both of these men. Hill did a lot of the logistical work to bring so many World War I reproduction aircraft to the event, and Dougherty graciously allowed the event to take place at the museum.

On September 3 and 4, the Golden Age Air Museum in Bethel, Pennsylvania, hosted a special aviation event, the 2022 Fokker Scourge. Organized by Chris Hill, a Georgia pilot who owns a reproduction Fokker Dr. I Triplane, the purpose of this special event was to bring as many reproduction Fokker Triplane aircraft together as possible that were powered by original World War I rotary engines.

The event ended up bringing four Fokker Triplane aircraft together. Joining Chris Hill's Dr.I was Fred Murrin's F.1 and the Golden Age Air Museum's Dr.I, both powered by original World War I engines. John Elliot also attended the event with his Dr. I reproduction, but currently, the aircraft is powered by a modern engine. Joining the German fighter aircraft on the field was the Golden Age Air Museum's replica of a Rumpler C.V two-seat reconnaissance aircraft.

In addition to the German aircraft at the event, there were several Allied reproduction World War I aircraft. Two reproduction Nieuport 17/23 aircraft owned by Tom Martin and Rick Bennett attended the event as

well as a reproduction Sopwith Pup from the Old Rhinebeck Aerodrome in New York. Old Rhinebeck Aerodrome's Pup is powered by an original World War I rotary engine as well. Also flying for the Allied side was the Golden Age Air Museum's Sopwith Pup reproduction. The East Coast Doughboys, a World War I reenactor group, were in attendance at the event and set up a ground encampment that included several living history displays.

In addition to many flights of these World War I reproduction aircraft, the Golden Age Air Museum also flew their collection of antique aircraft in the airshows each day, including their rare original 1918 Curtiss JN -4D "Jenny". Biplane rides were available throughout the weekend in the museum's 1929 Waco GXE.

Blessed by good weather and light winds, lots of flying took place throughout the weekend, and the airshow was well-attended by spectators each day. The following photos highlight some of the excellent flying and aircraft seen during the 2022 Fokker Scourge/Flying Circus event held at the Golden Age Air Museum.

The 2022 Fokker Scourge event informally started on Friday afternoon, with many of the pilots taking the aircraft up for test flights. Most of the aircraft, because of their slow speeds and rare rotary engines, were brought to the Golden Age Air Museum by truck and trailer. John Elliot's Fokker Dr.I reproduction was the only one of the World War I aircraft to be flown to the event. The aircraft was flown from Virginia and back by Andrew King, a well-known vintage aircraft pilot, and restorer.



The Golden Age Air Museum's Fokker Dr.I Triplane reproduction in the afternoon sun on the airfield. The museum's reproduction is powered by an original Le Rhone rotary engine. The museum's Dr. I is painted in the colors of Lothar von Richthofen, the brother of top-scoring ace Manfred von Richthofen. Although his brother is more famous, Lothar was also an accomplished combat pilot. He was credited with 40 victories during the war. Lothar survived the war but died in a plane crash in 1922.



Mark Mondello takes to the sky in Old Rhinebeck Aerodrome's beautiful Sopwith Pup reproduction powered by an original Le Rhone rotary engine Friday afternoon at the 2022 Fokker Scourge event. Entering service in 1916, the Sopwith Pup was a successful fighter aircraft because of its pleasant flying characteristics and good maneuverability. The Pup was eventually outclassed by newer German fighters in 1917 but remained in service as a Home Defence fighter and as a trainer until the end of World War I.

Mark Mondello gets a bit of a surprise in the Pup as Chris Hill with his Fokker Dr.I shows up in the skies above the Golden Age Air Museum. The two pilots then performed a mock turning dogfight, similar to what World War I pilots would have done. In this mock dogfight, the superiority of the Triplane in both turning and climbing compared to the Pup was quickly apparent. Hill had no problem getting on Mondello's tail and staying there, proving the Triplane would win in an actual combat situation.



The scenic area of Berks County, Pennsylvania where the Golden Age Air Museum is located made it the perfect venue to hold the 2022 Fokker Scourge. With farm fields and mountains surrounding it, the airfield has very few modern buildings nearby, giving it the feel of an airfield from the early days of aviation. On Friday, the Fokker Dr. Is lined up together as if they were awaiting their pilots for the next combat patrol gave one the feeling they were visiting a German aerodrome on the Western Front.



Friday afternoon also saw some other aircraft visiting the Golden Age Air Museum, such as this classic Cessna 195. Introduced in 1947, the Cessna 195 was expensive to purchase, and therefore, the company marketed the aircraft to business customers. Most of the 195s built between 1947 and 1954 were operated as corporate aircraft or by small feeder airlines. Today, the Cessna 195 is considered one of the finest classic aircraft ever built and is highly sought after on the used aircraft market.



Perhaps the most interesting of the reproduction Fokker Triplanes on the field was Fred Murrin's aircraft, which replicates one of the two Fokker F.1 Triplane prototypes. Two of the F.1 prototypes were given to German aces Werner Voss and Manfred von Richthofen to fly and assess in 1917. Voss was killed flying the prototype F.1 given to him and Richthofen scored his 60th victory in the F.1 given to him before passing the aircraft to Kurt Wolff, who was shot down flying it on September 15, 1917.

As Friday afternoon drew to a close, Mike Damiani decided to get some flight time in with the Golden Age Air Museum's Sopwith Pup reproduction. Unlike Old Rhinebeck's Pup, the Golden Age Air Museum aircraft is powered by a modern engine for ease of maintenance and reliability. The aircraft is also equipped with a smoke system to simulate suffering damage during mock dogfights with the museum's Fokker Dr. I Triplane. The Pup is painted in the colors of Canadian ace Captain James Alpheus Glen.



The 2022 Fokker Scourge was well-attended by many aviation photographers and photojournalists representing several different aviation media outlets. As a result, many photo flights took place throughout the weekend with the reproduction World War I aircraft. Here, Eric Lunger flies his pink Aeronca L-16 and positions his aircraft so an aviation photographer in the back seat and photograph Tom Martin and Rick Bennett flying in their reproduction Nieuport 17/23s.



Friday evening, the four Fokker Triplanes went up together for a photo flight above the scenic area around the Golden Age Air Museum. The four aircraft looked and sounded great flying together in the early evening light at the museum. In this photograph John Elliot is leading the way in his Dr.I followed by Chris Hill and Paul Dougherty in their Dr.Is. Bringing up the rear of the group is Fred Murrin flying his Fokker F.I Triplane reproduction. All the pilots did a great job showcasing their aircraft and flying together.



The setting sun on Friday evening set up some great photo opportunities as the photo flights of the World War I reproduction aircraft returned to land at the Golden Age Air Museum. The unmistakable three-wing layout of the Fokker Dr.I Triplane is silhouetted by the setting sun in this image as Paul Dougherty brings the Golden Age Air Museum's Fokker Dr.I Triplane in for a landing. With these rare reproduction aircraft, safety is paramount, and none of the aircraft were flown far from the museum.

The pattern got a little busy with six World War I reproduction aircraft and two aircraft being used as photo ships needing to land. In this situation, it set up a nice image of two of the World War I reproduction aircraft. In this photograph, Rick Bennett is setting up to land his Nieuport 17/23 while Chris Hill closes in from behind in his Fokker Dr.I. Although both these aircraft are setting up for landing, one can easily imagine the Dr.I is sneaking up on an unsuspecting Nieuport during the war.



Saturday and Sunday during the 2022 Fokker Scourge saw busy days of flying as afternoon airshows took place featuring not only the World War I reproduction aircraft but also aircraft from the collection of the Golden Age Air Museum as well. Old Rhinebeck Aerodrome's Sopwith Pup is shown here ready for the day's flying. Old Rhinebeck's Pup has non-standard armament of a Lewis gun mounted on the top wing, the standard armament was a Vickers gun mounted on the upper cowling.



Although the airshows took place in the afternoon, some of the aircraft were flown in the morning hours to make sure they were ready for their airshow performance later in the afternoon. In this photograph, Caroline Dougherty prepares to land the Golden Age Air Museum's Taylor E-2 Cub following a short flight around the airfield pattern. The forefather of the iconic Piper J-3 Cub, the Taylor E-2 Cub is a rare airplane today. This is one of the oldest airworthy examples of a Taylor E-2 Cub in existence.



The excellent aircraft collection of the Golden Age Air Museum was on display both on the ground and in the air all weekend. This is the museum's 1932 Pietenpol Air Camper, powered by a Ford Model A automobile engine. The Air Camper was designed by Bernhard H. Pietenpol, whose vision was to prove a practical airplane could be built using an automobile engine. In 1932, the full set of plans was published for homebuilders in the Modern Mechanics magazine's Flying and Glider Manual.

An aircraft that was very busy throughout the 2022 Fokker Scourge Weekend was the Golden Age Air Museum's 1929 Waco GXE biplane. This airplane was used for many of the photo flights that took place involving the World War I reproduction aircraft, with aviation photographers getting great photographs from the front seat of the biplane. The Waco was also busy throughout the weekend with biplane rides for spectators wishing to enjoy an open cockpit airplane ride over scenic Berks County.



Each afternoon, an airshow featured a combination of the Golden Age Air Museum aircraft collection and the World War I reproduction aircraft in attendance. Paul Dougherty flew the Golden Age Air Museum's 1918 Curtiss JN-4D "Jenny" both days. The JN-4 "Jenny" is one of America's true classic airplanes. Used as a military trainer during World War I, the "Jenny" was used as a barnstorming and airmail aircraft throughout the 1920s. Today, this "Jenny" is one of the few remaining airworthy examples.



Another one of the aircraft that flew on Saturday from the museum's collection was the Aeronca C-3 Master. These aircraft were manufactured from 1931 to 1937. With room for two adults, an easy-to-maintain two-cylinder engine, and being very easy to fly, the C-3 Master proved itself to be a low-cost, reliable airplane. Many new pilots could solo the C-3 with only a few hours of flight instruction. The Golden Age Air Museum completed the restoration of this Aeronca C-3 Master in 2005.



The airshow featured a touch of modern aviation and aerobatics as well. On Saturday and Sunday, Paul Dougherty flew his Christen Eagle II aerobatic biplane in the aerobatic routine he flies at other airshows throughout the Northeast and Mid-Atlantic regions of the United States. Designed by Frank Christensen in the 1970s, the Christen Eagle II is an aerobatic sporting biplane marketed in kit form for homebuilders. Over 350 have been built and are flying, most by homebuilders.

The highlight of Saturday's airshow was seeing all four Fokker Triplanes flying together as a grand finale. The three Triplanes with rotary engines sounded absolutely amazing, and the sight of so many WWI reproduction aircraft in the air took the spectators back in time to what an aerodrome would have sounded like during World War I. John Elliot's Dr.I shown here, looked great in the air and on the ground with its early Manfred von Richthofen ("Red Baron") color scheme.



Paul Dougherty flies the Golden Age Air Museum's Fokker Dr.I Triplane reproduction during the Saturday airshow at the 2022 Fokker Scourge. The museum chose to replicate the markings of a Dr.I flown by Lothar von Richthofen on their reproduction Triplane. There is some debate about the color of the top wing on Lothar's aircraft. No photographic evidence from the war exists, but it is felt the wing was either yellow as shown here or green streaked camouflage similar to the lower two wings.



Chris Hill flies his Fokker Dr.I Triplane reproduction during the Fokker flight on Saturday at the 2022 Fokker Scourge. Hill flew his Dr.I the most out of all the participating aircraft, going up several times for flights with some of the other reproduction aircraft, mock dogfights, and flying in the airshow on Saturday. Unfortunately, he was unable to fly Sunday when his rotary engine developed some mechanical problems. This zebra paint scheme is fictional but looks sharp on the Triplane.



Fred Murrin flies his rare Fokker F.1 Triplane prototype reproduction during Saturday's flight of Fokker Triplanes at the 2022 Fokker Scourge. One easy way to identify this is an F.1 prototype is the lack of the wooden wing skids on the out lower wingtips. The wing skids were added later when it was discovered the Triplane had a tendency to ground loop on landings. The skids were designed to limit damage to the wing fabric of the lower wing if impacted by the ground.

After the conclusion of the airshow on Saturday, flying went well into the evening at the Golden Age Air Museum. Several of the World War I reproduction aircraft went up for photo flights, and some of the Golden Age Air Museum collection was up flying as well. This is the museum's 1931 Bird CK. This aircraft has room for three passengers in the front cockpit and was designed for the barnstorming and ride business. This aircraft was used by the Golden Age Air Museum for biplane rides until 2008.



Sunday's airshow was slightly different as some of the Fokker Triplane reproductions were down due to mechanical problems. Despite that, there were still plenty of great aircraft to see both on the ground and in the air. The Golden Age Air Museum flew several aircraft from their collection Sunday including the 1926 Winstead Special. This one-off aircraft was built by the Winstead Brothers in Kansas for flying circus work, wing-walking, air racing, and barnstorming.



Also flying in the airshow on Sunday from the Golden Age Air Museum collection was the Velie Monocoupe 70. The Monocoupe took off in popularity in 1928 when Velie provided their new M5 five-cylinder radial engine to power the airplane. This Monocoupe hung in the Antique Airplane restaurant in Reading, Pennsylvania for over 40 years. In 2007, the owner, Briety Breithaupt, donated the aircraft to the Golden Age Air Museum. It is one of the few Monocoupe 70s in airworthy condition today.



Also invited to perform at the 2022 Fokker Scourge event was Mark Meredith with his modified de Havilland Super Chipmunk, “Chippy”. The de Havilland Chipmunk was originally a tandem, two-seat, single-engine primary training aircraft used by several air forces for flight training immediately following World War II. When it was phased out of service, many were sold as surplus to civilian operators. The de Havilland Chipmunk remains popular with pilots for its excellent flying characteristics.

Mark Meredith performs in his de Havilland Super Chipmunk “Chippy”. During his approximately 10-minute routine, Meredith emphasizes old-school style aerobatics in “Chippy”, performing graceful loops, rolls, barrel rolls, hammerhead turns, and spins. For his performances, the Super Chipmunk has been modified with a 280-horsepower Lycoming Thunderbolt engine and a smoke system. Rebuilding and modifying “Chippy” for airshow performances took five years and over 5,000 hours of labor.



One of the more interesting demonstrations Sunday was the flying of a glider. This glider is a Schweizer SGS 1-26A. The SGS 1-26 enjoyed a long production run for a glider, from 1954 until 1979. The SGS 1-26 is the most numerous sailplane found in the United States. The SGS 1-26 is used by many soaring clubs throughout the United States and is often the first sailplane that a student flies solo. The SGS 1-26A was a variant that was available as a kit rather than amateur-built.



For those that enjoy World War II aircraft, Sunday's airshow did not disappoint. Eric Lunger took to the skies in his Boeing N2S Stearman Kaydet. Lunger demonstrated how a training flight might look in the iconic World War II training aircraft by flying a simple figure-eight pattern over the field. The Stearman was one of the primary trainers used by the U.S. Army Air Corps and the U.S. Navy throughout World War II. Thousands were sold as surplus after the war for a variety of civilian uses.



One of the highlights of the Sunday airshow was a nice demonstration by Rick Bennett and Tom Martin in their 7/8-scale Nieuport 17/23 reproductions. The Nieuport 17 was a French fighter aircraft that reached the French front in 1916. The Nieuport 23 was a development of the Nieuport 17 that had a strengthened upper wing. This Nieuport 17/23 reproduction owned by Rick Bennett is painted in the colors of Edmond Theiffry, Belgium's third-highest scoring ace from World War I.

By modern standards, World War I fighter aircraft were small. The Nieuport 17/23 had a length of only 19 feet and a wingspan of 26 feet. The Nieuport 17/23 had a brief reign of supremacy on the French front during 1916, before being outclassed by German fighters in 1917. The Nieuport 17/23 was operated by French, British, American, and Belgian squadrons. Martin's aircraft is painted in the colorful markings of Belgian pilot Maurice Charles Louis Fernand Franchomme.



At the start of World War I, aircraft were used for reconnaissance and reported back on enemy troop movements and the location of supply depots. Reconnaissance was really the main purpose of using aircraft at the start of the war. The two-seat German Rumpler C.V seen here was used for reconnaissance and light bombing. This reproduction was built using a large amount of Tiger Moth parts and was one of two aircraft built for the film "Lawrence of Arabia" by Slingsby Aircraft in London.



The Sunday airshow and the 2022 Fokker Scourge Weekend concluded with a dogfight between the two Golden Age Air Museum World War I reproduction aircraft, the Fokker Dr.I Triplane, and the Sopwith Pup. The Triplane and the Pup never faced each other in actual combat, but the two aircraft in a mock dogfight demonstrates well what actual combat in World War I looked like. Here, Paul Dougherty gives the spectators a nice head-on view of the museum's Fokker Dr.I Triplane.



Mike Damiani flies the Golden Age Air Museum's Sopwith Pup reproduction on Sunday afternoon at the 2022 Fokker Scourge. The Pup was a docile aircraft with excellent maneuverability and pleasant flying characteristics. After it was outclassed as a fighter aircraft, it was employed successfully as a training aircraft for the remainder of the war. The excellent handling qualities of the Pup also made it ideal for use in the Royal Navy's early aircraft carrier deck takeoff and landing experiments.

The last act of the 2022 Fokker Scourge event was Paul Dougherty in the Golden Age Air Museum's Fokker Dr.I Triplane shooting down Mike Damiani in the museum's Sopwith Pup. The two pilots always perform this routine at every event held at the museum. Thanks to the efforts of all the pilots, support teams, and volunteers at the Golden Age Air Museum, the 2022 Fokker Scourge was an incredibly successful event. Hopefully, another event like it can be held again in the future.



Boeing Model 307 Stratoliner “*Clipper Flying Cloud*”



The Smithsonian Institution's Boeing Model 307 Stratoliner on display in the National Air and Space Museum's Steven F. Udvar-Hazy Center. The Stratoliner was the first commercial airliner to have a pressurized cabin. The revolutionary pressurized cabin combined with supercharged engines allowed the Stratoliner to fly at altitudes that avoided most weather, increasing passenger comfort on long flights.

First flown in 1938, the Boeing Model 307 Stratoliner was one of the world's first high-altitude transport and commercial aircraft. The first four-engine airliner to enter scheduled domestic service, the Stratoliner set new standards for passenger comfort and speed. The Stratoliner was the first to have a pressurized cabin, which along with supercharged engines, allowed the airliner to cruise at altitudes of 20,000 feet, high above rough weather conditions and higher than any contemporary aircraft of the time, such as the Douglas DC-3.

Design work on the Model 307 Stratoliner began in the mid-1930s when airline executives from T&WA (Transcontinental & Western Airlines) saw and flew aboard Boeing's XB-17 heavy bomber prototype, the airplane that would become the famous B-17 Flying Fortress bomber in World War II. T&WA executives felt a pressurized version of the XB-17 would make a perfect airliner and approached Boeing about building the aircraft that would become the Model 307 Stratoliner.

In 1935, Boeing began reworking their XB-17 bomber into a commercial airliner. The new aircraft borrowed

the wings, landing gear, and tail structure from the XB-17 and combined it with a new wide, elongated tear-drop-shaped fuselage. The cockpit was fitted with an autopilot, radio, and radio direction finder for navigation. The Stratoliner would be one of the first aircraft to incorporate a flight engineer as a crew member. The flight engineer would be responsible for maintaining the pressurization system and monitoring the engine power settings, leaving the pilots free to concentrate on flying the aircraft.

The passenger cabin also promised a new level of comfort. The interior of the passenger cabin was equipped with furnishings from the upscale Chicago department store Marshall Fields. Each seat had reading lights, air conditioning vents, and a call button. The reclining seats could quickly convert into comfortable sleeping berths. The passenger cabin also provided well-equipped washrooms for both men and women, hot and cold running water, and a galley that could serve hot food. The Model 307 Stratoliner could comfortably carry 33 passengers and five or six flight crew members.

After extensive testing of the pressurization system and test flights that revealed a need to redesign the tail section, the first Model 307 Stratoliner entered service with Pan-American Airways on July 4, 1940. Pan-Am ordered six Model 307 Stratoliners, but only three were delivered to the airline. Named the *Clipper Flying Cloud*, *Clipper Rainbow Cloud*, and *Clipper Comet*, Pan-Am used their Stratoliners on routes between New York, Miami, Brownsville, Texas, and Los Angeles. The aircraft also flew routes to Latin America and Brazil.

Boeing only built 10 Stratoliners before World War II halted all civil aircraft production. Five Stratoliners built for TWA were drafted into service with Army Air Transport Command, where they were modified for use as military transports and designated the C-75. After they were no longer needed, these aircraft were sold back to TWA, who had them rebuilt for commercial airline service. A Stratoliner was purchased by Howard Hughes for his personal use. The Stratoliner owned by Hughes had a modified interior resembling a penthouse that included two bathrooms, a master bedroom, two bars,

and a living room.


After their retirement by Pan-Am and TWA, many of the Stratoliners ended up flying for civil operators in far-flung places throughout the world. Several were lost in accidents, and others were scrapped when a lack of spare parts grounded them.

The National Air and Space Museum's Stratoliner is the last surviving complete example. It was purchased by the Smithsonian in 1969 after being stored in the Arizona desert for almost 20 years. This aircraft was flown by Pan-American Airways as the *Clipper Flying Cloud*. After its retirement by Pan-Am, it was sold to the Haitian Air Force in 1954, which planned to use it first as a transport and then later as a presidential transport. The plans never materialized, and the aircraft found its way back to the United States.

From 2001-2002, Boeing restored the Stratoliner at its Seattle, Washington facility for the Smithsonian Institution. Fully restored in its Pan-American Airways *Clipper Flying Cloud* livery, the aircraft went on display in the Steven F. Udvar-Hazy Center in 2003.



Taylor E-2 Cub

(1930) 



The Taylor E-2 Cub is a small, light, and simple utility aircraft that was designed by C. Gilbert Taylor in 1930. The E-2 is often considered to be the forefather of the legendary Piper J-3 Cub light aircraft. Originally powered by a 20-horsepower Brownback “Tiger Kitten” engine, the E-2, now called “The Cub”, could not leave the ground as the engine did not provide enough power. In 1931, Taylor installed a Continental Motors 37-horsepower A40 engine in the aircraft. This engine finally provided the power needed to fly the E-2 with respectable performance. Taylor sold 22 E-2 Cubs in 1931 at a retail cost of \$1,325. By 1936 when production of the E-2 Cub ended, 353 aircraft had been built at the Taylor Aircraft Corporation factory in Bradford, Pennsylvania. This E-2 Cub is part of the aircraft collection at the Golden Age Air Museum in Bethel, Pennsylvania.

Taylor E-2 Cub

Crew: 1

Passenger Capacity: 1

Length: 22 ft 6 in

Height: 6 ft 6 in

Wingspan: 35 ft 2 in

Wing Area: 184 sq ft

Powerplant: Continental A40-2 4-cylinder air-cooled horizontally-opposed piston engine (x1)

Range: 196 nmi

Maximum Speed: 80 mph

Cruise Speed: 70 mph

Empty/Loaded Weights: 510 lb/970 lb

Service Ceiling: 12,000 ft

Forefather Of The Iconic Piper Cub

Wings

The E-2 Cub's wings were made of wood using spruce spars covered with fabric. The wings were mounted high above the fuselage. The wings were supported by a system of steel-tube struts, which also form the framework of the cockpit. The wings also hold the E-2's two fuel tanks, which had a capacity of nine gallons of fuel.

Cockpit

The Taylor E-2 Cub provided room for a pilot and passenger in a tandem seating arrangement, as it was thought this was the ideal cockpit arrangement for flight training use. As the aircraft was designed to be used for flight training, flight controls were provided for both seats. When used for flight training, the student would sit in the front seat, and the instructor would sit in the back. When flying the E-2 solo, pilots always fly from the aircraft from rear seat to maintain an appropriate weight and balance of the aircraft. Although the cockpit had a windshield, the sides were left open. On some later E-2 Cubs, fold down side windows were offered as an aftermarket option, but these were not common.

Namesake

The name for the Taylor E-2 Cub came from the original plan to use the Brownback Tiger Kitten engine in the aircraft. C. G. Taylor's accountant, Gilbert Hadrel, was inspired to name the aircraft "The Cub" since a tiger's offspring is called a cub. The name stuck with the aircraft as it evolved and improved. Eventually C. G. Taylor broke with Taylor Aircraft Corporation The Cub design stayed with the new company, now named Piper Aircraft, and would evolve to become the famous Piper J-3 Cub.



Engine

At first, finding an engine that was inexpensive and could provide enough power to give the E-2 Cub respectable performance was challenging. Initially, a 20-horsepower Brownback Tiger Kitten engine was used but this did not provide enough power to get the E-2 off the ground. A French-built Salmson AD-9 radial engine gave offered performance, but was expensive to maintain and its Metric measurements caused maintenance headaches. At one point, a desperate C. G. Taylor even designed and built his own engine to power the aircraft. Finally, the 37-horsepower Continental A40-2 4-cylinder engine proved to be a suitable powerplant for the aircraft. In later production E-2s, the slightly more powerful Continental A40-3 was used.

Fuselage & Landing Gear

The fuselage was a rectangular structure made of steel tubes welded together. Similar to the construction of the wing, the fuselage was also covered in fabric. The landing gear was a divided type with two side vees and two half axles. The E-2s small wheels were cast from aluminum.

GAAM Taylor E-2 Cub

The Golden Age Air Museum's Taylor E-2 Cub was built by the Taylor Aircraft Corporation in 1932 and was the 54th E-2 produced. It spent 50 years in storage before the Golden Age Air Museum acquired the aircraft in 1991. Volunteers at the Golden Age Air Museum spent three years restoring the E-2. This example of the E-2 Cub is one of the oldest in existence today and one of the few E-2s that survive in airworthy condition. This aircraft flies regularly as part of the museum's Flying Circus airshows and during other special events.

World War I Aircraft At Night And Under The Lights



Old Rhinebeck Aerodrome's Sopwith Pup reproduction and a pair of Fokker Dr.I Triplane reproductions owned by Chris Hill and John Elliot are lit up for a night photo shoot during the 2022 Fokker Scourge event held at the Golden Age Air Museum in September. The evening photo shoots were organized by aviation photojournalists from Full Disc Aviation.

At the 2022 Fokker Scourge event held recently at the Golden Age Air Museum, a unique opportunity came about for the aviation photographers who stayed into the evening hours. With the cooperation of the Golden Age Air Museum, Mark Mondello and Old Rhinebeck Aerodrome, and reproduction Fokker Dr.I Triplane owners Chris Hill and John Elliot, two excellent evening night photo shoots were offered courtesy of the aviation photojournalists from Full Disc Aviation featuring some of the World War I reproduction aircraft on the airfield.

On Friday evening, photographers had the opportunity to photograph both John Elliot's and Chris Hill's Fokker Dr.I Triplane reproduction aircraft on the field in the evening hours. Lights provided by James Woodard from Full Disc Aviation illuminated each aircraft with plenty of light for nighttime shooting. Woodard did a fantastic job positioning the lighting throughout the photo shoot to give the photographers in attendance plenty of opportunities to shoot the aircraft from several angles. The two Fokker Dr.Is were also parked close enough together to allow for several photographs to be taken where both aircraft could be part of the frame. Located away from any major sources of light pollution, the Golden Age Air Museum is the perfect place for a night photo shoot.

On Saturday evening, a second evening photo shoot was arranged, this time with the Sopwith Pup reproduction that attended the event from the Old Rhinebeck Aerodrome in New York. The pilot of the Pup, Mark Mondello, made sure the aircraft stayed out on the field, and Woodard once again did a great job placing his lighting equipment to showcase the Pup at night. Each photo shoot lasted about an hour, giving each photographer plenty of time to get photographs at the desired angles of each aircraft. A great time was had by all in attendance.

This photo shoot was a great way to capture World War I reproduction aircraft in a different environment. A note of thanks goes out to the Golden Age Air Museum, Mark Mondello and Old Rhinebeck Aerodrome, Chris Hill, and John Elliot for allowing the night photo shoot to take place. Also, special thanks to James Woodward and Full Disc Aviation for allowing all the photographers in attendance to participate in the photo shoot and providing the lighting equipment needed to make the photo shoot a success.





**Distelfink
Airlines**

Est.

2013



My late grandfather, John Brey, and I at the 2007 Geneseo Airshow. This was one of the few times that we had our photo taken together at an airshow.

ABOUT

DISTELFINK AIRLINES

The story of "Distelfink Airlines" begins in the early 1990s when my late grandfather, John Brey, began building and flying remote control model aircraft in his retirement. He enjoyed the hobby and quickly amassed a large fleet of model airplanes, which filled his garage and woodworking shop. He gave a name to his fleet of aircraft, "Distelfink Airlines". For the symbol of his fleet, he chose the Pennsylvania Dutch/German hex sign featuring the "Distelfink", a colorful bird that is a symbol of good luck and happiness. This hex sign and symbol is very common on Pennsylvania Dutch/German barns in Eastern Pennsylvania and is an important part of our local culture. He had custom "Distelfink" decals made for all his airplanes and had T-Shirts made with "Distelfink Airlines" printed on them. It wasn't long before curious people began asking about "Distelfink Airlines" and what it was. My grandfather told anyone who asked that "Distelfink Airlines" was a new startup airline that was going to be offering service between the Lehigh Valley International Airport and Philadelphia International Airport with more routes to come soon.

In addition to flying his model airplanes, my grandfather enjoyed attending airshows and we traveled to airshows together for almost 20 years. He also enjoyed local aviation history and was particularly fascinated by the history of the Consolidated TBY Sea Wolf, a torpedo bomber that was built locally in Allentown, Pennsylvania during World War II. He also remembered when famous aviator Amelia Earhart visited the Lehigh Valley in the early 1930s to raise funds for her failed attempt to become the first woman to fly around the world.

Established in 2013 in memory of my grandfather, "Distelfink Airlines" is an online aviation newsletter that carries on a tradition of sharing a love for aviation that my grandfather shared with me. This newsletter features photographs and writings on a variety of aviation topics. The logo that was chosen for "Distelfink Airlines" is the hex sign that my grandfather chose for his fleet of remote control model aircraft many years ago. This proud symbol of local Pennsylvania Dutch/German culture is joined by a pair of Consolidated TBY Sea Wolf torpedo bombers, the aircraft that was built locally in Allentown during World War II and is such an important part of our local aviation history. Thank you for reading "Distelfink Airlines" and sharing in the passion for aviation that my grandfather shared with me.

"Distelfink Airlines" is an online newsletter featuring the aviation photography and writings of Corey J. Beitler. Contributions from guest photographers and writers are sometimes featured and are used only with prior permission. Public domain and/or copyright free images are utilized for some articles. All text and images are copyright to the original owners and may not be reproduced or reused without permission.