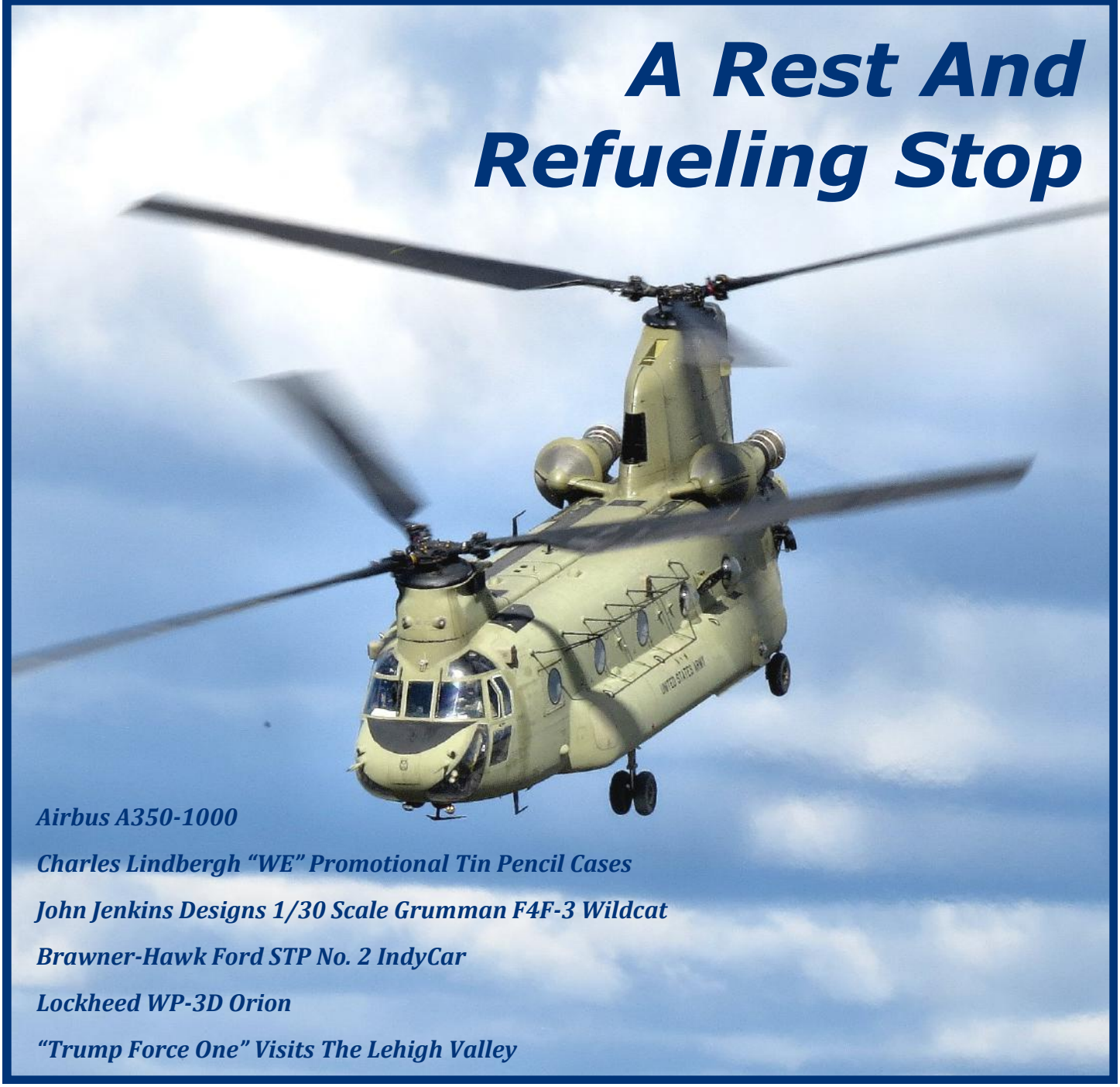
May 2024

Corey J Beitler's

"Distelfink Airlines"

An Online Aviation Newsletter

A Rest And Refueling Stop



Airbus A350-1000

Charles Lindbergh "WE" Promotional Tin Pencil Cases

John Jenkins Designs 1/30 Scale Grumman F4F-3 Wildcat

Brawner-Hawk Ford STP No. 2 IndyCar

Lockheed WP-3D Orion

"Trump Force One" Visits The Lehigh Valley

A Boeing CH-47F Chinook operated by the Combat Aviation Brigade of the U.S. Army's 10th Mountain Division lifts off from the Lehigh Valley International Airport following a refueling stop at the airport. The CH-47 Chinook is one of the most recognizable military helicopters in the world with its distinctive tandem rotor design and is the U.S. Army's primary heavy-lift helicopter.

FROM THE EDITOR'S DESK

A Helicopter Refueling Stop, Indy 500 Winner, F4F Wildcat Model, Trump Force One

Greetings Everyone:

Welcome to the May edition of "Distelfink Airlines. With the spring weather now in full swing, it is time for airshow season here in the Mid-Atlantic and Northeast regions of the United States. The first airshow "Distelfink Airlines" will be covering this year as credentialed media will be the First State Airshow at the Dover Air Force Base in Delaware in mid-May. I expect the airshow season to be busy and have lots of content from several airshows to run in the newsletter throughout the summer and early fall. The newsletter is doing extremely well with its reader numbers. I expect the numbers to continue to move in a positive direction through the summer. This is going to be the best year for "Distelfink Airlines" yet!

The featured content for this edition covers an unexpected and fun aviation event to photograph at the Lehigh Valley International Airport. Over the weekend of April 6-8, the airport served as a refueling stop for nearly 70 military helicopters from the Combat Aviation Brigade of the U.S. Army's 10th Mountain Division as they traveled from their base at Fort Drum in New York to the Port of Philadelphia in a military exercise. The 10th Mountain Division was moving the helicopters to the Port of Philadelphia in preparation for an overseas deployment. The helicopters passing through the Lehigh Valley International Airport included Sikorsky UH-60 and HH-60 Black Hawks, Boeing CH-47 Chinooks, and Boeing AH-64 Apaches. There were several helicopters to see at the airport each day, and large crowds of people turned out around the airport perimeter fences to watch the helicopters arrive and depart. It was great to see such public interest and support for the men and women of our armed forces and military aviation. The photo feature has 24 photos of the various helicopters and plenty of information about their performance specifications and service history.

The Lehigh Valley International Airport also had another unusual aircraft visit its runways recently. On April 13, 2024, the Boeing 757-200 corporate aircraft operated by The Trump Organization visited the airport to bring U.S. Republican presidential candidate Donald Trump to the Lehigh Valley region to speak at a campaign rally in the community of Schnecksville. "One Last Thing" has a brief article on the history of this Boeing 757, nicknamed "Trump Force One" by The Trump Organization. Please note that this article focuses on the aircraft and its history and is not an endorsement of any presidential candidates or political views.

For something special to "Distelfink Airlines", check out the "Aircraft of the National Air and Space Museum" section. As May is the month of the annual Indianapolis 500 motor racing event, this section of the newsletter features the race car driven by Mario Andretti when he won the 1969 race in dramatic fashion. This car is on display in the National Air and Space Museum History as part of a new museum exhibit that chronicles the nation's fascination with speed in the air, on land, and in the water.

Finally, "Model Aircraft" has an excellent model of the Grumman F4F-3 Wildcat World War II naval fighter from the toy soldier manufacturer John Jenkins Designs. This model is painted in a classic prewar U.S. Navy paint scheme and its bright colors make the Wildcat a handsome display piece on any desk or bookshelf. The model's excellent assortment of functional parts makes it a great centerpiece in a diorama as well.

Thank you again for supporting my aviation photojournalism efforts and "Distelfink Airlines" this year. Please feel free to share the newsletter with whoever you wish and invite them to join the newsletter's official social media pages listed below.

Regards,
-Corey

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What's Inside:

Airbus A350-1000

A Qatar Airways Airbus A350 -1000 on approach to the Washington Dulles International Airport in Virginia after a flight from Doha, Qatar. The longer and heavier A350-1000 variant of the A350 is easy to identify when plane spotting at airports thanks to its three-bogie main landing gear. The shorter and lighter Airbus A350-900 uses main landing gear utilizing a two-bogie design. Qatar Airways is one of the largest Airbus A350 operators, with 58 A350s in their fleet, which includes both A350-900s and A350-1000s.

The Airbus A350 is a long-range, wide-body twin-engine commercial airliner developed and produced by multinational aircraft manufacturer Airbus. The Airbus A350 XWB family of aircraft includes the three commercial variants, the A350-900, the A350-900ULR, the longer A350-1000, and the ACJ350, a corporate jet variant of the A350-900ULR. Airbus has also proposed a freighter variant of the A350, the A350F, that is expected to enter service in 2026. The Airbus A350 succeeds the earlier A340 and competes against Boeing's large long-haul twinjets, the 777 and the 787 Dreamliner, and the 777's future successor, the 777X.

Initially, Airbus began designing the A350 as a development of the successful A330. When airlines showed no interest, Airbus switched to a clean-sheet XWB (Xtra Wide Body) design in 2006. The A350 was the first Airbus commercial aircraft largely made of carbon-fiber-reinforced polymers. Airbus chose the Rolls-Royce Trent XWB turbofan engine as the exclusive powerplant for the A350. The avionics and cockpit were designed so the A350 shared a common type rating with the A330, simplifying training for pilots who fly for airlines that operate the two types in their fleet. The A350 was also the first Airbus aircraft to offer nine-abreast seating in the economy class of the passenger cabin. Airbus decided to offer the A350 in two main production variants, the A350-900, which has a range of 8,300 nautical miles and accommodates 300 to 350 passengers, and the longer A350-1000, which has a range of 8,700 nautical miles and accommodates 350 to 410 passengers. The first A350-900 entered service in January 2015 with Qatar Airways. The A350-1000 followed in 2018, also with Qatar Airways. As of February 2024, Airbus had orders for 1,289 A350s, 587 of these have been delivered and are in service with 40 operators worldwide. Singapore Airlines is the world's largest A350 operator, with 63 A350-900s in its fleet.

The Airbus A350-1000 pictured here is operated by Qatar Airways, the flag carrier airline for the nation of Qatar. Qatar Airways was the launch customer for both the A350-900 and the A350-1000. The airline operates a hub-and-spoke network, flying to 198 destinations worldwide and employing over 48,000 people. Qatar Airways operates a fleet of 258 aircraft. The A350-1000 pictured here is one of 58 A350s in the Qatar Airways fleet, which includes 34 A350-900s and 24 A350-1000s. Qatar Airways has an additional 18 A350-1000s on order from Airbus.


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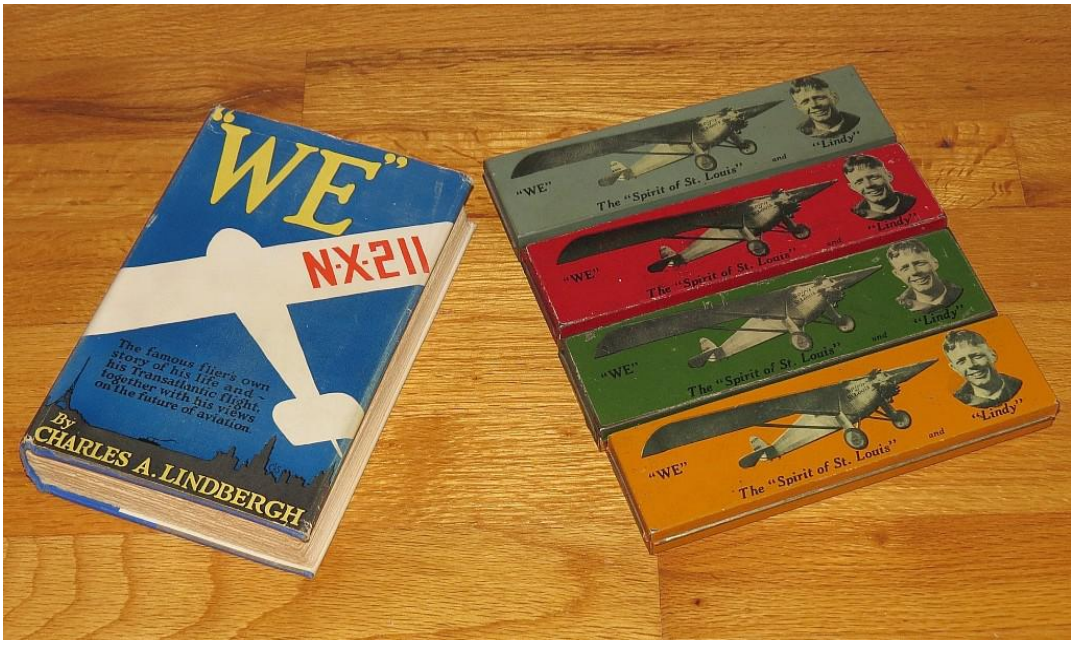
QATAR

Charles Lindbergh "WE" Promotional Tin Pencil Cases



When the autobiographical account of Charles Lindbergh's life and the events leading up to and during the historic flight from New York to Paris, "WE", was published in 1927, several companies produced items that were promotional tie-ins to the book. These tin collectible pencil cases were produced and sold by the Wallace Pencil Co., one of the leading manufacturers of pencils in the United States.

Just 57 days after Charles Lindbergh completed the first-ever, nonstop, flight from New York to Paris in the *Spirit of St. Louis*, an autobiographical account of Lindbergh's life and the events leading up to and during the historic flight was published. Titled *"WE"* to illustrate the spiritual relationship Lindbergh had developed with the *Spirit of St. Louis* during the flight, the 318-page illustrated volume sold 190,000 copies in the first six weeks of its release. *"WE"* was published in several editions and sold over 600,000 copies in its first year of publication. By 1928, *"WE"* had been published in dozens of languages and remained one of the bestselling books in the United States.

As "WE" flew off the shelves of bookstores throughout the United States, many companies signed deals with the publisher, G.P. Putnam & Sons, to offer products and items as a promotional tie-in with the book. Some of these items were offered as promotional giveaways at stops Lindbergh made in cities throughout the United States on a promotional tour in 1927 and 1928. One company to offer such an item was the Wallace Pencil Co., which produced a collectible tin pencil case for retail sale as a promotional tie-in with the book.

The Wallace Pencil Co. began manufacturing wooden pencils in St. Louis in 1915. The company made an extensive line of pencils for school, home, and business customers. Wallace Pencil Co. was one of the first pencil manufacturers to produce "checking pencils", red and blue colored pencils used by editors for copyediting and proofing on hard copy. As a way to market its products and promote its business, the Wallace Pencil Co. sometimes packaged its pencils in collectible pencil cases. These cases were initially made of wood and later, tin. The company continued to offer their pencils in tin pencil cases until the 1950s. By the 1970s, the Wallace Pencil Co. was selling over 120 million pencils annually. In the 1980s, the company was acquired by Dixon Ticonderoga.

As a promotional product tie-in to the release of "*WE",* the Wallace Pencil Co. issued the commemorative tin pencil cases seen here. The pencil case is made of tin and has a hinged lid. Included with each pencil case was a set of brand-new pencils or a set of crayons. Each case had a picture of Charles Lindbergh and the Spirit of St. Louis, the *"WE"* book title, and the words "The Spirit of St. Louis and "Lindy". The cases were made in four colors, red, green, orange, and blue. These pencil cases were sold in department and bookstores and primarily marketed to children for use in school.

The tin pencil cases were manufactured in four colors, blue, orange, red, and green. The cases have a hinged lid, with a lip along the outer edge to keep it securely closed. When sold in the late 1920s, the pencil cases included a set of new pencils or crayons.

The examples of these pencil cases that survive today often have condition issues that range from minor to severe. These condition issues include flaking paint and paint loss, scratches, broken or missing hinges, and dents. The pencil cases were made of tin and easily bent and dented with frequent use.

John Jenkins Designs 1/30 Scale Grumman F4F-3 Wildcat

John Jenkins Designs has created an exceptional model of an early production Grumman F4F-3 Wildcat as part of their 1/30 scale "Inter-War Aviation" series of aircraft, figures, and diorama accessories. The Wildcat is painted in a bright prewar color scheme and represents an aircraft assigned to Fighting Squadron 72 (VF-72) on the U.S.S. Wasp in January 1941. VF-72 was one of the first U.S. Navy squadrons to receive the F4F-3 and operate the Wildcat from an aircraft carrier flight deck.

The Grumman F4F Wildcat is an American carrier-based fighter aircraft used by the United States Navy and Marine Corps and the British Royal Navy, where it was initially named the Marlet, during World War II. In the early years of World War II, the Wildcat was the only effective fighter aircraft available to the U.S. Navy and Marine Corps in the Pacific theatre of operations. With a top speed of 318 miles per hour, the Wildcat was outperformed by the faster and more maneuverable Mitsubishi A6M Zero fielded by the Imperial Japanese Navy. The Wildcat made up for some of its shortcomings by being sturdy and rugged, its airframe being able to absorb considerable battle damage and remain flying. The Wildcat played a major role in battles at the Coral Sea, Midway, and Guadalcanal. Lessons learned from combat experience with the Wildcat were applied to its successor, the larger, faster, and more heavily armed F6F Hellcat.

Grumman's development of naval fighter aircraft began in the early 1930s when the company designed the two-seat FF biplane fighter for the U.S. Navy. The FF was the first U.S. naval aircraft designed with retractable landing gear. The landing gear was lowered and retracted using a hand crank in the cockpit. This retractable landing gear system would be used on several Grumman aircraft, including the Wildcat. After the successful FF, the single-seat F2F and F3F biplane fighters followed. These Grumman designs established the fuselage lines used in the Wildcat. In 1935, Grumman began design work on its next biplane fighter, the F4F. By this time, the U.S. Navy was transitioning to fighters that were monoplane designs. The Grumman F4F lost out to the Brewster F2A Buffalo in U.S. Navy flight tests.

Grumman decided to continue to develop the F4F and completely redesigned the aircraft. The redesigned F4F was a monoplane with a new tail and larger wings for improved handling. The most significant change was the installation of the new Pratt & Whitney R-1830 Twin Wasp supercharged radial engine into the F4F design. The installation of this engine allowed the F4F to show its true potential as a fighter aircraft. In early 1940, the U.S. Navy ordered a production contract for the F4F-3.

Early production variants of the F4F-3 went to both the U.S. Navy and British Royal Navy, which named it the Marlet. These early F4F-3s did not have folding wings and were armed with four .50-caliber Browning machine guns. The British F4F-3s had several design changes at the request of the Royal Navy, such as different propellers and avionics equipment. In-service experience with these early F4F-3s led to several design changes to the aircraft. These changes included revisions to the engine cowl flaps and the machine gun blast tubes. The telescopic gunsight was replaced with a more accurate reflector sight. In October of 1941, the U.S. Navy officially adopted the name "Wildcat" for the F4F.

The next production variant of the Wildcat was the F4F-4, which entered service in 1941 and was the definitive version of the Wildcat that saw the most combat action in the early war years. The F4F-4 had folding wings to save space on aircraft carrier flight and hangar decks, and its armament increased to six .50-caliber machine guns. The wings of the Wildcat were also strengthened to allow external stores, such as bombs and fuel tanks, to be carried on underwing racks. This variant of the Wildcat saw considerable action during the Battle of Midway in 1942. Adding the weight of extra armament and folding wing mechanisms reduced the Wildcat's top speed and rate of climb. Many U.S. Navy pilots disliked the F4F-4 because of these performance handicaps.

In early 1943, Grumman ceased production of the Wildcat to focus on its successor, the F6F Hellcat. Production of the Wildcat was handed over to General Motors, which continued to produce the F4F-4 as the FM-1 for the U.S. Navy and Marine Corps, and the Royal Navy. General Motors later switched production to the improved FM-2 variant, which was optimized for escort carrier operations with a more powerful engine and a taller tail to cope with the increased torque of the new engine. The FM-2 variant also returned to the original armament of four .50-caliber machine guns.

Although nearing obsolescence by the end of the war, the Wildcat continued to be used on escort carriers, where its size made it ideal for operations on their smaller flight decks. Equipped with bomb racks, Wildcats from escort carriers were used to attack ground targets and enemy submarines. When Wildcat production ended at war's end, over 7,800 had been built by Grumman and General Motors. They had served as land-based and carrier-based naval fighters and in all theatres of combat operations.

John Jenkins Designs 1/30 scale Grumman F4F-3 Wildcat is an excellent model of an early production version of this naval fighter. The model has some well-researched details, such as the appropriate gun blast tubes and the telescopic gunsight, two design elements found only on early production Wildcats. The Wildcat also has an accurate prewar paint scheme with subtle weathering added throughout the model to reflect use during aircraft carrier operations.

The John Jenkins Designs 1/30 scale Grumman F4F-3 Wildcat has several functional parts that add realism to the model. The cockpit canopy opens and closes, and the propeller turns. Additional working features on the model include an extending and retracting tailhook, working ailerons, and gun and ammunition bays in the wings that can be displayed as opened or closed using optional wing panel parts included with the model.

This model of the Grumman F4F Wildcat is part of the John Jenkins Designs "Inter-War Aviation" collection of 1/30 scale model aircraft, figures, and diorama accessories. This model is product-coded IWA-50 and retails for $278 in the United States. Like all other John Jenkins Designs aircraft models, the model comes in a sturdy cardboard box with custom-cut foam packing inserts. Assembly for this model includes inserting the propeller, a small aerial on the underside of the fuselage, the landing gear, and wing panels that cover the gun bays.

This Grumman F4F-3 Wildcat model represents an early production Wildcat assigned to Fighting Squadron 72 (VF-72) on the *U.S.S. Wasp* in January 1941. This F4F-3 was one of the first delivered by Grumman to the U.S. Navy in December 1940. Fighting Squadron 72 on the *U.S.S. Wasp* was one of the first squadrons assigned to an aircraft carrier to receive F4F-3s. The colorful pre-war markings were only seen for a few months on the F4F-3s. By March 1941, with war creeping closer on the horizon for the United States, all the F4F-3s were painted in overall light grey or blue grey over light grey.

The John Jenkins Designs F4F-3 has several excellent features. The model has a lot of opening and moving parts. On this F4F-3 model, the panels to access the gun and ammunition bays in the wings are removable, and the .50-caliber machine guns and bullets are visible when these panels are removed. The model includes a second set of panels that can be posed in the open position. Additional moving or opening parts on the model include movable ailerons, an extending and retracting tailhook, an opening and closing cockpit canopy, and a rotating propeller. These working features give this F4F-3 an incredible sense of realism and open up various display possibilities in a diorama with figures and other scale accessories.

Another positive aspect of this model is the design of the landing gear. Similar to other John Jenkins Designs World War II aircraft models, the F4F-3 Wildcat model has optional position landing gear. Parts are included to display the landing gear in the lowered or retracted position. The landing gear parts are conveniently held in place by concealed magnets, eliminating any small tabs or slots on the model. The Wildcat's main landing gear had a unique design and was constructed of a maze of struts and supports. John Jenkins Designs decided to mold the extended main landing gear as one large piece, eliminating any difficulty in inserting and removing this piece from the model.

A final positive aspect of this model is the fantastic paint scheme. There are not many models of a Wildcat in the bright prewar U.S. Navy colors because the F4F-3 Wildcats wore them only for a very short time. The Wildcat looks excellent with its yellow wings and colorful squadron markings. The model also features an appropriate level of weathering, indicative of aircraft carrier flight operations. John Jenkins Designs also did an excellent job on their research for this Wildcat. The initial production F4F-3s had different style gun blast tubes and telescopic gunsights, both of which were revised by Grumman shortly after production began. This F4F-3 model has these important design elements correct.

There are a few minor shortcomings with this model. John Jenkins Designs does not include a pilot figure for the cockpit of this model. The company did offer seated pilot figures that fit this model, but they have been retired from production, and many dealers no longer have them in stock. If a collector wants a pilot figure for the Wildcat, they may have to locate one on the secondary market. The model also can't be displayed using its retracted landing gear parts without purchasing one of the John Jenkins Designs display stands. These stands have been discontinued and are now difficult to find through the John Jenkins Designs network of dealers.

A final shortcoming of this model is the design of the gun bay access panels for the wings. These parts just sit on top of the wing in their proper location. If the model is turned upside-down to insert the landing gear pieces or for another reason, these pieces can fall off the model, risking breakage. John Jenkins Designs should have designed these parts so that they locked into place on the wings. The tailhook is another piece on the model that doesn't secure tightly and can extend from its retracted position just by handling the model.

The John Jenkins Designs Grumman F4F-3 Wildcat is an excellent model of the naval fighter in a pre-World War II color scheme. The model is well-researched and has excellent detail, especially in the cockpit, gun bay, engine, and landing gear areas. With its numerous opening and functional parts, the Wildcat makes an excellent centerpiece of a toy soldier diorama featuring the John Jenkins Designs "Inter-War Aviation" figures depicting pre-World War II U.S. Navy aircraft carrier flight deck personnel. The Wildcat's fantastic paintwork and bright prewar colors will stand out in any model airplane collection or on a desk or bookshelf and is a great tribute to the "yellow wings" days of U.S. naval aviation.

The John Jenkins Designs 1/30 scale Grumman F4F-3 Wildcat is an excellent model, but it does have some minor shortcomings. One of the most significant shortcomings of the model is that no display stand is included with the model, so the Wildcat cannot be displayed with its retracted landing gear parts installed as if it were flying. There are display stands available from John Jenkins Designs at an additional cost, but they have been discontinued and are nearly impossible to find through the John Jenkins Designs dealer network.

A Rest And Refueling Stop

The Lehigh Valley International Airport recently hosted nearly 70 military helicopters from the Combat Aviation Brigade of the U.S. Army's 10th Mountain Division for a rest and refueling stop as they traveled to the Port of Philadelphia in preparation for an overseas deployment.

A pair of Sikorsky UH-60M Black Hawks from the U.S. Army 10th Mountain Division's Combat Aviation Brigade depart the Lehigh Valley International Airport after a refueling stop while on their way to the Port of Philadelphia. The UH-60 Black Hawk is the U.S. Army's primary medium-lift and utility helicopter.

The Boeing AH-64E Apache attack helicopter seen here is one of three helicopter types operated by the Combat Aviation Brigade of the U.S. Army's 10th Mountain Division, the other two types being the Boeing CH-47F Chinook and the Sikorsky UH-60M and HH-60M Black Hawk. These helicopter types provide the 10th Mountain Division with aerial support in assault, reconnaissance, transport, and medical evacuation roles.

The Lehigh Valley International Airport is ideally located in the center of the Lehigh Valley, serving travelers in the surrounding communities and the region's major population centers of Allentown, Bethlehem, and Easton. The airport has two asphalt runways, ground facilities, and other services supporting commercial, cargo, corporate, charter, military, and general aviation flight operations. Lehigh Valley International Airport has a modern terminal with parking space for nine aircraft and an air cargo operations area with ramp space for six aircraft.

The airport is served by airline partners Allegiant Air, American Airlines, Delta Air Lines, and United Airlines, which fly to 15 destinations nationwide. Most destinations offered by the airline partners, such as Myrtle Beach, Nashville, and Orlando, are popular vacation spots for Lehigh Valley residents. Other destinations, such as Atlanta, Charlotte, Chicago, and Denver, are popular as connection hubs. Air cargo airline partners at the airport include Amazon Air, ABX Air, and FedEx Express. Air cargo operations at the airport have grown in recent years, with the Lehigh Valley becoming a leader in the e-commerce industry. In 2022, over 237 million pounds of cargo and mail passed through the airport. Over 900,000 people use the airport annually, making the airport the fourth-busiest in passenger traffic in Pennsylvania.

Recently, military aircraft operations took center stage at the airport when the facility served as a rest and refueling stop for nearly 70 military helicopters from the Combat Aviation Brigade of the U.S. Army's 10th Mountain Division. The helicopters were relocated in a planned exercise from Fort Drum, New York, to the Port of Philadelphia in preparation for shipment for an overseas deployment. This deployment is a planned rotation of forces in the U.S. Central Command's (CENTCOM) area of responsibility.

The photographs in this feature highlight the helicopter movements at the Lehigh Valley International Airport during this planned exercise, which took place April 6-8, 2024. The exercise involved 20 to 25 helicopters refueling at the airport each day.

Helicopters from the Combat Aviation Brigade of the 10th Mountain Division began arriving in small groups at the Lehigh Valley International Airport early on Saturday morning, April 6th. Unfortunately, the weather conditions were not optimal for any photography. Cold temperatures, rain and snow showers, and gusty winds made photography difficult. This is one of the unit's Sikorsky UH-60M Black Hawks preparing to land after arriving at the airport for refueling and a rest period for the flight crew.

The Sikorsky UH-60 Black Hawk is the primary general utility helicopter for the U.S. Army. The Black Hawk was introduced into service in 1979, and has been continuously updated since its introduction to improve its performance, range, and capabilities. The Black Hawk has been used successfully in U.S. military conflicts in Grenada, Panama, Somalia, Iraq, the Balkans, Afghanistan, and other areas in the Middle East. These UH-60Ms are fitted with long-range external fuel tanks.

The helicopters from the Combat Aviation Brigade of the 10th Mountain Division arrived in groups of four or five at staggered times to reduce the stress on the airport's normal flight operations and allow the previous group to depart the airport. This group of four HH-60Ms is arriving at the airport for refueling. The HH -60M is a version of the Black Hawk equipped for medical evacuation missions. These pilots are demonstrating their skill in handling the helicopters by air taxiing as a group to their parking location.

The UH-60 Black Hawk has proven its versatility as a military helicopter by being adaptable to many roles. In addition to its primary role as a utility and medium-life helicopter, the Black Hawk has been used as a gunship, medical evacuation, special operations, electronic warfare, and reconnaissance platform. Dedicated anti-submarine warfare and search and rescue variants of the Black Hawk have been developed for use by the U.S. Navy, the U.S. Air Force, and the U.S. Coast Guard.

After being refueled and a brief rest period for the flight crews, the helicopters departed Lehigh Valley International Airport in groups of two or three to head to the Port of Philadelphia. This is another UH-60M Black Hawk fitted with a pair of long-range external fuel tanks. These tanks are fitted to removable stub wings called the External Stores Support System (ESSS). In addition to fuel tanks, these stub wings can be fitted with additional armament such as gin pods, rockets, and missiles.

In cloudy conditions with light rain falling, another HH-60M Black Hawk departs the Lehigh Valley International Airport headed for the Port of Philadelphia. The HH-60M is powered by a pair of General Electric T700-GE-701D/E turboshaft engines. These engines give the helicopter a cruising speed of 175 miles per hour and a top speed of 183 miles per hour. The M variant of the Black Hawk has a combat range of 320 nautical miles and can fly at a service ceiling of 19,000 feet.

Although Saturday featured large numbers of Black Hawks, a group of four Boeing CH-47F Chinooks from the Combat Aviation Brigade of the 10th Mountain Division also arrived at the airport for fuel. The CH-47 is one of the world's most recognizable military helicopters due to its tandem-rotor configuration. The CH-47 Chinook is a heavy-lift helicopter used to carry large loads of people and cargo. Since its initial introduction in 1962, over 1,200 CH-47s have been built by Vertol and later, Boeing.

When it was introduced in 1962, the CH-47 Chinook was one of the fastest helicopters in the world, with a top speed of over 170 miles per hour. Today, the CH-47 is still one of the fastest helicopters in the U.S. Army inventory. The CH-47 can carry a cargo load of 24,000 pounds either in its fuselage or externally, using three ventral cargo hooks to carry underslung loads. Large cargo loads, such as small vehicles, can be loaded into the fuselage using the ramp located in the rear of the fuselage.

Sunday morning featured improved weather conditions with partly cloudy skies and warmer temperatures. The first helicopter arrivals and departures on Sunday morning were another group of CH-47 Chinooks. The large cargo compartment of the Chinook can carry 33-55 fully-armed troops, 24 patients on stretchers with three attendants, or a cargo load of up to 24,000 pounds internally or externally. The current standard variant of the Chinook is the upgraded CH-47F, introduced in 2001.

A CH-47F Chinook from the Combat Aviation Brigade of the 10th Mountain Division prepares to depart the Lehigh Valley Airport after refueling. One of the distinctive features of the Chinook is its tandem rotor design. The tandem rotor design is more stable than conventional helicopters when hovering over a location and less sensitive to changes in the helicopter's center of gravity. This characteristic is ideal when lifting or dropping cargo and when troops drop from or climb ropes attached to the helicopter.

Another Boeing CH-47F Chinook departs the Lehigh Valley International Airport after refueling. The Chinook is one of the largest helicopters available to U.S. and NATO forces. The helicopter has a fuselage length of 52 feet, a height of 18 feet, and a fuselage width of 12 feet. The Chinook is also a fast helicopter for its size, with a top speed of just under 200 miles per hour and a cruise speed of 184 miles per hour. The Chinook has a combat range of 200 nautical miles and can fly at a service ceiling of 20,000 feet.

The third helicopter type operated by the 10th Mountain Division's Combat Aviation Brigade is the Boeing AH-64 Apache. The Apache is a twin-turboshaft attack helicopter with a crew of two. The AH-64 Apache has sensors in its nose that help acquire targets and provide night vision. It carries a 30 mm M230 chain gun under the nose and four weapons pylons on stub wings for armament and external stores. Typically, AH-64s are armed with AGM-114 Hellfire missiles and Hydra 70 rocket pods.

With its refueling completed, one of the AH-64 Apaches departs the Lehigh Valley International Airport. The AH-64 Apache was developed in the 1970s by Hughes Aircraft. After acquiring Hughes Aircraft in the 1980s, McDonnell Douglas continued to develop the AH-64 Apache. The AH-64 entered service with the U.S. Army in 1986. The upgraded and improved AH-6D Apache Longbow entered service in 1997. The most modern variant of the Apache is the AH-64E Guardian, introduced in 2012.

An innovative feature of the Apache was its helmet-mounted display, the Integrated Helmet and Display Sighting System (IHADSS). This system has many capabilities, including allowing either the pilot or the gunner to slave the 30 mm M230 Chain Gun to their helmet, making the gun track head movements to the point where they look. Other sensors and avionics systems allow the AH-64 Apache to operate in front-line environments, day and night, and during adverse weather conditions.

The 6th Cavalry Regiment traces its origins to the American Civil War, when it was formed as a horseback cavalry unit. The 6th Cavalry has been involved in several major American military conflicts throughout its existence. Currently, the 6th Cavalry is organized into aviation squadrons, with the squadrons being assigned to several different combat aviation brigades. The 6th Squadron is assigned to the Combat Aviation Brigade of the 10th Mountain Division as the unit's air cavalry reconnaissance squadron.

The AH-64 Apache is smaller than the UH-60 Black Hawk and CH-47 Chinook. The Apache has a fuselage length of 49 feet, 5 inches, and a height of 12 feet, 8 inches. Powered by two General Electric T700-GE-701C/D turboshaft engines, the Apache has a top speed of 182 miles per hour and cruises at 165 miles per hour. The combat range for the Apache is 260 nautical miles, and the helicopter can be ferried up to 1,000 miles with external fuel tanks. The Apache can fly at altitudes up to 20,000 feet.

Monday morning and early afternoon saw the last groups of helicopters from the Combat Aviation Brigade of the 10th Mountain Division pass through the Lehigh Valley International Airport on their way to the Port of Philadelphia. The first group of helicopters to stop at the airport for refueling were some CH-47F Chinooks. Unlike Saturday and Sunday, Monday morning started with bright sunshine and clear blue skies. This is one of the last CH-47Fs departing after its refueling has been completed.

The Chinook is one of the few aircraft developed during the 1960s that remains in production today. New versions of the Chinook have more powerful engines, improved gearboxes and transmissions, composite rotor blades, and upgraded avionics. The Chinook has been exported worldwide to military and civilian users. The civilian version of the Chinook has been used for passenger and VIP transport services, aerial firefighting and to support the logging, construction, and oil extraction industries.

The final CH-47F Chinook from the Combat Aviation Brigade of the 10th Mountain Division departs the Lehigh Valley International Airport for the Port of Philadelphia on Monday morning. Long-range plans for the U.S. Army's Chinooks include upgrading the engines and avionics to increase the aircraft's performance and cargo-carrying capacity. The current U.S. Army plan for the CH-47 keeps the helicopter in service until 2060. New CH-47s continue to be built by Boeing for operators worldwide.

Monday morning also saw another group of AH-64 Apaches pass through the Lehigh Valley International Airport for fuel on the way to the Port of Philadelphia. Currently, the U.S. Army has a combined inventory of over 800 AH-64D and AH-64E Apaches. The U.S. Army is in the process of upgrading 634 Apaches to the E standard. As of April 2020, 500 of these AH-64Es have been delivered to the U.S. Army. Current plans call for the U.S. Army to continue to operate the Apache until 2040.

An AH-64 Apache from 6th Squadron, 6 Cavalry Regiment departs the Lehigh Valley International Airport on Monday morning. Similar to the Black Hawk and the Chinook, the Apache has enjoyed export success, with militaries worldwide ordering the attack helicopter. Some of the largest operators of the Apache other than the United States include Egypt, Israel, Kuwait, Saudi Arabia, South Korea, and the United Kingdom. Recently, India, Morocco, and Poland have placed orders for the AH-64E variant of the Apache.

One of the last AH-64 Apaches departs the Lehigh Valley International Airport on Monday afternoon after refueling. The new AH-64E Apache is designated the AH-64E Guardian and has improved digital connectivity and the ability to control unmanned aerial vehicles. More powerful engines and composite rotor blades increase cruise speed and payload capacity. Updates to the Long-Bow radar give the AH-64E over-water combat capability, enabling it to be used in a maritime role for naval strikes.

The helicopters from the Combat Aviation Brigade of the 10th Mountain Division to visit Lehigh Valley International Airport were another large group of UH-60 Black Hawks. The UH-60 Black Hawk has been a huge success for Sikorsky Aircraft. Since its introduction in 1974, over 5,000 Black Hawks have been built and delivered to military operators worldwide. The versatile helicopter is also operated in civilian roles, including aerial firefighting, VIP transport, medical evacuation, and search and rescue.

One of the last UH-60M Black Hawks to stop at Lehigh Valley International Airport departs following refueling at the airport on Monday. All the helicopters from the Combat Aviation Brigade of the 10th Mountain Division were prepared for crating and shipping overseas by ship once arriving at the Port of Philadelphia. The 10th Mountain Division will soon deploy overseas in a location in the U.S. Central Command's area of responsibility as part of a normal rotation of forces assigned to overseas deployment.

Brawner-Hawk Ford STP No. 2 IndyCar

The Brawner-Hawk Ford STP No. 2 IndyCar driven by Mario Andretti in the 1969 Indianapolis 500 on display in the National Air and Space Museum's flagship building on the National Mall. Andretti, one of the most successful Indycar drivers in history, won the race driving this car, a backup machine that was not even supposed to see the racetrack. The racecar is on display in a new exhibition called Nation of Speed, which examines America's fascination with speed in the air, on the land, and in the water.

In the summer of 1969, Americans were captivated by seeing the first person step on the Moon, a historic moment in space exploration and American history. During May of that year, the annual running of the Indianapolis 500 also made history. In this 53rd running of America's most prestigious auto race, Hall of Fame IndyCar driver Mario Andretti would take his first and only victory in the Indianapolis 500 in a car that was not even supposed to see the track that year.

For the 1969 race, Andretti drove for long-time team owner and STP CEO Andy Granatelli. Granatelli was known as "Mister 500" for his long involvement in the race and had campaigned many different cars for drivers over the years at Indianapolis but had never won the 500 as a car owner. For 1969, Granatelli fielded a radical four-wheel drive Lotus Super-Wedge for Andretti. Although the Lotus had been unsuccessful as a chassis in previous Indianapolis 500 races, it showed promise when practice sessions began in early May. Andretti was quickly near the top of the speed charts and had a spirited competition with rivals A.J. Foyt and Roger McCluskey for the top times in the practice sessions. Soon, the three drivers were regularly posting practice speeds averaging over 170 miles per hour.

Unfortunately for Andretti and Granatelli, disaster would strike just two days before qualifying was set to begin. Faulty hubs on the Lotus Super Wedge caused Andretti to lose control and crash hard into the Turn 4 wall. The Lotus burst into flames and was damaged beyond repair. Andretti suffered burns all over his face and was lucky to escape the crash with no other injuries. With the Lotus destroyed, the Granatelli team had no choice but to prepare the only backup car they had for Andretti, a Branwer-Hawk Ford that was close to two years old.

The Brawner-Hawk Ford was an open-wheel race car designed by Clint Brawner, one of open-wheel racing's best designers and mechanics during the front-engine roadster era of IndyCars. In 1965, Branwer designed his first rear-engine racer, the Brawner-Hawk. In the 1960s, the Brawner-Hawk was an IndyCar on the cutting edge of engine design and aerodynamics.

Most IndyCars had sleek and cigar-shaped bodies. The Brawner-Hawk had a larger body with a flat bottom, a large oil tank in front, oil tubes running down the sides, and small wings on the rear of the chassis, all of which created downforce. The Brawner-Hawk was powered by a Ford turbocharged V-8 engine. This engine was one of the first IndyCar powerplants to use a turbocharger to increase horsepower. The Brawner-Hawk chassis had helped launch the career of Mario Andretti, as he had used the car to win two USAC National Championships in 1965 and 1966.

With Andretti's Lotus destroyed, the Brawner-Hawk Ford STP No. 2 became his primary car. Andretti's pit crew worked around the clock to prepare the car. During qualifying, Andretti did what many thought was impossible, qualifying in second place with a speed of just under 170 miles per hour. This qualifying effort was a remarkable achievement because the weight distribution and aerodynamics of the Brawner-Hawk Ford were different than that of the Lotus, and Andretti had to completely change his driving style to match the car's handling. The qualifying effort was a testament to Mario Andretti's ability to drive almost any race car.

Another legendary story from the 1969 Indianapolis 500 took place after qualifying. A tradition at the Indianapolis 500 is to line the front row of cars up at the famous "yard of bricks" in front of the start-finish line on the main straightaway and take a picture of the top three qualifiers with their cars. Because of the burns on his face, Mario Andretti did not want to be in the picture. Instead, Mario asked his twin brother, Aldo, to stand in for him, so the front row photograph shows Aldo Andretti posing in the Brawner-Hawk Ford STP No. 2 with the other cars and drivers, not Mario.

When the green flag flew on the 53rd running of the Indianapolis 500 on May 30, 1969, Mario Andretti passed pole sitter A.J. Foyt and led the first five laps. Unfortunately, the Brawner-Hawk Ford was notorious for running hot, as engineers were still figuring out how to design effective cooling systems for the rear-engine cars. So the engine would not terminally overheat, Andretti fell back, handing the lead over to A.J. Foyt.

The problems did not end there for Andretti. During an event-filled race for the driver, Andretti made a driving mistake and nearly hit the Turn 2 wall. The clutch began slipping on the Brawner-Hawk Ford, and the car's transmission fluid level was low. On his final pit stop, Andretti accidentally knocked over chief mechanic Clint Branwer and nearly stalled the car leaving the pits. The most significant problem for Mario Andretti during the race was his tires. Due to an issue with the right rear tire, the Granatelli pit crew could not get the tire off the car. Since running three new tires with the old tire would have severely upset the car's handling, Andretti ran the entire race on the same set of tires.

Fortunately for Andretti, his competitors would also have problems during the race. On lap 99, A.J. Foyt, Andretti's most serious challenger, headed to the pits with a split manifold. The lengthy pit stop to repair it put Foyt many laps down and out of contention for the win. Lloyd Ruby was leading the race just past halfway but pulled away from his pit stop while the car was still being refueled. The incident ripped the fuel hoses out of the car and put a hole in the fuel tank, putting Ruby out of the race. With his main competition out of contention, Andretti dominated the last half of the race, leading 116 laps in all and maintaining over a full-lap lead on the rest of the field. It was a triumphant victory for Andretti and the first victory for car owner Andy Granatelli after 23 years of heartbreak and disappointment in previous races. In another famous moment captured in photographs from the 1969 Indianapolis 500, Granatelli kissed Mario Andretti on the cheek in victory lane.

The Andretti family is a racing dynasty. Mario's son Michael had a long and successful IndyCar career and is statistically one of the best drivers in open-wheel racing history. Michael now owns an IndyCar team that his son, Marco, drives for. Mario's other son, Jeff, raced in IndyCar for a short time in the early 1990s. Aldo's son, John, had a very long and successful motorsports career, racing in IndyCar, IMSA, Rolex Sports Car, and NASCAR. Mario Andretti continues to be an ambassador for IndyCar and motorsports, appearing at numerous races, auto shows, and charity events every year.

In 1969, the Brawner-Hawk Ford was retired from IndyCar competition. Recognizing its importance in auto racing history, Granatelli donated the car to the Smithsonian Institution's National Museum of American History. Unfortunately, a lack of space in the museum meant the car sat in storage in unrestored condition for many years, unseen by the public.

When plans were made by the Smithsonian Institution to completely remodel the National Air and Space Museum flagship building on the National Mall, curators planned a new exhibit in the museum called *Nation Of Speed.* The new exhibit would examine America's fascination with speed in the sky, on the land, and in the water. As curators were planning this new exhibit, they felt the Brawner-Hawk Ford STP No. 2 would fit the theme of this new exhibit perfectly. The National Museum of American History agreed to loan the car to the National Air and Space Museum, and Smithsonian curators got to work cleaning and restoring the race car and designing an exhibit for its display in the museum. The *Nation Of Speed* exhibit opened to the public on October 14, 2022, when the first eight new exhibits in the National Air and Space Museum on the National Mall reopened to the public after being remodeled and reimagined.

Today, the Brawner-Hawk Ford STP No. 2 is on display with many other artifacts that tell the story of America's fascination with speed in the *Nation Of Speed* exhibit. Some of these artifacts include the STP Pontiac stock car Richard Petty raced to his 200th career NASCAR win, a 1958 Chevrolet Corvette, a vehicle often thought of as America's sports car, and the Laird-Turner LTR-14 Meteor, the racing aircraft flown by Roscoe Turner when he won the 1938 and 1939 National Air Races.

The Brawner-Hawk Ford STP No. 2 may not seem like it fits in the National Air and Space Museum, but many of the technologies and aerodynamic components used in the design of the car and in the motorsports industry were first tested and used by NASA and the aerospace industry. The car also tells the story of one of America's legendary racing drivers, and his only victory at a track known as "The Brickyard" in the race that's called "The Greatest Spectacle In Racing".

Lockheed WP-3D Orion (1976)

The Lockheed WP-3D Orion is a highly modified variant of the P-3 Orion four-engined, turboprop, anti-submarine, and patrol and maritime surveillance aircraft operated by the U.S. Navy and introduced in the 1960s. The two WP-3Ds built are operated by the Aircraft Operations Center division of the National Oceanic and Atmospheric Administration (NOAA). The WP-3Ds are equipped with radar and numerous scientific instruments to collect weather information from hurricanes. During the Atlantic hurricane season, the WP-3Ds are deployed as hurricane hunters and complement the U.S. Air Force WC-130J hurricane hunter aircraft operated by the 53rd Weather Reconnaissance Squadron. The NOAA WP-3D Orions also support other research topics such as Arctic ice coverage, air chemistry analysis, and ocean water temperature.

Lockheed WP-3D Orion

Crew: Up to 22 (Pilots (x2), Flight Engineer, Navigator, Flight Director, Engineering/Electronic Specialists (2-3), Radio/Avionics Specialist, Scientists (Up to 12))

Length: 116 ft 10 in

Height: 34 ft 3 in

Wingspan: 99 ft 8 in

Wing Area: 1,003 sq ft

Powerplant: Allison T56-14 turboprops (x4)

Range: 3,800 nmi (High Altitude), 2,500 nmi (Low Altitude)

Cruise Speed: 290 mph

Maximum Speed: 466 mph

Empty/Maximum Takeoff Weights: 73,500 lb/135,000 lb

Service Ceiling: 27,000 ft

Hurricane Hunter

Scientific Instruments

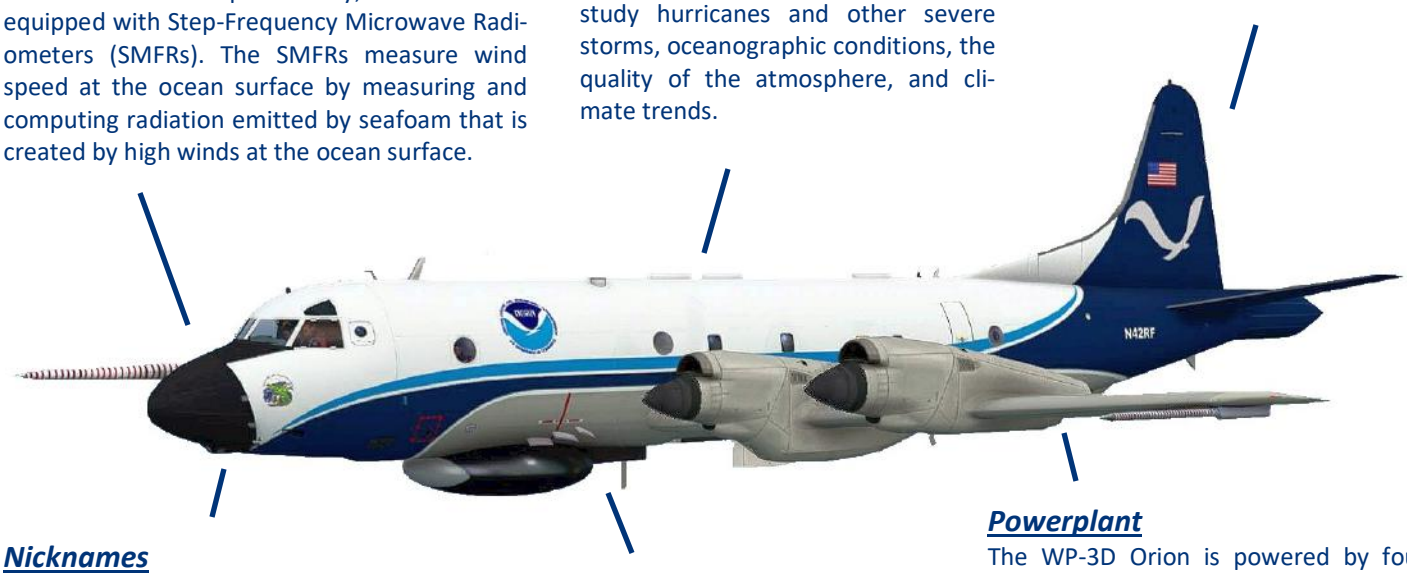
The WP-3D Orion can carry several scientific instruments for researchers to gather data from storms and other research topics. Some of these instruments are mounted directly on the aircraft, while others are deployable. Expendable probes called GPS dropwindsondes are deployed through a tube in the WP-3D and parachute to the ocean below. These probes transmit data such as temperature, humidity, wind speed, wind direction, and pressure back to researchers on the aircraft. This data is then sent to the National Hurricane Center to build hurricane forecast models. The WP-3D Orion can also deploy airborne expendable bathythermographs, which measure ocean temperature as a function of depth. Finally, the WP-3D is equipped with Step-Frequency Microwave Radiometers (SMFRs). The SMFRs measure wind speed at the ocean surface by measuring and computing radiation emitted by seafoam that is created by high winds at the ocean surface.

Mission

NOAA has many tools to forecast hurricanes, including radar, satellites, and computer models. Each of these tools has limitations. The WP-3D Orion plays a critical role in hurricane forecasting by providing real-time data from low altitudes. To collect this data, the WP-3Ds are equipped with an array of scientific instruments, radar, and recording systems to take measurements of the atmosphere, the earth, and the environment. The data collected helps NOAA improve hurricane and tropical storm forecast models and continue to monitor and study hurricanes and other severe storms, oceanographic conditions, the quality of the atmosphere, and climate trends.

Refurbishment

Between 2015 and 2017, the WP-3D Orions received extensive overhauls that cost NOAA $35 million. Each aircraft received new engines and wings and upgraded radars and avionics. The floor of each aircraft was also strengthened to support the additional scientific equipment carried on weather research flights. The work was performed by the U.S. Navy's Fleet Readiness Center Southeast in Jacksonville, Florida. With these overhauls, NOAA expects the WP-3Ds to continue flying until between 2032 and 2037.



Nicknames

NOAA's WP-3Ds are affectionately nicknamed *"Kermit"* and *"Miss Piggy"* after the Jim Henson Muppet characters. Each aircraft features a logo on its nose depicting the characters. This WP-3D, N42RF, is "*Kermit".* Both WP-3Ds also have markings on their rear fuselages indicating the storms they have researched. Each WP-3D has flown over 14,000 hours and into more than 80 hurricanes since their introduction into service in 1976.

Radar

The WP-3D Orion is equipped with two radar systems to aid weather researchers studying a storm. The Doppler radar mounted to the lower fuselage scans a storm horizontally, while the Doppler radar in the tail scans a storm vertically. Together, these two radar systems provide researchers with an MRI-look at a storm, allowing all the different layers and structures of the storm to be seen. The weather researchers are also aided in their research by the aircraft's own weather radar, mounted in the nose. The WP-3D Orions are the only aircraft in the nation's hurricane hunter fleet equipped with these advanced radar systems.

Powerplant

The WP-3D Orion is powered by four Allison T56-14 turboprop engines driving four-blade propellers. Each of the T56 engines generates over 4,000 horsepower to the propeller. The Allison T56-14 engine is known for its reliability and durability. These engines also give the WP-3D incredible endurance for research missions. The WP-3D can fly for 9.5 hours at low altitude and up to 11.5 hours on a high altitude mission. On long-range missions, it is not uncommon for an Orion to shut down the #1 engine to save fuel and increase endurance. The #1 engine was chosen for this practice because it is the only engine that lacks an electrical generator.

“Trump Force One” Visits The Lehigh Valley

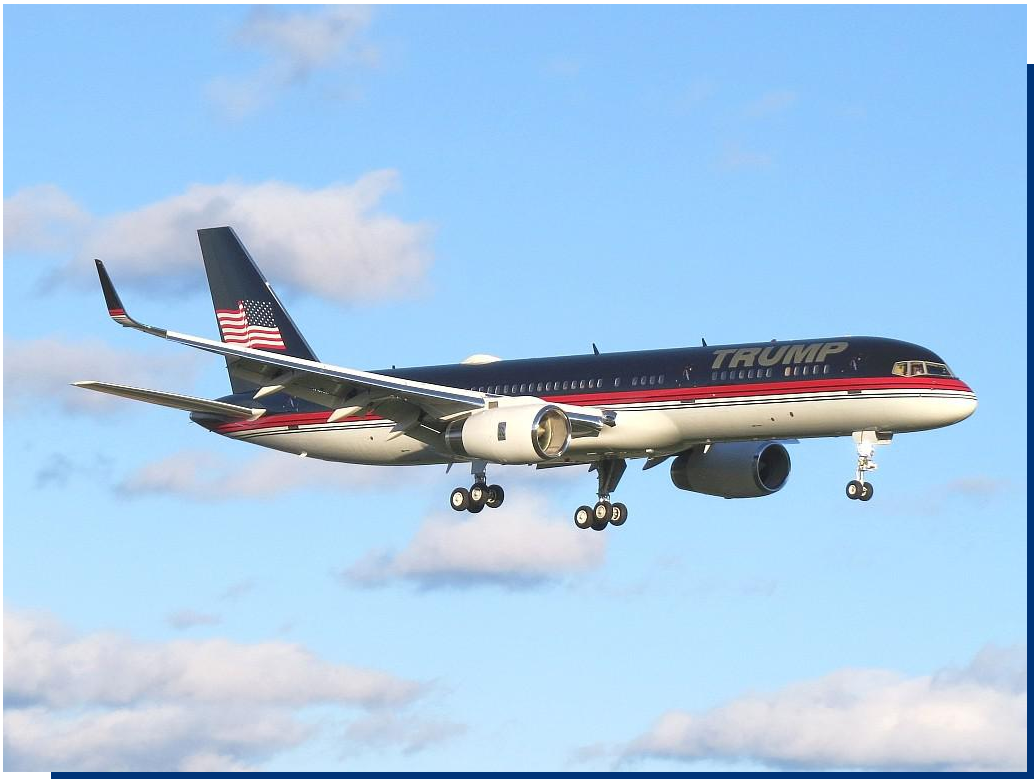
“Trump Force One”, the nickname of a Boeing 757-200 operated by The Trump Organization and used personally by Donald Trump, on approach to the Lehigh Valley International Airport on April 13, 2024. The aircraft was bringing the former president and 2024 Republican presidential candidate to the Lehigh Valley for a campaign rally event in the community of Schnecksville.

“Trump Force One” is the nickname given to the Boeing 757 owned by The Trump Organization and used by former president Donald Trump for travel purposes. The name “Trump Force One” was given to the Boeing 757 by Trump when the aircraft was used before and after his presidency to sound analogous to “Air Force One”. Boeing manufactured the narrow-body commercial airliner in 1991, delivering it to low-cost airline Sterling Airlines in Denmark. After spending some time with the low-cost Mexican airline TAESA and as a corporate aircraft for Microsoft billionaire Paul Allen, the Trump Organization purchased the Boeing 757 in 2011. The Trump Organization spent an estimated $100 million configuring the Boeing 757 as a corporate aircraft.

“Trump Force One” is a Boeing 757-200 with a length of 155 feet, a height of 45 feet, and a wingspan of just over 124 feet. The Boeing 757-200 is powered by two Rolls-Royce RB-211 turbofan engines, has a top speed of 571 miles per hour, and cruises at 531 miles per hour. The 757-200 has a range of 4,505 miles, a maximum takeoff weight of 255,000 pounds, and a service ceiling of 42,000 feet. “Trump Force One” has an interior featuring seating for 43 passengers in cream leather seats, a dining room, shower, bedroom, guest room, and galley. Many of the interior fixtures are plated in 24k gold. Donald Trump used the Boeing 757 for travel during his 2016 presidential campaign. After his successful presidential bid, Trump flew on “Air Force One” for travel. The Trump Organization continued to use the Boeing 757 for executive trips until mid-2019 when the aircraft was put into storage.

“Trump Force One” sat in storage for a few years on a fenced-off ramp at the Stewart International Airport in New York with its left engine removed. In 2021, a loaner engine was found so the aircraft could be ferried to a maintenance, repair, and overhaul facility in Lake Charles, Louisiana. While at this facility, “Trump Force One” received new engines, underwent other maintenance and repairs, and received a new paint job from Landlocked Aviation. After the repair and maintenance work was completed, “Trump Force One” returned to service with The Trump Organization in October 2022.

“Trump Force One” visited the Lehigh Valley International Airport on the evening of April 13, 2024. The aircraft brought Trump and his campaign staff to the Lehigh Valley region. Trump visited the Lehigh Valley to attend and speak at a campaign rally event held in the community of Schnecksville.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Distelfink Airlines

Est. 2013

ABOUT DISTELFINK AIRLINES

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.

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.