



Whirlwind



Newsletter of the Beltzville Flying Machine Society,

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April, 2015

Recovering Flyer

Our President, Brian is slowly recovering from Back Surgery something I neglected to alert you about in the last newsletter. In fact, Gil Walters is recovering from almost the same kind of operation he had much earlier. Please keep both men in your thoughts and prayers. I anticipate Brian will be at the April meeting, if he can get a ride. He tells me that he is not allowed to drive a car just yet.

Aviation Museum

An interruption in our itinerary due to severe weather as our ship approached Zealand turned out to be a delightful surprise for me. We docked in Picton, a port on the north end of the South Island. One of the choices to visit was the Omaka Aviation Museum near the town of Blenheim. It houses one of the world's largest private collections of WWI aircraft. Some photos of the museum planes, most flyable, are on page 3 of this newsletter. Memorabilia in show cases include items once owned by Germany's Red Baron, fighter ace Manfred von Richthofen.

Comments and suggestions should be directed to

John Carrigan

at

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Next Meeting,

Saturday, April 11, 2015

about

12:00 PM (noon)

at the

Field

COCKPIT CORNER — by Brian Sherman, did4ways@aol.com



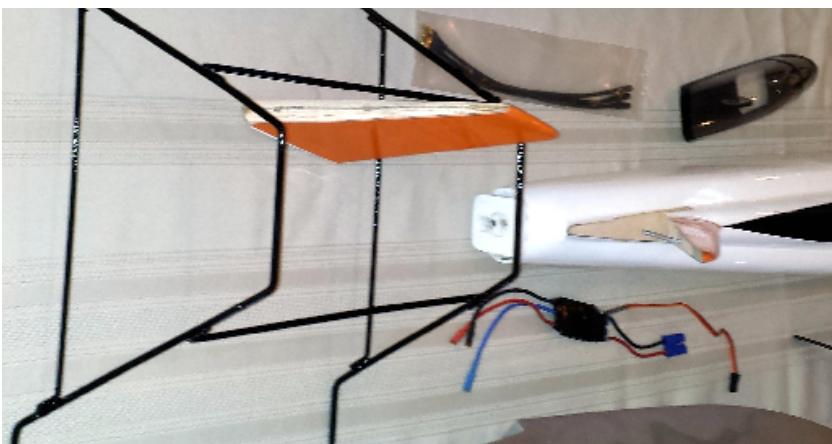
The last of the snow has fallen heralding in the Spring flying season. After three weeks of being house bound after my back surgery it was a real pleasure to take a trip to the field with my dad last Thursday. As can be seen in the picture, however, someone was driving on the runways leaving some serious damage that will need to be fixed along

with the damage done by the grubs at the end of last season.

That did not stop me from getting in the first flight of the year with my new Waco. Despite the lack of snow and 20-25 mph winds the ski's worked perfectly and I was able to get up and down without incident.



Progress on the Goose-B-Gone is proceeding nicely. All the parts are now fabricated. With a little luck the basic airframe will be ready for trials at our April meeting. I had planned to procure hawk feathers to make it more menacing but learned that is illegal to possess



even a single feather unless you are documented as being at least part native American.

Coincidentally, I found a bounty of feathers at the field last week, probably from hunters. I will check with Devin to confirm what species the feathers came from and that is legal to use them on the Goose-B-Gone.

The April 2015 BFMS meeting is scheduled for 4/11 12:00pm at

the BFMS field . In the event of unfavorable weather, the meeting will be held at the bar.

Until next time keep the cockpit up and be safe.



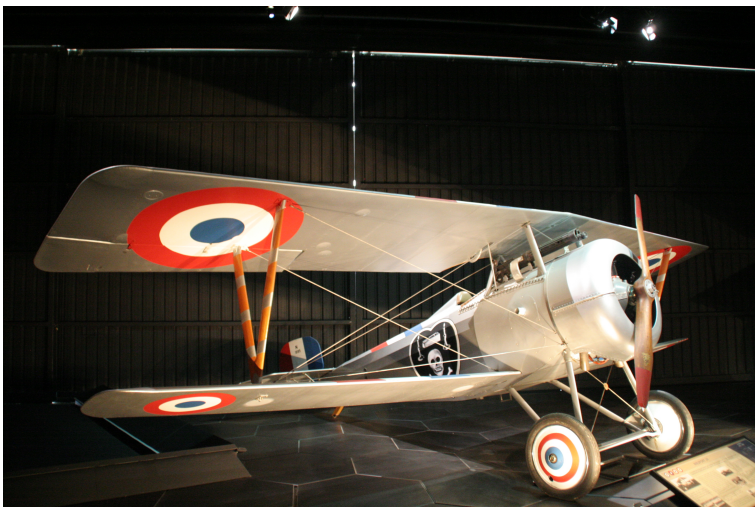
Halberstadt D.IV

In service from June, 1916 - Mid 1917

One of the least desirable planes to fly. Many pilots died because of its handling characteristics.

Fokker DR 1 Dreidekker Triplane

In service from November, 1917 - May, 1918. Baron Manfred von Richthofen flew a plane like this. He had 80 "kills" in a year and a half of action. He was shot down and killed on 21 April 1918.



Nieuport 24

It was in service from 1915 - 1918. By the looks of the oil drip pans on the floor under the engine, this one was able to be flown.

Airco DE Havilland DH-4

In service from 1916 - 1932. I can not be sure but it appeared to be able to fly. Some, I can not remember which were original WWI planes

