



APA NEWS

Volume 24 Issue 2

June 2013

Friends ~

After 17 years as the Executive Director of the Iowa Aviation Museum, it is time for me to move on to other challenges. I have tendered my resignation effective June 30th.

Together we have accomplished **AMAZING** things! This museum, as I have heard many, many times, is a gem! My years here have been great, but it's time for new blood and new ideas.

This position has been more than just a "job" for me. **I love our museum!!** It's been my second home, my passion and I will miss it.

Thanks to all of YOU for sharing YOUR passion for aviation with me, teaching a novice with patience and love.

I will forever cherish the friendships I have established through the years. You have a special place in my heart. Your support has gotten me through some tough times and shared with me some wonderful moments and I am grateful.

I trust that you will continue to support the museum we all love so that it will continue to grow.

Thank you for your love and support.

~Lee Ann Nelson

The Iowa Aviation Museum Board of Directors wishes to thank Lee Ann for her dedicated service and undying devotion to the museum. We wish her the best in her future endeavors.

Time For a Visit

Over the last three years the museum's attendance has been rising. People from every state in the U.S. and several foreign countries have visited, some for the first time, some as returning guests.

Have you visited the museum recently? Why don't you make plans to stop by soon!

Hours are Monday through Saturday ~ 10:00 am to 5:00 pm and Sunday ~ 1:00 pm to 5:00 pm.

Three Eastern Iowans Inducted Into Hall of Fame

The Selection Committee completed their evaluation of the Iowa Aviation Hall of Fame nominations, the points were totaled and this year's inductees into the Hall of Fame were Fred Wallace and husband and wife team, Irwin and Irene Lindner.

Irwin (Irv) Lindner was born in Keokuk, Iowa in 1918. He became interested in flying early in his childhood. Although his early attempts at flying were disastrous, jumping from haystacks on the family farm with homemade wings, it did not dampen his interest. When WWII broke out, Irv enlisted in the Army Air Corp Reserve, was called to active duty and sent to Kelly Field in San Antonio Texas to train as an Army Flight Instructor. He volunteered to ferry pursuit planes, where he met Irene. Irene grew up in Wilmington, Delaware. She idolized pilots, especially Amelia Earhart. She enrolled in a Civilian Pilot Training Program while a student at the University of Delaware (continued on page 2)

MEMBERSHIPS

Thank you to the following
for your new
or renewed membership.

Your support is
very important
to the growth of
the museum!

New

Jinny Cable
Joe Wallace
Terri Queck-Matzie
Stephen Black
Steve Bernstein

Renewal

Helen Baker
Clyde Cable
Bob Taylor
Mike Wilson
Larry & Audrey Carmichael
David Pearson
Jaime Alexander
Joe Heggen
Elvin & Shirley Tannatt
Lyman & Virginia Conley
Eileen Armstrong
Michael Sciortino
Betty Swanson
(in memory of Bob)
Bill & Carolyn Gast
Chuck & Louise McDonald
Union State Bank
Scott Stueckradt
Bill and Norma Mercer
Joe and Jean Vandewater
(Continued on page 6)

(continued from page 1) and received her private pilot's license.

In 1943, the Women Airforce Service Pilots (WASP) was organized. Irene applied and was accepted. She ferried airplanes across the country both as a WASP and later for a private company.

After Irene and Irv were married, they moved to Keokuk where they became the first fixed base operators of the newly formed Keokuk Municipal Airport. They formed Lindner Aviation, Inc. and became dealers for Aeronca, Fairchild and Cessna aircraft. They were also approved to train veterans who were returning home.

Lindner Aviation was sold in 1992, but both Irv and Irene continued to promote aviation.

Irene died in 2002. Irv, 94, still lives in Keokuk.



Fred M. Wallace was born in Davenport, Iowa on the 4th of July in 1900.

In 1919, he and his brother Frank formed the Wallace Brothers Aero Company and established Wallace Field, the first airport in Bettendorf. The brothers provided flight instruction, including aerobatics and

gave rides. Fred traveled around Eastern Iowa promoting aviation. The brothers also provided sales and service of several aircraft models.

Built on Wallace Field, the monocoque was the first single-wing, enclosed cockpit aircraft. Fred was instrumental in the design of its wing.

After WWII, Frank and Fred Wallace purchased the rights to a biplane called the Blackhawk from the Davenport Manufacturing Company, built, flew and sold some before discontinuing operations.

In 1922, Fred was commissioned a Second Lieutenant in the Air Service of the United States Army Officers Reserve Corps.

Fred Wallace died in 1974.



The three new members were inducted in a ceremony held at the museum on Saturday, June 8th.

Due to poor health, Irv was unable to attend. Family friend Doug Bartholomew from Hamilton, Illinois, was here to accept for the Lindners.

Fred J. Wallace from Davenport, son of Fred M. Wallace, accepted on behalf of his father.

(See pictures page 3)

Hall of Fame Spotlight ~ William Reed

William Norman Reed was born January 8, 1917 in Stone City, Iowa. The family moved to Cedar Rapids and then Marion during his childhood. After graduating in 1935, he enrolled at Loras College in Dubuque, Iowa, graduating cum laude in 1939.

Joining the Army Air Corps in February, 1940, he was commissioned a second lieutenant in October, assigned to Barksdale Field, Louisiana, as a flight instructor.

Reed joined the American Volunteer Group (AVG). "The Flying Tigers" as they came to be known had been created by Colonel Claire Chennault and Chiang Kai-shek to help defend China against the relentless Japanese bombers. During seven months of active duty with the AVG he flew seventy-five missions. After the

disbanding of the AVG, he returned to Marion to a hero's welcome. For the next few months he appeared throughout the Midwest promoting the sale of war bonds. In February, 1943 he was commissioned a major in the Army Air Corps. He returned to the Chinese theatre to fight with the Chinese-American Composite Wing, flying sixty-six missions. He was promoted to Lt. Colonel and was awarded the Silver Star, the Distinguished Flying Cross with Oak Leaf Cluster, the Air Medal, the British Distinguished Flying Cross and the Fifth and Sixth Order of Chinese Cloud Banner.

At the age of 27, Lt. Colonel Reed became the Commander of the 3rd Fighter Group. On December 18, 1944, he led one of two groups to sweep the airfields around Hankow,

resulting in its destruction. The following day William Norman Reed was killed returning from a mission over Pengpu when he was forced to bail out and his parachute did not open. He is buried in Anamosa, Iowa.

William Reed was inducted into the Iowa Aviation Hall of Fame in 1997.



2013 Iowa Aviation Hall of Fame



Top~Doug Bartholomew and Fred J. Wallace accept for Hall of Fame inductees. Right~Three generations of Wallaces attend: Fred, son Dan, grandchildren Abby and Owen.



Did you know... Texan Douglas Corrigan worked for Ryan Aeronautical Company in 1927 when a young man by the name of Charles Lindbergh chose them to build "The Spirit of Saint Louis," the airplane he would fly on the first transatlantic flight.

Inspired by Lindbergh's success, Corrigan too wanted to fly across the ocean. He purchased a Curtiss Robin and chose his destination... Dublin, Ireland. But when checked out by a federal inspector, the Robin was licensed for cross-country flights only. In 1936, he was told he needed a radio operator's license even though the plane had no radio. With the license and more fuel tanks installed, he reapplied for permission in 1937, but Amelia Earhart had just disappeared and no one in Washington wanted to give the go-ahead for another solo flight at that time.

Undaunted, Corrigan prepared his airplane, "Sunshine" for the flight. On July 7, 1938, Corrigan took off from California flying to New York. He flew through dust storms, torrential rain and lightning. The main gas tank developed a leak but he made it non-stop to New York with four gallons of fuel left. Without repairing the gas tank, he filed his flight plan back to California. On July 17, 1938, with only a map of the United States, two chocolate bars, two boxes of fig bars and a quart of water, Douglas Corrigan took off, disappearing into the fog...heading east.

Ten hours later, somewhere over the Atlantic Ocean, his feet suddenly felt cold. The leak in the gas tank had gotten worse and gasoline was running over his shoes. There was an inch of gasoline on the floor of the cockpit. Trying to prevent the airplane from exploding, he punched a hole in the floor to let the fuel trickle out. He decided to run the engine fast in hopes of finding land before his fuel ran out.

On July 18, he reached Dublin's airport. What kind of greeting would he receive? He, of course, did not have permission to make the flight. Would he be arrested for not having a passport or entry papers? Taken to the U.S. Minister, Corrigan was asked how he ended up

in Ireland since he was headed for California. He quickly came up with this story: it was foggy at take off and when he had finally emerged from the clouds 26 hours later, he was over an ocean. Since it was too soon for him to be seeing the Pacific, he concluded it had to be the Atlantic and he had been following the wrong end of the magnetic needle on his compass. Douglas Corrigan stuck to that story for the rest of his life. He became a celebrity and was given the nickname "Wrong-Way" Corrigan.



...to Dan Sereda who, on behalf of the museum, visited all of the airports in the state, leaving promotional materials at each. He has also been the museum representative at several fly-ins and...

...to Dan for representing the museum at the unveiling of the new statue erected in Iowa Falls for Hall of Fame member Joe Gomer. (See story page 5) and...

...to Dan Sereda and Gene Jensen for their years of serving on the IAM Board of Directors.

...to Winterset Aviation, Inc, Mike Vogt, Brad Tibben, Dave Powers, Gail Walker, Juanita Bower, Herb and June Reis, The Toledo Blade and Jordie Henry for their memorabilia donations.

...to the Iowa Aviation Business Association, Pat Roelofs, Steve Lenius, Cardinal IG, Dave Powers, Dr. B.J. England, Ernie Gruwell, Annette Owenson, Wellmark Foundation, Clarence Pfundheller and Janet Nestrud for their monetary donations.

...to Lynne and David Don Carlos for their donation in memory of Leo Armstrong.

...to Robert Taylor and John and Dee Tibben for their donations in memory of Howard Gregory.

...to Margaret Nady for her donation in memory of Robert Nady (see page 6).

...to Roberta Nichols and Jim Stalder, dedicated, responsible and knowledgeable docents who help make everyone's visit to the museum an enjoyable one! **You two are the best!**

...to the Anita Tribune for once again adding the museum to their *Lake Anita Area Vacation Guide*.

...to Ida Moshier, Ginny Kuhfus, Mark Nelson and Ron Havens for their help with projects.

(continued on page 6)

Area School Tours Museum

On a cold, rainy day recently, the Mayflower Christian School from Creston spent the day at the museum. Thirty-two 1st through 4th graders and six adults spent the day learning the history of aviation in Iowa through the aircraft, displays and Iowa Aviation Hall of Fame. This was the first trip to the museum for many of the visitors.

Following the tour, everyone ate their sack lunches in the hangar. After lunch, each student crafted an airplane made of candy and learned how to fold a paper airplane. Then they had the opportunity to fly the paper airplane to see whose would fly the farthest.



Above ~ Docent Jim Stalder assists students with a chance to sit in an airplane.



Above ~ Making paper airplanes to fly!

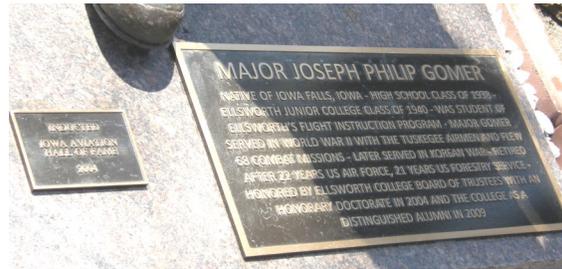
Hall of Famer Honored

On April 24, a statue of Tuskegee Airman Joe Gomer was unveiled in his hometown of Iowa Falls, Iowa. A special ceremony was held on the campus of Ellsworth Community College where the bronze statue stands.

Gomer, unable to attend due to illness, spoke to the crowd by cell phone from his home in Duluth, Minnesota. He said the statue represented so much change throughout his 92 years.

When he joined the Army Air Corp, he, along with 11 other Iowans, were sent to Tuskegee Alabama for training. They fought racism as well as the Germans.

Gomer flew 68 missions as a bomber escort and retired as a Major. He has been inducted into the Iowa Aviation Hall of Fame individually (2004) as well as part of the Iowa Tuskegee Airmen (2006). Congratulations, Joe!



Top~Plaque at the foot of Joe Gomer's statue includes the mention of his induction into the Iowa Aviation Hall of Fame. Left~An impressive bronze statue of Tuskegee Airman Joe Gomer in flight gear unveiled in Iowa Falls.

Photos courtesy of Dan Sereda

Memberships

(continued from page 2)

- Ann and Don Pellegrino
- Jim and Peg Scott
- Ed and Susan Reed
- Bonnie and Jim Stalder
- Gary and Judy Maas
- Dan Sereda
- Brad Maas
- Linda Miller
- Mary Powell
- Willard Olesen
- Olie Pash
- Al McReynolds
- Cardinal IG (Jim Miller)
- Dean Jukam
- Ione Wilkens
- Bill and Carolyn Steele

“Live as if you were to die tomorrow. Learn as if you were to live forever.”
 ~Mahatma Gandhi

Thank You

(continued from page 4)
 ...to the City Crew for an *amazing* job on the grounds!
 ...to the following for helping with the Iowa Aviation Hall of Fame Open House: Mark Nelson, Ida and Clarence Moshier, Bettie McCunn, Ginny Kuhfus, Roberta Nichols, Jim and Bonnie Stalder, Grantham Sanitation, Ron Havens, and Lee Wright and the City Crew. Couldn't have done it without you!
 ...to Norman Davis for his purchase of a brick for the “Buy a Brick, Build a Hangar” fundraiser. (See page 7)



Gone West

We have learned that longtime museum member and friend, Robert Nady from Nevada, Iowa, passed away on March 27th. He was 88. A memorial service was held for him on June 15th in Ames.

Bob was a civil engineer, a teacher, and an accomplished musician (clarinet). He was also an avid glider pilot. He loved gliding. He was not interested in powered flight, stating once that airplanes were only useful to him to get him some place to fly gliders.

Bob was a former director on the museum's board and served as board president for many years. His calm demeanor and great sense of humor were trademarks at meetings. He was the consummate gentleman and a lovely man. He will be missed.

Our sincere sympathy to Margaret and family.

Iowa Aviation Hall of Fame member and longtime museum friend Olie Pash lost both his beloved wife of 64 years, Crystal and his son, Ron in March.

Our sincere sympathy to Olie and family.

We have also learned of the death of Gayle Graham of Mendota Heights, Minnesota, wife of member and friend Ralph Graham.

Our sincere sympathy to Ralph and the Graham family.

Also longtime member David Wilkens of West Des Moines, has died.

Our sincere sympathy to Ione and the Wilkens family.

Remembering Aviation History...

April 16, 1962~Iowan Louis Schalk becomes the first to fly the SR-71, flying in excess of Mach 3 (2,287 miles an hour about 90,000 feet).

May 15, 1930~Iowan Ellen Church becomes the world's first flight attendant.

May 21, 1927~Charles Lindbergh completes the first non-stop flight across the Atlantic Ocean—New York to Paris.

May, 1990~The Iowa Aviation Preservation Center (currently known as the Iowa Aviation Museum) opens to the public!

June 4, 1927~Iowan Clarence Chamberlin becomes the first pilot to fly a passenger across the Atlantic Ocean.

QUARTERLY PUBLICATION OF THE IOWA AVIATION MUSEUM

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Museum Hours

Monday thru' Saturday
10 a.m.-5 p.m.

Sunday~1-5 p.m.

Admission Prices

Adults ~ \$5.50

55 & older ~ \$3.50

Children (5 to 12) ~ \$2.50

Members & Children (4 & under)~ FREE

APA Mission Statement

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



facebook.com/flyingmuseum

Now Available in the Gift Shop!

Magic T-Shirts @!!!

Change from black and white to color in the sun! \$15.00 each



Join us for the Iowa Aviation Museum's 21st Annual Wings Fly-In/Drive-In
2251 Airport Road ~ Greenfield Airport (GFZ)~Greenfield, Iowa
Sunday, August 25th, 2013

Omelet breakfast served 7:30 am - 11 am
\$5.00 per person PIC eats FREE!

FREE ADMISSION to the Iowa Aviation Museum 'til noon!

IOWA AVIATION MUSEUM

HOME OF THE IOWA AVIATION HALL OF FAME
Greenfield, Iowa 641-343-7184 www.flyingmuseum.com

Free Admission to all currently serving military men and women in uniform