

DELANDINGS



DeLand Naval Air Station Museum, DeLand, Florida

September 2015



JENNY REPLICA DONATED TO DNAS MUSEUM



THE DELAND NAVAL AIR STATION MUSEUM RECEIVES A DONATION OF A JENNY AIRCRAFT REPLICA FOR PUBLIC DISPLAY

The Daytona Beach International Airport and Volusia County have donated a Jenny Aircraft Replica to the DeLand Naval Air Station Museum (DNASM) located at 910 Biscayne Boulevard in DeLand, Florida. Public display of the replica, built by the late Thomas James Ryan at the Spruce Creek Fly-In, is a valued addition to the DNASM collection. Visitors to Volusia County from around the world will continue to enjoy viewing the replica and will benefit from learning about the unique history of the Jenny Aircraft.

The homebuilt replica is a 2/3 scale JN4 Jenny, SN-426 with a GEO Metro 3 cylinder, 65 horsepower engine. Taking over 2,000 hours to build, the aircraft is 17' long with a wing span of 27' and is painted yellow with the NAVY insignia. The replica will be placed on public display inside the Ronald Herman Restoration Building, located behind the museum. The DNASM Museum is open Wednesday through Sunday from Noon to 4:00 P.M. (If Volunteers Are Available). Call for information or to schedule a tour (386) 738-4149. www.delandnavalairmuseum.org.

The Jenny History—1917-1927

If any airplane can be singled out as having made the greatest over-all contribution to early aviation, it probably would be the Curtiss JN-4. Although designed and built as a military trainer for American pilots during the First World War. The famous "Jenny" distinguished itself even more during the post-war years. It was the plane that introduced flying to the American public and popularized aviation. It was the "Model T Ford" of the air. The role the Jenny played in promoting aviation was a vital one, but it was mostly accidental. When the United States entered the war in 1917, the Army had but 55 obsolete training planes, only a handful of pilots and practically no effective training facilities. The plane designed to fill this need was the Curtiss JN-4 biplane. The JN-4 was an improved version of the earlier JN-2 which Glenn Curtiss first built in 1916. It was powered by the newly designed Curtiss OX-5 V8 90 hp engine, and had a top speed of around 75 mph. It was a well-constructed plane with a dependable engine, but it was mostly wings and tended to be temperamental about landing. Many pilots jokingly commented that this made it a good trainer, because "If you can fly a Jenny, you can fly anything!" On May 25th, 1917, the Joint Army and Navy Technical Aircraft Board met and recommended that 3,500 JN-4 training planes be purchased, and by the end of the war, over 2000 more than that number had been manufactured by Curtiss and other companies under government contract. It was the existence of this large number of Jennies that gave the plane its significant role in American aviation.



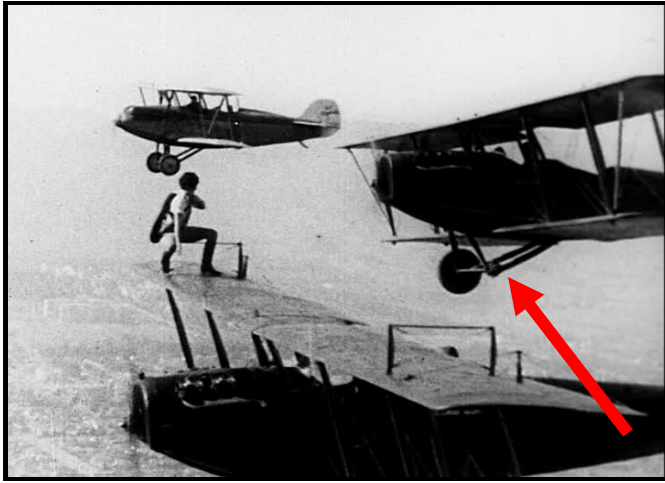
When the war ended, hundreds of Army-trained pilots returned home, determined to continue flying as civilians. But there were few commercially-built planes available, and none available at a price that most of the returning airmen could afford. But there were the Jennys - thousands of them, in fact, crammed into government warehouses and on flying fields. There were also thousands of extra OX-5 engines and spare parts. In 1919 these were declared surplus and offered for sale to private individuals. Thus, American general aviation began. A complete Jenny, ready to fly, could be purchased for as little as \$300; OX-5 engines for around \$75. This made it easy for anyone to get into the flying business on a shoestring - and many did! They became private pilots for hire, established charter flying services, opened small airports and numerous one-man flying schools. But the biggest and most spectacular business of all was barnstorming, and hundreds of pilots became the "Gypsy Fliers" whose only saleable commodity was thrills and excitement.

Although the whole business was rather haphazard, if not downright menacing - the barnstormers performed an important function - they kept aviation in the public eye during the lean years following the war and in general, introduced the whole country to private and commercial flying. During the 1920s, the Jenny was most people's first contact with airplanes or flying, and it got thousands of them into the air and down again. Moreover, it was this type of flying and these pilots who created the need for more airports with better runways, plus rotating beacons for night navigation. Less intentionally, they also pointed up the need for better controls and regulations to make flying safer and more dependable.

From the ranks of the early Jenny pilots came the men who founded commercial aviation. Many went on to build themselves permanent hangars and offered charter service and flying instruction. Many others competed for government airmail contracts and went on to establish the first regularly scheduled air carrier routes - the same routes which were later flown by passenger airlines. Behind this chain of developments was the Jenny, which actually pioneered airmail services prior to 1920.

In the late 1920s, the faithful Jenny gave way to a new crop of planes with better engines and engineering improvements that provided longer range, higher speeds and bigger payloads. But had it not been for the Jenny, there might not have been a market demand for improved planes, or many pilots to fly them, or passengers willing to take their feet off the ground. *Jenny Aircraft History info courtesy of www.glennhcurtismuseum.org.*

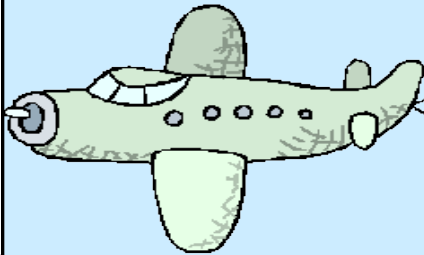
1924 FILM FOOTAGE—MID AIR JENNY AIRPLANE TIRE REPAIR



In 1924, Gladys Ingalls, without a parachute managed a mid-air tire repair on a Jenny Airplane. Gladys Ingalls was a wing walker and member of a barnstorming troupe called the 13 Black Cats in the 1920's.

Film footage is available with the link <http://www.flixy.com/mid-air-airplane-repair.htm>, although grainy due to time and bad equipment in those days compared to today. The film shows her fearlessness in classic barnstorming fashion to save an airplane that has lost one of its main landing gear wheels.

Ingalls is shown with a replacement wheel being strapped to her back and then off she goes as "Up She Goes," a duet from the era, provides the soundtrack. In the film, Ingalls transfers herself from the rescue plane to the one missing the main landing gear tire. She then expertly works herself down to the undercarriage only a few feet from a spinning propeller. The plane was able to land safely. It's certainly a feat many mechanics wouldn't even try on the ground with the engine running. Ms. Ingalls died at age 82.



A LOOK BACK—GRUMMAN TBF AVENGER PROJECT—1995



A GRUMMAN TBF AVENGER AIRCRAFT ARRIVES AT THE DeLAND NAVAL AIR STATION MUSEUM IN 1995. AFTER BEING AT THE BOTTOM OF LAKE MICHIGAN FOR 50 YEARS, THE AIRCRAFT WAS ASSIGNED TO DNASM FOR RESTORATION. THE RESTORATION PROCESS HAS BEEN SLOW, WITH MANY MISSING PARTS BEING REBUILT BY HAND. A LOOK BACK REMINDS DNASM RESTORATION CREWS HOW FAR THEY HAVE COME. WITH LIMITED RESOURCES, THEY CONTINUE TO REBUILD THE TBF. THE PLANE'S WWII PILOT, LT. ROBERT BANTA HAS VISITED THE MUSEUM SEVERAL TIMES AND HAS BEEN PLEASED TO SEE THE PROGRESS BEING MADE. MANY VOLUNTEERS HAVE WORKED ON THIS PROJECT OVER THE YEARS, SOME NO LONGER WITH US. A BIG THANKS GOES OUT TO ALL OF THE DEDICATED VOLUNTEERS WHO ARE WORKING TO PRESERVE THIS VINTAGE AIRCRAFT FOR FUTURE GENERATIONS TO VIEW.

DNASM RESTORATION PROJECTS UPDATE



TEAM WORK ALL HANDS ON DECK

The Restoration Teams continue to work through the hot summer on the TBF Avenger and T2V Aircraft projects, and ongoing F-14, 1954 Army Jeep and Mash Helicopter maintenance. They often team up to solve problems like moving heavy parts or equipment or being creative with limited funding for restoration supplies. Student Volunteers continue to work side by side with Veterans learning restoration skills and teamwork problem solving.



Students from the Embry Riddle Redeemers Club work on F-14 Jet and assist Crew with TBF Avenger wing. <https://connection.erau.edu/organization/riddleredeemers>



Teamwork moves TBF Avenger Wing into Ronald Herman Restoration Hanger



The PT-3 Viet Nam Era Patrol Boat restoration continues. The Restoration Crew has been busy this summer organizing their storage trailers and equipment. They have also been preparing the boat surface for paint as they finalize a grant request for potential funding for this phase. A feature story about the PT-3 in DeLand will soon be published in a Norwegian Marine Magazine. www.ptf3restoration.org

HOW TO TURN A GRUMMAN TBF AVENGER—WING IT!

The DNASM Restoration Crew has completed restoration work on the first wing of the TBF Avenger. New sheet metal (donated by Rodney Thomas) has been used to make repairs and the wing has been painted. The aircraft needed to be turned to mount the wing. Ten volunteers from High School to age 92 worked as a team and made it happen! After the restored wing is mounted, restoration work on the second wing will begin. Veterans and Volunteers on the Restoration Crew mentor High School and College Students.



ALL IN A DAYS WORK—GOOD JOB TEAM!!

RICHARD LEE—DOUBLE HEADSTONE MYSTERY UPDATE



The DeLand Naval Air Station Museum Volunteers appreciate the assistance with the articles and television news stories about the previously reported mystery of the WWII headstones for Richard Lee. (See DeLandings July/August Newsletter Story). The media coverage was generated by The Columbus Dispatch Newspaper in Columbus Ohio, Metro Desk Reporter Holly R. Zachariah and our local television channel News 13, Volusia County Reporter Saul Saenz.

To date, there have been no contacts from family members or friends who knew Richard Lee or anyone who could provide additional information that might solve the mystery of why there were two headstones, one in Columbus Ohio and one found in DeLand, Florida.

However, the newspaper article in the Columbus Dispatch resulted in three local Ohio genealogists who responded with detailed information about Richard Lee as a result of their volunteer search on various ancestry and military service websites they subscribe to. The search references included the original 1900, 1910, 1920, 1930, and 1940 Federal Census, Social Security Death Records, World War I Draft Registration Records, World War II Enlistment Records, Grave Records, and public trees at Ancestry.com and Family Search.com.

The background search revealed that Richard Lee was born in May 1899 (the day of his birth is variously recorded as May 3rd and 5th) in West Virginia. Richard and his parents were African American. His mother, Catherine "Katie" Peters had been born on July 30, 1877 in Shawsville, Montgomery County, VA. and she married Richard's father circa 1898. No photos have been located.

The official World War II enlistment records show Richard Lee was living in Columbus, Franklin County, Ohio in 1942, and on Friday, October 30, 1942 he enlisted as Private in the US Army in Columbus. Richard's occupation was recorded as "unskilled construction." He was described as being 5' 8" in height, and weighing 134 pounds. His enlistment was for the duration of the war or other emergency, plus six months, subject to the discretion of the President or otherwise according to law. On the August 4, 1955 application for his military headstone, he was listed as honorably discharged as a Private from the 388th Aviation Squadron AF AS/AC on July 30, 1942. A request has been submitted for military records however, to date, his actual assignment in the 388th Aviation Squadron has not been identified. Richard Lee's date of death was July 25, 1955. The Veteran's Administration headstone was ordered by and sent to Paul L. Stewart, Columbus Ohio, who was listed as his half-brother, a Police Officer, on census records.

On 8/21/15, Staff from the VA National Cemetery Administration responded to the DeLand Naval Air Station Museum in DeLand Florida to pick up the 2nd headstone. They will coordinate the proper and respectful disposition per their guidelines.

The mystery of who Richard Lee was has been solved but the reason for two headstones being prepared and how one traveled to DeLand Florida may never be discovered. Interest in the headstone story has resulted in many visitors to the museum from around Central Florida.

A Look Back In Time....

DNAS Movie Schedule 1-8-1946

MOVIE SCHEDULE

Tuesday and Wednesday, 8-9 Jan.

"DOLL FACE"

Carmen Miranda
News—Peter Como

Thursday, 10 Jan.

"TOKYO ROSE"

Lotus Young—Byron Barr
"Hot Lip Jasper"—Puppetoon
White Rhapsody—Sport

Friday and Saturday, 11-12 Jan.

"BLITHE SPIRIT"

R. Harrison—C. Cummings
News

Sunday 13-Jan.

"CORNERED"

D. Powell—W. Selzak
"Canine Patrol—Disney
Ten Pin Titans—Sport

Monday, 14 Jan.

"FRONTIER GUNLAW"

C. Starrett—Tex Harding
"Spook to Me"—Comedy

WANT AD

FOR SALE—A 1942 Harley-Davidson Motorcycle. Price \$250. See J. Bojack at ATU-LCF.

MEET THE WAVES

By KAY NOLAN

11-30-1944



Left to right: Sharp, Schrack, Gatz

The three girls pictured above work in the Ground Training Department here at NAS DeLand. They serve as free and fixed gunnery instructors for the pilots and aircrewmembers who undergo operational training in preparation for joining our fleets in combat all over the world.

Evelyn Frances Sharp, S2c(G), familiarly known as "Eddie" is from Atlanta, Ga. She attended grade and high schools there and also Central Night School. Before joining the Navy she did clerical work at the Federal Reserve Bank in Atlanta. Eddie has been in the Navy about five months. She reported to NAS DeLand from U. S. Naval Training School, Bronx, N. Y.

Cosette Schrack, Sp(G) 3c. re-

ported to NAS DeLand from Pensacola where she attended Gunnery School and was a gunnery instructor for ten months. "Cozy" is from Minneapolis, Minn., and she attended grade school, high school, and business college there. Before joining the Navy she was employed by the State Income Tax Department of Minnesota.

Mary Gatz, Sp(G) 3c, hails from Hinsdale, Ill. She attended grade school, high school, and junior college in Chicago. Mary has been in the Navy about eight months. She reported to NAS DeLand from Pensacola where she attended gunnery school. Before joining the Navy Mary was employed in Civil Service at Rome Air Base, Rome, N. Y., where she repaired aircraft instruments.



5-1-1944 JOKES IN DeLANDINGS NEWSLETTER

Teacher: Now, Johnny, if I lay 2 eggs over here and 3 over here, how many will there be altogether?

Johnny: Personally, I don't think you can do it.

JUST FOR FUN

A sailor asked his chief for a day of liberty.

"Why?" asked the chief.

"Well," answered the sailor, "it's my silver wedding anniversary, my wife's in town and we want to celebrate."

"For the luvva Mike," said the chief, exasperatedly. "Are we gonna have to put up with this every 25 years?"

A NOTE FROM THE PRESIDENT.....



The DeLand Naval Air Station Museum continues to have many visitors. Some learned about our museum as a result of recent newspaper and television articles. We had a great visit with WWII Navy Veteran Robert "Bob" Kemp and Air Force Veteran Frank Blackshear and his wife Tina who drove up from Kissimmee, Florida to find out more about the F-14 Tomcat jet and other museum memorabilia. We opened the museum early for them and they were able to visit and exchange many stories about their military experiences with WWII Veterans Gene Storz, Greg Makris, Embry Riddle Student Volunteer Isaiah Carlton and other museum Volunteers. Another couple with four children drove from Zephyrhills in Pasco County. They found the museum info on-line, searching for non-theme park, educational sites to visit with the kids.

There have been so many interesting visitors this summer who not only learn about DeLand's military history, but they often share their own history which sometimes has a link to DeLand or the DeLand Naval Air Station. We have hosted student tours, home school tours and Volusia County ECHO Ranger students. The Museum Log-Book is full of positive comments and we hope you will visit soon.

"IN MEMORY OF ALL WHO SERVED"

Harold Bradeen, President



VISITOR COMMENTS.....Please know it was such a pleasure to meet you all. Our visit to the Museum was not only a treat for Bob (Kemp), but for us as well, since we had never visited DeLand before. Thank you for receiving us so warmly. We genuinely look forward to visiting DeLand and The DeLand Naval Air Station Museum again. Until then, Keep up The Great Work!

Sincere regards,

Frank and Tina Blackshear



SPONSORSHIPS NEEDED:

We need raffle prizes, door prizes for upcoming fundraiser events. If you can donate gift certificates, food, drinks, wine, beer, supplies or other items that can be used to make up gift baskets, prize packages or food/drink sales please let us know.

Underwriting Opportunities for the 24th Annual Big Band Hanger Dance include:

- ☐ Swing Band Cost—\$2,500
- ☐ Table/Chair Rental—\$1,000
- ☐ Venue Rental—\$500.00.

If you can assist us, please contact Scott Storz, Promotions Chair (386) 822-2809 for more information. **THANK YOU!!**

A SPECIAL THANKS TO THE CITY OF DeLAND

**WE APPRECIATE THEIR
ON-GOING SUPPORT OF
DeLAND NAVAL AIR
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DELANDINGS

View Past Newsletters On Website
www.delandnavalairmuseum.org

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A BIG THANK YOU TO THE MANY ORGANIZATIONS IN VOLUSIA COUNTY THAT ADVERTISE AND PROMOTE OUR LOCAL ART, CULTURE AND HISTORY. PLEASE CHECK OUT THESE WEBSITES AND OTHERS. SUPPORT THE EVENTS THAT HELP SHOWCASE OTHER COMMUNITY ORGANIZATIONS AND OUR MUSEUM AS PART OF VOLUSIA COUNTY ART, CULTURE AND HISTORY CORRIDOR.



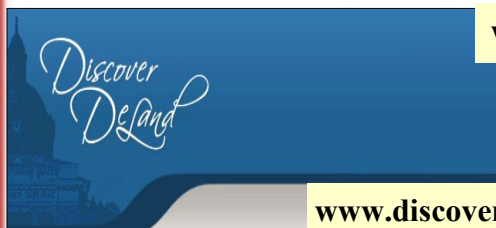
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Saturday, September 26, 2015

Be sure to participate in the 2015 Smithsonian Museum Day. Free Admission at participating museums and shuttle available. This year's Museum Day participating organizations include:

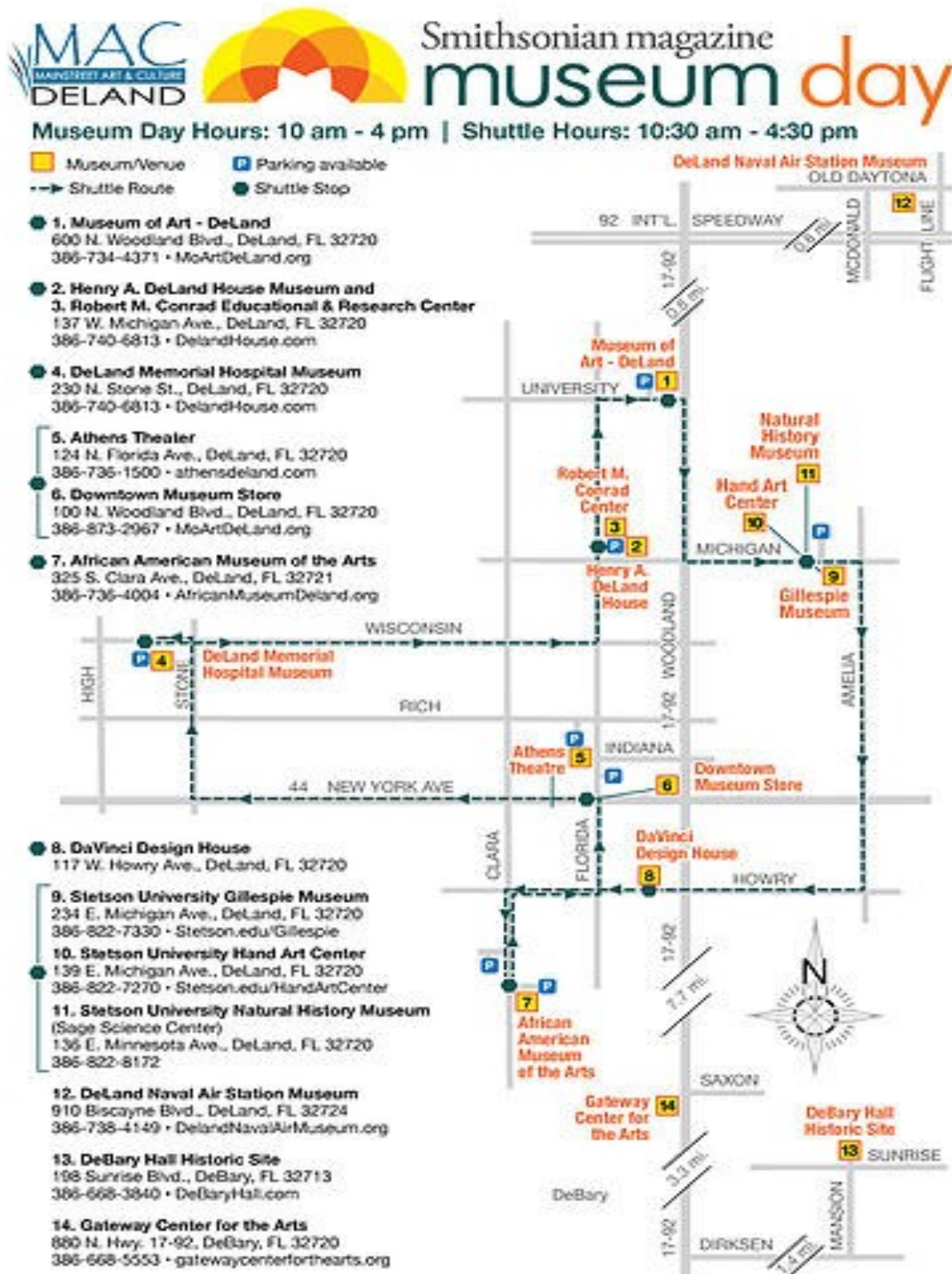


African American Museum of the Arts,
Museum of Art - DeLand North,
Museum of Art - DeLand Downtown,
DeLand Naval Air Station Museum,
DeBary Hall Historic Site,
Stetson University / Gillespie Museum,
Stetson University / Natural History Museum
(Sage Hall Science Center),
Henry A. DeLand House Museum &
Robert M. Conrad Educational & Research Center,
The DeLand Memorial Hospital Museum,
Gateway Center for the Arts, and
The Athens Theatre

Saturday, September 26, 2015

Smithsonian Museum Day

Free Admission at participating museums and shuttle available.



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(IN MEMORY OF ALL WHO SERVED)



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WORD PUZZLE



Name: _____ Date: _____

DeLand Naval Air Station Museum

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 E S E N L S G N I D N A L E D T N N
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Word List:

ACE
 ARMY
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 JENNY
 PEACE
 STARSANDSTRIPES
 VETERANS

AIRFORCE
 BIGBANDMUSIC
 FREEDOM
 HISTORY
 KENTORBETT
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