

Preface

The Burgard Vocational High School Flying Club was organized in 1927, and was then known as the Elm Vocational School Club No. 1. The first ship took to the air in 1928. Since then new airplanes have been added continuously, and at present there are four modern airplanes at the disposal of the club members.

The Flying Club was organized for two distinct purposes; - first to make it possible for our regular day and night school aviation student body to have the opportunity of working on airplanes which are used continuously in flight service, and also to work at a regular airport, and; second, to train young men the art of flying at a minimum cost.

Observing carefully what has happened in the past ten years, one must admit that we have accomplished our purpose, and we wish the organization continued success.

BURGARD FLYING CLUBS



During the year of 1928, a group of Elm Aviation students organized to form what was called the Elm Aviation Club No. 1 of the Elm Vocational School. This group after about six months of consideration, purchased a Waco "10" airplane, which cost \$3500.00 cash, making it necessary for each of the ten club members to raise \$350.00. Naturally this was a task, but after a few weeks of struggling the money was obtained. If you will note Figure 1, you will see the first airplane secured by our flying clubs for flight instruction.



The first ten members connected with our Club No. 1 are as follows:

Hubert F. Boehm - a night school student, was taught to fly and since that time has accumulated many hours in private flying. In 1933 he became President of the Aero Club of Buffalo.

Stephen D. Lockwood - a day school student, after receiving some flying instruction quit to attend the State Teachers College and eventually became a teacher in Automobile Mechanics and Aeronautics at Toledo, Ohio.

Allen W. VanDeMark - a night school student who was taught to fly later developed the Lockport Airport and operated it for some time in the capacity of field manager and flying instructor. He now is the Mayor of Lockport, 1937

Jack Little - a night school student became a flier and left for Ireland where I believe he continued to fly commercially.

Howard Kuhles - a night school student soloed but because of his employment gave up flying.

Thomas Kirkland a night school student acquired a considerable number of hours but after getting married he only flies for pleasure.

Ludwig Henig - a day and night school student became a good flier and through this added ability received a very good position in Philadelphia, PA.

Joseph Gangloff - a night school student with another member from club No.2 opened the Sheridan Drive Airport. He has well over 300 hours to his credit and has done considerable commercial flying.

Jack H. Shank - a night school student now flies only for pleasure.

Michael F. Steffen the instructor has organized six other clubs which all proved successful, and at present has over 2,500 hours to his credit. He has taught over 100 men to fly.



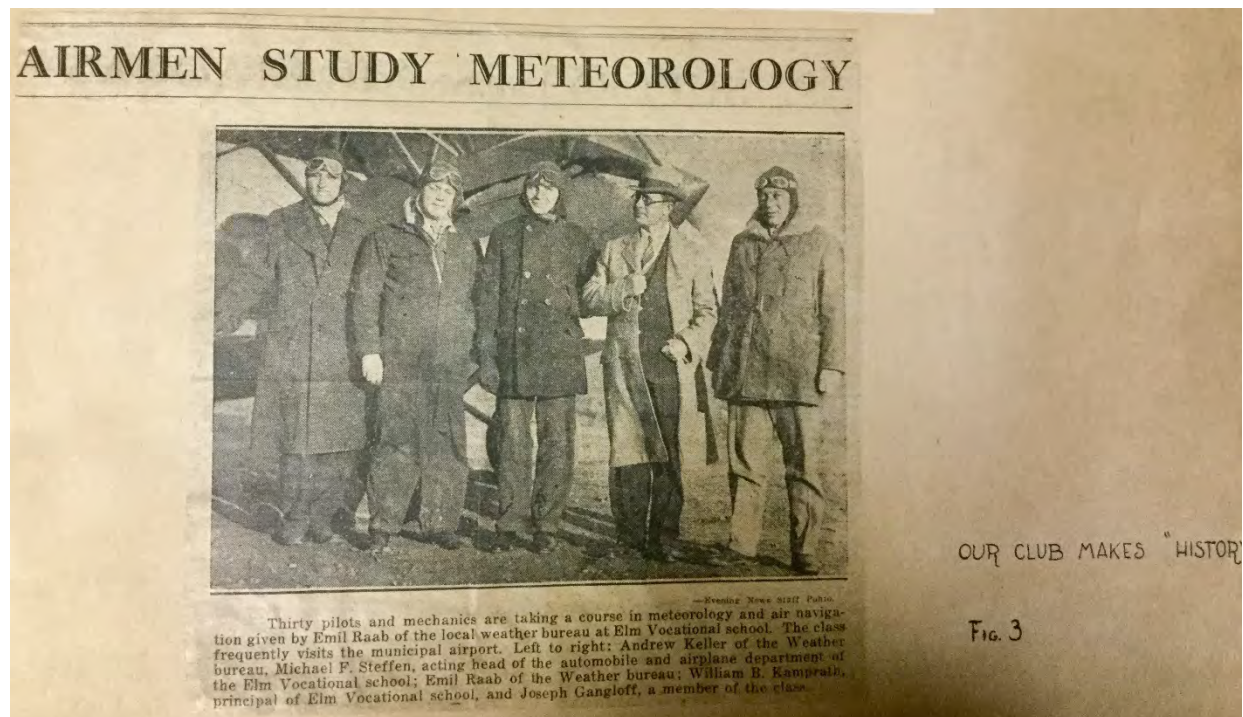
Later shares were sold to new members to take the place of those who discontinued their flying.

Earl Carroll became part of this organization; he has had over 300 hours in the air, which consists of some commercial flying as well as pleasure. He is employed at the Bell Aircraft organization.

Andrew Clifton - a day school student is still interested in the club.

This club continued with very few mishaps and in 1934, after the ship had acquired over 3,000 hours was sold for \$350. Unfortunately, this ship was hangered at the Niagara Falls airport when the fire occurred and it was destroyed by the fire.

During the life of the above-mentioned plane a number of feats were performed, such as these listed below -



Note Figure 3, when the ship was used on a flight to study weather aloft. On this trip Mr. Emil Raab took a three-hour observation cruise to 13,000 feet with complete success. The people in the picture shown are as follows: Mr. Andrew Keller of the weather bureau, Mr. Michael F. Steffen pilot, Mr. Emil Raab, observer, Mr. William B. Kamprath principal of the then Elm Vocational School, and Joseph A. Gangloff club member and flier.

Burgard Flying Clubs

Note Figure 2 which shows the Waco 10, the day it was delivered. Note the School name and students' names which are on the ship. Mr. Francis Wing and Mr. William Kamprath with Mr. Michael Y. Steffen are inspecting the plane at the Buffalo Airport.



The next club was organized in 1929 and an Eaglerock was purchased. The cost of this ship was \$3,450. If you will note Figure 4 you will get some idea as to the type of ship. This ship served its purpose very well, and it is still part of our equipment. Two years ago, the O X Curtiss Motor was replaced with a Kinner type engine.

Some of the members of this club are as follows:

Alva Henderson, one of our teachers soloed and acquired much information which he now uses in his classes. He is a teacher of Aviation Mechanics at the Burgard Vocational High School.

Dazo Molnar has about 300 hours to his credit, and does some flying most every Sunday.

Arthur Bockelkamp - Soloed and gave up flying. He went into garage work and did not have the time to continue flying.

Richard Bockelkamp - Soloed. Later left Buffalo for employment in Pennsylvania.

Edward Farochmin - Became a very good flyer. At present he has a job with the American Air Lines and is stationed at Buffalo, N. Y.

Harold Chandler - Soloed but failed in his physical test and had to give up flying.

Clarence Gilbert - Accumulated over 50 hours flying time. Left Buffalo but still continues to fly.

Fritz Stahlecker - Became a private pilot and is very active at the Buffalo Airport.



Figure 4-A shows the "Eaglerock" as it appeared in 1931. At this time the plane had accumulated at least 500 hours of flying, with the 0X5 Curtiss engine still in the airplane. The engine was changed for a more modern design engine - a Kinner 5 - 100 H.P.



In 1930 the Burgard Aviation Club No. 3 was organized, - see Figure 7. Ten members purchased a Command-Aire 0X5 Curtiss powered airplane. This ship was converted in 1932 to a Warner powered 110 H.P. engine.



Following are the ten original members in this organization:

Charles Farmer - At present owns his own airplane and has done commercial flying.

Andrew Catalano -Soloed, but later married and had to drop flying for the present.

Bud Horth - Soloed and since became a licensed pilot. He is now one-third owner of a very fast airplane and flies for pleasure.

Charles Bumpus - Has accumulated over 300 hours. Is now a member of Club No. 1 and each week does his share of flying.

Newton Stewart - Soloed but dropped flying when he went into the furniture business with his father.

This ship was cracked up in 1935 beyond repair. To date this was the only ship which was damaged beyond repair. Most of the members joined other Burgard clubs and continued their flying.

The "Moth" airplane was purchased in 1932 by another group called the Burgard Aviation Club #4 - *Co-Ed Flyers", as seen in Figure 8. This

ship was a 4-cylinder English airplane which performed very well, until 1935 when it was damaged. It was repaired and traded off in 1936 for a Taylor Cub airplane.



The following members were connected with this organization:

1. Theodore Merckens - He is now a private pilot and flies for pleasure. At one time he attended our evening school.
2. Mrs. Lucile Walker - Became a private pilot, and then moved to Utica, N. Y.
3. Miss Hazel Miller - Took instruction to the solo point - then married and gave up flying.
4. Albert Wilson - Soloed and obtained private pilot's license.
5. Charles Thompson - Soloed and is still flying.
6. George Davis - Soloed and is on his way to his private pilot's license.
7. Edward Pyskaty - Soloed and has about 30 flying hours to his credit.
8. Albert Hise - Soloed and is working to accumulate time.
9. Ernie Kreutinger - Soloed and has about 15 hours to his credit.
10. Clayton Backus - Now is a private pilot.

This ship was traded off in the fall of 1936 for a 1935 Taylor Cub airplane. The new airplane is working out very well. It is a light

airplane and costs but \$1.80 per hour to operate. See Figure 9 for illustration of this new airplane.



For some time the four flying clubs wanted to consolidate, but not until this Spring was it possible. Now they are one unit called "United Flyers" - Burgard Vocational High School Flying Clubs. This new arrangement makes it possible for its members to fly the different airplanes, and also keeps more of the members in the air at all times. If you will note Figure 10 you will see some of the "United Flyers" in front of the Burgard Fleet.



Club Organization:

These clubs are organized under the Association Incorporation Law of the State of New York. Each club was a separate organization until January, 1937. At that time, they were consolidated under the name of "Burgard United Flyers". (The official name is Elm Aviation Club #1, Inc.), of the Burgard Vocational High School. Each of the old organizations had By-Laws and Field Operating Rules, as shown in Figure 11. Each one had its separate bank account and paid their own bills. Now

there is but one set of officers for all the groups, and they are controlled by one set of committees.

There is very little misunderstanding and we find that all rules are adhered to.

Where Our Club Airplanes Were Housed:

The first ship was stored in Buffalo Airport Hangar #2 during the summer months and in Hangar #5 during the winter. This continued for two years, then we moved to Hangar #3. Here we operated the entire hangar, both winter and summer. In 1933 the ships were moved to the old Kenny Field. The entire airport was operated by the Burgard group. In 1935 we again returned to Hangar #2 and have been there since. This hangar serves the Burgard Aviation Department students and is in readiness at all times.

