

July 2018

# THE OBSERVER



Chapter 1041

## NOTAMS:

- July 9th 7:00 PM Regular Chapter Meeting G'Burg Regional Airport
- July 14th 9:00—10:30 IMC/VMC Club G'Burg Regional Airport
- July 21st Fly-Out Destination TBD
- July 23rd through 29th AirVenture
- August 11th 9:00—10:30 IMC/VMC Club G'Burg Regional Airport
- August 12th Picnic Mathna Airport
- August 18th Fly-Out Destination TBD
- September 8th 9:00—10:30 IMC/VMC Club G'Burg Regional Airport
- September 10th 7:00 PM Regular Chapter Meeting G'Burg Regional Airport
- September 15th Fly-Out Destination TBD
- September 29th & 30th Pancake Breakfast

Gettysburg Barnstormers—EAA Chapter 1041

## Henry's Hangar

By Henry Hartman

This month's column starts with a very big Thank You! With the help of many Barnstormers, our June breakfast event was a great success. From the Friday hangar clean-up and set-up crews to the Sunday clean-up group, every one of you helped to make the weekend a good one. Even with less than ideal weather, we had what is considered normal attendance numbers for the 2 days. A special thanks to those members who helped with the "early clean-up" on the afternoon of our May 26<sup>th</sup> Movie Night.

On Saturday, June 9<sup>th</sup>, several of our members represented Chapter 1041 at the Capital City Airport Open House event and helped neighboring Chapter 122 with Young Eagle flights. While this was going on, several others were enjoying a cruise on the Chesapeake Bay aboard the Liberty Ship John W. Brown. Stay tuned for more news about both events.

With July 4<sup>th</sup> falling two days after the first Monday, our regular monthly meeting will be on Monday, July 9<sup>th</sup>. Please plan on being at the airport that evening as the owner of a new avionics business based at York Airport will present the program. Look for more information in this issue.

Later this month a number of your fellow Barnstormers will be making the annual trek to AirVenture Oshkosh. We'll visit with

our four Air Academy campers, enjoy lots of 'aviation saturation', and make new friends as well as renewing many acquaintances made over the years. Stay tuned for many interesting stories and lots of photos from Oshkosh.

Please mark your calendar for our annual picnic, which will again be at Mathna Airport near York Springs. Gary & Kathy Mathna have graciously agreed to host this event on Sunday, August 12<sup>th</sup>. Don't miss this very popular Chapter gathering and all the good food that goes with it. Gary tells me we need considerably drier weather if there are to be fly-ins at the picnic. With all the excessive rain so far this year, his beautiful grass strip is quite soggy! There will be more news about the picnic at the July meeting and in the next newsletter.

Henry



**Volunteer to be part of Barnstormer leadership. All offices are up for election for the 2019-2020 term.**

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## Editor's Notes

*If you have read an interesting aviation related book let me know and I will include it in a future edition of The Observer*

*Have an aviation related link? I'll include that in a future edition also.*

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**July meeting is Monday July 9th**

**Speaker: Dawayne Wilcox owner of Avionics Exchange LLC**

**Topic: An overview of the new business that is based at York Airport (THV). They will also be doing a demo of the Aspen 1,000 and a demo of the Appareo ESG.**

[www.eaa.org](http://www.eaa.org)

[www.aopa.org](http://www.aopa.org)

[www.1041.eaachapter.org](http://www.1041.eaachapter.org)

[www.intrepidmuseum.org](http://www.intrepidmuseum.org)

[www.york-aviation.com](http://www.york-aviation.com)

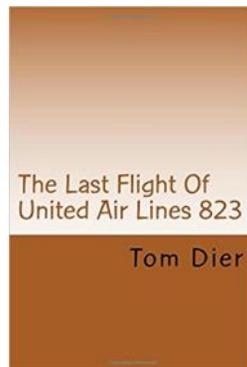
[www.airfactsjournal.com](http://www.airfactsjournal.com)

[www.jerryandersonart.com](http://www.jerryandersonart.com)

<https://www.airportcourtesycars.com>

<https://airandspace.si.edu/events/great-british-fly-in>

## Book Review



### The Last Flight Of United Air Lines 823

by Tom Dier (Author)

My purpose, since the Spring of 2012, has been to attempt to shed light on an event that no one else has been able to explain. The cause of the crash of United Airlines Flight 823 on July 9, 1964, two and a half miles northeast of Parrottsville, Tennessee has never been determined. Thirty-nine people lost their lives. The cause of the on-board fire has remained a mystery. The crash was the first known incident involving a total loss of a "black box" flight recorder and its data. This crucial apparatus—that had the potential to unlock many secrets—was destroyed by "shear load" and the ground fire that rendered the aluminum recording tape useless.

Recommended by Al Shimer

Available on Amazon <https://amzn.to/2lug5z3>

**Name Tags for the following members can be picked up in the airport meeting room.**

- Herb Bartell**
- Conrad Brown**
- Richard Brown**
- Joe Gungel**
- Paul Tully**
- Richard Smith**

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## June Meeting

Our scheduled speaker was not able to attend so we utilized EAA's "meeting in a box" to fill the void.



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The July IMC/VMC Meeting will be held in the Chapter Meeting room at the Gettysburg Regional Airport. will be the 2nd Saturday, July 14th, from 9:00 to 10:30. Keith Feaga will host the event. Topics include Hot, Humid performance considerations, and traffic pattern



de-confliction



Additional Information on EAA Website Here: <http://bit.ly/2DzNEaq>



Light refreshments are served prior to every meeting

A real life flying scenario will be presented for discussion.

Non-EAA members attending are granted a 6 month free membership to EAA and a subscription to Sport Pilot for the trial membership period.



Photos by Bob Howe

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The history of Gettysburg Regional Airport will be published in installments in this and future issues of *The Observer*. Thanks to Phil Roth, Charlie Tipton, John Donmoyer and the Doersom family for their efforts in compiling this abstract.



## ABSTRACT

An accounting of Adams County's second and single surviving commercial airport, from an off-airport beginning in 1923 to 2018

Prepared by EAA Chapter 1041 – "Gettysburg Barnstormers"

**90th Year Anniversary, 2018**

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Gettysburg Barnstormers—EAA Chapter 1041



## Gettysburg Regional Airport - W05

90<sup>th</sup> Year Anniversary, 2018



Started ninety years ago from humble beginnings, now with a 3,100-foot hard surfaced runway 60-foot wide, with lights and a GPS approach for instrument landings, the future is promising.

“Charlie” Charles Francis Doersom, known around Gettysburg as a gifted auto mechanic, developed an early interest in aviation. In 1923 at age 22, he bought a wrecked Curtiss JN -4 bi-plane (Jenny) in West Virginia for \$25.00, trucked it to his garage on York Street and rebuilt it. After 1½ hours instruction from Walter Becker, an early aviator from Hagerstown MD, it appears Charlie essentially taught himself to fly. Early aviators were mechanics themselves or needed to employ a full-time mechanic for frequently necessary impromptu repairs.

Precise details are sketchy, but he also purchased a second airplane from Walter Becker in the fall of that year, “...an obsolete WWI army training airplane similar to the Jenny but much more difficult to fly.” Charlie flew his airplanes from a farm pasture field, east from Gettysburg. When Becker flew the airplane from Hagerstown to Charlie’s airfield, he taxied into a farm fence on the first landing. The airplane was disassembled and returned to Hagerstown for repairs and Charlie finally took ownership of the airplane in May, 1924, with less distress on the second delivery. (Arthur S. Cunningham, *As I Remember – On Pilots, Planes and Landing Fields*, Adams County Historical Society, 2001, a history of aviation in Adams County).

Then sadly, one calm summer evening about 7:00 pm in 1924, the labor-of-love airplane’s useful life came to a flaming end with Charlie flying, when he misjudged his landing approach and came out second best tangled in power lines. The flight timed out perched in wires near or on a pole. In 1924, rural power lines were only powered late in the day for lighting into the night. Charlie and his passenger scrambled down, uninjured. Charlie then contacted the power company, asking them not to turn on power that night so he could rescue his airplane. They refused or misunderstood and that flying machine, shamefully disabled in a web of wires, momentarily lit the night sky before what remained after the fire, fell to the ground in a heap! (Another version is that thunderstorm lightning struck the power line.) (first heard from grandson David Doersom, confirmed by *Gettysburg Times Newspaper*, “Airplane Lands on Powerline Pole and Wires” June 24, 1924.)

**Charles F. Doersom and Curtiss JN-4 Date uncertain, best guess early spring 1924 Photo: Courtesy Daughter Barbara Ann (Doersom) Ball**

90th Year Anniversary, 2018

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From all accounts, Charlie Doersom was a colorful character; quick-witted, friendly and a natural born trader – he didn't pay cash when he could barter a swap. Family lore passed to the third generation Donald Doersom Jr., "He never sold anything except at a profit." With only a fourth-grade education, he was self-taught having an impressive memory. A whiz with numbers processed internally, daughter Barbara Ann said he was a force to be reckoned with, playing cards.



**Charlie Doersom, date undetermined**

**Photo: Courtesy Barbara Ann Ball**

Grandson Donald Doersom, Jr. says,

"Grandpa Charlie did everything he needed done himself, never hiring anybody to build or repair anything. He built the garage-shop and house at the airport and later in 1953 the concrete block hangar, with help from uncles, neighbors, cousins and us kids. He made most of his special tools for working on airplanes. He was something of a wheeler-dealer, buying surplus, non-airworthy WWI Army airplanes for \$5.00 one-at-a-time, fixing them up, sell at 100% profit, then buy another one. He would buy special construction and agricultural equipment to do the work himself."



**Gettysburg farm equipment dealer Dan Yingling (left), accepting keys from Charlie Doersom to airplane as payment in exchange for hay baler (right background), 1949.**

**Photo: Courtesy Donald Doersom, Jr**

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## CAP Report

June was a month of service and training for Gettysburg Composite Squadron 308. We began the month by providing parking services for the Barnstormers pancake breakfast, and followed that the next Saturday with a morning of grounds work at the Gettysburg Presbyterian Church to thank them for providing meeting space for us. We'll close out the month volunteering at the Gettysburg Fireman's Carnival since they have allowed us to use their space at for Emergency Services training.



On Friday, June 8<sup>th</sup>, an ELT beacon was reported northwest of Chambersburg. The Civil Air Patrol was activated and air search teams confirmed it and narrowed down the location. Late in the evening a ground search commenced. The Gettysburg team of Maj Rob Clark and 1<sup>st</sup> Lt Sarah Kotlinski were first on the scene and located the ELT at approximately 2327 before being joined a team from Capital City and the IC from Lancaster. Clark and Kotlinski were credited with our Squadron's first find.



Four cadets spent the week of June 17-24 attending Cadet Training Schools at Fort Indiantown Gap. C/SMSgt Griff Kotlinski completed the Leadership Development Course, a leadership theory and practice course for mid-level NCOs. C/SrA Kaden Watts, C/Amn Autumn Kuhn, and C/Amn Madison Kuhn all completed basic encampment.

Meanwhile, our Cadet Flight Commander C/CMSgt Brennan Romanoff attended summer seminars for rising high school seniors at the Naval Academy and West Point, and C/SrA Carter Tatara attended the summer seminar at the Air Force Academy.

Finally, the Squadron developed a new logo which was approved in mid-June.

The new logo befits the historical nature of our location while at the same time honoring our commitment to CAP. The blue over gray field and the crossed caplock rifles denote the Battle of Gettysburg and the eventual victory of the Union. The motto 'In Libertate Conceptam' evokes the familiar phrase 'Conceived in liberty' from the Gettysburg Address. The ten stars represent the ten roads leading into Gettysburg and symbolize the connectedness of the Gettysburg Composite Squadron. The Keystone emphasizes the Squadron's position in the Pennsylvania Wing and its orange color pays homage to the traditional orange of PA Search and Rescue. Finally the central placement of the Civil Air Patrol propeller announces the importance of the Squadron's allegiance to the national organization.



2d Lt Sarah Walter Kotlinski, CAP  
Deputy Commander for Seniors  
Character Development Instructor  
Recruiting and Retention Officer  
Communications Officer, Testing Officer  
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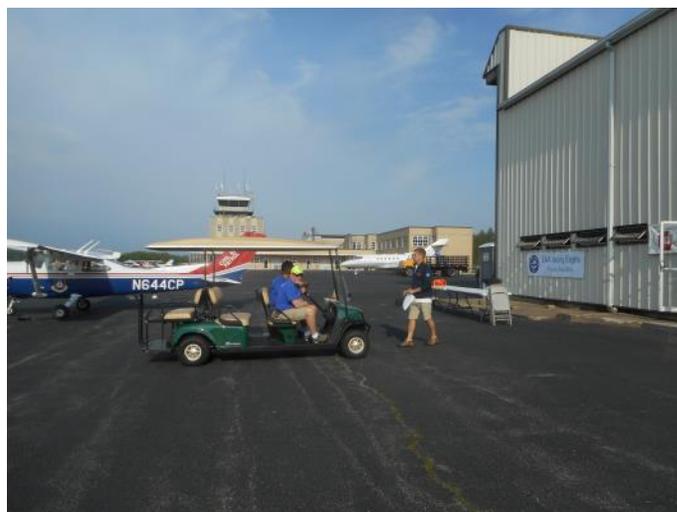
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## Capital City Open House 6/9/2018



We set-up on the ramp in front of the Chapter 122 Hanger



Transportation to the Young Eagles Flight Line



Young Eagles Flight Line.....8 aircraft



Waiting for Young Eagles Flights

Chapter 1041 pilots Savy, and Richard flew 18 Young Eagles from 10 AM to 2 PM

Bob Howe Photos

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**Gettysburg Barnstormers**

*Gettysburg Barnstormers—EAA Chapter 1041*



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## Fly-Out Destination

**Fly-Out destination for July Will be decided at the July Meeting**

Now accepting nominations for Chapter Officers and Board of Directors the 2019—2020 term. See Bob or Art. Volunteer to serve Chapter 1041.

### THE EAA 1041 SKY RAIDERS

The EAA 1041 Sky-Raiders have a scheduled fly-out on the 3rd Saturday of each month. Each pilot will make their own go/no go decision. Please call Herb Bartell (717-476-2800) no later than Friday afternoon if you plan to join the flight. Herb will make restaurant reservations at the destination airport; therefore, an accurate count of participants is appreciated.

Check out our website. It has been updated!!

[www.1041.eeachapter.org](http://www.1041.eeachapter.org)

### 2017-2018 Chapter 1041 Officers and Board of Directors

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