

before and we miss his presence. Despite that, Don's crew of Paul Kelsch & Jan Tone has installed a rubber flooring material inside the DC-3 and has been working on aluminizing the DC-3 ailerons which can be mistaken by shop visitors for airplane wings. Tim Devine is making real progress on the Ercoupe front fuselage display that will allow kids to sit in an authentic airplane cockpit. We expect this will be very popular with the children based on our experience helping out Hunter Harris at the Easton Airport Days F-104 "Kids Photo Cockpit" - it was non-stop all day. I know, an Ercoupe "ain't a fighter jet" but mom and dad don't care, what's important is a smiling face on their iPhone pic and the kids will love it.



Larry Folsom easily carries his (plans-built) Wolf "Boredom Fighter" (that's its real name). When Larry retired, he was looking to move near a grass airport- he chose Massey!

Larry Folsom is sewing the fabric for the Buccaneer II amphibian restoration that John Williamson is doing - who knew we had such talent at Massey. Joe Molz is wiring the instrument panel in his usual professional manner. We're looking forward to landing in the bay this summer.

We count Massey's plane population as 24 flying airplanes, 9 gliders and 3 motor-gliders. In addition to the Buccaneer II, other on-going projects (in no particular order) are: Chris Jennings 1945 Aeronca Champ 7AC (full restoration) Tom Mellies 1956 Schweizer SGS 1-26A, c/n 12 (full restoration) Robert R. Dierker Schweizer SGS 1-26D (#470) (full restoration)

Robert R. Dierker Schweizer SGS 2-33A (#231) (Wings only)

Of, course, not all the projects are in the shop at any one time but it does cause competition for space. Hans Hochradel, owner of a Russian built Aviastroitel AC-5M Motor-Glider based at Massey, helps with whichever projects are currently in the shop.

Crucial to our operation are also the following regulars for whose help we are especially grateful: Ralph De Groodt, Tim Devine, Bill Dilling, Larry Folsom, Don Hooker, Paul Kelsch, Joe Molz, Tony Saienni, Ruth Tasker, Jan Tone, Jack Williamson.

At the risk of forgetting someone, we want to thank the following volunteers for helping out at our events: Jeff Auen, John Bowers, Michael Brown, Rick Clarke, Paul Collins, Jim Connolly, Nancy Folsom, John Herman, Mark Holloway, Irene Hooker, Dee Jenkins, Dennis Maroulas, Gordon McCoy, Catherine Molz, Tom Paradis, Ed Remsberg, Dan Shuron, Richard Sears, Mike Strieter, Jennifer & McKenna Sweetman,

Shane Watts, Joe Wessels *and more* (not including the partners and their wives).

In April, we installed A/C and heat pump in the museum building - what were we thinking, should have done it a decade ago!

One Sunday in May a family had bought their father a biplane ride as a surprise birthday present. The appointed day was CAVU and mild, Dad directed Nick to the family house on the Bohemia River where to Dad's surprise he read "Hi Dad!" in huge white letters on the ground. Around the sign was a large crowd waving, it worked perfectly. After a low pass, Nick climbed a couple thousand feet and did the usual

mild rollercoaster maneuvers - giving the crowd on the ground a little air show. Dad was thrilled.

In June, Tyler Campbell photographed the cover of "The Vintage Ford" magazine at Massey for the national Model T Ford Club with Don Sloan's and Nick Mirales' Stearmans as background. Peter Ratledge's (Townsend, DE) 1911 Model T Touring car was featured on the cover - front and center.

Earlier the same day, Heather Penny flew her Cessna 170 into Massey with her two daughters for a look-see. Major Penny (herself the daughter of Reno Champion Racer, John Penny) was flying one of two D.C. National Guard F-16's scrambled on 911 to intercept Flight 93. She and Col. Marc Sasseville had been ordered airborne out of fear that a hijacked plane was heading to the capital. In the scramble, they had to launch without live ammunition or missiles. We know they were prepared to ram that 757, at the likely cost of their own lives as well as those of everyone on board. Some days at Massey can be pretty interesting!



Heather Penny takes off from Massey in her 1950 Cessna 170 after stopping by for a visit in June.

It was "all hands on deck" in June to install the Mike Leister - built water tank in the windmill tower after John & Jack had assembled the pieces in the shop. Massey's Windmill is now pumping water with thanks to our "Windmiller" Jonathon Miller and Mike Leister who made the cypress wood tank. Jonathon Miller and John Williamson installed the pump,