



DELAPLANE

Delaware's first airplane



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The DAHF 2010 Inductees

DONALD M. CLARK arrived in France near the end of WW II. Piloting a C-47, his mission was mainly lifting gasoline and ammo to the front lines. Of his 81 flights until war's end, 27 were credited combat missions. Many of his return flight continued to France and England with wounded GIs.



At the close of the war, Clark was assigned to a field near Paris, transporting POWs and displaced persons. Later, assigned to the headquarters squadron, he flew VIPs, including Nuremberg trial lawyers. He was selected as personal pilot for Brigadier General Melvin Smith of the OFLC Commission.

Returning to Delaware, Donald signed up with the reserve as training officer and, during this time got all his civilian pilot ratings. He started a crop-dusting business, and his fleet expanded rapidly to six.

In the mid 50s, Clark sold the business and opened a seed company, which still operates today. He joined the board of directors of two banks in Delaware and also served 13 years on two different schoolboards. It was during this period that Donald Clark was elected State Representative, for which he spent 12 years, serving on agriculture, small business and natural resources committees.

Don's sons keep the seed business humming; he keeps his hand in aviation as a docent and educator at the Air Mobility Command Museum at Dover AFB.

EDWARD J. CZARNECKI (1922 – 1955) born in Wilmington, Del., joined the Royal Canadian Air Force in December 1941. In May 1942, he enlisted in the U.S Army Air Corps. Following training, he left for the Pacific Theatre in February 1943 and in July was assigned to the newly-organized 475th FG, 431st FS. By August 1943, he was based at Port Moresby flying a P-38 Lightning Fighter.



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2010 Honors Banquet Celebrating Delaware's 100th Anniversary of Powered Flight



"Hangar Flying" in the Reception Area



Bill Fitch, Trustee

The stage is set for a grand evening in the history of the Delaware Aviation Hall of Fame (DAHF). The annual honors banquet is scheduled for Saturday, September 25th, at the University of Delaware's Clayton Hall in Newark, Delaware.

The center of attraction—six of the First State's most distinguished airmen—will be regaled with music, decorations and ovations, and the glamour of Clayton Hall with its colorful table decor, tastefully prepared dinner, and charming serving staff.

Hangar Flyin' and Cocktails- 5:00pm

The evening will begin with a cocktail/hors d'oeuvre reception, starting at 5:00 pm, in Clayton Hall's sunken fireplace lounge. This has become an annual opportunity for aviation people to meet and catch up on "what's new" and to greet the honorees, says Maj.Gen(Ret) Frank Ianni, DAHF trustee and general chairman for the celebration.

Background music will be provided by the Stardust

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That August, as part of a 75 plane escort protecting 5th Air Force bombers en route to Wewak, Czarnecki shot down two Zekes. During another heavy engagement in the same area, Czarnecki, dove to the defense of B-25s being attacked by Japanese fighters and shot down a fixed-gear "Nate." Soon after, the 475th began attacks on Japanese shipping at Rabaul. He became an ACE when he was credited with six confirmed and three probable victories.

In October 1943, on a fighter sweep over Rabaul, he had to bail out. He evaded Japanese patrols and was rescued the following February by the USS Gato. He returned to the U.S. and over the next two years served as survival training instructor, gunnery instructor and flight instructor in Texas, the Philippines and the Pacific Theatre.

In 1947, Ed served as a counter intelligence officer and investigator in the U.S. and Europe. He spoke fluent Polish and there he interviewed liberated Polish prisoners. He retired from active service in June 1953. Among the medals he was awarded were the Purple Heart, the Distinguished Flying Cross and the Silver Star. He passed away from cancer on July 27, 1955.

THEODORE C. FREEMAN (1930-1964) might have become America's first man on the moon—had not his untimely death from a plane crash in Texas. Freeman, who grew up in



Lewes and learned to fly in the First State, was the first member of the U.S. space program to lose his life. He was in astronaut Group Three with Buzz Aldrin, Gene Cernan and Alan Bean. This group was expected to become Apollo pilots.

Captain Freeman was selected for the NASA program on October 18, 1963 but died a year later, on October 31. He left his wife Faith Dudley Clark

and daughter Faith Huntington.

The astronaut completed his secondary education in Lewes and went on to attend the University of Delaware for a year before entering the U.S. Naval Academy where he was graduated in 1953 with a BS degree. He chose the Air Force and in 1960 received an MS in aeronautical engineering from the University of Michigan. His last Air Force assignment was flight testing at Edwards AFB.

Capt. Freeman had logged more than 3,000 hours, including more than 2,000 jet hours. His accident came on final approach in a T-38 at Ellington AFB, Houston. Collision with a snow goose shattered his canopy and rendered low-level recovery impossible. Capt. Freeman was interred at Arlington National Cemetery.

STANLEY P. LAWRUK knew his B-17 inside and out. An Eighth Air Force flight engineer in "The Big One," the New Castle native's primary duty was to keep his flying machine battle-



ready. This included its ten 50-caliber machine guns.

Lawruk spent many months in Army Air Corps classrooms, machine shops and test facilities perfecting his skills. He earned the Army Air Forces Technical Training Command diploma. He was awarded a certificate of training from the Boeing Flying Fortress Factory School for B-17Fs and a diploma as propeller mechanic from the Army Air Force Training Command.

Why such an investment in perfection? "Stan was a living example of the greatest generation," explains son-in-law Howard Gunton. "He always did his very best. He was proud of his cause, his airplane, and his fellow airmen. He felt they deserved the best he had."

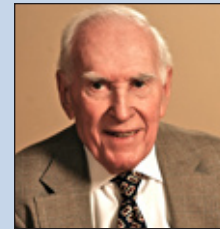
Tech Sergeant Lawruk didn't win them all. His fortress was shot down

on August 25, 1944 over Germany on its 24th mission. Lawruk was awarded the Air Medal with four oak leaf clusters "for extraordinary achievement as an engineer of a B-17 on a number of combat bombardment missions over Germany."

He was also awarded the Distinguished Flying Cross.

Stan still lives in New Castle. He and his wife Pearl raised three married children. They have six grand children and three great-grandchildren.

DANIEL M. RUSK, JR. was the only "Centurion"-- ever -- aboard the aircraft carrier "Hornet." (A Centurion is a pilot who makes 100 or more landings on a carrier.) He did, in fact, serve on nine different flattops



in WWII. After the war, he continued with the Navy as a flight instructor and served as an aide to Admiral William F. Halsey, Jr.

Dan has given nearly seven decades to Naval and Delaware aviation and, in his 80's, is still going strong. His career began in 1942 when he enlisted in the Navy and was commissioned an ensign. At his request he was transferred in 1944 to a fighter squadron in the Pacific, where he served until war's end.

In 1963, after more than 20 years of service, Dan retired as a commander; and he joined Atlantic Aviation, Delaware's largest aviation company. He rose rapidly to vice president and general manager of its Wilmington division. Atlantic became a world leader in aircraft sales for Beechcraft, Grumman, Piper and Bell Helicopter. He oversaw operations of Atlantic throughout the country, until his retirement in 1988.

Dan embarked on yet another aviation career in 1992 by starting Airframe Management to construct aircraft hangars. The company recently finished a project in Bucks County and has plans for other projects in the area.

ALFRED D. WALKER, JR.



(1920-1995) flew in a B-29 formation power display over Tokyo heralding the arrival of Gen. Douglas MacArthur. On

September 2, 1945 the Wilmingtonian piloted a B-29 from Tinian to Tokyo and over the Third fleet in Tokyo Bay while the surrender agreement was signed aboard the Battleship Missouri, ending World War II.

These assignments closed out a three-year career of piloting and instructing in B-17s, B-24s and B-29s. Walker had enlisted in September 1942 as an Army Air Corps cadet. In November 1944, Lt. Walker was assigned to the China-Burma-India (CBI) theater. During this tour of duty he was awarded the Air Medal with three clusters. He was also awarded three battle stars for participation in the CBI campaign and the air offensive against Japan. Many of his combat missions were accomplished while flying over the India-China “hump.”

Lt. Walker was reassigned to the Marianas in May of 1945, serving there until VJ Day. During his 10 months overseas, he piloted 32 combat missions over Japan, accumulated 540 combat hours and added the Distinguished Flying Cross to his medals.

After the war, he was a flight instructor at Seager’s Airport on Route 13 in Delaware. He and his wife Viola lived in Marshallton. They were married 53 years.

2010 Honors Banquet continued

Knights combo of the Delaware National Guard. Photos, reproduction prints and models of U.S. aircraft will be exhibited. A continuous video gallery of DAHF inductees will be projected on a big screen; memorabilia of the honorees will also be exhibited.

Dinner- 6:30pm

Celebrants will be ushered to the big Clayton dining room at 6:30 pm.

Master of ceremonies will be DANG Col. (Ret) James M. Kohler, 2009 inductee.

Invocation will be delivered before the dinner.

The Program

Following dinner, Emcee Kohler will recognize the dignitaries who are present.

Mike Brock, DAHF Trustee, will announce the winners of the Delaplane Art Competition and award their prizes. See article below.

Ron Mehan, DAHF trustee, will introduce the 2010 DAHF Youth Aviation Achievement Award recipient.

Presentation of Inductees:

Emcee Kohler will call the honorees and their “wingmen,” separately by alphabet, to the platform. (Following their selection, each honoree was assigned a member of the DAHF board to serve as his/her liaison. Fittingly, they are dubbed “wingmen”.)

Each wingman will escort his/her honoree to the platform, then present him/her to DAHF President Hugh B. Horning for plaque and ribboned medallion.

The evening will conclude with remarks by the President, retirement of the Colors, and singing of patriotic melodies including “God Bless America.”

What to wear?

It’s jacket and tie for the men. Uniform works handsomely for the military. For civilian women: cocktail dress; slacks are fine.

Cash bar:

Cocktails, highballs and wine will be available at the lounge bar. Bottles of wine for the table may be bought at the bar.

Delaplane Art Competition



Mike Brock, Chairman Delaplane Art Competition

There is still plenty of time to get creative by entering your painting, drawing, model or sculpture of the Delaplane by September 1, 2010.

The competition to celebrate the 100th anniversary of the first airplane built and flown in the State of Delaware is open to Delawareans of

all ages, including DAHF members. Trustees, however, are excluded. There will be cash prizes and public display of all entries.

To participate in this historic and fun event, simply go to the Delaware Aviation Hall of Fame website at www.dahf.org to get a complete prospectus and entry forms.

Anyone with questions may call Mike Brock at (w) 738-5003, (h) 366-0252, or email hardcastlesnewark@yahoo.com.

Good luck to all participants!



DAHF 2009 Honors Banquet



◀ Exhibit stories of several inductees

Guests enjoying an inductee exhibit ▶



▲ One of several RC models on display in Reception Area



▲ Delaware Army National Guard "Stardust Knights" combo



▲ Guests gathering in the Banquet Room



▲ CAP ColorGuard preceding inductees and DAHF trustees



◀ Piper leading procession during Opening Ceremony



◀ CAP Color Guard preceding inductees and DAHF trustees

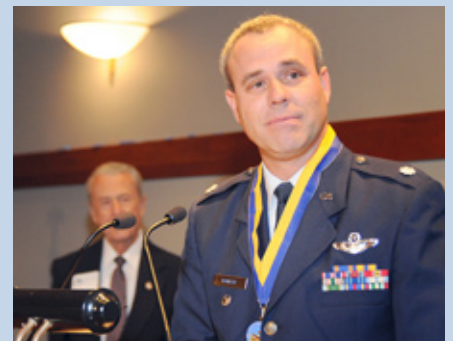
▼ Inaugural year inductee Jan Churchill giving the Invocation



▲ Trustee Ron Mehan escorting YAA recipient Ariel Evans



◀ DAHF trustee Jean Toman leading The National Anthem



▲ Inductee James Kohler making acceptance comments and his wingman trustee Hugh Horning



▲ DAHF president Harry Van Den Heuvel presenting medallion and plaque to inductee Dave Cannavo

▲ Daughter of inductee Ruben Archuleta (deceased) with trustees Sharon Forbes (wingman) and Frank Ianni (MC)



▲ President Van Den Heuvel making closing remarks

◀ 2009 inductees/family members who accepted for them, YAA recipient and DAHF president

Delaplane Historic Marker

DAHF trustee Jim Hicken, Government Relations Chairman, is in active collaboration with the Delaware state archivist to have a historic marker in Wawaset Park, Wilmington commemorating the 100th anniversary of the flight of the first aircraft built and flown in Delaware: the Delaplane. The 100th anniversary is October 21, 2010 and we hope to have the marker in place by that date.

Thank You, Harry



Harry Van Den Heuvel has been one of the most active participants in the Delaware aviation community for many years including:

- Delaware State Aeronautics Administrator;
- Delaware Pilots Association Board member;
- Air Force Association Delaware chapter president;
- USAF Dover Air Mobility Command Museum Board member;
- Member of Philadelphia Hangar of Quiet Birdmen;
- Board member of Delaware Aerospace Education Foundation;
- Civil Air Patrol mission pilot;

and closer to home, president of the Delaware Aviation Hall of Fame for almost 5 years, ending last October. We appreciate all of Harry's involvements and contributions to Delaware aviation and especially his being a Board member and later president of the DAHF.

Thank you, Harry!

Gone West

John J. Strusowski, age 92, inducted in 2003, on June 27, 2010.



In WW II Army Air Corps flew 50 B-24 missions operating out of Italy. Flew missions over heavily-defended strategic

Axis targets, including four over the Ploesti oil fields in Romania. In 1946, was selected to fly Herbert C. Hoover on a survey of world famine, over three months and 50,000 miles in C-54s. He was awarded the Distinguished Flying Cross and four Air Medals.

Douglas W. Thompson, Sr., age



92, inducted in 2007, on May 17, 2010. Flew combat in three wars: WWII, Korea and Vietnam. Flew in the RAF for two years, then joined the

U.S. Army Air Corps piloting bombers over Europe including the notorious low-level B-24 raid on the Ploesti oil fields in Romania. Recipient of 3 Distinguished Flying Crosses and 24 other decorations. In Korea, flew jet fighters and in Vietnam troop and cargo Transports.

Willis Lloyd Carter, age 90, inducted

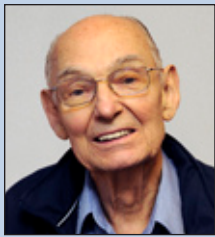


in 2008, on June 15, 2010. Flew thirty B-17 missions deep into Germany and as a group leader on 23. On several ground support bombing missions, his

plane was severely shot up and had to crash land. He and crew were rescued each time and flown back to England. He was awarded the Distinguished Flying Cross, 4 Air Medals and 4 battle stars for the European Theatre.

Our condolences to the Strusowski, Thompson and Carter families.

Remembering John J. Strusowski



**Dave Moffitt,
Founding President**

The following anecdote was written by Dave on September 29,

2003 after he met with honoree-to-be John Strusowski, to inform him that he was selected for induction into the Delaware Aviation Hall of Fame.

I wish you could have been there with me that morning. I visited 85-year-old World War II pilot John Joseph Strusowski in his one-room apartment at the Millcroft Senior Center in Newark.

He met me in the lobby and beamed with delight, knowing that we were going to talk about airplanes and his exploits at the controls. Pushing a walker, he led me to the elevator, and then to his third floor apartment. His room décor reflected the two passions that drove him, family as shown by the portraits on his table, dresser and TV stand and aviation as displayed by models of the B-24 and C-54 he

flew in the 1940s, and Air Corps photos and heroic plaques weighting every wall.

This was his life, doting on family by virtue of his two marriages and remembering the thrills, fears and fatalistic resignation on fifty B-24 bomber missions over Germany and other Axis targets in WWII.

Leafing through a heavy scrapbook on my lap and listening to John, I followed his life as an airman. From training in the states, as a novice lieutenant flying one of the first B-24s across the Atlantic to Europe to later piloting four bombing raids over infamous Ploeste. Extracting chunks of shrapnel from his ship on return from missions. One such piece well preserved in a collection of decorations framed on the wall behind his bed.

John remembered dates, names of both good and bad instructors and other details including deadsticking an AT-15 trainer into a tiny field without so much as grazing a tree, fence or other aircraft. Or a forced landing with a bomber in Arkansas.

He recalled why he nose-painted his B-24s “Bottoms Up” and “Flying Belle,” and how he carried spare parts on his post-war global mission with Herbert Hoover, replacing the tire on his C-54 inside an hour to get him off on schedule.

For John our visit was an opportunity to share with somebody the roar, terror and triumphs compressed into three intense years, a lifetime of memories that hung silent on the walls and stood static on the dresser of his single-room apartment.

You, the trustees of the Delaware Aviation Hall of Fame, are lifting up these memories to the public and letting an American patriot know that Delaware is grateful and cares.

I was so engrossed that I almost forgot the nature of my visit. Standing to say goodbye, I shook his hand and said, “Congratulations, you’re entering the Delaware Aviation Hall of Fame.”

John said, “My hands shook as I read the letter.”

Message From The President:



**Hugh Horning,
President, DAHF**

The annual Honors Banquet on September 25 (see article on page 1) is indeed a special celebration of Delaware Aviation as we induct six deserving individuals into the Delaware Aviation Hall of Fame and celebrate Delaware’s 100th Anniversary of Powered Flight. Many

of you attend the gala affair every year as your way of paying tribute to the men and women who are enshrined and in appreciation of Delaware’s rich aviation history. For those of you who have not yet participated, I encourage you to make this the year to do so. You will find the affair to be enjoyable, rewarding and inspiring and your way of honoring Delaware’s proud aviation history. In several days,

you will receive a mail invitation. Consider forming a table with some of your aviation friends. Invite your spouse for an entertaining and enlightening evening about Delaware Aviation and its heroes. Or, just come on your own; you’ll be sure to run across some of your First State flying friends. Hope to see you there !
Onward and Upward!
Hugh Horning, President

Would you like to nominate someone to the DAHF?

If you wish to nominate someone just send us a letter not exceeding two single spaced typed pages. Please explain why you feel your nominee deserves induction into the DAHF. Supporting documents, news articles, citations and photographs are welcome. Qualifications may come from *ANY* aspect of space, air or ground involvement in flying. The nominations for consideration in 2011 must be postmarked no later than March 1, 2011. Be sure to include your return address.

Send nominations to Delaware Aviation Hall of Fame P. O. Box 4303 • Greenville, DE 19807-0303

DAHF Membership Form

Enclosed is my check for \$_____ to cover annual membership in the following category (check one).

- | | | | |
|--|-------|---|--------|
| <input type="checkbox"/> Individual Member | \$25 | <input type="checkbox"/> Corporate Sponsor | \$1000 |
| <input type="checkbox"/> Individual Patron | \$250 | <input type="checkbox"/> Gold Corporate Sponsor | \$2500 |

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