



DELAPLANE

Delaware's first airplane



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Delaware Aviation Hall of Fame celebrates 10 years

The Delaware Aviation Hall of Fame (DAHF) was formed on October 22, 1999 by a dozen First State Aviation enthusiasts and historians. They had no headquarters and no bankroll. but they said, "If we wait for these things a Hall of Fame will never get off the ground."

The official announcement came December 17, 1999, the 96th anniversary of the Wright Brothers' historic flight. The group planned to select the first class of honorees for induction in the new millennium and spent the ensuing months working on by-laws, organization and procedures, staff assignments and, yes, fundraising.

The inaugural banquet was held October 21, 2000 in the DuPont hangar at New Castle Airport which caterers had transformed into a glamorous supper club. Seven Delaware aviation pioneers were inducted. Since then DAHF has inducted 61 aviators for their achievements in aviation.

David A. Moffitt was president then and remembers well the first days. Here is the text of his inaugural message:

Dramatic chapters in world aviation history have been written in Delaware. Important advances in aircraft design have been made here. Systems for improving the utility and safety of flight have been proved here;

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Forever Aloft: 2009 Delaware Aviation Hall of Fame Induction Ceremony & Awards Banquet



Above: A bird's eye view of the reception at Clayton Hall on October 3, 2009. Right: The Stardust Knights of the Delaware Army National Guard performed for the tenth consecutive year at the DAHF Awards Banquet. See more awards night pictures beginning on Page 4.



The Delaware Aviation Hall of Fame honored six aviators and one student during the 10th Anniversary Honors Banquet at Clayton Hall on the University of Delaware's north campus on October 3, 2009.

Lt. Col. Rubel Archuleta earned his World War II decorations the hard way – he got them flying P-39s and P-40s in the South Pacific at a time when P-38s and P-51s were the Army Air Corps' weapons of choice.

As a leader of P-40 units over the Philippines during the years 1944 and 1945, he earned numerous commendations for leading attacks on Japanese shipping. On one occasion, spotting an enemy force approaching the American base on Mindoro Island, he led relentless nighttime attacks. Although their P-40s were not equipped for night fighting nor his pilots trained for it, Major Archuleta

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and his warriors bombed and strafed at masthead level from early evening until after midnight. Though hampered by poor visibility and murderous anti-aircraft fire, the defenders sank or damaged several ships carrying equipment, supplies and troops that had been sent to attack the American installation. Archuleta earned the distinguished Flying Cross with Oak

Leaf Cluster, the Silver Star and the Air Medal with three Oak Leaf Clusters.

He was born on Sep. 16, 1914 in New Mexico. He was graduated with a bachelor's degree in education from New Mexico State University in 1941 and joined the Air Corps, was commissioned a second lieutenant in November 1941 and,

before the year was out, married Noema Cardenan. The young officer was soon dispatched to the Southwest Pacific where he flew 210 missions for a wartime total of 216 hours in the P-39s, 111 in P-40s and 42 in P-51s.

After the war, Archuleta continued in the military. In the 1950s he was commander of the Air Rescue squadron at Puerto Rico. From 1960 to 1966 he was stationed at Dover Air Force Base where he flew "01' Shakey," the C-124 Globemaster. He retired as deputy base commander and gave an additional 10 years to the Delaware Commission for the Blind.

Rubel retired to an assisted-living facility in Florida. He is 94.

Born in 1955, **Dave**

Cannavo has been flying as long as he can remember; after all, his father owned Aero Taxi Charter at Philadelphia Airport. Dave took flying lessons at age 15, soloed at 16 and got his commercial license at 17. At 18, he decided to build an airplane — not a kitplane but a true replica of "The Spirit of St. Louis." He built it from plans obtained from a fellow who had worked on the original. It took Dave three and a half years, including many visits to the Smithsonian where he was often lifted by a cherry picker to study and measure.

Like the original, Cannavo's replica incorporates a periscope instead of a windscreen for forward vision. He flight-tested it on Thanksgiving 1979 and logged 250 hours. The "Spirit" is now in the Kermit Weeks Museum in Florida.

During the 1970s, 80s, and 90s, Dave was director of maintenance, and subsequently president, of Aero Taxi, which had expanded into New Castle Airport, Del. He flew freight charters, accumulating 10,500 hours. During this period, he got his air transport and

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one of the world's largest airlines sprouted its wing in the First State.

In World War II, the Women Airforce Service Pilots (WASPs) headquartered in Delaware, and the Air Transport Command made Delaware a major jumping-off point for transatlantic operations. Today in the jet age, Delaware is a strategic springboard for military airlift on a global scale.

In the space age, Delaware scientists helped America reach the moon and probe the universe.

Many Delawareans have served their country valiantly with their gift of wings, some with their lives.

Memories of outstanding achievement in aviation and of the people who made it happen inspired establishment of the Delaware Aviation Hall of Fame. Its formation has announced on December 17, 1999, the 96th anniversary of the Wright Brothers historic flights, with plans for first induction in this, the first year of the new millennium.

Like the DAHF logo? Designed by Gregory H. Bange of Hitchens Farm, Delaware, it depicts a giant C-5 Galaxy over the State's first aircraft, the Delaplane, built and flown in 1910.

According to Moffitt, the board of trustees unanimously adopted "The Delaplane" as its historical "mascot." The craft was commissioned in 1910 by a group of businessmen who called themselves the "Wilmington Aero Club."

The Delaplane flew at Wawasset Park. But framed with spruce and covered with cotton fabric drawn taut with dope, she fell victim to fire the next spring when lightning struck its barn.

One of Moffitt's favorite memories happened October 21, 2000.

There was a stowaway aboard one of the planes in the "Flight of Honor" October 21, 2000. The interloper, a woman, slipped aboard Mary Lou Hagan's Piper PA-28 and flew the length of the state, from Georgetown (GED) to New Castle (ILG). Mary Lou was then president of the Delaware 99s.

Her plane was one of 17 that flew the low-altitude formation (1,300 feet above the ground by 300 feet horizontal separation). The group flight was sponsored by Delaware chapter 240 of the Experimental Aircraft Association to honor the seven airmen who were to be inducted into the DAHF the same evening following a catered dinner in the cavernous DuPont hangar at ILG.

The two- and four-passenger planes arrived at GED from the four corners of the state. Several pilots stayed home; they were grounded by fog

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maintenance authorities. Aero Taxi was sold in 1995.

In 1990, Dave entered into the business of buying, refurbishing and reselling European military jets in the United States. He started with the purchase of two L-29 jets from the Czech Republic. This led to acquisition and ratings in the following types: T-6 Learjet, Falcon Jet and European fighter jets MIG 21, and 23, L-29 and L-39s. Cannavo is the only Mig-23-qualified pilot the United States. So far, the master aviation mechanic has restored 63 jets at his 3,300-foot grass strip at his home in Townsend, DE.

Several years ago, Dave teamed up with long-time pilot-mechanic friend Joe Gano of Wilmington to enter custom-refurbished jets in the Reno, Nev., Air Races. They took top honors in their class in 2005, 2006 and 2008.

World War II B-17
Captain Doug Harris was a brilliant airman, but he was, foremost, a brilliant leader. He commanded 30 bombing missions over Germany; he led the 800-plane raid over Schweinfurt on March 24, 1944. The target was heavily defended; losses included 38 U.S. bombers, 16 Allied fighters, and 83 enemy fighters. Captain Harris' ships were often hit by flak and cannon fire. Burning up gun barrels while fighting off German fighters was not uncommon; limping home on two or three engines became commonplace. "When disaster loomed, (Doug's) quiet confidence and skill reassured those with him and carried them through," recalled co-pilot Fred Werth.

Douglas Lahroy Harris was born August 25, 1917 in Wyoming, Del. He was graduated from High School in 1935 and Duke University with a BS degree in chemical engineering in 1939. He was

commissioned in the Army Air Corps in December 1942.

Following his bombing tour, Captain Harris flew Britain's spirited de Havilland Mosquito with an American unit. His citations included the Air Medal with four Oak Leaf Clusters, the Presidential Unit Citation, and the Distinguished Flying Cross for bravery in action in an earlier Schweinfurt raid August 17, 1943, which history will record as the fiercest air battle ever fought.

On returning home in December 1944, he married Ruth McGinnis of Dover. He and a partner established a warehouse and van lines business which they operated until retirement. Doug served seven terms on the Dover City Council and six years as president of the YMCA. He was a volunteer at the Dover Air Force Museum.

Douglas L. Harris died on November 15, 1998 at age 81.

The exploits of **Holger Hoiriis** must be the best-kept secrets in Delaware aviation. Did you know, for example, that the Danish-born airman flew a Bellanca Pacemaker nonstop to Europe in 1931 and on landing fell fast asleep on the ramp?

Hoiriis came to America in 1924 at age 23, took flying lessons on Long Island, bought an airplane, gave rides for \$1.50 and soon owned several biplanes. In the Catskills, he befriended a successful photographer, Otto Hillig, who had money and a passion for planes, but didn't know how to fly. The pair bought a Pacemaker from Bellanca and flew to Florida to find clouds and fog in which to practice instrument flight. That's where, Ormond Beach, Florida, that Holger met his future wife, Eldred Boynton.

But the friendship had to wait — Holger and Otto had another idea: Destination Denmark. On June 24 the pair took off from Newfoundland in their red and white Pacemaker with

the name "Liberty" painted on its fuselage. They carried 600 gallons of gasoline with 3,150 miles to go. They encountered squalls, strong northerly winds and ice. Finally, they spotted land, but after three more hours of flying realized they had drifted to Spain. Hoiriis turned north. With nightfall closing in, he landed at Bremen, Germany. Having done all the flying, Holger fell asleep under a wing and was carried off the field. Next day, arriving at Copenhagen, Holger and Otto were greeted by scores of planes, 100,000 Danes and royalty bearing the nation's highest honors for heroes. On return to the United States, they were mobbed by hordes of crowds.

Holger married Miss Boynton, resumed barnstorming and joined Air Services at Bellanca Airfield as an instructor and Bellanca Company as a test pilot. He was a pioneer pilot in the All American mail pick-up service, and in 1939 demonstrated the world's first night pick-up service at Bellanca Field. With war approaching, Hoiriis was named first commander of the Delaware wing of the Civil Air Patrol. But he died suddenly on August 7, 1942 from a relapse of typhoid fever.

Just talking with **Jim Kohler** about aviation makes your head spin. The Newark pilot is certified in more than 40 aircraft types, ranging from fighters to transports to seaplanes; he has flown to 50 different countries on six continents over 28 years with the Delaware Air National Guard (DANG). His pilot hours exceed 12,500.

Lt. Col. Kohler has been an instructor pilot and evaluator pilot on the C-130 Hercules. He deployed to war on many occasions, including the "War on Drugs" in South America, "Desert Storm," Iraq, Kuwait, Afghanistan, Africa and Bosnia. Cumulative time away from home: two

DAHAF 2009 Awards



Left: President Van Den Heuvel presents Ann Ecker the plaque honoring her father Lt. Col. (ret) Rubel Archuleta.



Right: President Van Den Heuvel (left) presents Dave Cannavo with his award.

Right: President Van Den Heuvel presents Ruth Harris with a plaque in honor of her late husband Capt. Doug Harris



Above: President Van Den Heuvel presents Colin Hunt, son-in-law of Holger Hoiriis, a plaque honoring his father-in-law.



Left: President Van Den Heuvel presents Lt. Col. Jim Kohler with his honor.



Right: President Van Den Heuvel presents (Brig. Gen. (ret) Jon Reynolds with his plaque.

Dinner Photo Gallery



Above: President Van Den Heuvel presents Youth Achievement Award winner Ariel Evans with her plaque.



Right: President Van Den Heuvel (back row left) with the Class of 2009 DAHF Inductees.

Right: Past inductees William Voigt (left) and Robert Veazey, who a current DAHF Trustee.



Below right: One of the many models on display during the social hour

Below: Piping in the colors as the banquet begins.



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at their home bases.

Finally, at 11:30, “air boss” Dean Dungan, retired ILG tower chief, issued the command: “Pilots, start your engines.” Hugh Horning, organizer of the event, owner of a 1947 Cessna 120, led the “Blues” in trail off Runway 22. The Blues were slower; they cruised between 95 and 110 m.p.h. Then came Jim Scott in his Bonanza, leading the faster “Gold” flight. At times the Golds had to slow-fly to adjust spacing.

Overhead, aviation lawyer Joe Lamonaca and Dungan flew Lamonaca’s Piper Seneca, ordering mavericks back in line via radio. The formation flew west to Seaford and Laurel, then east to the shore towns before heading north. Their swath took them over Milford, Harrington, Dover, Smyrna, Townsend Middletown, C & D Canal, and Newark, then New Castle and Claymont. On arrival at ILG at 1:30, the pilots landed side by side on Runway One.

Jim Sulpizi, inductee, said the sight was spectacular. “Hard work but a lot of fun,” said one pilot. “The most fun of all my flying days,” said Mary Lou Hagan.

As for the stow-away, she should have been home preening for dinner, for she was to be inducted into the inaugural class. But as it turned out, Anne Eriksen, founder of the Delaware 99s, got a standing ovation when the emcee announced that she was the only honoree who flew in the flight of honor in her own honor!”

And just who were these brave souls that saw a need and founded a great organization? Hall of Fame Trustees, all Delawareans, represented business as well as aviation and state history. They also represented all three counties and seven of them were licensed pilots. They were:

- Marilyn M. Alderman, Hockessin, jet simulator co-pilot-FlightSafety International, past governor-Mid-Atlantic 99s
- Frank B. Calio, Laurel, director-Sussex county economic development and industrial Air Park at Georgetown
- Dr. Daniel E. Coons, Dover, founder of the Aviation Science Department at Delaware State
- Frank Fantini, vice president-Independent Newspapers, Dover
- George J. Frebert, Smyrna, author of 1998 book Delaware Aviation History
- Mack Graham, Wilmington, key accounts director, Bombardier Aerospace
- Hugh B. Horning, Wilmington, retired DuPont Company marketing executive, active aviation activist
- Dr. Deborah P. Haskell, Newark, executive director of the Delaware Heritage Commission
- Michael D. Leister, Magnolia, director of the Air Mobility Command Museum, Dover Air Force Base
- Carolyn E. McKown, Felton, president, CorpAmerica, and 1996 Delaware Entrepreneurial “Woman of the Year”
- David A. Moffitt, Greenville, aviation writer, retired corporate communication manager
- Rocco Tomanelli, airports director, Delaware River & Bay Authority

Moffitt honored during 10th Anniversary Banquet



2009 DAHF President Harry Van Den Heuvel (left) presents DAHF Founder David Moffitt with a commemorative plaque for his hard work and dedication to the organization.



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years as commander of the 142nd Airlift Squadron. He was Director of Operations for Headquarters at DANG.

In his civilian capacity, Jim was a Westwind jet instructor at FightSafety International, has been a pilot with DuPont Company for 23 years and since 2006, has been DuPont's chief pilot flying Gulfstreams and Hawkers. A champion of all forms of aviation, Jim serves on numerous state and national aviation boards. He was recently named to the Delaware Aviation Advisory Council. An Eagle Scout, he is an aviation merit badge counselor for scouts in New Castle County. He started an internship in the aviation degree curriculum at Delaware State University.

Jim joined DANG in 1981 following graduation from Rutgers with a bachelor of science degree in business management. He attended the Air War College and a host of other military and civilian academic programs in the ensuing years.

Determined not to become a "professional prisoner of war" following repatriation from North Vietnam in 1973, *Jon Reynolds* immersed himself in academe. He earned a master's degree in 1975 and doctorate in 1980, both from Duke, and he chaired the U.S. Air Force Academy's World and Area Studies and world history programs. Additional assignments included politico-military affairs officer in headquarters, USAF, and the faculty of the National Defense University.

He was subsequently assigned as Defense and Air Attache to the People's Republic of China from April 1984 to January 1988. During this period he was also senior U.S. military representative in China and simultaneously served as head of the U.S. security assistance effort in Beijing. He was senior military assistant to the Secretary of the Air Force from January 1988 to August 1989. From then until September 1990 he was assigned to the Defense Intelligence Agency as Deputy

Director, U.S. Defense Attache.

Dr. Reynolds joined Raytheon in October 1990 as vice president of international technology programs. In 1993 he was named President of Raytheon China Company and relocated with his family to Beijing.

A command pilot, his military decorations include the Distinguished Service Medal, the Silver Star with Oak Leaf Clusters, and the Distinguished Flying Cross. He serves as a member of the board of directors of the National Air and Space Museum and the Falcon Foundation of the Air Force Academy.

General Reynolds was born and raised in suburban Philadelphia. He earned a bachelor's degree in engineering at Trinity College in Hartford, where he also obtained his commission via AF ROTC in 1959. It was November 28, 1965, that General Reynolds, piloting an F-105 was shot down over North Vietnam. He was incarcerated for seven years and 76 days.

A personal message from the president

Dear Friends,

I want to thank all of you good people who took the time to tell us how great the 2009 Honors Ceremonies were this year. Since moving to Clayton Hall several years ago, the event just keeps getting better and better.

The reception area and program were great, the food was super, the double screen projection system added much. With all of those great things in mind, I would call one item to your attention. The cost of the hall, the food, the decorations, the awards, the electronic projection system, the PA system (in short EVERYTHING) has gone up since last year. The ONLY thing that did not go up, nor has it gone up for years, was the cost of the ticket. We don't want to price ourselves out of the financial reach of anyone.

Frankly, we need help. Hopefully help from YOU! Please consider joining the Delaware Aviation Hall of Fame. Memberships begin at only \$25 a year. Patron membership is \$250 a year. Or you could become a corporate sponsor for \$1,000 and that includes four tickets to the annual dinner. The Gold Corporate Sponsor is \$2,000 and includes eight tickets to the annual dinner. You could also donate a table for eight for \$360 or a table of ten for \$450.

Please carefully consider one of these options. Like you, I want the Delaware Aviation Hall of Fame to go on to serve for years to come. You can make it happen. If you want more information please visit the website, www.DAHF.org, or call me at 302-655-6191. I'll be happy to talk to you. But please do it soon!

Thanks for your time in reading this and hopefully for the help you will give.

**Sincerely yours,
Hugh Horning, President**



Would you like to nominate this year's inductees?

DELAWARE AVIATION HALL OF FAME

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 2010 must be postmarked no later than March 1, 2010.

YOUTH ACHIEVEMENT AWARD

This award is given to the young man or woman who has distinguished himself or herself in aviation training, career development and participation in aviation community activities.

Delaware youths 15 to 21 who are pursuing careers in aviation, in the air or on the ground are eligible as are youths enrolled in aviation training programs in Delaware. Supporting materials are encouraged. The nomination itself should not exceed two typewritten pages single-spaced.

June 1, 2010 is the deadline for nominations for the 2010 award.

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

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