

Preserving the Doodle Bug

JACK FERNS, EXECUTIVE DIRECTOR, AVIATION MUSEUM OF NH

LOVEJOY FIELD, LOUDON (NH), July 28 (1930)

“With preliminary tests conducted yesterday afternoon and evening indicating the complete airworthiness of the airplane constructed during recent months by Perley Ordway and Caleb Marston of this town at Ordway’s carpenter shop (w)here more vigorous tests were being planned for this afternoon.

The plane was test flown yesterday by Floyd Miller of Newport, graduate of the flying school at Concord airport, who



was to fly the ship in its more vigorous testing in flights this afternoon if weather conditions permit.

The plane was constructed by Ordway, who has an enviable reputation as a pattern maker, and Marston formerly chief mechanic at the (Concord) airport for about ten years, as an experiment.”

In 1929, Caleb Marston and Perley Ordway combined their talents to design and manufacture the first biplane built in New Hampshire, they called it the Doodle Bug. In addition to building the first NH biplane aircraft, they filed a patent for an “Acroplane Wing Rib” in July of 1929 and received patent #1,749,293 on March 4, 1930.

As we all know, the most important part of the New Hampshire Aviation Historical Society’s mission is the preservation of the state’s rich aviation history. The unique way history reveals itself is often as fascinating as the story behind it. Thus, the rediscovery of the Doodle Bug begins in Loudon , NH about one year ago with

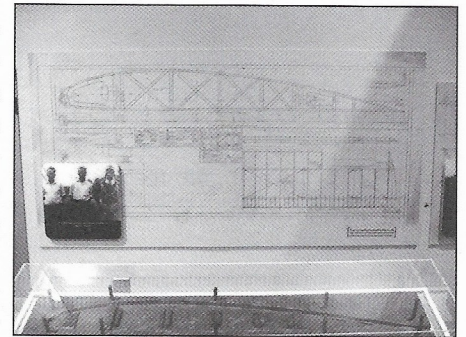
THE Aeronaut

a phone call to me from Bob Ordway, son of Perley.

Bob is a personal friend and no stranger to the society, having been a charter member of the organization and attending the first meeting in 1995. Bob casually invited me over to “talk” about his dad’s airplane. When I arrived at his home in Loudon, only a short distance from my own, he had photos of the aircraft, his dad Perley, Caleb Marston and test pilot Floyd Miller, along with a cardboard tube that had obviously housed some rather happy mice for a long period of time. As Bob was telling me the tubes had been in his barn for years, he proceeded to pull out drawings, 10 of them, all original, hand-drawn architectural aircraft design drawings done by his dad Perley. The Doodle Bug!

During this same visit I inquired about “Ordway’s carpenter shop” where the aircraft was built .He said, “Let’s take a ride”.

Not more than 5 minutes away, in Loudon Village, there still exists the small shop that was home to a piece of NH aviation history. The building, no longer owned by the Ordway family, revealed it’s well hidden secret at the top of a narrow staircase that



lead to the second floor. The second floor was rather clean of debris, only a pile of wood on one side and scraps of wood tucked

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New Hampshire Aviation Historical Society

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Operating Hours
Friday & Saturday 10:00 am-4:00 pm
Sunday 1:00 pm-4:00 pm

"THE AERONAUT"

A quarterly publication of the
NH Aviation Historical Society
Editor: Carla Ferns
Design: Susan Englert
www.sandpiperartisans.com

From the Cockpit

I remember my first flight in a light airplane like it was yesterday. A family friend, Norm, took my father, brother, and me up, and by luck of the draw, I got to sit in the right seat. Soon after takeoff, he even let me



fly for a while. I was proud of my ability to hold a steady heading, and I had the climb airspeed pegged. It wasn't until years later I realized how much work Norm had done before handing the yoke over to me. He had retracted the gear and flaps, turned off the fuel pump, set the mixture and cowl flaps, squared off the throttle and prop, and trimmed "hands off" for the climb. That's when I got to "fly" it. Had I done nothing, that airplane was going to hold a steady speed as we climbed. In fact, my manhandling could only have made it worse. And that heading I was so proud of? Turns out it was Norm's occasional pressure on the rudder, nudging me back to course.

I'm reminded of that experience as I take over the helm from our departing President, Phyllis Stibler. During her tenure, the New Hampshire Aviation Historical Society has made monumental strides, most visibly the incorporation

of the Slusser Aviation Learning Center to our Aviation Museum campus. Starting with a generous endowment and a vision, Phyllis oversaw the enormous task of transforming an idea into reality, guid-

ing the largest project undertaken by the Society to date. We are about to kick off an ambitious education outreach program, offering a NASA-derived, accredited course for high school juniors and seniors, designed to capture the imagination of tomorrow's aviators. We have a strong, vibrant membership, and the Aviation Museum of New Hampshire has become a destination location.

I look forward to an exciting tenure as President of our Society. We have great times ahead as we carry out our commitment to the preservation of New Hampshire's aviation history and the provision of aeronautical knowledge.

Check 6,

Scott Stimpert
President NHAHS

MEMBERS, continued from page 3

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John Piantedosi	E. Sandwich, NH	Don & Polly Wright	New London, NH
Jill Porter	Manchester, NH	Doug Wyman	Concord, NH
Jim & Carolyn Protzman	So. Berwick, ME	Richard Yarnold	Portland, ME
Moe & Laura Quirin	Nicholasville, KY		

Member News

Welcome, New Members!

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Richard "Bud" Bushway So Strafford, VT
James M Callan Sunapee, NH
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Bill Johnson Swanzey, NH
Joakim Karlsson Brookline, NH
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Paul Kelly Bedford, NH
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Steve Greco Portsmouth, NH
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MEMBERS, to page 2

In Memorium: John W. "Babe" Sargent

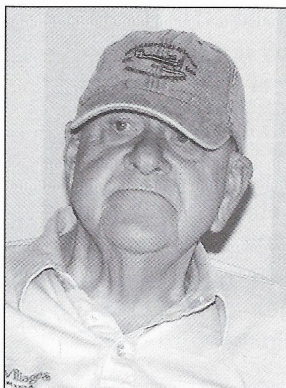
FEBRUARY 1929-JUNE 2011

John "Babe" Sargent passed away suddenly at his home in New London, NH. Babe was perhaps best known as an artist, actor, pilot and business owner. He earned his private pilot certificate at the age of 16. Babe joined the Air Force during the Korean War and was stationed in Hawaii.

During the more than 50 years he and his wife Priscilla resided in George's Mills, NH, he continued his flying and performing in plays, starring in movies and acting in television commercials. Babe was a prolific artist working in mainly oil and pencil sketching, and taught art classes privately and in high schools. His most recognizable work for NH pilots is the pencil sketch that appears on the cover of Jean Batchelder's "History & Heroes of New Hampshire Aviation."

Recently, he collaborated on and published an historical anthology of aerial photos of Lake Sunapee called "Wild Goose Waters from Above," a collection of photographs taken by his father as Babe, just out of high school, flew him around the area.

Babe will best be remembered for his sense of humor, booming voice and "selling strawberries."



"Babe Being Babe," June 2009

Congratulations Brigadier General Carolyn Protzman

NHAHS congratulates member Carolyn Protzman on her recent promotion to Brigadier General and assuming command of the NH Air National Guard, the first female to achieve this honor.

BG Protzman, a native of New Hampshire, joined the US Air Force in 1979, receiving her commission through Officer Training School. She served as an aircraft maintenance officer for two years, working with both transport and fighter aircraft and was a Wing Plans Officer for the largest tactical fighter wing in the Air Force at RAF Bentwaters, England for three years. She joined the ANG in 1984, serving at many levels until becoming the Vice Wing Commander of the 157th Refueling Group in 2001.

At a June 2011 ceremony at Pease Air National Guard Base, BG Protzman was presented the Headquarters State NHANG guidon by Major General William N Redell, III, Adjutant General. "She has earned the admiration and respect of not only the wing, but also of the Joint Force Headquarters."



Piper's Icon—The J-3 Cub

The Piper J-3 Cub is probably the most recognized and iconic aircraft of all time; if aviation had a Kleenex brand, it would be the Cub.

Mr. Robert Johnson of Lyndeborough, NH recently donated a third scale model of a military version that now hangs in the exhibition hall of the Slusser Aviation Learning Center at the aviation Museum of NH. This model is liveried in the colors of the Air Ship Squadron 32 based at Moffett Field during WWII and designated by the Navy as an NE-1. The Navy used this version as a flight trainer for future air ship pilots that patrolled the coasts in blimps looking for encroaching U-boats.

The museum's model was built by Mr. Bob Pickney of Whitesboro, NY in 1989 who campaigned it in numerous national scale model competitions, placing first

in team scale at the 1990 Top Gun Invitational in Tempe, Arizona, one of the US scale modeling's most prestigious events.

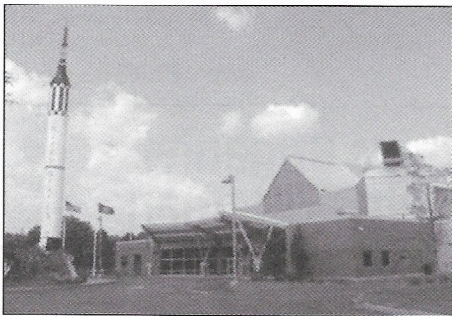
This particular model is a giant scale (wing span greater than 90 inches) flying model powered by a 60cc two stroke gasoline engine and controlled by a four channel (ailerons, elevator, rudder and throttle) proportional control radio system. The model spans 12 feet, weighs about 48 pounds, and has flown hundreds of time for pleasure and competition. For the most part construction is typical for this type of large scale model using balsa and spruce framing. It



Photo by Paul Scarlett

also has several unusual features that put it in the category of 'museum quality' including a faithfully reproduced "dummy" engine, chrome moly welded cockpit frame and replicated rib stitching and pinking tapes. The model represents 1500 hours of Bob Pickney's careful craftsmanship and engineering.

Free Admission Month of November



NHAHS has entered into an agreement with the McAuliffe-Shepard Discovery Center (MSDC) in Concord, NH to provide reciprocal free admission to its members for the month of November 2011.

NHAHS and MSDC have been long time partners in promoting each other's

programs. This program is a wonderful opportunity for society members to visit the Center and enjoy the expanded galleries as well as provide the MSDC membership free admission to the Aviation Museum of NH.

Simply show your valid NHAHS or MSDC membership card at the check in desk to take advantage of this member benefit.

If you have misplaced your membership card or need a new one, please contact Fran Weaver at Hoyle, Tanner & Associates, 1-800-835-5482 x111 or by e-mail fweaver@hoyletanner.com.

Note: Free admission does not include shows/special exhibits.

New in the Gift Shop

Take a step back in time when commercial flying was a luxury and an adventure opening up the whole world to travelers and Pan Am was the leader. The gift shop now carries Pan Am branded travel gear including a replica of the bag that was carried by the Beatles on their first trip to the USA in 1964!



DOODLEBUG, from page 1

in the rafters. To our amazement the wood included the fuselage fixture along with two wing rib fixtures, horizontal and vertical stabilizer fixtures and all control surface fixtures.

There were two aircraft built when the depression ceased production. Both aircraft were destroyed (Doodle Bug I was rebuilt in 1933) and only parts of them remain. However, the original drawings, photographs and fixtures were donated to the society by Bob Ordway as well as a portion of the fuselage, tail section and wing center section from the first aircraft, donated by Dick Jackson of Rochester, NH.

Two of the original drawings, which have been preserved and reproduced by the Northeast Document Conservation Center in Andover, Massachusetts. As funds become available, it is planned that the remaining 8 drawings will ultimately be preserved along with partial reproduction of the fuselage. The prints and photos along with one of the wing rib fixtures are currently on display as part of the "Homegrown Biplane" exhibit at the Aviation Museum.

GIFTS RECEIVED SUMMER 2011

ANNUAL FUND

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BRICK CAMPAIGN

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NE Chapter American Association of Airport Executives (11)	
Jane Ruf	Indianapolis, IN

() indicates number of bricks purchased

MAJOR GIFTS & GRANTS

Anonymous	\$10,000.00	unrestricted
Jutras Signs	\$1260.00	in-kind
Robert Goddard		

2011 AUCTION WINNING BIDDERS

Wendell Berthelsen	Ann Ludders
Brian Crathern	Cyndy Mercier
Charlie Crathern	Kate Michener
Bob Dastin	David Nelson
Alice DeSouza	Craig Newman
Pat Duffy	Allen Pattee
Scott Eaton	Rob Phipps
Carla Ferns	Walt Porter
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Michelle Guerrette	Phyllis Stibler
Shannon Gula	Wally Stickney
Tom Haas	Scott Stimpert
Dick Jackson	Jim Tamposi
Steve Lord	Brian Weinstein

RAFFLE WINNERS

Wendell Berthelsen	Don Jorgensen
Jim Bird	Sandt Michener
Linda Boothroyd	Rob Phipps

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Firefly Bistro	Mint Bistro	WalMart
Hannaford Bros.	Mt Washington Railroad	Windham Country Club
Hooked Seafood	Chris Nevins	Yard Restaurant
Bob Hough		
Ignite Bar & Grill		

Smithsonian Museum Day

BY BOB HOUGH, CHAIRMAN,
MUSEUM COMMITTEE

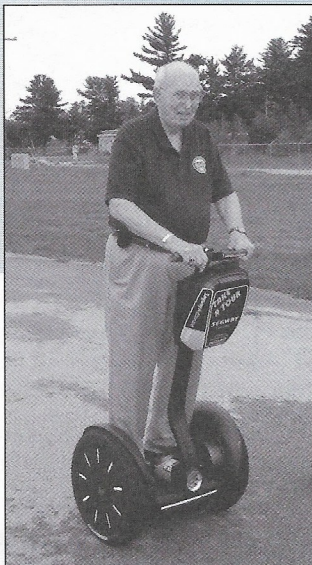
Saturday September 24, 2011 and frankly I didn't know how I was going to salvage the day. It started with that dreaded forecast of 99.999% chance of rain, and this event had outdoor activities with no rain date! Well, at least we had a tent. Of course the Museum itself was in full regalia with 3 flight simulators, all the exhibits, a new audio visual system, and the fully stocked gift shop. We were certainly ready for the indoor activities, but we wanted families to enjoy being outside as well. Besides, we were serving hot dogs outside. I don't know about you, but that all American cuisine just does it for me, especially outside on a nice fall day. This was also our first venture into allowing pilots to fly into the airport and park right next to the museum.

Smithsonian Museum Day is an annual event hosted by Smithsonian Magazine in which participating museums across the country open their doors for free to anyone presenting a Museum Day Ticket. The Aviation Museum of NH went one

glider, a Schleicher ASW 20. Jim holds 12 NH glider records and has soared as high as 28,000 ft. and traveled as far as 300 miles. Jim set up his glider right in the middle of the parking lot and shared his passion for gliding with everyone coming and going. His glider was like a beacon, an "aviation beacon" if you'll allow me, bringing folks in for a closer look and on into the museum itself. In addition, Jim raffled off a free glider ride to benefit the museum. Gliding is an exciting and exhilarating sport. I can't thank Jim enough for his generosity and enthusiasm. Check out the Franconia Soaring Association at:

www.franconiasoaring.org.

Also, set up for the day was Segway of Manchester giving demos on the Segway Personal Transporter invented by Manchester's own Dean Kamen. I have always wanted to try out a Segway, so here was my chance. Wow, was it fun! It was nimble with great turning capability. Besides me, some of our octogenarian and nonagenarian members went for a swing around the parking



Jake Johnson: signed off for solo on the Segway



step further and opened their doors for free to everyone.

Opening time, the rain wasn't threatening, so optimistically we pretended that it wouldn't rain all day, and set everything up accordingly. Jim David from Franconia Soaring was there with his competition

lot. These retired military pilots still had the "Right Stuff" and were soon pulling donuts in the parking lot! Rick Tyson of Segway of Manchester even offered a free raffle for a downtown Manchester Segway tour. Thanks Rick!

www.segwayofmanchester.com

Aviation Museum of New Hampshire

OPERATING HOURS AND ADMISSION FEES

Effective May 2011, the Aviation Museum of NH began charging admission fees according to the following schedule.

FULL DAY MUSEUM ADMISSION

Adults: \$5.00
Seniors: \$4.00
Children: \$2.50 (Age 12 And Older)
Family Maximum: \$15.00
Members: FREE
Groups Of 10 Or More: \$3.00 PP
School Or Scouting Groups, call for Pricing

OPERATING HOURS

Friday 10:00AM-4:00PM
Saturday 10:00AM-4:00PM
Sunday 1:00PM-4:00PM
Mon-Tue-Wed-Thu By Appointment
Closed all major Holidays

Inside the museum, we showed a very well received video on the wonder of flight with an historical view of airport development and growth from the 1920's to modern day. The video was shown in the Vincent Devino Classroom on the newly installed state of the art audio visual system. It was the first "test flight" of the system and with some tweaking and balancing it is now top notch!

By about 1 pm, the rain still hadn't swooped in. Unfortunately the ceilings stayed a little too low for weekend flyers to come in, but it never did rain that day and Smithsonian Museum Day was a great success by all accounts.

Whether we have a special event or not, I urge you to stop by the museum and see what is happening in the world of NH aviation. Try out the simulators, check out the exhibits, spend money in the gift shop, or just hang out and "hangar talk" with the docents. The Aviation Museum of NH is a very special place!

Events Past & Future

2nd Annual Family Day and Fly-In Concord Municipal Airport • Saturday, June 11, 2011

Saturday June 11 marked the second annual NHAHS Family Day and Fly-in, now more affectionately known as our Annual Rain-In! However, NHAHS members are a hardy group and it takes more than a little (?) rain to dampen our fun. Congratulations to the pilots who made it in for static exhibit.

The not so famous great paper airplane contest was as heated as ever with lots of innovation and bravery shown by the builders. Shopping was spirited with lots of sale items from the gift shop and surplus publications from the archives. The RC model exhibit easily moved indoors.

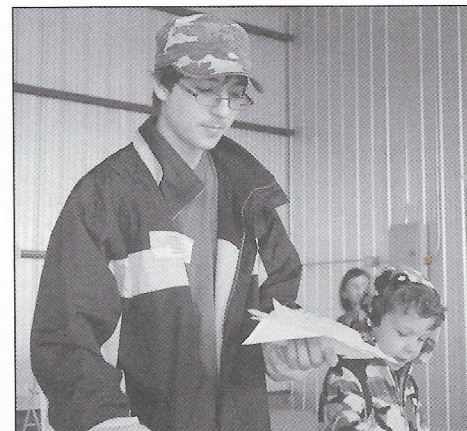
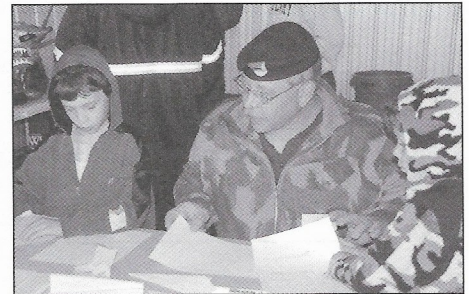
Luncheon was once again the now traditional chicken bar-be-que, worth get-

ting drenched for!

Many thanks to Don Hebert and Holly Fazzino for once again making their hangar facility, East Coast Hangars, available for the event, to David Rolla of Concord Aviation Services for his support and Tom Haas for sponsoring all the rentals.

RIGHT: The Stickney Family Aircraft Builders

PHOTOS BY DINO VLAHAKIS



Adam Maxwell (left) ponders his entry



ANNUAL GALA AND AUCTIONS

FRIDAY, SEPT. 16, 2011 • HIGHLANDER CONFERENCE CENTER

To coincide with the 100th Anniversary of Naval Aviation and the naval exhibit currently running in the main exhibit hall of the Slusser aviation Learning Center, the theme for the 2011 Gala was "South Pacific."

Island attire added a fun and festive air to the event...and some pink flamingoes even "flew in" for the event. One of our board members embarked on a new career path as an auctioneer when he had to jump in and take over the live auction due to a miscommunication with the "real" auctioneer.

Bob Hough did a great job and made it an entertaining as well as profitable venture. Maybe...don't give up your day job just yet!

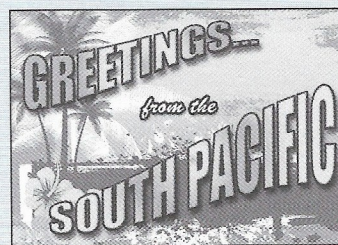
The silent auction and raffle items

offered a wide variety of gifts with something for everyone. Did the "lottery tree" bear fruit???

"An Evening at the Starlight Lounge" presented by the Majestic Theatre completed the evening with songs of the 1940s and a resounding patriotic sing-a-long.

Once again, the Society is indebted to the sponsors and donors who make this event possible each year. Please take a moment to review page 5 of this issue to see who they are. The Annual Gala is the society's cornerstone for fundraising each year. The proceeds directly benefit the programs of the Aviation Museum, exhibit development and community outreach.

**SAVE THE DATE!
Friday September 14, 2012!!**



Upcoming Events

ANNUAL APPRECIATION LUNCHEON FOR VOLUNTEERS AND DOCENTS

FRIDAY DECEMBER 9, 2011
AVIATION MUSEUM, NOON

QUARTERLY MEMBER EVENTS
SATURDAY DECEMBER 17, 2011
COMMON MAN CONCORD
10:30 AM, Program TBA

SATURDAY MARCH 17, 2012
Location and Program TBA

NHAHS Membership Application

YES! I want to become a member of the New Hampshire Aviation Historical Society!

Please check the appropriate box and enclose your check for dues made payable to the NH Aviation Historical Society.

\$25 Individual

\$50 Gift

\$500 Life Member

\$40 Dual

\$100 Gift

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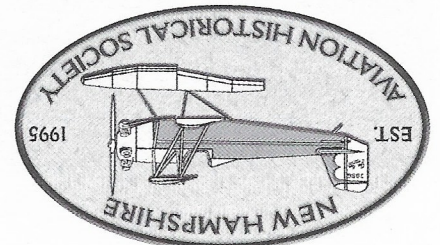
EMAIL: nhahs@nhahs.org

The Gee Bee Model A Sport Plane (pictured in the society's logo) was the first plane built by the Cranville brothers in Boston, Massachusetts. They built mine in Springfield, Massachusetts followed by a series of sportsters (monoplanes) and finally leading to the famous Gee Bee supersporter race-ers, one of which established a new world land-air speed record. It was flown by James Doolittle.

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