

Golden Age Aviation Museum
Bethel, Pennsylvania

On 29-31 August 2025, AGFA participated in the Golden Age Aviation Museum's (GAAM) Military Weekend (<https://www.goldenageair.org/>).

The GAAM's event hosted many military historians and reenactors from various time periods from the 1700s forward. Multiple nationalities were represented - British, Imperial Germany, Tsarist Russia, Soviet Union (mostly Russians) and many others.

The members of AGFA who participated in the event were Callum Bujdos, Anne Lutkenhouse, Steve Rossi, John Uhler, Gary Weaver, and Shawn Welch.

The educational objective for the attending AGFA members was to provide historic information on the Army's Chaplaincy during WWII, the Coast Artillery Corps, Chemical Warfare Service and Medical Department operations during World War II. AGFA organized and conducted the small arms blank firing weapons demonstrations for the event on Saturday and Sunday.

The photo below shows some of AGFA's participating membership on Saturday.



Below we see our friends with the Salvation Army Canteen - and immediately head for the coffee pot!



Robyn and John Welsh own the Salvation Army Canteen and provide coffee and period doughnuts (free of charge) to reenactors and historians.



The GAAM restores and makes their own vintage aircraft - all in flying condition when they are completed. In the hanger below an aircraft from the 1930s is undergoing restoration.



Our Army at the dawn of our country was critical to our freedom. The gentleman below represents a colonial infantryman.



The Army Air Force put significant effort into controlling aircraft under primitive conditions. Field "control stations" were fabricated locally (such as the one below) to ensure airfields operated effectively and safely.



Below part of the interior of the trailer.



A view of the top observation bubble.



The sleeping and working area inside the trailer.



The M3 Scout Car below is a lightly armored and well-armed vehicle. This one is armed with an M2 .50 caliber air cooled machine gun (center) and a M1917A1 .30 caliber water cooled machinegun (on the left).



The photo below shows the crew of the M3 Scout Car enjoying the shade. There were many vintage vehicles at GAAM - military and civilian.



One of the major exhibits and displays were the Civil War artillery units (4 guns) and their live fire exercises (two on Saturday, one on Sunday).



Below is an exhibit on Civil War artillery munitions.



The photo below is a closeup of the exhibit case on Civil War muzzle loading artillery materials. Many of these items are battlefield relics and very rare.



We lined up the four cannons and fired them one at a time - notice the first one just fired.



The second cannon has just fired.



The third cannon has just fired.



There were many unique encampments at GAAM. Below is a British encampment from the early 1900s. Notice the aircraft frame to the left of the picture.



Another view of the English encampment and the frame of the aircraft that is being constructed.



The encampment below is of the 5th Ranger Battalion.



AGFA had three major displays - Coast Artillery as seen below with TSG Weaver as a Civil War infantryman and SGT/T-4 Bujdos; behind is a tent and display of SGT Rossi; then Chaplaincy in the eastern Hanger.



Below SGT Rossi chats with a visitor. The EE-8 telephone is connected to the two EE-91 telephones in the Coast Artillery exhibit.



Another view of SGT Rossi's exhibit including his de-militarized Bazooka (rocket launcher) and M1919 machinegun.



Below is the Coast Artillery exhibit and 1LT Lutkenhouse. In the center is an M1910A1 Azimuth Instrument and to the left is an M1 Anti-Aircraft Battery Commander's instrument.



The photo below shows a high-tension power line pole through the telescope of the M1910A1 Azimuth Instrument. It is about six miles away from the airfield.



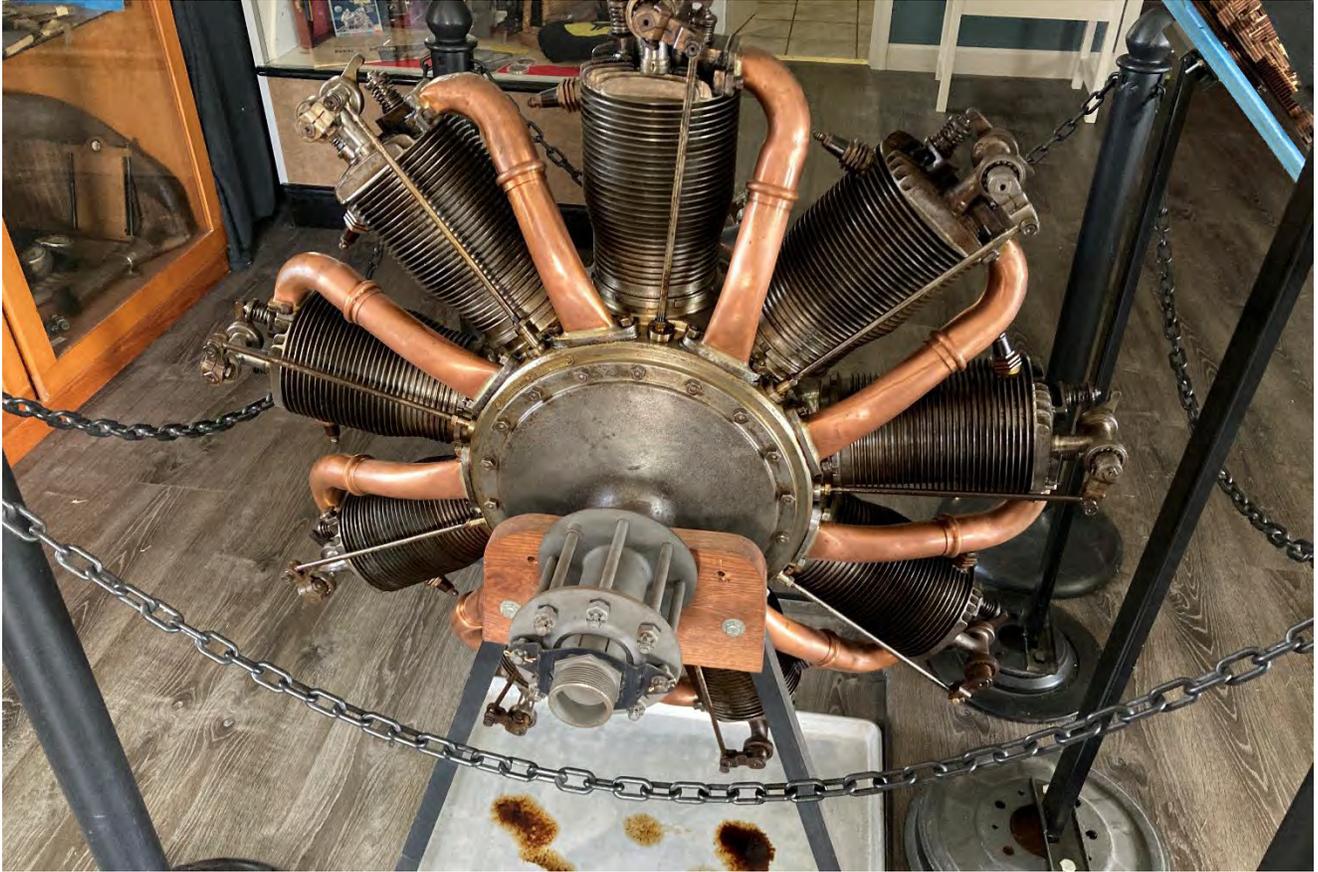
There are several hangers at GAAM. Inside the eastern most hanger were special displays such as CPT(CH) Uhler's military chaplaincy display - one of three AGFA displays at GAAM. The photo below is about 3/4 of the display.



CPT(CH) Uhler and his display inside the hanger. Notice all the aircraft parts hanging on or leaning against the wall. Many aircraft are repaired in these hangers.



Below is a restored 1918 LeRhone 9C 80 horsepower rotary engine - a very common engine used on English and French aircraft during WWI. This engine was built by the Union Switch and Signal Company in Pennsylvania. It was donated to GAAM by the Silvio Antonelli family for use in a future replica aircraft.



Below is a wooden “functioning model” of the 1918 LeRhone 9C 80 horsepower rotary engine and a description of the engine and how it came to GAAM.



Below is a lineup of aircraft awaiting their time to take off. To the left is a replica Fokker D1 Triplane.



Below the Fokker Triplane taxis out for takeoff.



The Fokker Triplane in flight - it's maximum speed is about 90 miles an hour.



Below are three replica WWI aircraft with the Fokker Triplane in the center. A fourth aircraft can be seen at the lower right in a turn about a mile behind this formation.



Below is a photo of a two-seat Dornier. Notice the rear machine gun of the second crewman.



Below a group of historians are awaiting the aircraft to land for the Weapons Demonstration to begin. In the center, SGT/T-4 Bujdos is tracking an aircraft using the M1 AA BC instrument.



The aircraft have landed and the weapons demonstrations are starting. Below SGT/T-4 Bujdos prepares the M1918A3 Browning Automatic Rifle for blank firing. The aircraft on the right hosted public rides all through the day. Its operations are paused awaiting the completion of the blank firing demonstration.



Below the small arms portion of the demonstration has ended and Glenn Papp is preparing to introduce his M3A1 37mm Anti-Tank Gun.



The M3A1 37mm Anti-Tank Gun below is shown next to the Civil War lineup of various muzzle loading cannons. The Civil War Cannons did their firing before the modern weapons demonstrations.



Below the crew is preparing this gun to fire (blanks). Notice the collection of “fired” brass cartridges, and the bag with “canister” (black squared tip) shell (containing hundreds of small steel balls) and an “high explosive” (yellow pointed tip). These shells are expertly done museum-quality display restorations.



Below is another view of 37mm munitions. A cast soft-steel projectile for actual firing is on the left. Next is the primer carrier, then an Armor Piercing capped shell, a high explosive shell, another armor piercing shell, and a "Canister" shell.



The photo below catches the gun at the exact moment of firing a blank. The crew fired about six blanks in rapid succession which greatly animated and excited the crowd of spectators.



The photo below shows that the carriage for the gun was made by York Safe and Lock Company in York, Pennsylvania in 1943.



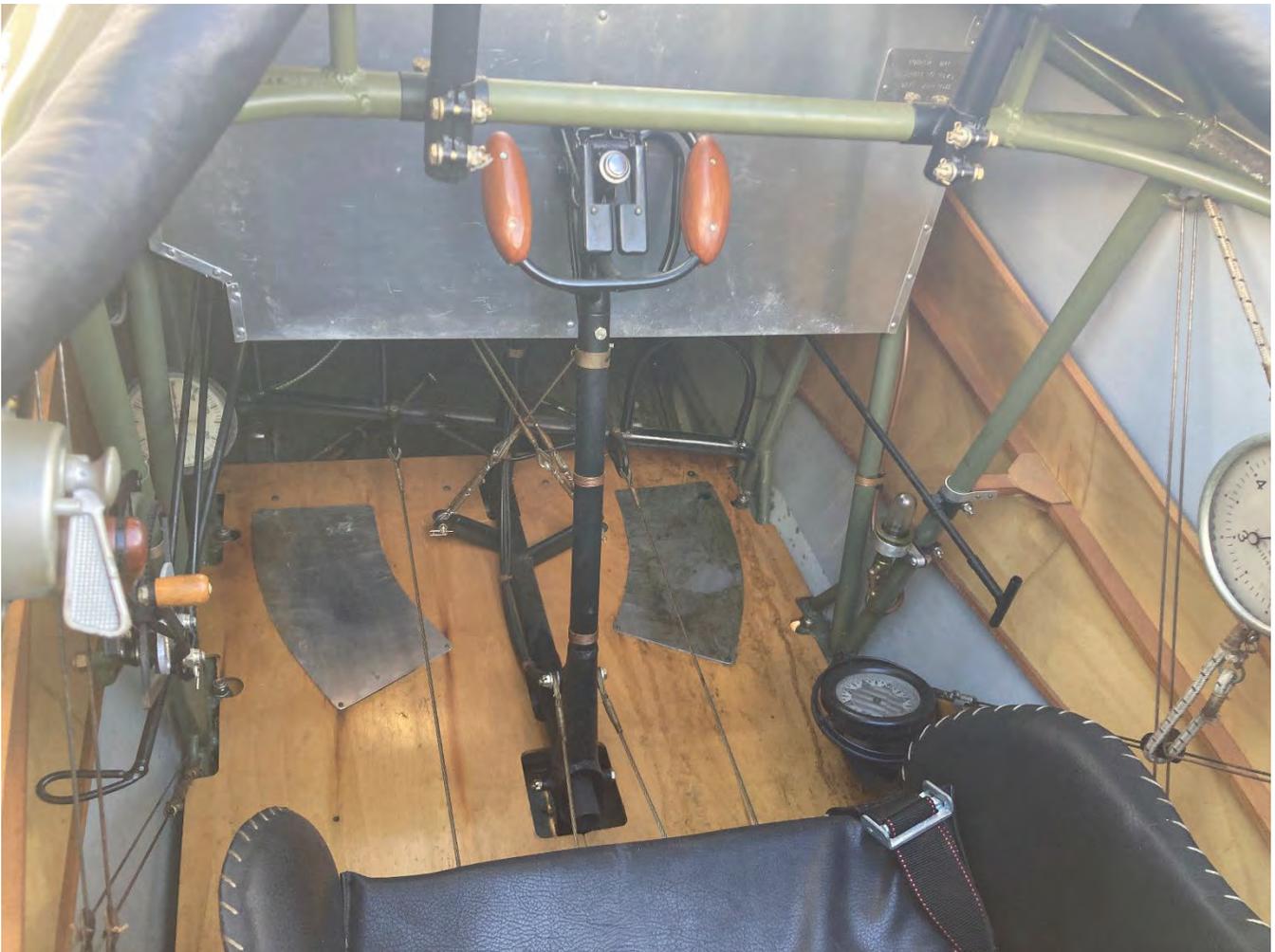
The photo below shows breach block markings for the gun - also showing it was manufactured in 1943 at the York Safe and Lock Company in York Pennsylvania.



Below is the Fokker D1 Triplane.



Below shows the simplicity of the controls for the Fokker D1 Triplane.



The two 7.92mm Maxim aircraft machineguns of the triplane are shown below.



Another view of the Maxim guns shows the ammunition feed system for the guns to the left of the receivers. On the bottom is a chute for the spent cartridges so they don't interfere with the aircraft. These guns are synchronized with the engine so as to miss hitting the propeller.



Below 1LT Lutkenhouse, attired as a WWII US Army flight nurse, and our friend Ed Ludemann chat outside the Salvation Army Canteen trailer at the start of the day.



Below the last aircraft, the two-seat Dornier, returns from its flight, signaling the end of the flying day.



The Golden Age Aviation Museum is well worth your time to visit and support. Learn more at <https://www.goldenageair.org/>.