

'Good News': Photos of the Des Moines Register's airplanes since 1928

25 PHOTOS

11:28 a.m. CDT May 14, 2019



From the early 1930s: Des Moines Register & Tribune's Pitcairn autogiro, "Good News III," during a tour that took it to 112 Iowa towns. In 1928, R&T became the country's first newspaper to own and operate an airplane full-time. Its name, "Good News," was chosen by readers.

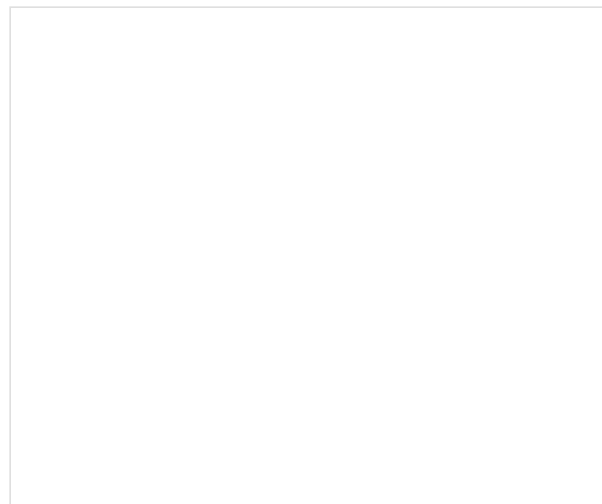
REGISTER FILE PHOTO



Register and Tribune pilot Charles Gatschet, left, changes the oil on Good News I, bought in 1928, while photographer George Yates waits to board.

REGISTER FILE PHOTO

Advertisement



Picture shows The Register and Tribune-Capital's new Fairchild monoplane nearing Des Moines yesterday, completing its flight from New York City. The picture was taken from the Ryan monoplane of Henry Bolte, insurance man.



The first Des Moines Register plane was a red Fairchild cabin monoplane that was 31 feet long and had a 44-foot wingspan. It had a cruising speed of 102 mph and maximum speed of 120 mph. It traveled 75,000 miles in the two years it was owned by the newspaper.

REGISTER FILE PHOTO



mail, like this one printed as an example of the Des Moines Register's new plane in April 29, 1928 paper.

REGISTER FILE PHOTO

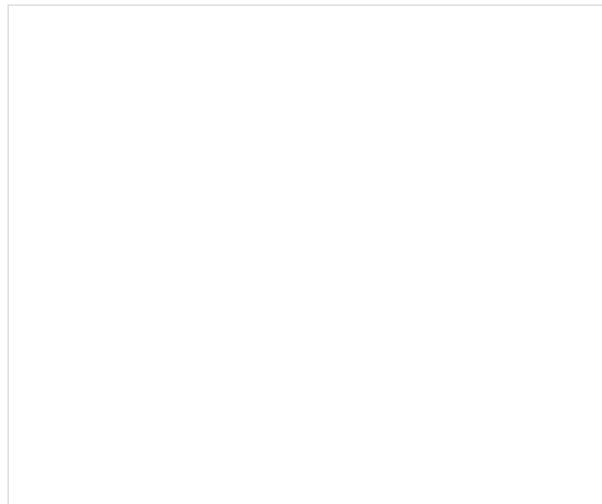
Seventeen people submitted "Good News" in the Des Moines Register's plane naming contest in 1928. Judges decided Margaret L. Cornish of Des Moines gave the best reason: "The sight and sound of the plane will bear 'good news' of advancement of aviation in Iowa."

REGISTER FILE PHOTO

Mrs. Cornish won the \$50 grand prize in the naming contest and a ride in the Register's new plane. Here she's pictured before she boarded. "I had no fear after the ship started moving — I was not even scared enough to make it thrilling," she said after her ride.

REGISTER FILE PHOTO

Advertisement



More than 6,000 name ideas were submitted. Some finalists that were mentioned in the Register: The Spectator, Wings of Progress, The Star Reporter, The Skywriter, Pluck O' the Press, News Getter, and The Scoop Hawk. Here's an ad from July 1928 showing it in flight.

REGISTER FILE PHOTO

From 1930: The Register's new plane, "Good News II," shown at left with its predecessor, was "bigger, faster and more comfortable" than the original. The new Stinson monoplane had a wingspan of 54 feet, maximum air speed of 148 mph and cruising speed of 125 mph.

REGISTER FILE PHOTO



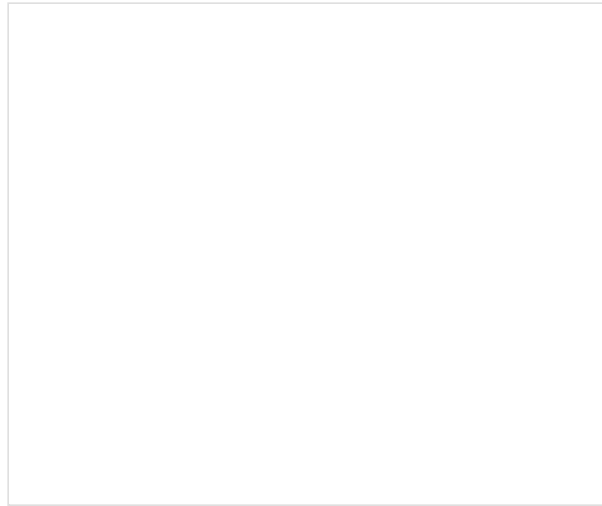
American Airways in 1932.

REGISTER FILE PHOTO

From 1932: "Good News III," the Register's autogiro, and pilot Charles W. Gatschet before a flight show in front of the Iowa State Fair Grandstand. In 1945 Gatschet, who piloted the first 7 "Good News" planes, was killed in a cargo plane crash in India.

REGISTER FILE PHOTO

Advertisement



"Good News III" had a cruising speed of 100 mph, but could fly as slow as 20 mph. This made aerial photography — like this of 1932 flooding in Mingo — much easier because the autogiro could hover for a short time and land vertically more slowly.

REGISTER FILE PHOTO

From 1938: The Register & Tribune's bright orange Bellanca airplane, known as "Good News IV."

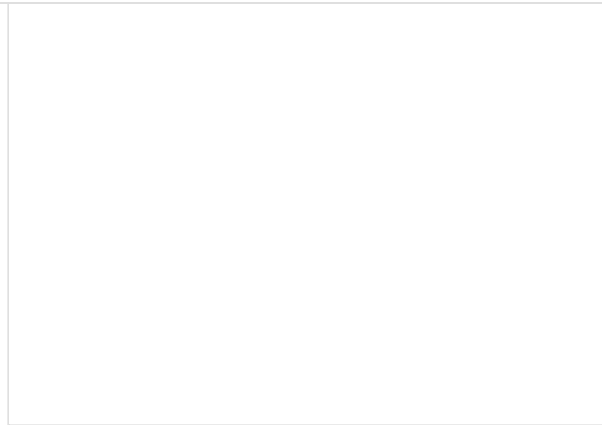
REGISTER FILE PHOTO

"Good News" planes V and VI were both six-passenger Bellancas. "Good News VI," which came with a price tag of \$26,500, was destroyed in a 1939 fire at the Des Moines airport. Photo: all that remained of VI after the blaze.

REGISTER FILE PHOTO

"Good News VII" was a five-passenger Spartan low-wing monoplane that cruised at 200 mph. Its equipment included retractable landing gear and a two-way radio. At request of federal government, in 1942, that plane was turned over to military forces to help with war efforts.

REGISTER FILE PHOTO



"Good News VIII," a 2-passenger Globe Swift purchased in 1946, cruised at about 140 mph. That's Margaret L. Cornish, who named the original "Good News," before getting a ride in "Good News VIII." Des Moines Register photographer Don Ultang began piloting "Good News" planes in 1946.

REGISTER FILE PHOTO

In 1949, the Register bought a four-passenger Beech Bonanza, "Good News IX," that had a cruising speed of 170 mph. In 1951 it was replaced with "Good News X," a four-passenger Beechcraft Bonanza (pictured), flown almost 250,000 over 4 years of use.

REGISTER FILE PHOTO

The last Register & Tribune plane was "Good News XI," another four-passenger Bonanza purchased in 1955. XI is pictured flying above Des Moines and, according to a story in the Register, could reach any corner of the state in less than 50 minutes.

REGISTER FILE PHOTO

From 1928: A Register & Tribune artist drew Santa Claus in the newspaper's "Good News" airplane flying over thousands of Des Moines children awaiting his arrival.

REGISTER FILE PHOTO

Advertisement



From 1937: This photo looked like a patchwork REGISTER FILE PHOTO

Good News VI in 1937,

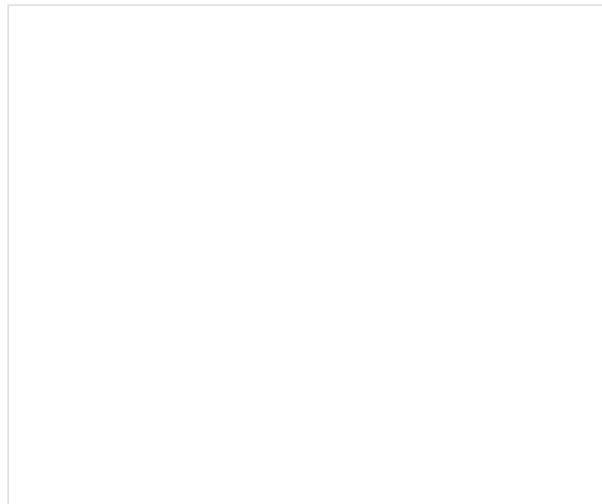
From 1931: Good News caused by a Fourth of Drug Store and caused fireworks. REGISTER FILE PHOTO

devastating fire started at Bjornstad makers banned

The Register and Tribune's new all-metal airplane, Good News VII, in flight over Des Moines. REGISTER FILE PHOTO

Strong, shiny streamlined and speedy is Good News VII. It is an all-metal, five place Spartan Executive, capable of flying 240 miles an hour, with a cruising range of 1,000 miles. REGISTER FILE PHOTO

Advertisement



Good News III was an auto-gyro or rotating-wing airplane owned by The Register. This photo was taken in 1931 in Knoxville. REGISTER FILE PHOTO

Good News IV was the Register's plane in the early 1930s. By the time World War II began, the Register had owned seven different planes. REGISTER FILE PHOTO

More Stories

Reynolds signed Iowa sports betting bill

Politics



Ankeny contractor ordered to repay victims \$114,250

News | 17 hours ago



Des Moines changes 'confusing' bike lanes in East Village

News



Iowa veteran marries his 'angel' hours before dying of cancer

News | 16 hours ago



Polk County taxpayers pay millions for new benefits

Readers Watchdog | 19 hours ago

ance Pay

nce pay to a department head in the amount equal to one week's pay or proration thereof of service with the County shall be paid to the individual eligible upon:

Discharge or resignation asked for by the Board of Supervisors or appointing authority any reason other than willful misconduct, corruption, extortion, conviction of a felony violation of chapter 68B, Government Ethics and Lobbying, of the Iowa Code;

Layoff or reduction in work force;

Demotion from department head status if the individual has served in a permanent state department head for five (5) consecutive years; demotion means any action that results in a department head taking a different County position which is not covered by the provisions of this manual;

Voluntary retirement if at least fifty-five (55) years of age and completion of ten (10) years of service with the County.

Thousands sign petition to bring back dismissed SEP substitute

Altoona | 16 hours ago



Iowa no longer No. 1 in U.S. News and World Report rankings

When can Iowans start placing legal bets on sports?

Politics | 15 hours ago



Iowa is second-worst state for 'problem puppy mills,' report says

Community | 19 hours ago



Police: D.M. man sexually assaulted 7-year-old

Crime & Courts | 16 hours ago

