

Hangar Tales

Official Newsletter of the National Warplane Museum



INSIDE THE HANGARS

- Geneseo Airshow Updates
- Performers Lineup
- Volunteer Registration Form
- Dorothy Wilkins Tribute
- Mustang Madness Raffle
- Whistling Larry, The 12 Volt Energizer Bunny
- “The One and Only” General James Henry Doolittle
- Canadair CT-133 Silver Star
- J-5 Wing Update
- Glenn Miller Orchestra
- Veteran B-17 Command Pilot Display Highlights
- 2022 Calendar

Geneseo Airshow Updates

(Compiled from FaceBook and Website Pages)

The National Warplane Museum – Geneseo Airshow received notification from the Canadian Forces Snowbirds that the performances in the early portion of their tour have been cancelled. Unfortunately, that includes their participation in the “Greatest Show on Turf”, the Geneseo Airshow. You can read their official statement in the box to the right.

We are disappointed that the Snowbirds will not be joining us, but we understand that Operational Considerations are tantamount to producing a safe show for the team and our spectators.

We assure you, the Geneseo Airshow will in fact go on and we have a great performer lineup booked as we look forward to this much anticipated tradition at the National Warplane Museum.

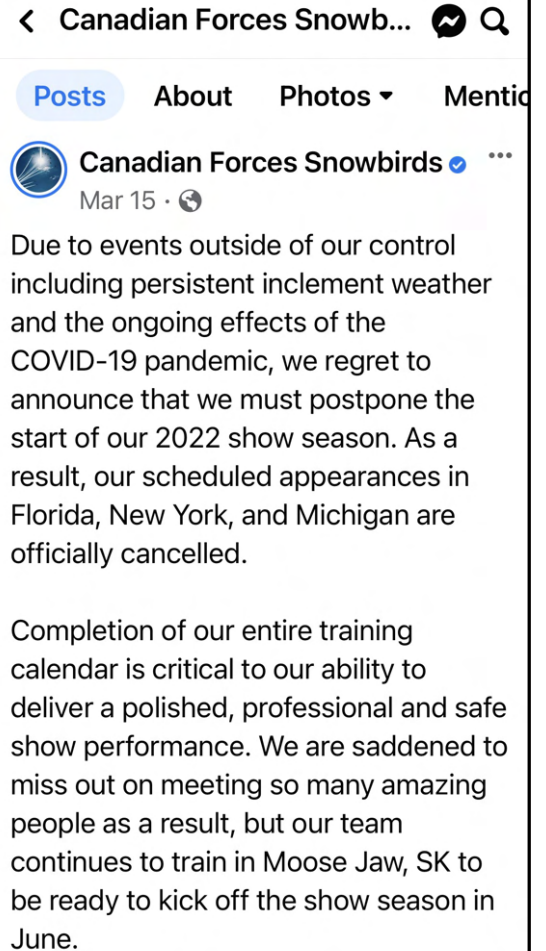
For more information, tickets, and our full list of performers, visit our website:

<https://nationalwarplanemuseum.com/airshow>

TICKETING INFORMATION

In order to accommodate the diverse desires of airshow attendees, the Geneseo Airshow is: 1) continuing with a “Tailgate” Theatre style airshow viewing area; and 2) adding an area for General Admission viewing (see MAP on next page).

TAILGATE VIEWING AREA The “Tailgate” Theatre style airshow viewing area will have vehicles parking in rows at the flight line and continuing to the rear of viewing area. Each vehicle in the Tailgate area is assigned a private 20’ x 20’ viewing area for you and your vehicle. You can have as many people as the number of seat



A screenshot of a Facebook post from the official page of the Canadian Forces Snowbirds. The post is dated March 15 and contains a statement about the cancellation of their 2022 show season due to COVID-19 and weather. The text of the post is as follows:

Due to events outside of our control including persistent inclement weather and the ongoing effects of the COVID-19 pandemic, we regret to announce that we must postpone the start of our 2022 show season. As a result, our scheduled appearances in Florida, New York, and Michigan are officially cancelled.

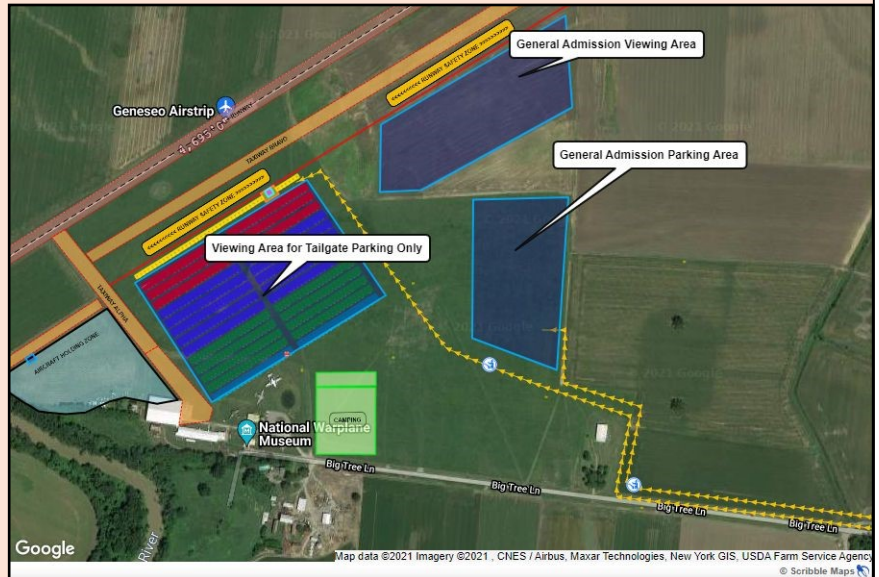
Completion of our entire training calendar is critical to our ability to deliver a polished, professional and safe show performance. We are saddened to miss out on meeting so many amazing people as a result, but our team continues to train in Moose Jaw, SK to be ready to kick off the show season in June.

(Continued next page)

("Geneseo Airshow Updates" continued)

belts in your vehicle. This is for safety reasons, as well as for your group's viewing enjoyment. You are welcome to bring food and beverages (sorry, no alcohol or glass containers) with you.

General Admission Viewing Area (GA) Due to responses we received last year, we have added an additional viewing area that is also on the flightline for INDIVIDUAL ticket holders and a General Admission parking area. There will be a shuttle service to the GA admission area. For safety reasons, GA ticket holders must remain in the GA area because of moving vehicles in the Tailgate area and individual ticket holders are not permitted to set up chairs or blankets within the Tailgate area. There will be a shuttle available to move people from the GA area to other locations such as the Museum, Gift shop, performing aircraft area, or the reenactors' location and then back to the GA area. You are welcome to bring food and beverages (sorry, no alcohol or glass containers) with you, but food and restrooms will be available in the GA area. General Admission tickets are purchased for each person in the vehicle, with children 12 years old and younger FREE.



GENERAL ADMISSION VIEWING AREA FREE FOR MEMBERS

2022 Airshow Pricing		
General Admission		\$35/person
Tailgate Area	Red	\$150/car
	Blue	\$125/car
	Green	\$100/car
	Teal  w/Placard	\$100/car
	Teal Oversized veh	\$145/vehicle

Admission to the GA area of the airshow will be free for all **MEMBERS**, dependent on the membership level. Each family member must show their own membership card at the ticket gate. Guests, and those unable to show proof of membership, must pay the General Admission ticket price. You may purchase a ticket into the Tailgate Area, if available.

2022 "Greatest Show on Turf" June 4th and 5th



US Air Force
F-22 Raptor Demo



USAF Air Combat
Command
F-22 Raptor
Heritage Flight



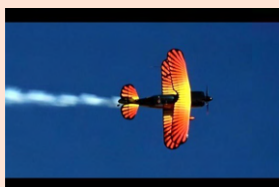
Rob Holland
Ultimate Airshow



Round Canopy
Jump Team



P-51
"Crazy Horse"



Christen Eagle
Acrobatics



FG-1D Corsair
Lou Horschel



Grumman TBM Avenger



Skipper Hyle



CHAA
Formation Team



Hi Flight Mustangs
P-51 Demo Team



National Warplane
Museum's
"Whiskey 7"



"Quicksilver"
Scott Yoak



P-40 "American Dream"
Thom Richard



Consolidated
PBY-5A Catalina



Announcer
Ric Peterson

Also appearing:

- Liaison Planes (L-16A, L-16B, L-21)
- Rob Gilman's BT-13 Vultee "*Valiant*", Steve Nesbit's PT-26 "*Cornell*" and Mike Foss's Meyers OTW trainers
- JB Allred's Fokker Dr.I and Jeff Brook's Fokker D.VII (WWI reproductions)
- LEGO display in the Long Hangar
- Re-enactors
- Military Vehicles
- Vendors

Parking will be both tailgate and general admission.

LINEUP SUBJECT TO CHANGE
due to weather or mechanicals.

Dorothy Wilkins, Age 95

Dorothy Wilkins passed Nov 11, 2021 at 95 years old. She was a charter member of the original National Warplane Museum, a charter member of 1941 Historic Aircraft Group and active for nearly 30 years in the museum. She loved WW2 history and warbirds, and was incredibly knowledgeable about both subjects. Dorothy really enjoyed the great friendships she made and good times she had over the years as a member. She felt lucky to have had the opportunity to fly in many different aircraft. Her favorite warbird was the P51, and a high point in her life was the chance to get a ride in the back seat of the legendary fighter.



A celebration of her life will be held on Saturday May 7th, 1pm at Lakeville United Church of Christ, 5786 Big Tree Rd. Lakeville NY, with a reception to follow at the Lakeville Fire Training Grounds Hall, 5939 Stone Hill Rd., Lakeville.



2022 Air Show Volunteer Registration Form

It's not too early, or too late, to start planning your participation – as always we need your help. The Geneseo Airshow will be held on June 4th & 5th, 2022.

To be more effective in our planning, we would like to know if you are willing and able to join us.

Name: _____

Phone: _____ day

Address: _____

_____ evening

Email: _____

Hobbies/Skills: _____

Dates you are available to work: (please check all that apply)

____ Wednesday, June 1 ____ a.m. ____ p.m. ____ all day (Setting up)

____ Thursday, June 2 ____ a.m. ____ p.m. ____ all day (Setting up)

____ Friday, June 3 ____ a.m. ____ p.m. ____ all day

____ Saturday, June 4 ____ a.m. ____ p.m. ____ all day

____ Sunday, June 5 ____ a.m. ____ p.m. ____ all day

Preferred duty station (please indicate first and second choices)

____ Set Up (week before) ____ Garbage Pickup (during) ____ Clean Up (week after)

____ Main Gate Admission ____ HAG Huts (food service) ____ Membership

____ HAG Store ____ Tram Driver (std. shift) ____ Air Crew Shuttle Driver

____ Crew Tent ____ Veteran's Tent ____ Aircraft Tour Guide

____ Parking* ____ Pilot Accommodations ____ Supply Distribution

____ Dinner (Fri) ____ Dinner (Saturday) ____ Information/office help

____ RV Parking ____ Incoming Traffic*

____ Other: _____ ____ Flight Line * Age _____ ** **(Must be 18+)**

*No Shelter, Rain or Shine, Be Prepared.

****Only trained personnel may work the Flight Line during the show. If you wish to volunteer your time for Flight Line Duty, you must attend the training class scheduled for May 14th. Because Flight Line Duty can be physically demanding, the day is long, and the weather could be hot, we will determine the assignment.**

Please Call for Further Information: 585-243-2100



15 WINNERS!

COMPLETE RAFFLE RULES ONLINE AT
NATIONALWARPLANEMUSEUM.COM

MUSTANG MADNESS! WIN A RIDE IN A P-51 MUSTANG!

TICKETS:

SINGLE TICKET DONATION **\$20**

3/\$50 5/\$75 10/\$100

PROCEEDS BENEFIT
WARPLANE



GENESEO, NY

WHISKEY 7's

MAINTENANCE

FUND

AVAILABLE IN OUR ADMINISTRATION BUILDING,
GIFT SHOP, AND AT ALL OF OUR EVENTS!

**TWO 2ND PRIZES! A RIDE IN A BT-13
A RIDE IN A PT-26**



**TWELVE
THIRD
PRIZES!**

**A RIDE IN OUR FAMOUS
WHISKEY 7 C47**

Must be 18 to enter. Need not be present to win. Weight restrictions apply to winners.

WHISTLING LARRY, THE 12 VOLT ENERGIZER BUNNY

By Jamieson Steele

I guess it is all because of me, for better or worse, but while attending a jazz concert, with our own Bevin Lynn, and her husband, both of whom, play in the band, I was introduced to Larry Jones. Bevin joined our group of oil streaked volunteers after I told her about the museum, and Larry got hooked on her tales of flying, fixing, and all things old planes. He told me that when he retired, he would be a volunteer for us. Oh Boy, is he ever!!

Larry retired from 46 years in the grocery store business, more exactly two Surefine stores, one in his home town of Arkport, and another in Canisteo. Yes folks, there was once a port, but never an ark, it was a canal town, way back. His dad, Howard, had the business, and Larry was working in the store as a young lad, along with his brother, Bill. Later on, Bill did the meat counter, and Larry did the business side after their father retired. This he did for 46 years.

The grocery business is one of the most difficult of all, but somehow Larry managed to find time to marry Barb, and she managed to stabilize this working fool with her kind, and gentle ways, for the past 41 years. In the process they have two kids, and now ten grand children, who I am sure, all hate Grampa's gifts of out dated food substances; 'Oh it is fine, just eat it'.

So, Larry comes to us, and gets involved in nearly everything. The box car, C-119, hangar work, helping with group tours, his famous raffles, and now promoting the Glenn Miller Band. We really should get him a cane, and straw hat, as he can promote events like PT Barnum, and has helped us raise thousands. That is until some of the NYS fine print became clearer, and there are so many restrictions for raffles, that we now can only do on site, mini-affles, but he milked it plenty before the fine print became too big a hurdle.



(Continued next page)

("Whistling Larry" continued)

So, our most energetic bunny has a personal quirk, or some would say a very annoying habit: whistling. Oh yes, he whistles all the time, and does not even know he is doing it, a nervous twitch, he calls it. His wife, Barb, said that she got used to it, and when they were out at busy events, it was easy to find him, as he had his constant locator tweeting in the air. However, I should think that habit might be quite unappreciated at a funeral. However, musically, he too plays in the band, the trumpet, and quite well, if I do say so.

His next aviation endeavor is to get Martha Wadsworth's Cessna into the air, as he has bought that plane from her. For Christmas his family got him aviator sun glasses, flight kit bag, and a sign; 'Larry's Hangar'. With the wet runways, it is fortunate that a recent donation was two JATO tubes. Those letters mean: Jet Assisted Take Off, meaning, two jet pods that are attached to air craft to help propel them into the air. Those ought to get him to the Hornell airport in short order. Good luck Larry! Think of Slim Pickins riding the rocket while slapping his butt with his hat, but add some whistling for this stunt.



Larry has done so much for our museum in his years here in raising money, helping in so many ways, entertaining/annoying us with his whistling, but above all, his infectious, energetic, high spirits, and ever smiling face that keeps a glow on our efforts. We thank you, Whistling Energizer, 12 Volt, Volunteer, Larry Jones, (We thank you, Barb, for sharing him, or is that, getting him out of the house??).

Jamieson R. Steele

Proud to call Larry, Friend

“The One and Only”

General James Henry Doolittle

By Larry Jones, Volunteer



When one thinks of Jimmy Doolittle, their first thought is of “The Doolittle Raiders”. This is when then Lt. Col. James Doolittle led a group of 16 B-25 Mitchell bombers on the infamous bombing raid on Tokyo, shortly after the Japanese bombed Pearl Harbor. The B-25s, carrying 80 crew members, took off from the USS Hornet on April 18, 1942, in a daring and unforeseen strike at the Japanese mainland. Most everyone knows this famous story. But that was only one of many stories about the famous “Jimmy” Doolittle. There is so much more!

James Henry “Jimmy” Doolittle was born on December 14, 1896, in California. His father moved the family to Nome, Alaska during the Klondike Gold Rush, shortly after he was born. At 11 years old, with his father remaining in Alaska, Jimmy and his mother moved to Los Angeles. He took up boxing at the age of 15 and boxed his way through high school and into college. He became very good at the sport until he met his match and lost rather severely. With that loss, along with the coaxing of his fiancé and future wife, Josephine, he gave up the sport. Before entering his senior year of college, the United States entered World War I and he registered for the Aviation Section of the US Army’s Signal Corps. Jimmy signed up for pilot training rather than finish his final year pursuing an engineering degree. While in Ground school he married Josephine on Christmas Eve, 1917.

Yearning to fly and enter the fight in Europe, Jimmy continued his training, and received his wings. However, he was continually turned down for battle and was assigned as a flight instructor training other beginner and novice pilots. This continued until the armistice was signed in November of 1918 and the war was over.



Not knowing whether to remain in the Army or return to college to finish his degree, Jimmy had the chance to begin flying in military exhibits and demonstrations. The Air Services held these in order to promote American air power to the public. During this time he began accumulating flying hours, as well as learning the techniques and discipline of

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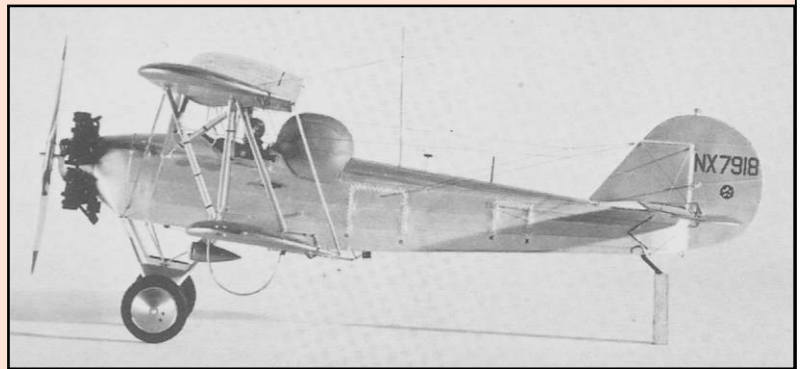
(“The One and Only” continued)

flight. He continued instructing pilots for the Air Service as he participated in these flying expositions.

It was during this time that Jimmy Doolittle jumped to national fame. He completed the first transcontinental flight in less than a day! On September 4, 1922, he successfully flew from Pablo Beach, Florida to San Diego, California, landing in 21 hours and 20 minutes!

Jimmy had been working on finishing an engineering course at McCook Field in Dayton, Ohio. Shortly after his transcontinental flight, a couple of Jimmy’s high-ranking friends persuaded the University of California to award him his bachelor’s degree based upon his vast flying experience and time spent at McCook. Jimmy immediately enrolled in a master’s degree program from Massachusetts Institute of Technology (MIT.)

It took Jimmy one year to complete the two-year Master of Science Degree in engineering at MIT. He immediately set forth to achieve his Doctorate. In 1925, after a year of hard work, calculations, and studies, his dissertation yielded him a Doctor of Science in Aeronautical Engineering degree, one of the first awarded in the country! Many of his findings went on to be used in course work for years to come! He was beginning to show his diligent hard work ethic and ultimate genius!



Throughout this era, Jimmy continued accumulating flying hours by racing, barnstorming, and testing different aircraft for the Army’s Air Service. He broke many old records and set new ones. All of this continued to build his immeasurable experience in aeronautics, which through his many involvements added so much to the growth in world aviation.

Up until the late 1920’s, most pilots flew by the seat of their pants using VFR (visual flight rules.) If a pilot ran into bad weather, fog, or lost sight of the horizon he was in trouble. Many were lost



and the future of aviation was at risk. A grant was awarded to further resolve airplane safety. Jimmy Doolittle, on loan from the Army Air Corps, was given the task to head up the MIT lab associated with improving and establishing aircraft instrumentation to prevent aviation accidents due to lack of visibility and weather. This all occurred at Mitchell Field on Long Island. After about a year of perfecting crude instruments and building new ones, Jimmy and his team came up with much more accurate ways to pilot aircraft through inclement weather. On September 24th, the first official “under the hood” takeoff and landing was accomplished with Jimmy at the stick, another notch in his belt over his exciting career!

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("The One and Only" continued)

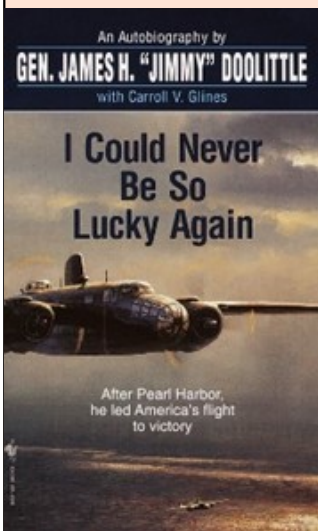
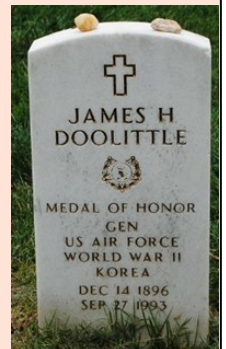
During the 1930's the Army would allow Jimmy extended leave allowing him to fly for private companies, mostly Shell Oil Company. He flew different planes to different countries exhibiting them to other potential customers and allowing him to add to his vast experience. Many crazy and sometimes heroic stories accompany these adventurous trips!



Returning to the army full-time in 1940, Jimmy continued his test pilot work until January of 1942. He was summoned by General Henry "Hap" Arnold to lead a raid on the Japanese Mainland. And no better man could have been asked to take on this task! On April 18, Jimmy and his B25 team bombed Tokyo and vicinities resulting in a psychological victory that would help the United States remind Japan that we were a force to be reckoned with! We just recently commemorated the 80th anniversary of "The Doolittle Raid".

The remaining part of the war, Jimmy was given a series of command rolls in North Africa and Europe leading the powerful Eighth Air Force. He continued his career with the Army after the war, working on Cold War directives under President Eisenhower. He retired in 1959 took an executive position with Shell Oil Company. In 1985, due to his unsurpassed contributions to the US Military and Air Forces, President Ronald Reagan promoted Jimmy to a full four-star general!

After a long and prosperous life, Jimmy died on September 27th, 1993, at the age of 96, outliving most of his contemporaries and cheating death on so many occasions!



Much of this information was obtained from Jimmy's Autobiography "I Could Never Be So Lucky Again", recommended reading for historical and aviation enthusiasts! Watch for our new Jimmy Doolittle exhibit coming soon in the long hanger, a tribute to one of our greats in "Pioneers of Aviation!"



Canadair CT-133 Silver Star

By Kevin House

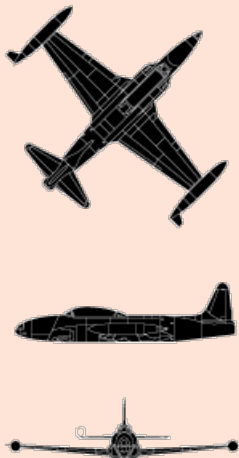
We have in the Museum's collection a CT-133. Before I get into the airplane itself, a little bit of history is in order.

During WW2 the British and Germans were quite far ahead of the US in the development and production of jet aircraft. Chief of Army Air Corps General Hap Arnold was not happy with this fact and, at his insistence, influenced the Army to move forward with jet development. British jet engines were available so the Air Corps decided to use those motors in an airframe that Bell Aircraft designed.



This resulted in the P-59 Airacomet.

The P-59 had its first flight in 1942 and proved to be a disappointment in that it was slower than some frontline fighters of the time. To complicate matters, the Germans introduced the ME-262 which had speeds close to 600mph. Because of the Airacomet's poor performance, the Army decided to go with a Lockheed proposal – the XP-80, later known as the Shooting Star.



Lockheed was given 180 days to produce the airplane. It was ready to go after only 143. That was in November of 1943. On its first flight the airplane clocked in at 502mph. A modified XP-80, the XP-80A attained

561mph. The airplane was ordered into production.

Four P-80s were sent overseas – two to Great Britain and two to Italy. The two in Italy did fly some combat missions but the war in Europe was over before they could see any extensive service. By this time the airplanes were operating with American engines, the Allison J-33.

525 P-80s were ordered by the military and drop wing tip fuel tanks (as seen on our CT-133) were adopted. The tip tanks were very successful in that with not only providing extra fuel, they improved aileron effectiveness and reduced wing drag.



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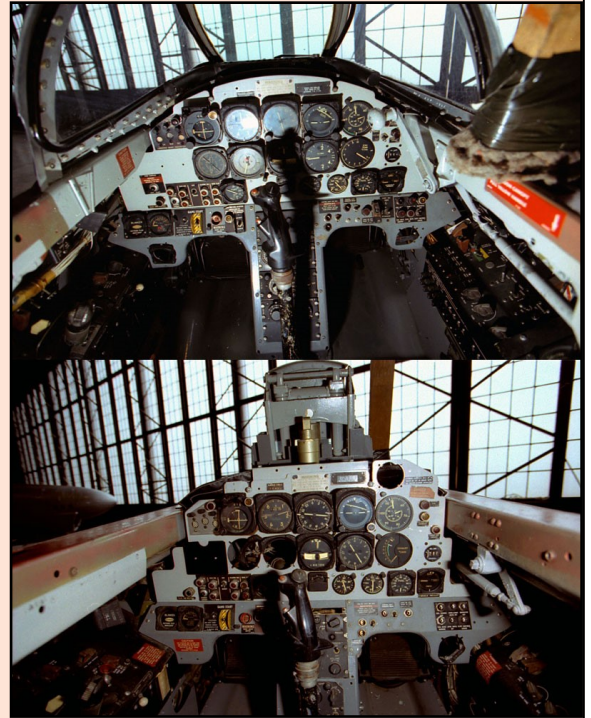
("Canadair CT-133 Silver Star" continued)

In 1948 all "P" for Pursuit designations of aircraft were changed to "F" for Fighter by the USAF.

Early jet pilot training consisted of 180 hours in the T-6 Texan, 50 hours in the P-51 Mustang, and 25 hours in a static P-80. At the time the Air Force saw no need for a jet trainer. It was thought that it was a waste to use airframes for trainers.

In the meantime, England already had a 2 seat jet trainer and France was developing one. The Air Force eventually saw the wisdom of a dedicated jet trainer resulting in Lockheed being awarded a 20 airplane contract for 2 seat T-33s, the T-33 being essentially a modified P-80.

About 6,000 T-33s were built over the type's lifetime. This included approximately 650 for the Navy and 1,060 for foreign air forces.



Canada was a recipient of a contract with Canadair to build T-33s under the designation of CT-33 Silver Star. 650 were produced. Canadair used the Rolls-Royce Nene 10 motor of 5,000 pounds thrust. The last CT-133 was retired in 2005 (the last US T-33 was retired in 1987). Here at the Museum, we have very little information concerning our CT-133.

It is owned by the Military Aircraft Restoration Corporation in California. Further research has, so far, been fruitless. Identifying marks on the airframe have been obliterated.

Here's an interesting fact about the F-80: the first ever jet over jet combat victory was scored by an F-80 over a MIG-15 in Korea, Nov. 1950.

CT-133 General characteristics

- **Crew:** one—two
- **Length:** 11.48 m (37 ft 8 in)
- **Wingspan:** 12.93 m (42 ft 5 in)
- **Height:** 3.55 m (11 ft 8 in)
- **Empty weight:** 3,830 kg (8,444 lb)
- **Max takeoff weight:** 7,630 kg (16,800 lb)
- **Powerplant:** 1 × Rolls Royce Nene 10 turbojet, 22 kN (5,000 lbf) thrust

Performance

- **Maximum speed:** 920 km/h (570 mph, 500 kn)
- **Service ceiling:** 14,000 m (46,000 ft)

J-5 Wing Update

By Brian Trzaskos & Peter Bonneau



Heat shrinking the wrinkles out of the leading edge



Applying the first coat of poly urethane by brush to properly fill the weave of the fabric



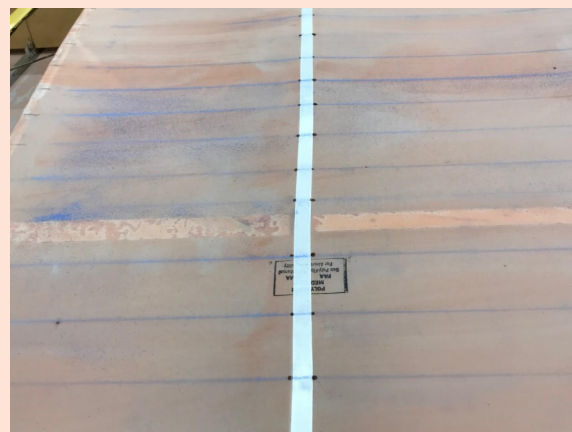
J5 partial first coat



Upper full first coat complete



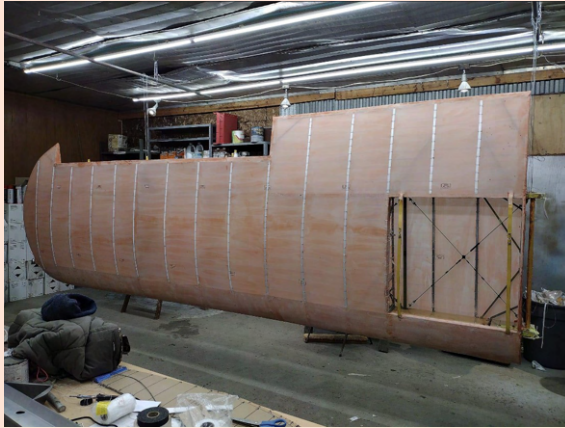
These are 1/2" tapes applied over each rib, both top and bottom of wing. This reinforces the fabric during stitching.



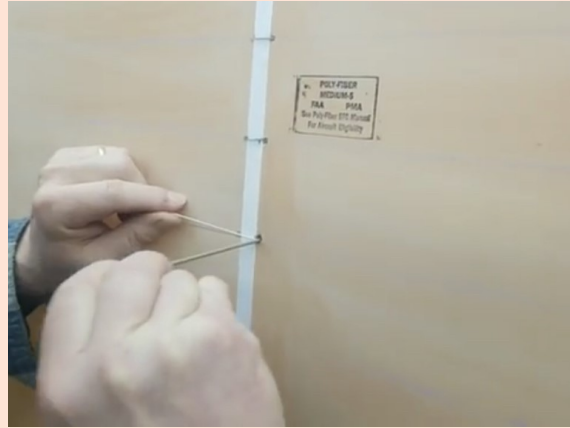
This shows the 2" pattern laid out with chalk lines. The holes for stitching were then opened with careful use of a chisel point soldering iron .

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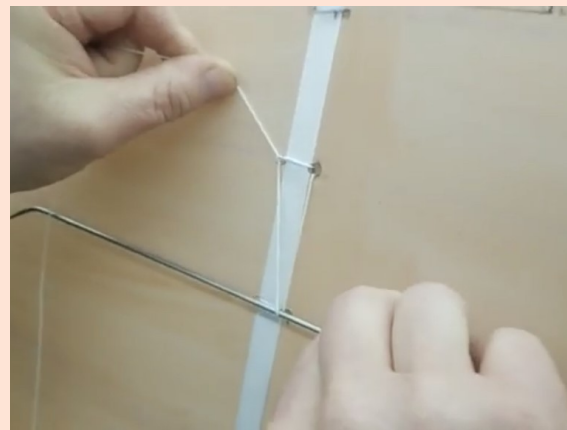
("J-5 Wing Update" continued)



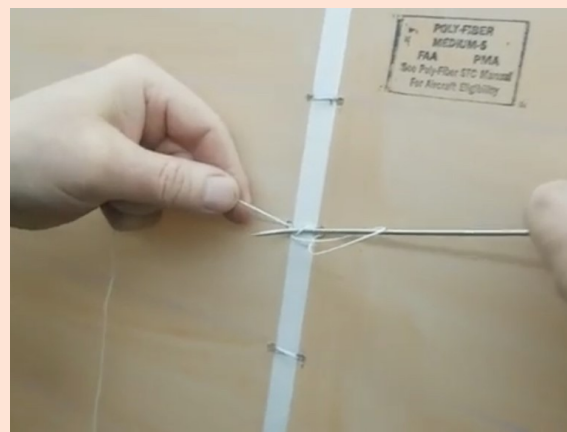
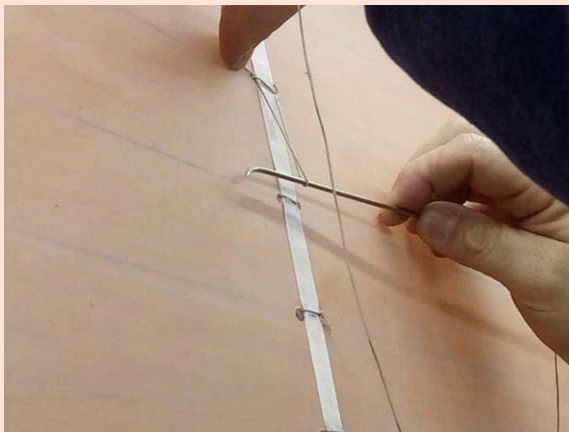
The wing is then hung to make the stitching easier.



First, the needle and stitching line is passed through holes on both side of the wing.



The line is pulled through the wing and returned through adjacent holes., creating a loop around the rib.
The loop is secured by means of a modified seine knot



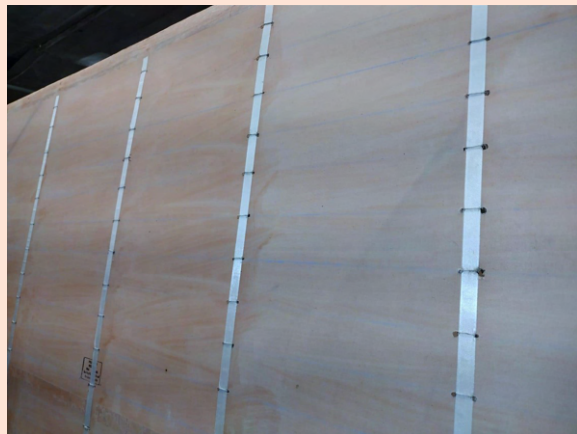
Creating the "modified seine" knot is a multi-step process.

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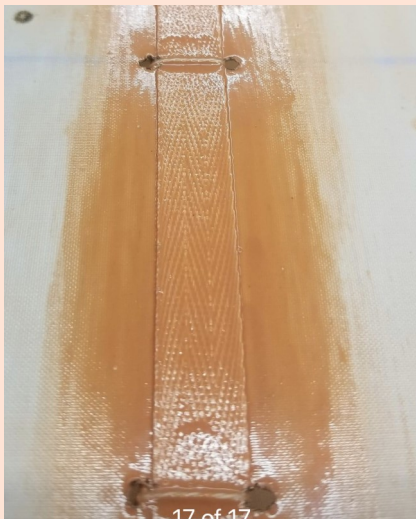
("J-5 Wing Update" continued)



The knot is tightened, securing the fabric to the rib. The knot is pushed inside the wing to keep the surface as flush as possible



The needle is then passed inside the wing, to the next set of holes. The process is repeated. Each loop is secured to the rib by means of a seine knot. That way if one loop breaks, the knots maintain the integrity of the stitching and it won't unravel.



Coating the stitches with more coating seals them to keep the top coats from wicking through.

THE WORLD FAMOUS



GLENN MILLER *Orchestra*



AUGUST 5, 2022 | 7-9PM

NATIONAL WARPLANE MUSEUM, GENESEO



Indoor & Outdoor Seating: \$25-40

(Children 16 & under free with paying adult - outdoor only)

Outdoor seating - Bring Chair/Blanket

VIP Seating & Champagne Reception: \$60



PURCHASE TICKETS AT:

WWW.NATIONALWARPLANEMUSEUM.COM

OR CALL 585-243-2100



VETERAN B-17 COMMAND PILOT DISPLAY HIGHLIGHTS

By Jamieson R. Steele, Collections & Displays

Herbert Otto Schulze was born in Syracuse, NY a year after his family had emigrated from Germany. He became an Air Cadet in 1939, which began his 22 years in service to the US Air Force.



WWII placed him as a B-17 pilot, bombing his former homeland. He was a Squadron Commander, and later, Deputy Group Commander in the 8th US Army Air Force, completing 29 combat missions. He rose to the rank of Lt. Col. wearing a Command Pilot wing. He was awarded an Air Medal with four Oak Leaf Clusters for each five missions completed. He also was awarded the Distinguished Flying Cross. In

1948 he was the Inspector General, Berlin Airlift.

He returned to Syracuse, remaining in the Air Force Reserves. He graduated from Syracuse University, and taught German and American history at the high school level. He was a charter member of the Syracuse Symphony in the first violin section. He also crafted violins in his basement shop. Also, he was a charter member of the NYS Conservative Party. He died in 2013 well into his 90's.

("VETERAN B-17 COMMAND PILOT DISPLAY HIGHLIGHTS" continued)

I met him via his nephew, and the pictures are of him during WWII, and also the afternoon we met. He gave me the FW-190 that he made, as he was also a model builder. I asked him if he ever saw any of the German



jets, and he said with his light accent; "Yah, I did. It was a streak in the sky, two Fortresses fell in flames, we had no idea what it was until debriefing. If Hitler had promoted jets, our air war was over." Lucky for us, he did not.



Many of his items are in the 8th Air Force, B-17 corner of the display area. His Mae West, foot locker, wings, ribbons, and more are in the display. Interesting factoid; his first wife was American, the 2nd was German, and he spoke to her in German while I was there. He outlived both, but children and grandchildren survive.

A POWERFUL DONATION

By Jamieson Steele, Collections & Displays

Recently, a fellow and his young son came in with a donation that he was told to put in the main hangar. I told him to bring it in, and I'll take them to the hangar, and give them the tour too. He allowed that they were quite heavy, so he drove down.

What was so heavy were two JATO tubes. Jet Assisted Take Off, tubes, or RATO, Rocket Assisted TO. They are the size of a commercial fire extinguisher, but much heavier. We shall assume they have been discharged! Yes, you can see that they are empty. He got them decades ago, and knowing that we have a C-130, which used these tubes, he thought of us. During the past few decades, this fellow found the time and honor to become a Major, USMC. He and Austin had a nice chat while Austin signed the donation form. There was no saluting.



(Continued next page)

("A Powerful Donation" continued)

The history of such take off assist tools began in the 1920's in Germany, where they used such a device to boost heavy gliders into the sky. Meanwhile, in England, jet assist tubes were used to propel Hawker Hurricane fighters off ramps on the front of ships. During WWII, Germany used such tubes with solid and liquid fuel. Some tubes are jettisoned, some remain on the plane for reuse.



Post WWII JATOs were used on early jets, as the jet engine had not been developed enough to get the new, heavy planes in the air. The first jet liner was a deHaviland DH 106 Comet, that used tanks with H₂O₂ for the boost, and were called Sprites. These were used for 'high and hot' fields, meaning elevations where heat and humidity hamper take offs.

By the 1980's the jet engines came up to strength for unassisted take offs. JATOs were mostly used on large military aircraft, or for short field take offs. The large B-



36 model we were gifted last year features two such jets on each end of the wings. Thus the term; 'Six turning and four burning'. JATOs were also used on C-47s, so this donation more than fits into our mission.

2022 Calendar of Events



3489 Big Tree Lane, PO Box 185
Geneseo, NY 14454
585-243-2100

www.NationalWarplaneMuseum.com



EVENT	Date	CONTACT
Air Force ROTC Commissioning	5/8	(585) 243-2100
WNFFS Spring Opener	5/13-5/15	Lyle Whitford (716) 807-4748
Flightline & Parking Training	5/14	(585) 243-2100
Rides Day @ Geneseo	5/21	(585) 243-2100
MARS Sport Launch	5/28-5/30	www.marsclub.org
*GENESEO AIR SHOW	6/4-6/5	(585) 243-2100
Wargames Among Warbirds	6/11	wargamesw@yahoo.com
Empire State Champion Free Flight	6/10-6/12	Lyle Whitford (716) 807-4748
Rides Day @ Geneseo	6/25	(585) 243-2100
MARS Sport Launch	6/18 - 6/19	www.marsclub.org
Local Flying Aces Event	7/13-7/16	Dave Mitchell (202) 744-9345
Rides Day @ Geneseo	7/16	(585) 243-2100
MARS Sport Launch	7/16-7/17	www.marsclub.org
<u>Free Admission to the Museum</u> (Courtesy Rochester Area Community Foundation)	7/30-7/31	call the office for more info
Glenn Miller Orchestra	8/5	(585) 243-2100
Rides Day @ Geneseo	8/6	(585) 243-2100
VFW Annual Roast/Picnic	8/6	Dennis Staley (585) 943-1782
MARS Sport Launch	8/13 - 8/14	www.marsclub.org
Yankee Air Pirate Challenge	8/19-8/21	Mark C. Rzdca (wnyffs@gmail.com)
Living History Weekend	9/2 - 9/5	(585) 243-2100
Rides Day @ Geneseo	9/5	(585) 243-2100
Fly In Pancake Breakfast 8am - 12pm	9/5	(585) 243-2100
Wargames Among Warbirds	9/10	wargamesw@yahoo.com
Great Grape Gathering	9/11	Roy Smith aeronut.kos.net
United Way Gala	9/17	
MARS Sport Launch	9/17 - 9/18	www.marsclub.org
Bombs and Blooms	9/29-10/1	(585) 243-2100
LAST Rides Day @ Geneseo	10/8	(585) 243-2100
MARS Sport Launch	10/8 - 10/9	www.marsclub.org
MARS Sport Launch	11/5-11/6	www.marsclub.org
Veterans Day	11/11	(585) 243-2100
NWM Christmas Party	12/10	(585) 243-2100

Dates Subject To Change



**NATIONAL WARPLANE
MUSEUM**

3489 Big Tree Lane
PO Box 185
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585-243-2100 (office)
585-245-9802 (fax)

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Museum Hours:

November 1 through April 30
Wed, and Sat. 10 a.m.—3 p.m.
May 1 through October 31
Wed.—Sun. 10 a.m.—3 p.m.

The National Warplane Museum is a not-for-profit (501 (c) (3) public corporation with a Provisional Museum Charter issued by the New York State Board of Regents. We are dedicated to the restoration, preservation and operation of vintage and historical aircraft, particularly aircraft associated with World War II, the Korean War and the Golden Age of Aviation. The facilities and 5,000-foot grass runway are located adjacent to the picturesque village of Geneseo, NY. Founded in the 1980s, the Museum continues to promote and encourage the appreciation of military and civilian aviation, aeronautics and aviation history. It serves the community with flying events, museum displays, social functions and educational opportunities associated with these aircraft and their history. To date, we have twenty historic aircraft owned by or associated with the Museum. We are operating profitably and have increased the attendance to our annual Geneseo Airshow in each of the last five years. Plans for the future include expanded facilities and additional aircraft.

A P P L I C A T I O N F O R M E M B E R S H I P (O R R E N E W A L)

Name: _____ Phone: _____

Address: _____ e-Mail _____

City : _____ State _____ Country _____ ZIP: _____

Occupation: _____

Membership entitles you to free admission to the airshow and museum, a 10% discount at the museum store, one-year e-Mailed subscription to *Hangar Tales*, a window sticker for your car, and a membership card which is requires for admissions and benefits.

Membership fees (Reflects changes as of January:

Please check if New Membership ☐
or Renewal ☐

_____ Individual (18-59 yrs)	\$ 50.00
_____ Individual (Gold)	\$ 75.00
_____ Senior (age 60 and up)	\$ 45.00
_____ Student (17 and under)	\$ 20.00
_____ Family (Parents and 2 children under 18. Please provide names & dates of juniors)	\$100.00
_____ Family (Gold) (Parents and 4 children under 18. Please provide names & dates of juniors)	\$150.00
_____ Lifetime	\$600.00
_____ Check here if you need a new decal for your car	