

Hangar Tales

Official Newsletter of the National Warplane Museum



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B-24 LIBERANDOS A-2 JACKET & MEDALS

Just before Air Show, I added a museum donation to the America at Home display area. It is the only area with heat and humidity control in the long hangar, and this collection needed both, as the main piece is a beautiful, A-2, leather, flight jacket. Mold is not a friend to leather, and I made room for this where it would be safe.



The jacket belonged to Capt. Kenneth R. Volk, originally from Rome, NY who was a pilot of a B-24 in the 515 Bomb Squadron of the 376th Bomb Group that flew out of Bari Italy with the 15th Air Force. This was donated by his daughter, Marcia Marcellus, who now lives in N. Carolina.

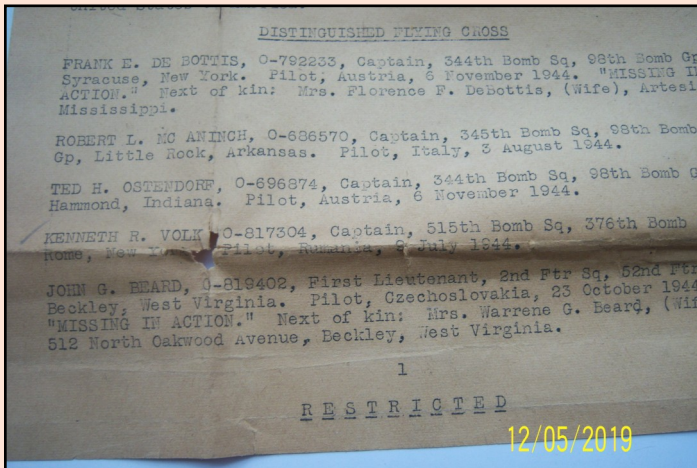
So, what is so special about this leather jacket, besides that it is in super condition? Well, for starters, check out the applied, leather patch on the front that bears the name 'Liberandos', and his name patch, also in leather. The Liberandos were

a B-24 group that took a real beating during the many Ploesti, Rumania raids on the German oil fields. If you know your WWII history, the raids to Rumania were quite disastrous for us, so many Liberator B-24s went down is it too sad to recount, as so many things went wrong. His daughter's notes say that he



(Continued next page)

(B-24 LIBERANDOS A-2 JACKET & MEDALS continued)



told her they went in so low that the German fighters were coming down at them from above, as there was no below.

Capt. Volk flew as a pathfinder for the raid on July 9, 1944, and for his effort was awarded the Distinguished Flying Cross. His Air Medal has many clusters for all his missions which totaled 50 before he was done.

Shown here is his DFC teletype, and you can see so many others that are listed as MIA.

In the exhibit are his medals, his pilot wings, and a picture of his plane; 'Bottoms Up' with the crew. Pictures are here as well. Please take the time to visit the displays in America At Home, there is real history there.



Next newsletter will feature another A2 we were just gifted, and after I speak with the family, and do some research I shall recount that story. As we get more visitors we are also getting more donations, and that is a good thing.

Jamieson R. Steele
Volunteer Collections & Displays

The Yokosuka Ohka Suicide Flying Bomb

by Kevin House

By late 1943 the Japanese were very concerned about their inferior Naval and Army strength as compared to Allied Forces. As a result, airborne suicide attacks against U.S. naval forces was proposed.



The Ohka – meaning Cherry Blossom – was designed as a high speed, rocket propelled flying bomb. It was to be flown to the attack area while attached to the belly of a Mitsubishi G4M Betty mother ship. When about 50 miles from the target, the Ohka would be released and then the rockets fired for the attack.

Plans were drawn up and a prototype completed by Fall of 1944. Of wood and metal construction it carried one pilot, over 2,000 pounds of explosives, and had 3 rocket motors capable of giving the aircraft a diving speed of 600mph. Two additional rocket motors could be installed under the wings.

Approximately 750 Ohkas were produced but only about 60 saw combat. They were moderately effective with most being destroyed while still attached to their mother ships.

Ohkas were primarily used against the U.S. fleet during the invasion of Okinawa. The Ohkas hit 7 ships, sinking one of them.

There were about 4,000 Japanese Kamikaze – Divine

Wind – pilots flying a variety of aircraft. Kamikaze pilots made deliberate suicide crashes into enemy targets. During the Okinawa invasion, Kamikaze pilots sank a total of 34 ships, and damaged 368.

(Continued on next page)



(The Yokosuka Ohka Suicide Flying Bomb continued)

A patriotic Japanese poem related to the suicide pilots read:

“Asked about the soul of Japan,
I would say
That it is
Like wild cherry blossoms
Glowing in the morning sun.”

Referring to the pilots who flew the Okha, U.S. forces called it the “Baka” – fool or idiot – bomb.



The museum’s Ohka is a full scale reproduction. It was built by George Lucas of Nunda, NY. It shows the Kami-kaze insignia of a falling cherry blossom on its nose.

MEMBER IN THE SERVICE: TARO PRITCHARD, US ARMY

Many of you, particularly the Saturday hangar crew, know a young man, a very young man, who started helping at the museum when he was not even a teen yet. Taro Pritchard was part of the team that helped prep W7 for its historic flight ‘Return to Normandy’ in 2014, while still in high school. He helped in many other ways at the museum, and air shows, as well.

Well, our young helper is now an E2, PV2, which he says is like a Private 2nd Class, in the US Army. You may recall his sharp computer skills, not to mention being bi-lingual in both his native tongues, Japanese, and English. Those computer skills have placed him in Grafenwohr, Germany as an unmanned, aerial, systems, operations, drone pilot. I think I got all the words in, but the military does speak in odd letter groups.

Yep, our little boy has grown up, and is ready to fly drones at the bad guys, then go home, and have a yummy German beer. Good luck to you, mind those German girls, and thank you from all of us.

Jamieson R. Steele



LANGUAGE CIRCUS

The last Wednesday in October I was to give a tour to a group of Rotarians. Bob Howard, one of the hangar gang, crew chief, and my classmate at SUNY ESF (Forestry), was hosting fellow Rotary Club members to a tour. OK, I am good with that, but it was also our morning staff meeting, and Austin was trying to get some semblance of order for the meeting. Meanwhile, Donna was pointing out all the accumulated stuff I just HAD to move that day, and all these guests were wandering around, all wearing the same sweat shirts. Confusion reigned.

Bob asks if I can do the tour, and I say, yes, let's get outside and get started. However, what was with all the apparel emblazoned with 'BRAZIL' on the backs of these folks who looked very much Latin American, as the sweatshirt might suggest? Oh, yes, Bob says, they are exchange Rotarians from Brazil, and they don't speak English, but one kind of does, and we have a Google translator I-phone.



Well, I speak fairly fluent Spanish, but for those of you who have forgotten your international geography, Brazil is surrounded by Spanish speaking countries, but they speak Portuguese. OK, I can almost read Portuguese, as I can Italian, but the similarity ends there. The game plan was that I would speak very slowly in English, then in Spanish to give those who knew some Spanish, and the interpreter, and magic translator phone time to get the message across.

Awkward, at first for sure, but we began to get into a flow that actually began to work pretty well. I had four years of Spanish in high school, spent two months in Mexico as an

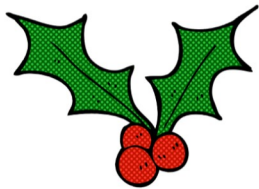
(LANGUAGE CIRCUS continued)

exchange student speaking ONLY Spanish, then a minor in it from SU/ESF. However, that was all 50 years ago. So many words related to aviation and military are just not common words learned, but we figured it out pretty well. Austin came out to see how it was going as I was jabbering away in Spanish, others translating into Portuguese, and the Google phone spitting out the difficult phrases. He gave us a bewildered look, wondered what the heck we were saying, said 'good job', and left. Approval from the boss is always good, never mind that he had no idea of what we were all saying.

They had to board the bus for their last dip into western NY heritage: Tom Wahl's for lunch. I bid them a hearty, Nos Vemos , (I'll see ya) which is the same in Portuguese. They all gave me a round of applause, and I truly wonder if they knew why, I surly didn't. There are other words that I am sure are the same in Spanish as in their language, bad words, but I refrained from any use of those.

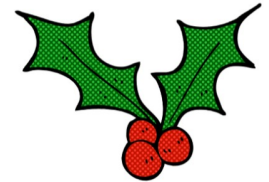
One of the local Rotary hosts later told me that our museum was a highlight of their visit to the United States. Note I say US, as those south of our border refer to themselves as Americans, and we are North Americans, and not understanding that WILL get you into trouble, never mind the other words I know. Nos Vemos, amigos.

Jamieson R. Steele



National Warplane Museum Annual Christmas Party

Saturday, December 14th



Despite the weather, around 60 people attended the Museum's annual Christmas party, catered by Partyman. The Guest of Honor was John Swanson, who will be moving soon to South Carolina. John was instrumental in getting the Visitor Center donated and built. Swanson Hall will stand as a monument to his efforts to make the museum a viable Warbird destination.

Also in attendance was Mary Beth Clune and her husband, Bill, who braved the weather and traveled up from Olean to attend. Mary Beth is the president of MARS (Monroe Astronautical Rocket Society). Mars uses the Museum grounds several times each year for their launches. Mars presented the Museum with a donation in appreciation for the use of the grounds.

REMEMBRANCE: A BELL, TAPS, AND FLANDERS FIELD READING

The morning of November 11 this year greeted us with raw cold, and wind. However, as we did last year in similar conditions, we rang a bell 21 times as a 21 gun salute to the end of The Great War, WWI, the war to end all wars. It was followed by the playing of Taps, then the reading of the famous Flanders Field poem that ends with Poppies growing where so many died.



(L-R) Austin Wadsworth, Bevin & Chris Lynn, Jamie

National Warplane Museum President, Austin Wadsworth, feels very strongly that we should make this an annual event. We join the others who do similar ceremonies with the bell ringing, called Bells Across America, to commemorate the end of WWI. With so many other Armistice Day events, we are still a small bit of noise, but we intend to make it another one of our museum's tributes to our history as a free nation.

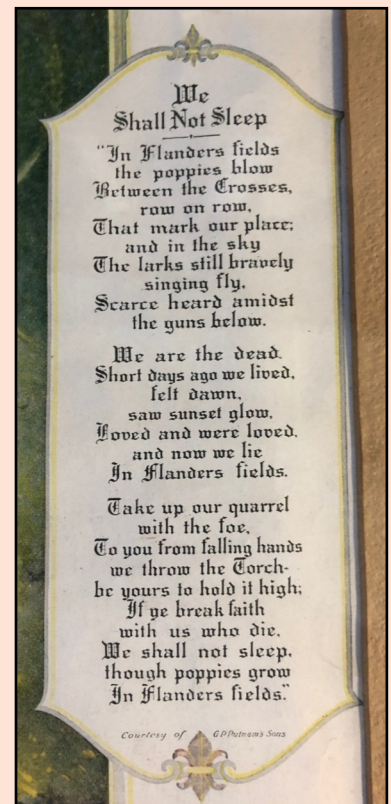
Last year was put together rather quickly. I offered my 35 lb. old, brass, school bell, and my 'talents' on my well worn bugle. The bell was a gift to me from a friend years ago, now gone, who was a paratrooper with the 11th AB, and would surely have been lost in the invasion of Japan had it not been for the bomb.

My bugle was my Father's, and I played it in my Boy Scout days at various village events of my youth, and Boy Scout days as I worked up to Eagle Scout. It was my Dad's, and why he had it I did not know until he was well into his 80's, when I finally asked him. During the Depression his family lived at his aunt's funeral home in NJ, and part of earning his keep was to play Taps for Civil War, and WWI veterans. The beat up instrument is well over 100 years old now.

Last year I had a cold, it was cold out, and the bugle was cold, so I did a horrible job of Taps. This year we wisely enticed Chris Lynn, a music teacher, to play taps. His wife is Bevin Lynn, who helps at the museum, and does clothing recreations and re-enacting of various eras, as does her husband. The resulting music was much better.



The Flanders Field poem was read by Bevin from an original print from my collection. Last year Austin read each name of all the veterans who died in the conflict from Livingston County. We shall keep this service going, lest we forget.



Jamieson R. Steele

GLORY TO GOD IN THE HIGHEST,
AND ON EARTH PEACE, GOOD WILL TOWARD MEN.

2019



Merry Christmas and Happy New Year!

From the Boxcar Boys,
Dave, George, Kevin, Paul, Bob, Larry, Dougie, Peter

National Warplane Museum
Geneseo, New York

A Very Tentative 2020 "Hangar Tales" Publication Schedule

<u>Issue</u>	<u>Deadline</u>	<u>Publication</u>
Jan/Feb	Jan 29	Feb 5
Mar/Apr	Mar 25	Apr 1
May/June	May 21	May 28
Air Show Preview	June 17	June 24
July/Aug	July 29	Aug 5
Sept/Oct	Sept 30	Oct 7
Nov/Dec	Nov 25	Dec 3

Vietnamese Native Reunited With Plane He Flew To Freedom

On Wednesday, December 4th, Pham Quang Khiem made a special trip to the National Warplane Museum in Geneseo to see the plane that he used to fly his family and about 50 others out of Vietnam. "I stepped off the plane in civilian clothes and jump into the air like Toyota commercial ... oh, what a feeling!" Khiem recalled. He and his family reached the United States several weeks later - by which time South Vietnam had fallen to the Communists - and were granted refugee status.



Picture from the WHAM website

Donated by the Smithsonian Air & Space Museum, Herc 460 had been stored, outside, at the end of Runway 18L, at Washington Dulles Airport. Now property of the National Warplane Museum in Geneseo, it is waiting to be restored for public display. Much work is needed before it will become part of a planned memorial to Vietnam War Veterans and the Vietnamese Community here in the United States.



Khiem assesses the damaged rudder with volunteers Don Wilson and Ray Ingram

Khiem spent his time touring the airframe and assessing its condition after years of inattention. He talked with volunteers attempting to repair the rudder which had been allowed to become severely damaged by the winds.

In a remarkable set of circumstances, Khiem recently received the flight suit that he wore during his escape from the son of the military attache who had the foresight to keep some of the personal items that Khiem had been forced to leave behind. Khiem has donated that flight suit to the museum to be included in the display

Khiem also took the the time to address members of Olie Olson's Metal Trades class from the Mt. Morris Career and Technical Education Center. They will be collaborating with Museum in a project that will be highlighted in the next issue of "Hangar Tales".

(Vietnamese Native Reunited With Plane He Flew To Freedom continued)



Khiem shows the flight he wore on his flight to freedom.



Mike Foss stripping old paint off the C130 nose. Very messy job. Intent is to coat with bed liner for protection from the elements.



Addressing members of Olie Olson's Metal Trades class from the Mt.Morris Career and Technical Education Center.

(See future issues of this newsletter for information about the project and the much needed fund raising needed to complete it.)



Damaged C130 rudder is under repair in the 1941 hangar.

WIN \$10,000!

HELP RESTORE OUR C-130 "SAIGON LADY!"

# 0000	Name: _____	
	Address: _____	
	Phone: _____	
	Email: _____	

This spring Saigon Lady arrived here at the National Warplane Museum. Although graciously donated to us by Smithsonian's National Air & Space Museum in Washington, DC, it took over \$150,000 to disassemble, transport, and reassemble her in Geneseo. In addition to this we still have miles to go in setting her up as a permanent static display and restoring her to her original look; all of this to help our museum honor the veterans of the Vietnam War era. This will result in at least another \$75,000 to \$100,000!

All members of the museum were sent six tickets each in hopes that they would either purchase or sell them to raise these much-needed funds. As of this writing, many have mailed in their monies as we've collected several thousand dollars towards our goal of selling at least 4,000 tickets which will yield the museum over \$60,000 towards our project!

Our drawing will be held on Saturday, May 2nd, 2020 here at the Museum. For those of you still holding onto tickets, we'd ask that you kindly return your sold ticket stubs and money (checks payable to the National Warplane Museum) along with any unsold tickets. This will allow us to further promote our raffle and give us more tickets to sell here locally. For those of you lucky enough to sell your tickets and would like more, please give us a call (585-223-2100,) or email us at nationalwarplanemuseum@gmail.com.

As we approach the holiday season, what a better way to donate than to participate in our raffle with the chance of winning \$10,000! Or, as a Christmas gift write in the name of a loved one or friend and give them a chance at winning as well!

We thank you for your support in this most important and exciting event! Without the diligence and hard work of all our volunteers, we would cease to exist!



“Skye” Visits “Whiskey 7”

Here is Marlee Petrey of Kingsville, Ohio, dressed as her favorite Paw Patrol character, Skye. Paw Patrol is an animated series about six rescue dogs who work together to protect their community. Skye is the first female member of the Paw Patrol and her main color is pink. Her job is usually based on flying and lookout. Skye *always* makes her landings graceful!!!

Marley visited “Whiskey 7” at the Northeast Ohio Regional Airport in Ashtabulla during our Conneaut D-Day visitation. (Published with parental permission.)

Message from the Editor

Another year of “Hangar Tales” under our belt! We, at the museum, hope you have enjoyed it! It’s our pleasure to bring it to you. Feedback is always appreciated, so let us know what you like (or dislike) about it. Article and photograph submissions are always encouraged! You don’t have to be a professional writer. Jamie and I have been carrying the load much by ourselves so far. We could really use some help! If you have questions about the museum, its collections, or would just like to suggest a good story idea, let us know. You can contact us at:

newsletter@nationalwarplanemuseum.com

Thank you.

Brian Trzaskos, Editor

Ercoupe YO55

by Hugh French

A somewhat misplaced plane for our war plane museum but a Red Tail tribute donated with a commitment that we maintain the tribute. Only one Ercoupe was ever sold to the military and was designated the YO55, to be used for evaluation for service. The Red Tail paint scheme was from yet another era so the combination of Red Tail and military evaluation is an odd mix.



Figure 1-YO55 before its landing incident. Not sure who's in the plane. The red tail doesn't show in this picture unfortunately.

My appreciation for the plane grew out of a single ride with Jeff Pieper at the controls in 2010 shortly after I joined the museum. The open cockpit with side by side seating is reminiscent of an old mahogany speed boat, or early 'vette.



Figure 2 - Jeff Pieper at the controls of my one and only ride

(Continued next page)

(Ercoupe YO55 continued)

The plane last flew in 2011 or 2012 when it had a its landing incident. The plane apparently stalled on landing and came down hard collapsing the nose gear, bending the prop, and supporting structure in the nose.



Figure 3- firewall with impression from collapsed nose gear

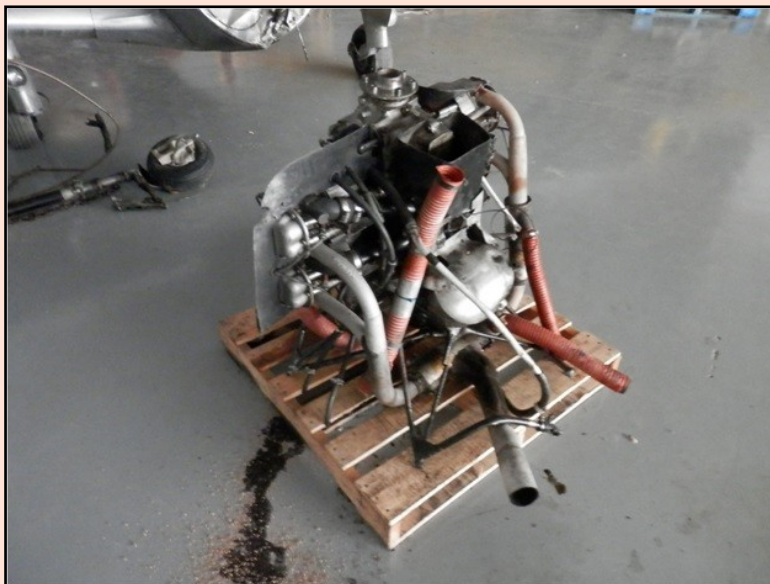


Figure 4 - engine removed and showing some of the landing damage

Repairs began almost immediately after the incident. Within a year new firewall, engine mount, and supporting sheet metal were ordered. Many hands were involved with disassembly and subsequent riveting on of the new nose. Rivet work took place over several years as it competed for priority with the B17 and other projects.

(Ercoupe YO55 continued)



Figure 5 - riveting new sheet metal

With completion of airframe repairs in 2018 progress started to improve. Since early 2018 we have rebuilt and installed the nose gear, installed the instrument panel and gages, fabricated and installed a new cockpit floor, put new bearings in the flight control mast and linkages, soldered cracks in the aluminum battery box, and sorted out much of the fuel and vacuum lines.

Accompanying the team is hanger dog Jasper, always on the alert.



Figure 6 - Trusty hanger dog Jasper keeping watch

At this point we have the engine apart ready to send components for prop strike crack inspection (Magnetic Particle Inspection of the rotating engine parts per Continental Engine Publication M-0 "Standard Practice for Spark Ignited Engines" as well as dimensional checks to Continental publication X30010 for engines including our C85-12F.)

Still plenty of work to go after the engine including replacement of windscreen, door, and rear Plexiglas, repair of the battery stand, battery, mount engine, wire cockpit and engine, and more that I'm not thinking about just now.

We hope to have YO55 back in the air sometime in 2020. Stay tuned.

TWO VERY SPECIAL 'FIRST FLIGHTS'

Our National Warplane Museum has added two more B-17 rated pilots to the roster. Congratulations are due to Craig Wadsworth, and Mike Piampiano who on the same day completed their final check ride, and are now both able to be B-17 Pilot in Command.

We all know that Craig can fly anything in the hangar. He earned his license in 1988, and now has over 1,200 hours of flight time. He earned his Airframe & Power Plant certification in 1986, and Inspection Authorization in 1991. He now has a multi-engine Commercial Pilot license. He is the Director of Maintenance for air craft, and assists in all the various operations of the museum. He oversees all that is done to the aircraft.



He was on W7 for the Return to Normandy trip in 2014. He lights up like a Christmas tree when he is talking about flying and airplanes, it is his hobby, his life, and occasionally visits his home just around the corner. Rumor has it that he put wings on his riding mower to get the job done faster. Now he adds B-17 pilot to his list of accomplishments, none of which he will talk about, as he is modest to a fault. He will, however, tell you all about his first granddaughter!

Special, however, was that his very first flight in MMB's left seat as Pilot in Command found his father, Austin, as his co-pilot. Now just how special was that! We all know that Austin could fly before they took the training wheels off his bicycle, and indeed nurtured Craig, and all his siblings, with the joys and skills of flying. However, to have his dad next to him on his very first flight as PIC was just perfect.



Our Elf in the Nacelle



(TWO VERY SPECIAL 'FIRST FLIGHTS' continued)

Mike Piampiano has also been flying since he was a kid, and took his first lesson at 13. He told me that in the 70's on WXXI's Tel Auc they were auctioning five hours of flight training. Well, his parents were out to dinner, so there was no one to ask permission to bid, so he just did it. Much to his surprise, and a tremendous surprise to his parents, he won the auction for \$50. He was hooked, and if his folks grounded him, it didn't last long. He has been flying ever since earning his license at 18.



He began commercial flying out of Jamestown with Chautauqua Airlines, and through many mergers, and 36 years of flying he is now a very senior pilot with United Airlines. He always had an interest in flying warbirds, but needed to wait until his early career and family duties were accomplished.

So what was so special on his first flight as PIC in the B-17? His beautiful wife, Laurie, was on board to share in that wonderful moment! The other wonderful moment for

them in November was their 30th anniversary, more congratulations due! Laurie was a flight attendant, and their daughter, Megan, is one now, both with United. When Mike and Laurie come into a room it is if the sun moved in with them, they are just such joy germs!



Mike with Pete Trichler



For these two wonderful pilots it is so grand that they could share that special first flight with family. We are all lucky to have them both in the front of- fice! As Sinatra sang it; "Come Fly With Me" we all will be happy to do so. Congratulations!!!

Jamieson R. Steele

Boxcar Boys Updates

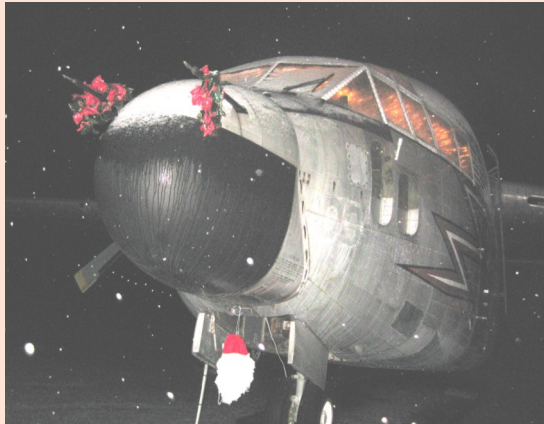
More to come in future newsletters



Cleaned up the inside of the Boxcar, got paint and tools put away. Two picnic tables and three park benches have been moved inside. One broken picnic table will stay outside until Spring when it can be fixed.



Kevin House inserted some wooden wedges into the C19 elevator to keep it stabilized until a more permanent solution can be found. We have some other repairs to make too, but will have to wait til Spring.



Both outside tires on the C119 gear have now been replaced. Bob Cox, Larry Jones, and Pete Bonneau worked on this.



J5 Update



Pete Bonneau finishing J5 wing disassembly and sorting out the good ribs. New ones will have to be ordered to replace those damaged. Now working on new wood spar.





**NATIONAL WARPLANE
MUSEUM**

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Museum Hours:
November 1 through April 30
Mon., Wed, and Sat. 10 a.m.—3 p.m.
May 1 through October 31
7 Days a week 10 a.m.—4 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.

APPLICATION FOR MEMBERSHIP (OR RENEWAL)

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 required for admissions and benefits.

Membership fees:

Please check if New Membership <input type="checkbox"/>
or Renewal <input type="checkbox"/>

- _____ Regular (18-59) \$ 45.00
- _____ Senior (age 60 and up) \$ 40.00
- _____ Junior (17 and under) \$ 15.00
- _____ Family (parents and children under 18. Please provide names & dates of juniors) \$ 85.00
- _____ Annual Corporate Membership \$225.00
- _____ Lifetime \$600.00
- _____ Check here if you need a new decal for your car

Mail this application with your check or money order to the address above