

Hangar Tales

Official Newsletter of the National Warplane Museum



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2024 “Greatest Show on Turf” a Success!!

By Brian Trzaskos

It's time to step back and reflect on this year's airshow. Some questioned the decision to change the dates back to the middle of July. But the “fears” were unfounded. Good crowds, dry weather, and lots of sun were the order of the day! Lots of airplane noise filled the valley! All these combined to make a great time for spectators and volunteers alike!



While we don't have attendance numbers, aerial photos from Saturday and Sunday are impressive! In fact, it has been said that Saturday's attendance appeared to beat the combined attendance for last year's show! The skies were sunny and clear, and the temperatures hot! Thank goodness our major sponsor, Wegman's, provided water for all spectators and volunteers!

A rollercoaster of emotions preceded the airshow. The leadership team left the International Conference of Airshows (ICAS) meeting in Las Vegas with the makings of a stellar lineup. This included the B-17 “Yankee Lady” and the P-51 acrobatic duo “Jack Aces” (The P-51's of Lou Horschel (“Mad Max”) and Ariel Lunedi (“Little Witch”)). But as is the case for many airshows, that lineup often changes by showtime. “Yankee Lady” would not attend as it was sold and moved to California. “Jack Aces” had to cancel and the B-25 “Panchito” was a no-show due to mechanical issues. But the show went on and what a show it was!

The F-22 Raptor was awesome! It put on quite the show for the spectators. The

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("2024 Greatest Show on Turf a Success!! " continued)

aerial maneuvers were amazing! It constantly seemed to defy the laws of physics. And the high-speed passes and spectacular afterburner climbs were certainly a hit!

World Champion Rob Holland excited the crowds with his acrobatic prowess. Likewise, Trevor Rafferty in his Pitts. What these guys can do in an airplane!



When "Jack Aces" had to pull out, Lou flew his Corsair during the show and brought another P-51 ("Miss Kandy") AND an SNJ for static display. Scott Yoak ("Quicksilver") and the P-40 of Thom Richard ("American Dream") also graced the skies. These magnificent warbirds were crowd favorites, as usual. The remaining B-25, "Take Off Time" delighted the crowds with their simulated watermelon bombing runs.

Skipper Hyle's brought his 1943 Stearman, "Matt's Batt". He demonstrated the capabilities of this WWII trainer, while the Canadian Harvard Aircraft Association demonstrated their formation flying skills. The Trainers and Liaison aircraft had their part in the morning, as did the Fokkers, the WACO, and the Staggerwing (See the Staggerwing Dedication story elsewhere in the newsletter.)

The Round Canopy Jump Team was able to perform on both days. High, gusty winds prevented their participation last year. But they were able to perform simultaneous jumps from "Whiskey 7" and "Placid Lassie" as part of our D-Day celebration.



The Future Aviators Kids Zone (sponsored by SaveOnSP) returned this year, along side our new STEM Experience Tent (sponsored by MOOG). (See the separate story "**Children's Experience at the Geneseo Airshow**" elsewhere in this newsletter.) They were amazing assets to our airshow. Kids of all ages enjoyed the **Rochester**

Lego Users Group exhibit in the long hanger.

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("2024 Greatest Show on Turf a Success!! " continued)

As you can see, it was a fantastic airshow! Many thanks go to the Airshow Coordination Team for their efforts in making it the success that it was! And it wouldn't have happened without the hard work of some 300+ volunteers. Thank you!

If you were here, let me know what you thought. (newsletter@nationalwarplane.com)

The 2024 Geneseo Airshow is behind us, and planning is already underway for 2025. Save the Date for the "Greatest Show on Turf" on July 12 & 13, 2025! In 2025 we will bring to life the "Battles of the Pacific" during the year of the 80th Anniversary of VJ Day. The 2025 Geneseo Airshow will feature "TORA! TORA! TORA!", B-25 bombers honoring the Doolittle Raid and an aerial display of aircraft honoring the Tokyo Bay Flyover!

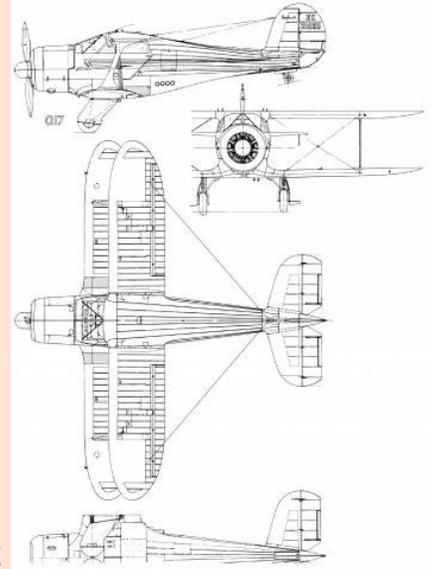


1944 Beechcraft Staggerwing FT478 Dedication

By Scott Haugh

(From Speech at Geneseo Airshow, Saturday July 13, 2024)

“First flown in 1932 by visionary engineer and test pilot Walter Beech and unconventional thinker and speed demon Ted Wells, the production of a 5-place closed cockpit “staggered wing” biplane with retractable landing gear (unheard of back then), set the aviation world on fire with the rollout of the Model 17. The Beech Model 17 soon became the recognized business aircraft of the 1930’s, able to negotiate both grass strips and traditional runways.



With the outbreak of WW2, many general aviation aircraft were pressed into service for both the USA and her allies. This aircraft was no exception. Under the Lend-Lease Act of 1941, many Staggerwings were deployed to the UK Army and Navy. Given a military designation of “Fleet Transport,” Granger’s airplane became FT478, and served the British Royal Navy proudly, based in Lee-on So-

lent, considered to be the Birthplace of British Aviation.

Outfitted in the color scheme of “Temperate Sea” with British roundels, FT478 flew on D-Day, June 6, 1944, as part of a reconnaissance mission supporting the landing craft and other armada on that infamous day.



After her heroic D-Day service, FT478 was reassigned to the 701st Naval Air Squadron in Heston UK, continuing her service in reconnaissance training and flight instruction. With her meritorious war service over, FT478 was returned to the USA. She arrived in Norfolk VA on July 31, 1946, ironically, where Dad would be stationed as part of his United States Naval career.

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("1944 Beechcraft Staggerwing FT478" continued)

Stripped of her wartime livery and painted bright yellow with a blue stripe, her post-war owners were 6 in number, but international in scale. From Europe to the USA and all points in between, the airplane was enjoyed by many eclectic owners, all dedicated to the preservation of this wonderful piece of aviation history.



My father, former Navy pilot and now an international businessman Granger Haugh longed to own one of these aircraft, and it was inevitable that he found one available in 1994, a few miles from his Southern California home. With no tailwheel experience, and a period of several years of not flying,

he purchased it on the spot and set out to gain some tailwheel stick time.

Now christened NC582, Dad flew the Staggerwing all over the country on business and in 1996, participated in the "Cayman Caravan," and group of aircraft flying from Key West, FL to Grand Cayman Island to participate in the annual Cayman Air Show, where it won Best of Show.



Due to his increased business workload, time for flying NC582 became less and less. Dad donated the airplane to this museum in 2006. While landing on a routine flight, the left gear failed, causing the plane to go over on its left wing, and its nose to go into the ground. While thankfully the crew were not injured, NC582 was a total loss. It was taken to a hangar to await its fate. It sat covered for six years while the museum tried in vain to secure funding for its repair. But it was not to be. NC 582 was destined for the ash-heap

of history. But soon Dad had another plan for it.

While visiting the museum, Dad saw the remnants of his beloved aircraft and made an immediate decision. NC582 would fly proudly again. He would buy back NC582 from the museum for the price of \$10.00. He had the aircraft transported to Southern California, where it would be completely restored to its former glory, to its exact 1944 specifications. NC582 would return to the air as FT478 once and for all.

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("1944 Beechcraft Staggerwing FT478" continued)

Thus began a complete transformational experience for the Staggerwing. Every part of the airplane was removed, catalogued, repaired, replaced and in some cases, a needed new part was made from scratch. It is the world's only Staggerwing restored to its 1944 condition. Even its livery was recreated using the exact color codes from the British Royal Navy Fleet Arm archives.



After a 4-year exhaustive restoration at a cost of over 1 million dollars, Dad finally had FT478 ready to fly. After a decade of inactivity, it took to the skies again in May 2018. Piloted by a professional flight crew, Dad sent FT478 on a tour of the USA, including of course, the Oshkosh Airshow. In 2018, FT478 won both Best Antique and Best Warbird. In 2019, the airplane was awarded Best of Show-Antique. Such fitting tributes to such a unique aircraft.

On behalf of my family, including my father Granger Haugh, I salute all those who made FT478 flyable again, and the National Warplane Museum, in whose able care FT478 will continue to fly with the dignity and respect it so justly deserves."

- Scott Haugh, Geneseo Airshow,
Saturday, July 13, 2024



Austin Wadsworth (L) thanks Scott Haugh (R)

Children's Experience at the Geneseo Airshow

By Tina Triechler

This year we chose to move from a STEM Day field trip event that reached 50 students to a STEM tent that reached 1500 children and their parents! What is



STEM you ask? STEM is a movement in education to help students become logical thinkers and problem solvers through the integration of Science, Technology, Engineering, and Mathematics. With the special help of NWM member and retired Moog engineer Larry Hall, we were able to make this possible! Larry designed and built several fun, carnival style "games" that challenged the children to think about how their actions would affect the outcome of the game. These physics



principled games proved to be much fun for children (and many parents participated as well). Children were given a small prize for their efforts. Sharing our STEM tent were two other groups: Finger Lakes Soaring Club and Moog. The Finger Lakes Soaring club brought a glider, and a glider simulator to engage children with. The group from Moog, the Autonomous Helicopter Project, brought their R44



remote piloted helicopter project to display. We owe a special thank you to Larry Hall, the Finger Lakes Soaring Club, and the Moog helicopter project for sharing their time and energy to engage with the children at the airshow.

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(“Children’s Experience at the Geneseo Airshow” continued)

You may have also noted some inflatable apparatuses located near the STEM tent. This Kids Zone was a great way for children to release some energy, have some fun, and give their parents a little helping hand to keep their children occupied. This Kids Zone was brought to the airshow by a



group called Mobile Mountain, and made entirely FREE for all children thanks to our special sponsor **SaveOnSP**. There was an inflatable space shuttle slide, a trampoline jump, a rock climbing wall, and two bounce houses.



The STEM tent and the Kids Zone were amazing assets to our airshow, helping us to live up to our core airshow beliefs.



Tres Amigos

By Ruth Henry

If you've come for a tour recently, you may have noticed a trio of young men eager to guide you through the highlights of the Museum. Brothers Jim and Jack George and buddy Ian Mistretta are official tour guides at NWM. Jim began volunteering at NWM in June of 2018, then decided to attend college at SUNY Geneseo majoring in History/Education. He is currently a Social Studies teacher at Clarence High School. Jim particularly likes giving the tours and working on the displays with curator Jamison Steele.

Jack George volunteered along with brother Jim beginning summer of 2020 and is now a senior at SUNY Geneseo also majoring in History/Education. He enjoys helping educate the public about American History and is also studying to become a history teacher.

Ian Mistretta is a senior history major at SUNY Geneseo where he befriended Jack George, who introduced him to the Museum. He began volunteering in May of 2024 and enjoys touring folks and working on projects.

Jamison Steele has taken these young men under his wing to assist with displays, carry things and reach tall objects he can't. The lads have learned a lot from Jamie, especially jokes that are, according to Jim, "not safe to print". Before Jim started college, Jim remembers Jamie telling him to "not let college get in the way of your education".

Jamie teases the brothers about the bucket hats they wear while giving tours. He tells them, "You're not going to meet any girls wearing those ridiculous hats!"

By the way girls... they're all single! Come meet the Tres Amigos on Wednesdays 10-am-3pm this summer at NWM



(L to R) Jim, Jack and Ian

On the Road with Our Corsair Float: Oatka Fest

By Jay Jones

Back on July 13, while the National Warplane Museum was preparing for day one of its annual airshow, I, along with grandsons Cannon (16) and Sawyer (10) were busy preparing the F4U Corsair float for the Oatka Fest parade in LeRoy, New York. Cannon was my copilot/spotter in the truck and young Sawyer was our reenactor pilot in



the Corsair. The

large crowd waved and was oohing and aahing as we drove down LeRoy's Main Street. A very fun time was had by all of us.

The National Warplane Museums Corsair is a 60% replica built by Joe Smith. It did in fact fly at one time. Mr. Smith donated the Corsair to the Museum in 1985.



Remember to please let the museum know of any parade or festival that we could showcase the float to inform the public about our wonderful museum.



On the Road with Our Corsair Float: Avon Cornfest

By Jay Jones

Thanks to volunteers Jay Jones, Ray Ingram, Roland Haynes, Austin Hancock and Jodi Byer, the Corsair float and NWM information booth drew lots of attention from the crowds. Kids climbed aboard for cockpit photographs, and aviation enthusiasts enjoyed leafing through the pages of the fleet notebook for plane pictures and specs. The NWM booth stood out among the 287 vendors, flags flying



(L to R) Jay Jones, Ray Ingram, Roland Haynes, Austin Hancock and Jodi Byer,

high

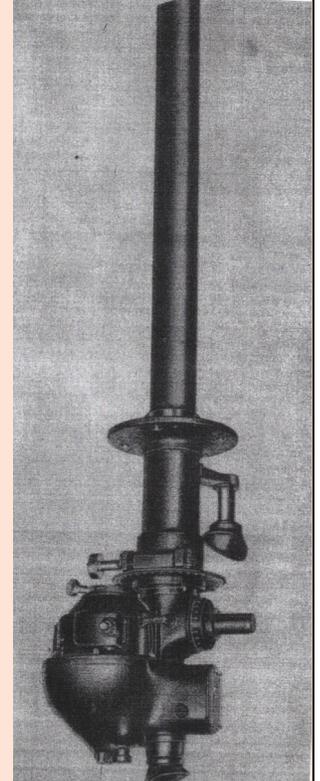
and proud.

JUST DRIFTING ALONG

By Kevin House

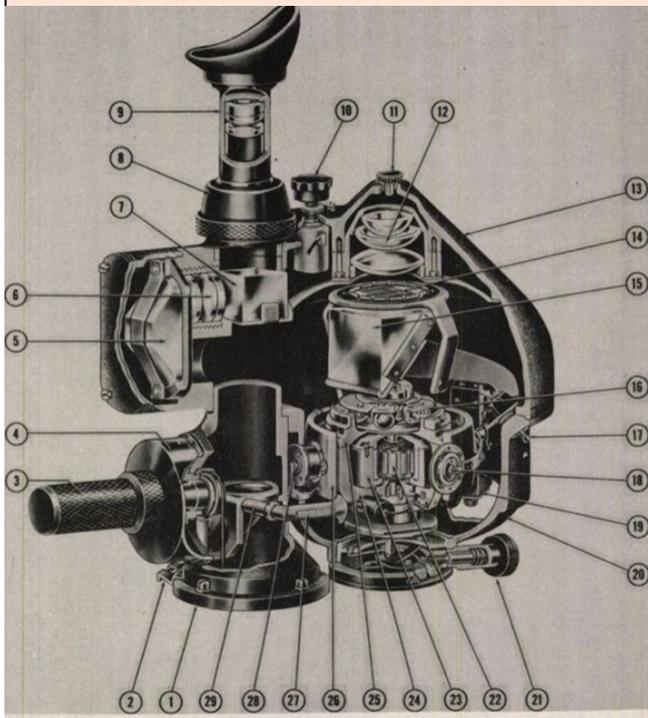
Back in the old days – before flight management systems, autothrottles, and GPS – a pilot had to actually know how to navigate, or make good use of the skills of a trained navigator. The C119 had one of those talented people on board sitting at the nav table in the rear section of the cockpit. Just forward of the table and behind the co-pilot's seat was a gizmo that protruded thru the cockpit floor known as a drift meter. The Navy operations manual described a drift meter this way: "The gyro stabilized drift meter is an optical instrument used in aircraft navigation for determination of (wind) drift, azimuth of a fixed ground object, and data from which ground speed and wind velocity may be computed."

We have a Bendix B3 drift meter that was donated to the museum a while ago. I claimed it for the Boxcar and am now cleaning it and designing a mounting base for it. The long meter optical tube extends through



a 4 3/4 inch hole in the cockpit floor and the underside of the aircraft. The upper end of the meter has all of the gear that the navigator needs to make calculations. This upper housing includes an electrically powered gyro, an eyepiece assembly, lenses and prisms, and electrical wiring.

Looking through the eyepiece the navigator focused on ground objects and adjusted the meter so that the drift lines in the reticle were parallel to the aircraft's motion over the earth. This give the navigator the necessary corrections to be made for the wind effect on the flight path. The



Filter housing	8 Ocular housing holder	15 Gyro prism	22 Stator assembly
Index pointer	9 1X eyepiece assembly	16 Erection system assembly	23 Rotor assembly
Line-of-sight control handle	10 Rheostat knob	17 Gyro switch	24 Gyro frame
Line-of-sight dial	11 Three-volt lamp assembly	18 Gyro pivot	25 Gyro frame cap
Reticle lens reflector prism assembly	12 Condenser lens assembly	19 Socket	26 Gimbal ring
Gyro lens assembly	13 Upper gyro housing	20 Lower gyro housing	27 Filter handle
Cube and pad assembly	14 Reticle	21 Caging knob	28 Gimbal ring pivot
			29 Filter assembly

National Warplane Museum's Board of Advisors

This spring the National Warplane Museum has taken a significant step toward securing its future with the establishment of a new Board of Advisors. This group, inaugurated under the guidance of the Museum's President, is composed of 10 dedicated volunteers with diverse skill sets. Their role is to help shape and execute long-term strategies that will ensure the Museum's sustainability and growth for generations.

The Board of Advisors is tasked with several key responsibilities, including developing and executing the Museum's strategic plan, expanding philanthropic support, and building partnerships to enhance the Museum's collection and the annual Airshow. These efforts are particularly focused on capitalizing on the recent success of this year's Airshow.

Members of the Board of Advisors, including members of the Museum's Board of Trustees, will report to the President, and provide guidance to the Board of Trustees, staff, and volunteer leadership. The Board of Advisors is set to meet twice a month at the Museum at 11:00AM to offer a consistent, collaborative approach to long-term planning.

The National Warplane Museum Board of Advisors are: (President) **Austin Wadsworth**, (Secretary/Treasurer) **Don Nicholls**, (Board of Trustees members) **Don Wilson**, **Craig Wadsworth** and (Members) **Larry Jones**, **John Snyder**, **Ruth Henry**, **Austin Hancock**, **Jack Segal**, **Donna Walker**, and **Paul Gayton**

←—————→
("Just Drifting Along" continued)

navigator could also figure groundspeed by timing the passage of a ground object across the meter's lens field. The gyro kept errors introduced by aircraft roll and pitch to a minimum.

The drift meter is a pretty cool piece of equipment. Of course nowadays it just takes the press of a couple of buttons on the magic boxes to do what the navigator once did. I kind of prefer the good olden days when you actually had to do something to get your airplane from one place to another. But I'm an old timer now and time marches on.

The Caterpillar Pin

By Tom Pawlesh

At the 2022 Geneseo Airshow, I was talking with the members of the Round Canopy Parachuting Team and mentioned I had my father's Caterpillar Pin from World War II. Frank Cashman, the Recruiting & Retention Officer for the team, said he would be honored to jump with my father's pin. I got in contact with Frank a month before the 2024 Geneseo Airshow and he remembered our conversation from two years prior and encouraged me to bring the pin.

At the end of a media briefing for this year's show, I casually mentioned the Round Canopy Parachuting Team would be jumping with my father's Caterpillar Pin. At the mention of the pin, I was bombarded with questions. What is a Caterpillar Pin? How did your father get one? What is his story? Most people have never heard of the Caterpillar Club and the issued pin. I was amazed at the sudden interest in not only the pin but my father's WWII experiences, I ended up telling the story many times over the weekend.



Air Crew Wings and Caterpillar Pin

The exclusive Caterpillar Club was created over drinks one evening in 1922. Two airmen, Lieutenant Harold R. Harris and Lieutenant Frank B. Tyndal were sharing



THE CATERPILLAR CLUB
c/o SWITLIK PARACHUTE CO., INC.
P. O. BOX 1328
TRENTON, NEW JERSEY 08607

stories of men who had used parachutes to save their lives with Leslie Irvin. Leslie Irvin had founded the world's first parachute manufacturing company, the Irving Air Chute Company a few years prior. Legend has it that "Irvin" was inadvertently misspelled to "Irving" by a secretary and the name remained misspelled until 1970. They suggested that a club should be formed for those who have

used a parachute to save their life. The Irving Company went on to establish the Caterpillar Club, awarding gold pins to those who have successfully used an Irving parachute to bail out of a disabled aircraft.

My father, Walter Pawlesh, earned his Caterpillar Pin and two Purple Hearts on March 23, 1944. He was a recently married, 20 year old tail gunner on the B-17 "Heaven Can Wait" with the 388th Bomb Group out of Knettishall, England. They

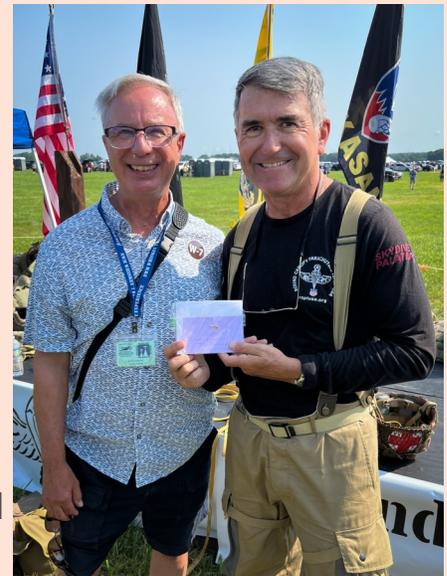
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("The Caterpillar Pin" continued)

were on a bombing mission to Brunswick, Germany when their B-17 was severely damaged by flak and enemy aircraft. Unable to maintain altitude the B-17 left formation and the pilot, Lt George McFall, gave the order to bail out. As the waist gunner, Ralph Sirianni was preparing to bail out he heard machine gun fire coming from the tail and realized Walt had not heard the bail out order. Ralph began throwing spent shells at Walt to get his attention, when he turned, Ralph was horrified to see that Walt was covered in blood. He had been hit in the head by a flak shell that came through the floor and exited the ceiling. Walt acknowledged that he understood the order to bail out but enemy aircraft were on their tail to make the final kill. He remained in the tail and shot down an enemy FW-190, ultimately saving the lives of the crew and pilots that crash landed the B-17. Walt bailed out at less than 1000'.

Half the crew bailed out and the other half rode the stricken bomber in for a crash landing, remarkably all ten crew members survived although some were badly injured. All the crewmen were captured except for Walt, he hid under some tree roots until the next day then started the long walk back to England. Five days later, tired, hungry and cold he was captured. He spent 14 months as a POW in Stalag 17 outside of Krems, Austria. Beating the odds, the entire crew of "Heaven Can Wait" survived combat, prison camp, malnutrition and forced marches to return home after the war.

On Saturday of the airshow, I met up with Frank Cashman to give him the Caterpillar Pin. He gathered the Round Canopy Parachuting Team and told them he would be jumping with the pin and asked me to tell them my father's story. It was very emotional as they all shook my hand and thanked me for bringing the pin and relating the story. A chance meeting with Herk Strumpf, the airshow announcer, led to him narrating my father's story during the RCPT jump. This was all a very emotional experience for me, as thousands of spectators watched the team jump from two C-47's, Herk told my father's story. Later, Frank Cashman told me how moved he was as he reflected on my father's story right before he jumped and how honored he was to jump with the pin. I cannot thank Frank, Herk and the many interested people at the Geneseo Airshow for keeping my father's story alive.



Author Tom Pawlesh (L) and Frank Cashman (R)

For more information on the Caterpillar Pin and Club, see the story "Hit the Silk" written by our collections manager Jamieson Steele. It can be found in the September-October '20 issue of "Hangar Tales" on our website.

Night Photoshoot at the Geneseo Airshow 2024

Info and Photos provided by (Tom Pawlesh)

With the growing popularity of night engine run photography, the National Warplane Museum joined the growing number of airshows that offer this event. Aerospace Photojournalist Mike Killian organized the event while pilot/photographer Tom Pawlesh provided the lighting. Not to be outdone by any airshow, the National Warplane Museum fielded an impressive ten aircraft for the evening.

First up was Skipper Hyle in his 1943 Stearman followed by the Fokker Dr.1 of J.B. Allred and Jeff Brook's Dr VII run by Ruben Alconero.



Two WWII veterans, the National Warplane Museum's C-47 "Whiskey 7" and the Tunnison Foundations "Placid Lassie" were next.



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("Night Photoshoot" continued)

On the fighter line up was Thom Richard in the P-40 "*American Dream*" and Scott Yoak in the P-51 "*Quick Silver*".



Lou Horschel did a solo run-up in the Corsair, folding and opening the wings twice.



Finishing up the warbirds were two T-6's, one owned by Steve and Juliet Lindrooth and the second by David Steele.



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("Night Photoshoot" continued)

Rob Holland's MXS-RH and Ruben Alconero's Extra lay down some smoke.



The P-40 and P-51 together.



It was a memorable evening with some very happy photographers. We can't thank the pilots and ground crew enough. It is because of them that this event was such a success.



"It is our honor to be part of keeping history alive here at the National Warplane Museum.

We consider it a privilege to be volunteers and contribute time, talent, and resources to the future of this American Gem"

- Margit and Wayne France, MWM Volunteers

Marilyn Returns

A tribute to a long-time museum volunteer still soars, returns to Geneseo Airshow '24
 By Austin Hancock

The Annual Geneseo Airshow has once again come and gone, adding another chapter to the legend that is “The Greatest Show on Turf.” *People* come from far and wide to experience the show. They come to fly, meet with old friends, volunteer, and experience living history. I emphasize *people*, because that is what Geneseo is all about. Sure, we have aircraft that fly in the show, and a museum filled to the brim with static displays and artifacts, but, it all comes down to the *people* who make this place what it truly is.



Marilyn Cleveland was one of those people who make up the identity of the National Warplane Museum and Geneseo Airshow. Marilyn, and her husband Dick, had been involved with our museum going back into the “glory days” of the 1980s/90s.

Their dedication and kindness won them many fans, including that of Andy Scott. Andy had been “adopted” by Marilyn as a younger aviation enthusiast and regular Geneseo Airshow attendee, always having a place to stay each year. Over the years, their friendship only grew stronger. So much so, that once Andy became a pilot and had the means to delve into aircraft ownership, he would dedicate his aircraft to her.

In 2011, Andy and his friend Danny Garyfalakis had the opportunity to acquire a de Havilland DH.82 Tiger Moth project. Used as a primary trainer by Great Britain and Canada in WWII, the Tiger Moth is a marvelous aircraft which was beloved by those who flew her. Some Tiger Moth’s even served as bombers, in a pinch



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("Marilyn Returns" continued)

(source: my grandfather was pinned down by Japanese forces in the South Pacific, and saved by an Australian pilot, flying a T-Moth as close-air support w/ 8x20lb bombs.) Andy and Danny brought the Tiger Moth, #T5414 RAF, to the Geneseo Airshow for the 1st time that same year, on a trailer. Over the course of the next 2 years, Andy and friends would give T5414 a very loving restoration. In fall of 2013, she'd make a return flight to Geneseo under a new moniker, "*Marilyn*."

It was a beautiful fall day in 2013 when Andy and Danny flew "*Marilyn*" down from Canada into D52. Marilyn was most surprised to not only see Andy (outside of the typical July airshow setting), but also to see her name gracing the nose of the Tiger Moth in elegant yellow script lettering. She had no clue what we were all "up to" in planning this surprise, and she was absolutely thrilled. It was a beautiful day. "*Marilyn*" would make a few return trips to Geneseo over the next few years, for the annual airshow. In 2023, Marilyn Cleveland passed away at the age of 94. She was loved by all who knew her, and left an impact on everyone she came to know. She was a beautiful person.



As the pandemic hit in 2020, and the subsequent logistical issues arose with both airshows and US-Canada border access, Andy and friends had not been able to make the trip to the Geneseo Airshow. However, for 2024, we made a concentrated effort together to get them in, and it was a success.

"*Marilyn*" made not only her return flight to Geneseo, but also flew in the show. Her spirit still soars in the skies over Geneseo.

I want to thank Andy, Danny, and friends for making the trip, and also the airshow committee for making the accommodations to fit them in. I felt that it was only right that "*Marilyn*" was in our show. She and her crew belong here, like so many other *people* do.



Museum Store Success

By Jodi Byers

Another successful airshow in the museum store is in the books! The excitement started Wednesday when the official airshow tee shirt arrived in store. The color and detail of the printed version of the artwork was incredible. The energy continued through Friday, a very busy Member Day. We ended the day with an increase over last year's Member Day. Although Saturday and Sunday were not completely without challenges, they ended up very well. Overall, sales were 12% higher than last year and 41% over 2022.

We helped customers purchase 2749 items in 953 transactions. Special thanks to Kathy and Jeannie for handling most of the cash register operations. We sold a total of \$1197 in books alone bringing this year's book sales total to \$2101.

As many of you know, we receive donations of books regularly all year round. Therefore, 100% of the proceeds from books comes directly back to the museum. We are happy to accept any and all military or aviation related book donations throughout the year. We

are incredibly grateful for Don McLane and Wayne and Margit France for sorting, pricing and merchandising each book so that we can optimize every book sale. New in the store this year is Duffy the Bear. While our newest member pilot-in-training is hard at work logging his flight time, a smaller, more cuddly version of him is now for sale in our museum store. During the airshow alone, we sold 35 out of 50 bears. We have a feeling he is only going to grow in popularity and are looking forward to additional merchandise that "bears" his likeness. Additional thanks to Peggy, Pat, Laretta, Jerry, Luke and the entire Friday Family for all of your efforts throughout the whole weekend. Well done, team!



Your IRA and What You Can Do With It!

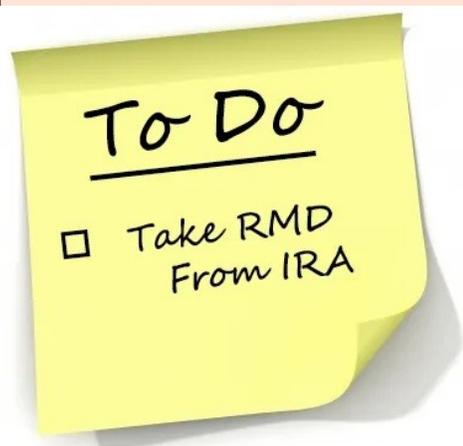
By Larry Jones

I was recently working on some financial planning and started wondering what to do with the Required Minimum Distribution (RMD) from my Individual Retirement Account (IRA). As you know, the IRS requires us to begin taking distributions from our IRA's at age 73½. Knowing about this requirement, I sat down with my financial advisor to learn more about my options. She told me, like many of her clients, despite not wanting to withdraw any portion of my retirement savings, we have no say in the matter given the RMD.

While there's no way of getting around the requirement, there are a few creative and impactful ways you can leverage the IRA's RMD to make a difference in your community and lower your tax liability. **It turns out, we can donate our taxable RMD's to any 501(c)3 non-profit organization directly from our IRA or 401K accounts - tax-free!**



Not only does this satisfy our minimum distribution requirements, but this process can save some of us money as well. Depending on how you are making your donations and structuring your deductions, you may or may not be able to deduct your charitable contributions from your taxable income. The standardized deduction in 2024 for a couple filing jointly is now \$29,200! So many of our contributions may not affect our taxes. Yet, by using your IRA's required minimum distribution for charitable contributions, it helps preserve our already taxed (or after tax) money at the same time. Even more so, you can begin that process as early as 70.5 years of age!



Now, none of this is expert advice, but it did teach me one thing: **there are ways we can all help financially support the National Warplane Museum while meeting IRA requirements and reducing our tax liabilities.** I am so glad I came across this process and encourage you to check with your financial and tax advisor too!

While the National Warplane Museum appreciates charitable gifts in any way, this is a win-win opportunity worth looking into.

As always, thank you for your continued support!

A Digital Museum

Databasing the National Warplane Museum Collection

By Austin Hancock

Ever hear the expression “How do you eat an elephant?,” in regards to tackling a big endeavor? The answer is “one bite at a time.” When I first began my flying career a few years ago, “fresh out of high-school” me was told this by Doug Rozendaal, when he came to visit our airshow. It was his way of telling me that every small step forward was that much closer to flying warbirds. I’ve kept this quote in my mind ever since, and it always seems to re-emerge in it’s helpfulness.

Recently, our museum had the opportunity to submit an application to the National Museum of the United States Air Force, to be considered as a candidate for a permanent



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NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE™
1100 SPAATZ STREET
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National Museum of the United States Air Force’s (NMUSAF) Civilian Museum Loan Program

Thank you for your interest in the National Museum of the United States Air Force’s (NMUSAF) Civilian Museum Loan Program. The program is an important part of our mission and brings United States Air Force (USAF) history to a wider audience and assists civilian institutions in fostering a deeper appreciation and interest in aerospace history and technology. Title 10 of the United States Code (USC), Section 2572 authorizes the Secretaries of all the military services to engage in loans to civilian organizations by making available “excess combat materiel”. The Secretary of the USAF has delegated this authority to NMUSAF and since the 1970s we have been loaning aerospace vehicles and aviation related artifacts to qualified civilian museums.

NMUSAF requires that any museum seeking to borrow artifacts first undergo a pre-loan certification process to determine eligibility. This process insures that requesting museums meet specific requirements that are based in public law, USAF regulations and instructions, as well as professional museum standards. The material below and attached is designed to provide information about NMUSAF’s loan program and the pre-loan certification process.

loan of an F-105 Thunderchief, through the Civilian Museum Loan Program. Being on such a list means that your museum is eligible to receive loans of aircraft from the NMUSAF as they become available, for an indefinite period. As you may imagine, the NMUSAF has specific guidelines for those

prospective museums that wish to be custodians of their aircraft. As we learned more about the Air Force Museum’s loan program, it was found that we needed to make improvements to our collection management policies.

My education and background is in museum studies, so I wanted to be a part of this collection policy overhaul. In addition to the donations, acquisitions, deaccessions, and display protocols, the NMUSAF requires a functional digital accession register (“database”) of the prospective loanees collection. A “digital museum” of sorts. After writing the new collection policies, I set to work making this database. I have experience doing this in the past, with my own personal collection, along with a few others of my friends and family. I used MS Excel as the template.

(Continued next page)

("A Digital Museum" continued)

The database includes separate spreadsheets for our aircraft, vehicles, militaria, models, and books/media. I follow the AAM (American Alliance of Museums) standards, which require entering specific data about each "artifact" in the collection. For example, the "Aircraft" section of the database contains...

Inventory # (self-appointed for museum internal reference)

Aircraft

Manufacturer

Year

Manufacturer's Serial #

Military Serial #

Civilian Registration #

Provenance

How Acquired

Status (airworthy, restoration, static, etc.)

Additional Notes

Location (hangar, t-hangar, etc.)

Photo(s)

Asset Appraisal



The F-105 Thunderchief that we had hoped to acquire

1	A	B	C	D	E	F	G	H	I	J	K	L
1	Aircraft											
2	Inventory #	Aircraft	Manufacturer	Year	Manufacturer's #	Military #	Civilian #	Provenance	How Acquired	Status	Notes	Location
3	AIR1	100 Dartar	Aero Commander	1960	208	-	N4110X	Civilian GA Aircraft	On Loan: Grasshopper Aviation Inc.	Airworthy	Painted in USAF Colors	Hangar #1
4	AIR2	415C Ercoupe	ERCO	1946	3014	-	N2389H	Post-WWII Civilian Aircraft	Donated: Ron/Genny Sellars	Restoration	Painted in 332nd FG/Tuskegee Airmen Colors	Hangar #1
5	AIR3	7AC Champion	Aeronca	1946	7AC-6619	-	N3033E	Korean War Liaison	Purchased: Museum Membership	Airworthy	Restored as NYANG L-16A	Hangar #1
6	AIR4	7AC Champion	Aeronca	1946	7AC-3518	-	N84804	Korean War Liaison	On Loan: 42077 LLC	Airworthy	Restored as L-16B	Hangar #1
7	AIR5	An-2R Colt	Antonov	1987	1Q22656	-	N26AN	Cold War Soviet Military/Civilian Transport	On Loan: Grasshopper Aviation Inc., from Siberia	Maintenance	"Natsasha"	Hangar #1
8	AIR6	AN-T-10 Instrument Trainer	Link	1941	9139	41-201	-	WWII Pilot Instrument Trainer	Donated:	Static	-	T-Hangar
9	AIR7	B-23C/D-47 Dragon	Douglas	1939	2724	39-0438	N62G	WWII USAAC Bomber/Transport	Purchased: CAF 2009	Storage	-	Hangar #1
10	AIR8	BT-13A Valiant	Vultee	1941	5836	41-21997	N58698	WWII Basic Trainer	On Display: Vaillant Air Group LLC	Airworthy	-	Hangar #1
11	AIR9	C-119G Flying Boxcar	Fairchild	1952	10678	RCAF 22103	N8092	Korean War/Vietnam War Cargo/Transport	Donated: US Forest Service	Static	Built as "F" model, converted "G" with nose radar	Airpark
12	AIR10	C-130A Hercules	Lockheed	1957	3167	57-0460	-	Vietnam War Cargo/Transport	Donated: Smithsonian	Static	"Saigon Lady"	Airpark
13	AIR11	C-45H Expeditor	Beechcraft	1941	1506/AF-469	41-27661/52-10539	N45GC	WWII USAAC Transport/Bomber Trainer	Purchased: WOE, 2006	Maintenance	Built as AT-11 Kansan, converted to C-45H in 1954	Hangar #1
14	AIR12	C-47A-70-DL Skytrain	Douglas	1943	13803	43-36652	N345AB	WWII USAAC Transport	Donated: Polly Hill	Airworthy	"Whiskey 7," D-Day Veteran	Hangar #1
15	AIR13	C-47B-26-DK Dakota	Douglas	1943	15635	43-49819	N54602	WWII USAAC Transport	Visiting: MARC	Static	-	Airpark
16	AIR14	CE-133 Shooting Star	Lockheed/Canadian	1953	T33-083	133083 CAF	N649K	Cold War NATO Jet Trainer	Donated: MARC	Static	-	Airpark
17	AIR15	CSO	WACO	1929	3110	-	NC616N	Mail Delivery	Donated: Charles "Micky" Dalton & Johanna Dalton	Airworthy	-	T-Hangar
18	AIR16	D VII	Fokker	2018	BRO-001	-	N7756J	World War I German Fighter	On Display: Jeff Brooks	Airworthy	-	Hangar #1
19	AIR17	Dr.1	Fokker	2014	001(2)	-	N1923B	World War I German Fighter	On Display: Alfred Jimmie B III	Airworthy	-	Hangar #1
20	AIR18	F-105F-1-RE Thunderchief	Republic	1963	F120	63-8343	-	Vietnam War Fighter-Bomber	Permanent Loan: NMUSAF	Static	-	Airpark
21	AIR19	GB-2 Traveler Mk. I/Staggerwing	Beechcraft	1944	6704	FT478	NC582	WWII RAAF Transport/Liaison	Donated: Granger Haugh	Airworthy	-	Hangar #1
22	AIR20	Harvard Mk. II	North American	1940	66-2401	RCAF 2668	N9439H	WWII Advanced Trainer	Purchased: 1969	Restoration	-	Hangar #1
23	AIR21	L21B-135 Super Cub	Cub	1961	690	-	N90293	Korean War Liaison	On Loan: Grasshopper Aviation Inc.	Airworthy	Built as L-21B Grasshopper	Hangar #1
24	AIR22	LCA Cadet	Culver	1940	140	-	N29271	WWII Civilian Pilot Trainer & Drone/Target	Donated: Betty J Stone	Static	Painted as Spitfire	Hangar #1
25	AIR23	SNV-2 Valiant	Vultee	1943	10227	34388 USN	N619JH	WWII Basic Trainer	Donated: Jeany Vogt	Storage	-	Hangar #1
26												

It was a LOT of work, all of the aircraft, vehicles, and key militaria/models/media items have been entered. We still will need to add the rest of the militaria/models/media down the road, but the "highlights" are all there. I thoroughly enjoyed working on this, and am grateful to the crew here for giving me the opportunity to flex my museum studies degree muscles. Even though we were not selected as the final candidate to receive the F-105, I feel we are on a great path now, to continue to grow and develop the museum.

The National Warplane Museum in Geneseo
Proudly Presents Their Annual

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FOR MORE INFORMATION VISIT:
www.nationalwarplanemuseum.com

Or CALL US @ 585-243-2100!



2024 Calendar of Events



3489 Big Tree Lane, PO Box 185
 Geneseo, NY 14454
 585-243-2100
www.NationalWarplaneMuseum.com



EVENT	Date	CONTACT
MARS Sport Launch	8/24 - 8/25	www.marsclub.org
Pancake Breakfast	9/2	(585)243-2100
Rides Day	9/2	(585)243-2100
WNY Free Flight	9/6-9/8	Mark C. Rzdca (wnyffs@gmail.com)
Great Grape Gathering	9/6-9/8	Roy Smith aeronut.kos.net
Wargames Among Warbirds	9/14	wargamesw@yahoo.com
MARS Sport Launch	9/14 - 9/15	www.marsclub.org
Rides Day	9/21	(585)243-2100
Rides Day	9/28	(585)243-2100
Rides Day	10/5	(585)243-2100
MARS Sport Launch	10/12 - 10/13	www.marsclub.org
SUNY Geneseo Cross Country Meet	10/19	(585)243-2100
MARS Sport Launch	10/26	www.marsclub.org
MARS Friends Gathering	11/3	www.marsclub.org
Veterans Day Observance	11/11	(585)243-2100

Dates Subject To Change --Updated 8/21/2024

The following link is to a video from the 2024 Airshow (Saturday July, 13).
 It is entitled "Geneseo Airshow 2024: A Tale of Two Fokkers"

https://youtu.be/EUDpphKaFYc?si=89eI_UTeSN4wRyom

If you like the video, subscribe to help us get our National Warplane Museum YouTube channel on the algorithm.



**NATIONAL WARPLANE
MUSEUM**

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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 preservation and display of significant historical and military aircraft and artifacts for the benefit and education of the public. We honor all Veterans for their service and sacrifice.

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
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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
- _____ Senior (age 60 and up) \$ 45.00
- _____ Student (22 and under) \$ 20.00
- _____ Family (2 Adults and children under 18. Please provide names & dates of juniors) \$100.00
- _____ Lifetime \$600.00
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Mail this application with your check or money order to the address above