

Hangar Tales

Official Newsletter of the National Warplane Museum



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WWII P-51 Pilot Reunites With An Old Friend

The Geneseo Airshow provides opportunity for a 101 year old Veteran combat pilot
By Austin Hancock

"If you build it, they will come." The beloved 1989 film *Field Of Dreams* coined this phrase. For years, both the movie's title and also its famous quote have aligned with what the folks at the National Warplane Museum do each year, with their annual Geneseo Airshow. Dubbed "The Greatest Show on Turf," the airshow has been making memories since the early 1980s. This past July was no exception.

Elmer Pankratz had dreams of flying while he was growing up. A child of the Great Depression, Elmer was facing an uphill battle. However, as the US entered World War II, he was soon given the opportunity to fly, and also fight for his country. Going in, Elmer had already fallen in love with the Allies' newest weapon in the skies, the P-51 Mustang. He had nicknamed her his "aluminum sweetheart," and would do anything for the chance



to fly her in combat. By "anything," Elmer was willing to fly the Mustang in one of its most dangerous roles, tactical reconnaissance.

During the War, Major Elmer Pankratz flew a total of 43 tactical photo recon missions, all in his beloved P-51. He credits the Mustang's exceptional speed and maneuverability for keeping him alive in the face of German artillery and anti-aircraft fire. Elmer considers himself lucky to have not encountered enemy aircraft during any of his sorties, but he was well aware that they were likely lurking. This

kept him on his toes, and he never lost sight of the mission nor the risks associated.

Now a resident of Rochester, New York, Elmer Pankratz has been involved with Honor Flight, having taken the trip to visit Washington D.C. and the World War II Memorial. He also belongs to the Rochester-based Geriatric Pilot's Association, helping keep the dream of aviation alive for the advanced generations. For all his hard work and dedication to aviation, preserving freedom, and particularly for his love of the P-51 Mustang, Elmer deserved the hero's welcome he would receive during the 2024 Geneseo Airshow.

(Continued next page)

("WWII P-51 Pilot Reunites With An Old Friend" continued)

It was a hot weekend at D52, temperatures in the 90s with little to no breeze. The wide open airfield offers little shade to anyone, with the exception of under the wings of visiting aircraft. However, Elmer Pankratz had been through much worse. He flew dozens of missions in below freezing temperatures up at altitude, for hours that felt like days. He came



Photo by, AJ Bartucca

through unscathed, not losing any digits to frostbite (unlike some of his comrades.) He would not let a little warmth get in the way of his mission, on Saturday, July 13th. That afternoon, Elmer would rise from his seat in the Warplane Museum Veteran's Tent, hop a ride on a golf-cart, and embark upon his next mission with his "aluminum sweetheart."

Awaiting Mr. Pankratz were two P-51 Mustangs, and their pilot/owners. "*Quicksilver*," with "Scooter" Scott Yoak, and "*Miss Kandy*," with Western NY native Lou Horschel. The golf-cart pulled up, and Elmer's eyes lit up with joy. Like that 18 year old kid seeing a P-51 on the line for the first time, once again Elmer leapt from his seat, while his assistants (in awe) tried to keep up. He gravitated towards "*Quicksilver*" where Scooter and Lou were at the ready to load him into the cockpit, his office, once again. With a

little effort, Elmer reclaimed his throne. He held court for around half an hour, Scooter and Lou listened with intent, while perhaps a bit starstruck. Many bystanders watched as well, with an equal amount of pride and joy for the reunion, the history they were witnessing.

After his trip back in time, Elmer Pankratz once again exited the cockpit of "his" aircraft, with a hearty round of applause from the audience that had by then amassed. However, his mission is not yet finished. Next year, at the 2025 Geneseo Airshow, Elmer plans to once again fly in his "aluminum sweetheart," the P-51 Mustang. Both Scooter and Lou are eager to make this happen. With Elmer's tenacity and spirit, there is no reason to believe that he will not complete his next mission.



Photo by Mike Killian

WIN! WIN! WIN!

By Jay Jones

On Saturday, 19 October, SUNY Geneseo proved to everyone (once again) what a powerhouse they are in college cross country racing at the Mike Woods Cross Country Invitational. With 38 teams participating and under the expert coaching of Dan Moore, the women's team took first place overall. Not to be outdone, an hour later the men's team took first place overall



SUNY Geneseo Women's Cross Country Team



Penelope Green

as well. AND, Penelope Green, of Geneseo, took first place in the women's division. It was a special race for Penelope as she had dedicated this race to her grandfather, who passed away earlier this year. He was a pilot of his own 1966 Piper Cherokee 140.

You may wonder why you are reading about a collegiate cross country race in your aviation newsletter. Well that's because the Geneseo cross country team hosted this meet at the National Warplane Museum's airfield. Coach Moore could be seen for weeks prior to the meet meticulously pre-

paring the course. The distance for men being 8,000 meters (4.97 miles) and 6,000 meters (3.73 miles) for the women.

Geneseo has hosted this annual meet for the past 43 years (except 2020 due to COVID). It was originally held at Letchworth State Park but moved to the NWM in 2021.

(Continued next page)

("WIN! WIN! WIN!" continued)

At the 2015 meet, it was announced that the meet would forever be renamed from the SUNY Geneseo Cross Country Invitational to the Mike Woods Cross Country Invitational in honor of legendary Coach Mike Woods.



The NWM's very own Corsair aircraft was positioned at the finish line. Thank you to Monica Kingston and her grandson, Jameson, for helping inform and educate the racers and their families and friends about the NWM.



Course layout at the National Warplane Museum

New Plane “Out To Win” on Geneseo’s Turf

The National Warplane Museum adds a Meyers OTW to the fleet

By, Austin Hancock

The United States’ frenetic entrance into World War II led to many logistical challenges. In regards to the US Army Air Corps, a serious and immediate need existed for aircraft to train prospective combat pilots in. The US production ramp-up was in progress, but it would take some time for the required war supplies to be available for use. However, one American entrepreneur was already ahead of the game.

Allen Meyers was a mechanical engineer who worked for Chance-Vought, Glen Martin, and Stinson. He went on to design aircraft of his own. In the late 1930s, Meyers had heard about the Civilian Pilot Training Program, which had been established as a means of building up the Air Force prior to a likely conflict overseas. With a freshly formed aircraft company, Meyers Aircraft, Allen saw an opportunity to build a plane that could be used for just such a mission. In 1936, the Meyers OTW had its first flight.



A training biplane, the Meyers OTW-160 featured a 160 hp Kinner R-5 engine. It was nicknamed “*Out To Win*” because the pilot cadets flying the Meyers would eventually be fighting to beat the Axis forces. The OTW cruised at 105 mph and landed at 40 mph. It proved to be a very docile aircraft, ideal for student pilots. A total of 102 were built between 1936 and 1944, making it a somewhat *rarer* warbird by today’s standards. A total of 2-3 dozen are estimated to still be in existence, either airworthy or static. One such example of the OTW has just found a home in Geneseo, New York.

In 2021, a National Warplane Museum volunteer purchased a 1942 Meyers OTW-160, SN #61. It had been based at the museum for the last few years, flown on occasion and kept in pristine condition when at rest in the hangar. The opportunity recently arose for the Geneseo group to acquire the aircraft as part of their flying collection. Paperwork has been submitted to the necessary parties, and an annual inspection has been initiated to get the Meyers airworthy. Soon, the OTW will be gracing the skies above Geneseo as often as possible, “*On To Win*” once again.

(See additional picture page 8)

C-119 “Boxcar” News

By Dave Kolchuk

One of our recent visitors was Cindy Ramsey from the Valiant Air Command Museum in Titusville Florida. (<https://www.valiantaircommand.com/>). She is very experienced in aircraft restoration and offered to help us locate info to repair our troop seat poster on the boxcar’s bulkhead. If you are into jets, she is the lady to contact. If you are in Florida, you may want to check out their museum. Tell them you’re from NWM!

We’ve been working on bird control lately. Some scrap metal screening was flattened to plug up the exhaust pipe openings where birds often sat and squawked at us. It was



shaped and fitted to the pipes, and painted yesterday. Looks good and functional. Next might be the frontal wing openings and the engine cover areas surrounding the exhaust pipes. Kevin is still working on the nose wheel opening screen. The birds are gone now, so this is a good time for these projects before the birds return in spring.



Bob and Gary disassembled the wooden deck used to support the exit ramp dur-



Before and After

(Continued next page)

("C-119 "Boxcar" News" continued)

ing the airshow, and saved the wood. Now we need to find a place to store it should we need it again. It's been identified as belonging to the C-119.

Coming up we need to do more weed control and continue working on the lower prop tips. They need to be cleaned before applying the yellow paint.

Thanks to all who have continued to help us since the airshow and get some of these end of season jobs done. We still need you here to help us until the snow flies. Hope to see you soon.



**Thank You!! to the
Genesee Country Antique Dealers for their grant to the
National Warplane Museum for paint and paint supplies for the
C119!**

← Picture to accompany "New Plane "Out To Win" on Geneseo's Turf", Page 6 →



Lights! Camera! Action!

By Ruth Henry

An RIT film crew spent 4 days at NWM in 2021 filming *DEAR ELEANOR*, a short film set in WWII. Directed by Tina Chapman DaCosta, the film was produced in partnership with Rochester Institute of Technology Diversity Theater. *DEAR ELEANOR* is based on the lives of Tina Chapman DaCosta's parents, Elza "Bud" Cannaday and Eleanor Linn Cannaday.

Set in 1941, Buddy, an airplane mechanic from Ohio enrolls to serve his country as a Tuskegee Airman, but his beloved Eleanor must overcome her fears of racial violence in the South to join him and take a chance on love. Eleanor's cousin Toni, a true romantic who defies identity discrimination, shows her how.



The Museum provided the required hanger, planes and mechanical setting for the film, but Tina was surprised to discover the America at Home exhibit, where she could film the indoor scenes. She was particularly delighted with the vintage sewing machine, typewriter and radio, all important items in her script.



Originally planning for 12-hour days, the looming deadline forced the final day of production to extend through the night. One set-back was the unscheduled arrival of a National Guard

helicopter practicing maneuvers on the nearby runway. The noise interfered with the film sound, forcing a halt to production and stalling the 30-member team. Tina

(Continued next page)

("Lights! Camera! Action!" continued)

grabbed a yellow prop scarf and sprinted onto the runway. About halfway across and winded, she realized it was much further than it looked but continued racing toward the helicopter, scarf waving wildly. The helicopter landed and the pilot, sympathizing with her dilemma, redirected to another practice site. Filming resumed.

These long filming sessions required someone to be on-site throughout, and both Donna Walker and Austin took that assignment. Donna remembers watching the clock throughout the final night and as dawn approached, Tina came to the Admin Building to bring her back to the set to witness the shooting of the final scene. "Gave me goosebumps. I felt like I was back-stage in Hollywood", Donna said.

Tina has another connection to the NWM. Her Godfather, Charlie Price is a prominent feature of our Tuskegee Airman exhibit. When Tina noticed this on her first visit, she felt a deep connection with NWM and providence of filming the location.

DEAR ELEANOR has received recognition: Cleveland International Film Festival official selection; Best Original Score Diversity in Cannes Short Film Showcase 2023; Nominee Best Short Charlotte Black Film Festival 2023; Reel Harmony Film and Script Festival 2024; Rochester International Film Festival Best of Festival 2023; San Diego Black Film Festival official selection 2024.



As part of Rochester Fringe Festival, Austin, Donna, Diane Wilkens and I had the privilege of attending the showing of DEAR ELEANOR at The JCC theater in Pittsford Sept 21. Tina and her husband Jose sat down with us afterwards to recount the filming experience and spin out plans for future showings.

The National Warplane Museum, Austin Wadsworth, Craig Wadsworth, Jamison Steele and Donna Walker all appear in the credits at the end of the film.

Labor Day Fly-In Breakfast

By Jay Jones



Getting the hangar raedy

How do you quantify a successful fly-in-breakfast? Is it by taking in a record amount of money or a record amount of people? Perhaps you consider it a success if the weather is perfect? Maybe for you it's all about getting the aviation community along with the local community together? Could it be the fun factor (for volunteers and customers alike)? Well, on Monday, 2 September, you would ALL be right. The day began with a beautiful sunrise and sweatshirt temperatures, welcoming in a cadre of ten volunteers led by Bonnie Herman-

son. Everything was set by 8:30 to greet and feed what turned out to be over 300 hungry patrons. The weather was ideal all day and we had over 12 aircraft "fly-in". This year's breakfast was also combined with a Whiskey-7 rides day, making for an active flight line. Speaking of lines, the food line (where even the museum's esteemed leader, Austin Wadsworth, could be seen serving up pancakes) stayed busy right up to noon when the day's activities wrapped up with the awarding of the raffle baskets. Successful..., you bet it was.



Museum President Austin Wadsworth

Judging by all the smiles on everyone's faces, I'd say hugely successful. This event is held every Labor Day, so mark your calendar now for 2025 and we'll see you then!

(More pictures on following page)

More Labor Day Fly-In Breakfast Pictures



A Beautiful, sunny day!



Some of Our Fly-In Visitors



Our Smiling Serving Line!



A Great Crowd!



Good Food! Good Friends! A great Time!

All Roads Lead to Rome

A Central New York Tuskegee Airman receives a dignified posthumous honor

By Austin Hancock

Legacy, the collection of accomplishments we create through a lifetime. All the good deeds, jobs, hobbies, families, friendships, we are constantly adding to a ledger of greatness with each day we walk on this earth. When someone passes away, the type of *legacy* they're leaving behind is most often what you'll hear mentioned at their service. For Upstate New York Tuskegee Airman Herbert C. Thorpe, *legacy* is an understatement.



Herbert Clifton Thorpe was born in New York City, and grew up in Brooklyn. As a kid, he always had a fascination with “things that go.” Upon graduating high school in 1940, Herbert signed on with the U.S. Civilian Conservation Corps, better known as the “CCC,” to help rebuild a post-great depression United States infrastructure. He served with the CCC in both New York and Mary-

land until 1942. It was at that time when Herbert heard the call to serve his country. He would enlist with the U.S. Army

Reserves, and subsequently go on to attend U.S. Signal Corps school in Troy, NY until Spring of '43. Herbert soon became active duty, and attended basic military training at both Ft. Dix, New Jersey and Keams Field, Utah.



While stationed in Utah, Herbert's fascination with aircraft continued to call him. He would apply, and be quickly accepted, to Aviation Cadet School. In 1944, Herbert transferred to Tuskegee Institute/Moton Airfield to begin Primary Flight Training. Shortly after, he would move on to Basic Training at Tuskegee Army Air Field.

While at Basic, Herbert was selected for Multi-Engine Training, and would soon go

(Continued next page)

("All Roads Lead To Rome" continued)

on to learn the meaning of the "critical engine." In mid-'44, he would transfer to Gunnery School at Tyndall Field, Florida, and then to Bombardier/Navigator School in Midland, Texas. On 12/30/44, Herbert would earn his commission as 2nd Lieutenant, Navigator/Bombardier.



Immediately after earning his 2nd Lieutenant rank, Mr. Thorpe once again went to Tuskegee to begin Advanced Flight Training as a B-25 Pilot. At this point, late in 1945, the US Military was gearing up for a launch of Tuskegee Airmen into the Pacific Theatre.

Of the approximately 1,000 Tuskegee Pilots trained up to that point, half were planned for assignment in the Asian Theatre. The plan was to deploy the Redtails, with their B-25s and "new" P-47Ns to the Pacific, where they would help deliver the final blow to Japanese forces.

In October 1945, Herbert Thorpe would earn his wings as a Mitchell driver, and serve proudly in that role as an instructor pilot (as the war overseas had ended.) Herbert remained with his B-25 unit at Tuskegee until August of 1946, when he left the service. For many, this would be the pinnacle of their achievements in life. However, Herbert was only getting started with his aviation legacy.



After Mr. Thorpe's duty to his country had come to a close, he continued to pursue his interests in machines and engineering. He attended New York University, on the GI Bill, and graduated as an Electrical Engineer in 1953. After a few years of building work experience, Herbert sought employment in the aviation industry. He began to work for the Air Development Center (USAF Research Labs) at Griffiss Air Force Base in Rome, New York in the Beacon Systems Division. It was here where Herbert continued to build on his legacy, serving as an integral part of the development of IFF (Identification Friend or Foe) technology. He helped refine this technology which now serves a crucial role in military, commercial, and general aviation,

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("All Roads Lead To Rome" continued)

especially for traffic and collision avoidance.

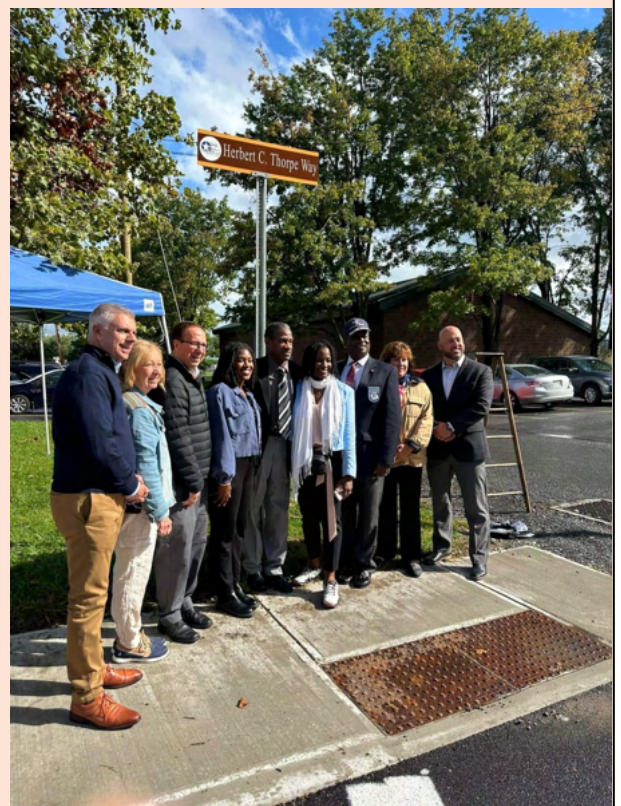
Herbert Thorpe would continue to work at Griffiss until 1983, when he partially retired. He continued to work part-time as a counselor for the nearby Mohawk Valley Community College. In 2016, he attended a ceremony at the National Warplane Museum, in Geneseo, New York to receive the Congressional Gold Medal (along with five other Airmen and their families.) In 2023, Herbert was invited back to the USAF Labs for a ceremony to name one of the development buildings in his honor. He became a member of countless community and African American organizations, doing good for the people around him. Mr. Thorpe passed away this past January, at the age of 101. He was a trailblazer, a true representative of the Redtails' credo of never giving up, and always helping those around you.



On September 7th, 2024 the Rome, NY Chapter of the NAACP, along with the City of Rome and Rome Historical Society, dedicated a street "*Herbert C. Thorpe Way.*" An eternal tribute in the community that Mr. Thorpe

served in and loved so much. His name forever stands as a pillar of service, courage, ingenuity, and friendliness. His *legacy*, just as that of his fellow Tuskegee Airmen, will fly forever.

(Special Thank You to Michael Joseph of Tuskegee Airmen Inc.)



ROC the Day

ROC the Day is a 24-hour, online giving extravaganza powered by United Way of Greater Rochester and the Finger Lakes that will take place **on Tuesday, December 3rd from midnight to 11:59PM**. Also known as "Giving Tuesday," ROC the Day gives people in our community an opportunity to support not-for-profit organizations doing great work in the nine-county Greater Rochester area.

Your National Warplane Museum will greatly appreciate your donations this year by choosing us as one of your select organizations to receive funding through your generosity! Please consider choosing The National Warplane Museum. As always, we thank you for your support and thank you in advance for your gift!



For more information visit roctheday.org.



This Just In! The New 2025 NWM Calendar Is Here!!

AVAILABLE IN OUR GIFT SHOP OR ONLINE SOON!



MOW IT DOWN

By Ruth Henry

The green expands hundreds of acres across the National Warplane Museum, and it takes might, determination and commitment to subdue Mother Nature and keep the grounds tidy. Ed VanDyne has been the man for the job over the past 8 years, averaging 10 hours per week April-October on the giant mower.

For you math whizzes, here's a question: If Ed mows the 5,000 X 90 foot runway in an hour, how many acres has he mowed over his volunteer career at NWM?

2024/2025 Calendar of Events



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

www.NationalWarplaneMuseum.com



EVENT	Date	CONTACT
Fall / Winter 2024		
MARS Sport Launch	10/26	www.marsclub.org
Museum Begins Winter Hours (Wed & Sat)	11/1	(585) 243-2100
MARS Friends Gathering	11/3	www.marsclub.org
NWM Closed - Christmas Day	12/25	(585) 243-2100
Winter/Spring 2025		
Museum Closed - New Year's Day	1/1	(585) 243-2100
Flying Objects (Kids Day)	5/17	Ruth Henry
WNY Free Flight - Spring Opener	5/23-5/25	Mark C. Rzdca (wnyffs@gmail.com)
Empire State Champion Free Flight	6/20-6/22	Ruth Bane (585)765-9363
Geneseo Airshow "The Greatest Show on Turf!"	7/12 - 7/13	(585) 243-2100
Flying Aces Event	7/16-7/19	David Mitchell(202)744-9345
WNY Free Flight-Yankee Air Pirate Challenge	8/15-8/17	Mark C. Rzdca (wnyffs@gmail.com)
WNY Free Flight - Great Grape Gathering	9/5-9/7	Roy Smith (aeronut.kos.net)
Moving Wall (Vietnam)	9/25-9/29	John Snyder

Dates Subject To Change --Updated 10/17/2024

The Sky's The Limit!!

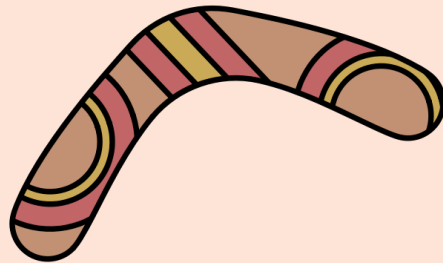
By Ruth Henry

What's that up there? FLYING OBJECTS is a Youth event scheduled for Saturday May 17 10am-3pm at NWM with aviation related hands-on activities, crafts and demonstrations. In addition to a sampling of our NWM fleet, The Finger Lakes Gilder Club will bring a static display as well as glide in and offer rides, and Balloons Over Letchworth will offer a program on Hot Air Ballooning. Invitations are extending to regional rocket clubs, drone clubs and model airplane clubs, as well as The National Guard and ultralight pilots. Kites, frisbees, boomerangs, paper airplanes and stomp rockets will be available for guests. This is an educational family friendly event, targeting youth ages 4-12 with activities for all ages based on the 4 elements of flight. Fly-ins will be scheduled every 30 minutes (weather permitting).



If you like working with kids or logistics, please volunteer to help!

Want to participate with a demonstration or a club? Please email **FLYING OBJECTS** coordinator Ruth Henry at henryr@nycap.rr.com or call 518-495-4503.

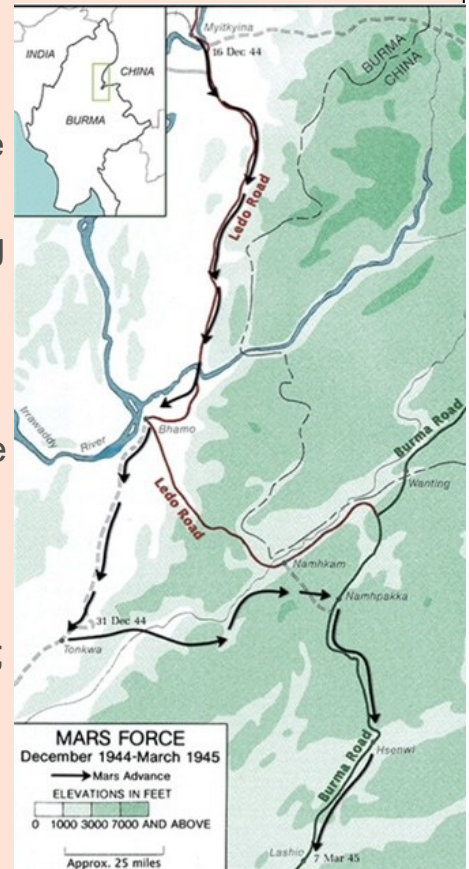


Children of World War II

By Jay Jones

On Friday, the 13th of September, luck was with the National Warplane Museum (NWM) as we were visited by 22 descendants who's fathers and grandfathers were members of the MARS task force. The MARS task force was a Long Range Penetration Group (LRPG) operating in Burma in 1944. They were responsible for clearing the way for a land road from Ledo, Assam to the Burma Road. The 533 2nd Brigade was part of the task force

and under the Brigade were two mule pack Field Artillery Battalions (FAB) of approximately 460 men each; the 612th and 613th FAB. The visitors to the museum were the children and grandchildren of men assigned to the 612th and the 613th.



This photograph shows the terrain that the MARS Task Force traversed in order to reach the Burma Road. It took a whole day for a single battalion to pass any given point.

Image credit: U.S. Army

Prior to the Ledo roads completion the only way to resupply the Chinese was by flying "The

Hump" in C-47s. Due to the high loss rate of aircraft flying over and around the Himalayan Mountains, it was determined the air mission was too dangerous and too inadequate to continue. So as the Japanese were pushed back further and further south in Burma, the "land" road was built in their wake. The MARS task force made all that possible. The importance of the supply road,



(Continued next page)

((“Children of World War II” continued))

whether it be on the ground or in the air was crucial in keeping the Chinese in the war. Resulting in a large number of Japanese soldiers being kept out of the Pacific theater of action.



The first reunion of the 612th and the 613th FABs was held in Dayton Ohio in 1988. In 2009 the responsibility for coordinating the yearly reunion was, for the first time, passed to a child of one of the soldiers. That child was Wendy Ferland, daughter of soldier, Charles Magaw (seen in attached photo on the day he was presented the Purple Heart).

Thereafter, a child would always coordinate the reunions. Fast forward to this year when Jan Allgire volunteered to act as coordinator and brought everyone to the NWM. After a box lunch in the store, a group photo was taken in front of the C-130 followed by tours of the static aircraft, the museum

and finishing with a tour in the hangar. Everyone was very impressed with the museum's two C-47s, one of which could actually have airdropped supplies to their fathers. How AWESOME is that!



As

always, thank you to all the museum volunteers who made this day (Friday the 13th) a success for this group of honored visitors.

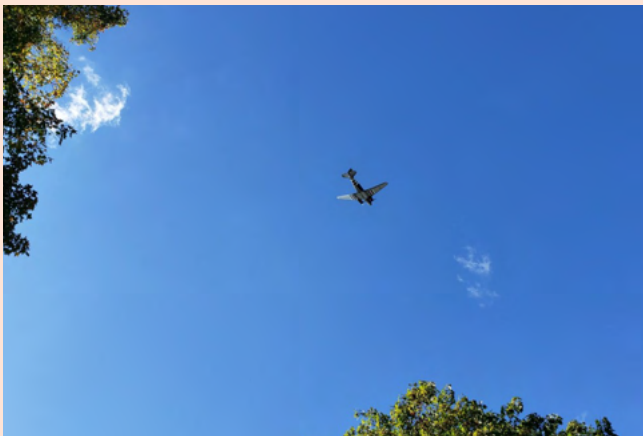
On the Road with Our Corsair Float: Cohocton Fall Festival

By Jay Jones

The National Warplane Museum was invited to participate in the annual Cohocton Fall Festival, which took place 5-6 October. The festival kicked off Saturday morning with their immense parade. The NWM was represented in the parade with the F4U Corsair. As usual, it was the star attraction...until... Whiskey 7 surprised everyone with a low, high speed, fly-by and stole the show.



After the parade, the Corsair float stayed on for the next day and a half for the festival itself. Old friends and many new friends stop by to admire the Corsair and express their delight with Whiskey 7's fly over. Museum information cards were handed out, and every kid received a toy airplane. As usual, much fun was had by the volunteers and all the festival's visitors.



Many thanks go out to Jodi Beyer's for organizing the event. Thank you to Bevin

Lynn, along with Elyse Bennett and Stacy Parks who all rode on the float for the parade dressed as reenactors. John Peckam, Don Wilson and his daughter Cindy, thank you for manning the information tent on Sunday. Last but not least, a big NWM thank you to Randy Hamilton (festival co-chairman), Barb Miller (parade chairman) and Phil Mehlenbacher



(Continued next page)

(“On the Road with Our Corsair Float: Cohocton Fall Festival ” continued)

(parade announcer, who also let us park the Corsair and set up our tent on his lawn). (Editor’s note: Thank you to Jay Jones for driving the float.) Thank you everyone.

Planning for the 2025 parade/festival season has already begun. If you know of a parade or festival near you that would benefit by having the Corsair float participate in, please contact the museum with your events information.





**NATIONAL WARPLANE
MUSEUM**

3489 Big Tree Lane
PO Box 15
Geneseo, NY 14454-0185

585-243-2100 (office)
585-245-9802 (fax)

newsletter@nationalwarplanemuseum.com

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
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
_____ 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
_____ Check here if you need a new decal for your car	

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