

Hangar Tales

Official Newsletter of the National Warplane Museum



The Week Before
Airshow Week

INSIDE THE HANGARS

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- 2024 National Warplane Museum Event Calendar

2024 "Greatest Show on Turf" July 13th and 14th



United States Air Force
F-22 Raptor Demo



Rob Holland
Ultimate Airshow



Trevor Rafferty
Pitts Model 12



Lou Horschel
P-51 "Mad Max"



Scott Yoak
P-51 "Quicksilver"



Thom Richards
P-40 "American Dream"



Vintage Wings of Canada
Hawker Hurricane Mk XII



Vintage Wings of Canada
Supermarine Spitfire Mk IX



Lou Horschel
Goodyear Corsair FG-1D



B-25 Mitchell
"Panchito"



B-25 Mitchell
"Take Off Time"



Canadian Harvard
Aircraft Association



C-47, "*Whiskey 7*"
National Warplane Museum



C-47 "*Placid Lassie*"
Tunnison Foundation



Round Canopy
Parachute Team



Beechcraft Staggerwing
National Warplane Museum



Skipper Hyle 1943 Stearman
"**Matt's Batt**"



WACO CSO
National Warplane Museum

LINEUP SUBJECT TO CHANGE due to weather or mechanicals.

Also appearing:

- Geronimo Skydiving Team
- Rob Gilman's BT-13 Vultee "*Valiant*" and Steve Nesbit's PT-26 "*Cornell*"
- JB Allred's Fokker Dr.I and Jeff Brook's Fokker D.VII (WWI reproductions)
- NWM's Liaison Planes (L-16A, L-16B, L-21)
- Museum collections and displays (plus LEGOS!) in the Long Hangar
- Re-enactors, Military Vehicles, Vendors
- And more!!!

For information and tickets go to:

<https://nationalwarplanemuseum.com/airshow2024/>



THE GREATEST SHOW ON TURF!

FAMILY FRIENDLY SUMMER AIRSHOW



JULY



**NATIONAL WARPLANE MUSEUM
3489 BIG TREE LN, GENESEO, NY 14454**

13-14

FREE!

THE KIDS ZONE RETURNS!

The Future Aviators Kids Zone returns this year to our annual airshow alongside our brand new STEM Experience Tent!

- FREE! KIDS ZONE**
- FREE! STEM TENT**
- FREE! BOTTLED WATER**
- FREE! ALL INCLUDED WITH TICKET**



Congratulations to our new Centenarian!

By Bevin Lynn

On June 4th, Casey Bulkowski celebrated his 100th birthday by attending TWO parties!

The day started by visiting RAF Biggin Hill chapel and museum where we were treated to the story of a gentleman who had been a kid during the war living right on the base in what became the Canteen. He recalled how the airfield was constructed as the last line of defense for London during the Battle of Britain and his many days spent spying on the activities of the base, picking up spent shells, and getting into all manner of kid trouble. Most harrowing were the stories of being bombed by German shells and having to hide out in a shelter. The museum had a recreated Anderson shelter that visitors could experience and many artifacts from the base. The chapel was serene and surrounded by a memory garden of blooming yellow roses. There was a fantastic exhibit on women in the war in part of the chapel. We constantly heard the take-off of planes from the nearby modern airport.



Chatting with this gentleman about his childhood experiences during the war.



Hitching a ride

After the museum, we took a bumpy walk to a local pub for lunch. Soon, we were picked up by jeeps and taken to Biggin Hill airport to a hanger devoted to the restoration and flight of vintage Spitfires. After touring the facility and seeing all their many restoration projects and extensive collections, Casey hung out in the "Pilot's lounge", a vintage themed upstairs room filled with memorabilia and decked out like an officers club. Some of the more adventurous of our party tried the hot beverage and soup machine with mixed results while Casey hobnobbed with pilots and mechanics.

Soon the party started with firing up the grill for some sausages and hamburgers (complete with really spicy mustard!) and RAF cadets arrived to serenade Casey with "Happy Birthday" and a drum salute. The students did a fantastic job and were rewarded by diving into the hots and burls and hanging out in the Pilots Lounge. After posing for a quick group photo, the cadets departed and



Receiving the birthday song

(Continued next page)

("Congratulations to our new Centenarian!" continued)

champagne was brought out for a few toasts. One would think that the festivities had been more than complete, but Casey was just getting warmed up!

Round two began with a taxi to the Biggin Hill Social Club, a pub with a private upstairs party room. After hanging out down stairs, Casey was told the loo was up the stairs. But this was just a ruse to get him to the surprise party being thrown by British friend, Austin, and others from Biggin Hill. He was slightly surprised, but quickly gained a second wind when he heard Big Band music from the DJ. The highlights of the party were an amazing cake featuring his squad patch, and Casey out-dancing everyone there! The party continued late into the night with Casey the last man standing.



Giving a toast!



Heading out to Biggin Hill!



Anderson Shelter at the Biggin Hill Museum



Completely packed restoration hangar



Casey's new goal is to be 113!



The amazing cake!

Flying The AT-6 (SNJ) Texan

Learning to tame the aircraft that taught WWII Aces how to fly, and fight

By Austin Hancock

*AT-6 Texan, SNJ, Harvard...*the aircraft that initially began its life as the NA-16 prototype was known by many monikers. In World War II, whether you were in the US Army Air Corps, the US Navy, or the Royal/Royal Canadian Air Force, if you were training to become a pilot, chances were good that you would be flying a Texan of some form. As an Advanced Trainer (the "AT" in AT-6), the Texan served as the link between Basic Trainers ("BTs") and Pursuit Aircraft ("Ps.") Your last stop as a potential fighter pilot before strapping into a P-51 Mustang would have been North American Aviation's extremely capable aircraft.



I was fortunate to have the opportunity to do some transition training in the AT-6F (SNJ-6), this past week, down at American Dream Skyranch, in S. Carolina. The "ranch" is owned by museum friend Thom Richard (of P-40 flying fame, along with many other aircraft!) This training will allow me to eventually fly the Texan for museums/organizations and build "warbirding" experience. My background as a commercial pilot and cfi has been mostly in light single and twin engined aircraft, with some L-16/taildragger flying interspersed from our museum's fleet. My goal is to fly Warbird Fighters, like the P-51 and Corsair. Today, just like back in the 40s, prospective WWII Fighter pilots train for such high-performance aircraft in the Texan, first. So, getting in some Texan time was the natural next step for me, something I've been planning and working towards for years now.



Thanks to the museum's Harvard Mk. II in the hangar, I was able to orient myself to the cockpit in the months/weeks leading up to my road trip down south. This was a huge help, as any pilot will tell you that memorizing the cockpit "flows" before transitioning to flying that aircraft is essential. I'm extremely thankful to have this tool in my toolbox. I studied for months, reading the original training and aircraft manuals, talking with other pilots currently flying the AT-6, and watching Naval training films on the SNJ. My previous experience in flying the museum's Aeronca L-16A gave me the tailwheel knowledge and technique necessary to handle the Texan, another tool for

(Continued next page)

("Flying The AT-6 (SNJ) Texan" continued)



which I am extremely grateful for. Flight experience in a Piper Arrow had prepared me for the complex aircraft systems (retractable gear, constant-speed prop), and my Piper Seneca time had me ready to handle the high-performance engines of the AT-6. But, as with many things in life, no matter how much you prepare, there will always be something to learn.

Preflight is like any other aircraft, standard walkaround looking for the essentials, with special emphasis on some control/flap linkages in addition to the essentials

(fluids, etc.) Pull the prop through 9 times to make the engine happy. Starting the R-1340-AN1 Wasp can be finicky, depending on the temperature, or just how the airplane wants to behave that day. Once you're up and running, taxiing is accomplished using the standard taildragger s-turns, as you can't see completely over the nose. Holding the stick neutral to aft keeps the tailwheel pinned and straight, assisting with the taxi and keeping the T-6 on course. For a tighter turn, you push the stick full-forward into a detent, to unlock the tailwheel. A little tap of the brake, and back to neutral will get you turned on a dime. The run-up and pre-takeoff checklists are completed. Now, it's time for takeoff.

Stick back and to the right, to keep the tailwheel and torque in check. Set power 36"/2250 RPM, confirm gauges green and airspeed alive. Bring the stick forward and center as you accelerate, dancing on the rudder pedals to keep on centerline. 80 MPH, rotate, and at 100' AGL, gear-up. Power comes back to climb settings, 30"/2000 RPM, climb out at V_y (best rate) 100-110 MPH (depending on who's in the backseat giving orders.) Once you're at altitude, level-off and power back to cruise, 26"/1800 RPM. The Texan will cruise happily ~145mph.



Maneuvers in the AT-6 are smoother than in anything else I have ever flown. Stalls are very docile, steep-turns are almost effortless, the thing flies like a dream. The controls are very light, and that's by design. As I mentioned, the Texan was a fighter trainer, and it was built as such. She flies like a fighter, and some countries even used her in such a role, complete with rockets and gun pods under the wings. Simulated emergency procedures expose how critical airspeed and bank control is. For an engine out, I learned that keeping trimmed for V_g (best glide) at 100 MPH and 45* of bank yielded the most favorable results for a descent within proximity to an

(Continued next page)

("Flying The AT-6 (SNJ) Texan" continued)



airfield. It's all about following procedures, energy management, and *flying the airplane*, above all else.

While we were up, my instructor Wesley gave me an intro to some aerobatic maneuvers. We did dutch rolls, where simultaneous rudder and aileron inputs are used in the same direction, to get a feel for keeping the airplane on a straight track/fixed point (useful for approach and landing, and just to "get a feel" for the airplane in general.) Next up were aileron rolls, and also the point where I learned that I have a ways to go before I can delve more deeply in the art of aerobatic flying. Prior to this flight, aside from doing spins for my cfi certificate, I had never done any kind of "fancy" flying. Many famous aviators struggled when they first began to go inverted," even Bob Hoover himself. So, I will be patient with myself.

Flying the pattern is similar to any other complex/high performance aircraft, things happen fast and you need to be 2-3 steps ahead of the airplane to have a favorable outcome at landing. On a normal pattern, you enter the downwind on the 45* at 26"/1800 RPM around 120 MPH. On downwind, reduce power to be at 20"/1800 RPM abeam the numbers. At the same point, run a **GUMPS** check. **G**as on proper tank, engage the hydraulic "power push" supply, lower the **U**ndercarriage (landing gear), **M**ixture full-rich, **P**ropeller full-forward, **S**afety harnesses on. Turn base, reduce power to 15"/1800 RPM, GUMPS again, trims set to 11 o'clock, flaps full. Turn final, GUMPS check one more time, power-off, pitch for 90 MPH, fly to the runway, level-off, flare, and land. Stick aft to keep tailwheel locked and aircraft going straight while using rudder pedals to maintain directional control (no ground looping.) Come to a stop, clean the airplane up (after-landing checklist), and taxi back to the tie-downs in the same manner you taxied out. In other words, keep flying the airplane until it's parked, off, and tied down.

That's about it, in a nutshell. The AT-6 Texan is not *easy* to fly, but it's not overly difficult either. It flies like an airplane, and just takes time to get used to like any other. As of right now, it is my favorite aircraft that I have ever flown, and I am very much looking forward to more AT-6 flying opportunities in the near future. I am extremely thankful to everyone at the museum, the warbird community, and South Carolina for their support and guidance along this journey. I could not have done it without everyone. The journey to flying a P-51 continues, and it will be very enjoyable in the cockpit of the North American AT-6 Texan.



Touring the National Warplane Museum

By David Kassnoff

The National Warplane Museum welcomed a spectrum of groups from area schools and communities in 2023-24, with visitors from a variety of locales and backgrounds. Here's a sampling:

In April, 8th graders from York Central Schools (see photo at right) discovered the history of military aviation at the museum. Among Ben Chatley's students' comments: "I think the field trip connected to our in-class learning because there were planes and pieces of wars and other historical events ... (including) World War II, the Tuskegee Airmen and many other events in history."

Other tours included:

- Ted Sargent, Ed.D., professor of history, brought 30 students from his SUNY Geneseo Military History class for a tour on May 2.
- About a dozen people from Hand in Hand toured on March 28. They are part of a peer support group coordinated by the Mental Health Association.



- Students from Canisteo-Greenwood Central Schools in Steuben & Allegany County took part in a special panel of Vietnam veterans to talk in the museum's hangar, along with museum volunteers (left). It turned into a very moving talk with the Veterans getting teary eyed at times. One of our guides said it was one of the best programs he has attended and hoped we would do this type of presentation again.

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("Touring the National Warplane Museum" continued)



The Veterans joined the students at lunch in Swanson Hall. When teacher Chris Romanchock asked the students to board the bus, several weren't ready to leave because they were still talking with the Veterans.

- ARCGLOW brought about 13 people for a tour on March 27(at top left).
- Students from the Canandaigua City Schools also visited



Happy Birthday Austin!



Museum President Austin Wadsworth recently celebrated his 89th birthday. He was honored with an impromptu party after a Wednesday meeting

Museum Hosts ROTC Commissioning Ceremony

By Colleen Venturino

The National Warplane Museum was once again honored on May 13 to host the 2024 United States Reserve Officers' Training Corps (ROTC) Detachment 538 Commissioning ceremony. This ceremony included graduating cadets that will serve in either the Air Force or the Space Force. All were commissioned as new 2nd Lieutenants.

The Detachment is based at Rochester Institute of Technology (RIT) and serves ROTC students from several Rochester area colleges. The 2024 graduation class included 10 cadets-- 9 from RIT and one student from SUNY Brockport. This was an impressive graduation class with student academic majors including computer science, imaging science, mechanical engineering, electrical engineering, communications, cybersecurity, criminal justice and biomedical sciences. These cadets will serve in various military specialties including intelligence, pilot training, acquisitions, cyberspace operations, developmental engineering, force support, and missile operations.



The ceremony was attended by over 200 family and friends and consisted of the swearing in of each cadet, the pinning on of their merited rank, and their first salutes. The ceremony had a personal touch as each graduate repeated their oath with a military member of their choosing-- and the pinning on of the 2nd Lieutenant rank was done by family members. Also, each graduate's first salute was completed with the military member of their choice – many of which included military family members.

The Detachment is led by Lieutenant Colonel Christopher Denzer, a former C-130 pilot. His staff includes two officers, two enlisted troops as well as senior staff assistant Elizabeth Polmateer. After the ceremony, many guests toured the Museum and static displays.



The National Warplane Museum was privileged to host this event and are very proud of these accomplished young men and women who choose to serve our country.

Why The Tall Tail?

A Brief History of the TF-51 Mustang

By Austin Hancock

Those of you NWM fans, who frequent our airshow each year, have undoubtedly seen Lou Horschel's beautiful P-51 'Mad Max' gracing the skies above D52, and sitting pretty on our lawn.



To some, there is a noticeable difference in the appearance of 'Mad Max,' while others may have to look a little harder to spot it.

'Mad Max' was originally built in 1945 as a P-51D-30NT, and adopted the serial #45-11559. Built too late to see action in WWII, this Mustang was redesignated as an F-51D (military renaming from Pursuit to Fighter.) Shortly thereafter, she was

converted to a TF-51D, along with many other surplus P-51s, by TEMCO (military contractor.) The intent was to turn the P-51 into a two-seat trainer for future fighter pilots. After several years of different owners, 45-11559 was modified by Cavalier Aircraft in 1968, and again by Cal Pac Airmotive, in the mid 90s. In 2015, she was acquired by our museum's friend Lou Horschel, and now flies as 'Mad Max.'

So, getting back to the difference in appearance of 'Mad Max,' you may notice that the vertical stabilizer (aka "tail") is a tad taller than usually seen on the typical bubble-canopied Mustang. This was a modification designed by North American Aviation. It was made first by TEMCO, and then followed by Cavalier Aircraft Corp (in the case of 'Mad Max.'). The intent was to help stability at very high speeds. The airflow over the top of the Mustang's wing (not the aircraft itself) would exceed Mach 1 at extreme diving speeds, and this tail was tested as a means to add extra insurance. In addition to the tall-tail, the TF-51D features dual-controls, no .50 caliber guns in the wings, and no fuselage fuel tank (only two 90 gallon tanks, one in each wing.) This makes the TF-51D a stellar aircraft for aerobatics and maneuverability, as you will see when 'Mad Max' and "The Little Witch" (the "Jack Aces" demo team) fly in our airshow on July 13/14th. (Editor's note: Mad Max" will be appearing solo at the airshow.)



Happy Birthday Casey!!

The National Warplane Museum would like to honor **Casey Bukowski**, member and volunteer. Casey just celebrated his 100th birthday.

Casey was born on June 4, 1924. When he graduated from High School, Cassey worked at the Curtis factory in Buffalo, NY. He was a machinist and helped to assemble landing gear for P-40 Warhawks. Shortly after his 18th birthday, Casey enlisted in the US Army Air Forces. Having been rejected by the Navy because he still had his wisdom teeth, and the Marines because of his small stature, the Army was more than happy to have him. Casey became a waist gunner on a B-17, During one training flight, they were forced to bailout. As this happened on Friday, August 13, 1943, the crew decided to name their plane, "Friday, the 13th".

Assigned to the 532nd Bombardment Squadron, 381st Bombardment Group, Casey flew out of Ridgewell Airfield, in north Essex, between 1943 and 1944. On February 22, 1944, their 15th mission (Oscherleben), his B-17 was shot down. He was badly wounded by shrapnel but managed to bail out and survived, losing his right eye. Captured by the Germans, he spent 14 months in two POW camps. He was force-marched across Germany for 82 days, before being liberated by General Patton's advancing Third Army on April 26, 1945.



On Cassey's hat: Air Medal with 2 oak leaf clusters, European-African-Middle Eastern Campaign Medal, Prisoner of War Medal, World War II Victory Medal, Purple Heart,

During the course of his service as portside waist gunner, Cassey is credited with 3 kills and one probable (meaning, they are pretty sure he shot the plane down, but no one else saw it to confirm).

Despite his experiences, Cassey still enjoys flying in WWII aircraft and goes up whenever he gets the chance and the invitation. He now feels it is his mission to tell the stories of his crew. Casey's wife Rita never wanted him to fly again. She figured that having to bail out twice was enough! But after she passed, Cassey was given many chances to fly again, and he has taken every single one. He is 19 again when he is in the air and is just as spry as he was then! Casey's new goal is to be 113!

So, if you see this spry and jovial 100 year old veteran walking around the grounds of the air show wish him a

The information used in this story was supplied by Bevin Lynn

Happy Belated Birthday!!

It's A Bird, It's A Plane...It's A ROCKET!

Monroe Astronautical Rocket Society (MARS) at NWM

By Ruth Henry

MARS Rocketry is a family friendly rocketry club that flies at the National Warplane Museum airfield in Geneseo, NY. Started in 1961 by Rochester area middle school kids after the flight of Alan Shepard, MARS became a National Association of Rocketry (NAR) section later that year at the request of the science teachers. MARS is believed to be NAR's oldest continually active section and is still the largest rocketry club in New York state.



(From the MARS Website)

MARS Vice President Tom Ha has been flying rockets since the late 1960s as a young boy, initially with the Cub Scouts. "The NWM is my favorite rocket field and combined with a great group of volunteers makes it the best place to fly rockets in the US. I came to the MARS club from the predecessor clubs, return-

ing to the field around 2006 or so to fly my high-power level 1 certification flight with friends from our rocket club in Maryland. I drive 2.5 hours now to get to the field, but it is well worth it. I enjoy helping run the range, helping kids of all ages fly rockets for the first time, and the camaraderie of club members."

When asked about age limits and membership requirements, Tom responded, "There is no age group. I started my wife in rocketry when she was 22, my sons at ages 6-7, and now my grandkids at 5-6 years old! Qualifications are just to enjoy seeing what you built or own fly into the sky and return safely. This is truly a family-friendly hobby, with great aspects to it, from hands-on arts and crafts (build/design/decorate) to outdoor exercise. We even have potlucks on the field and hold an annual one-day launch on January 1st.

MARS has the largest event over Memorial Day weekend, but we fly all throughout the summer and fall. We have rockets available for kids and adults alike and we help them step through the process of prepping a rocket and flying it, then keeping the rocket afterward. The official program is called FITI,



MARS President Todd Smith (L), VP Tom Ha (R)

(Continued next page)

2024 Calendar of Events



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



EVENT	Date	CONTACT
*GENESEO AIR SHOW	7/12 - 7/14	(585) 243-2100
Rides Day	7/13 - 7/14	(585) 243-2100
Flying Aces Event	7/20 - 7/21	David Mitchell(202)744-9345
MARS Sport Launch	7/27 - 7/28	www.marsclub.org
Rides Day	8/3	(585) 243-2100
Geneseo VFW Picnic	8/3	Tony Gurak (585)489-1698
WNY Free Flight Yankee Air Pirate Challenge	8/16 - 8/18	Mark C. Rzadca (wnyffs@gmail.com)
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 Yankee Air Pirate Challenge	9/6 - 9/8	Mark C. Rzadca (wnyffs@gmail.com)
Great Grape Gathering	TBD	Roy Smith aeronut.kos.net
Wargames Among Warbirds	TBD	wargamesw@yahoo.com
MARS Sport Launch	9/14 - 9/15	www.marsclub.org
Rides Day	9/21	(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 Friends Gathering	11/3	www.marsclub.org
Veterans Day Observance	11/11	(585) 243-2100

Dates Subject To Change --Updated 6/19/2024

("It's A Bird, It's A Plane...It's A ROCKET!" continued)

"Fly It Take It" and is an insider name from the original build sessions that are called "Make It Take It". We prefer to have people fly rockets rather than building them and taking them home without flying them."

"Anyone can attend our launches to see what goes on, we always love spectators! If it looks like your thing, you can join the club as a member or volunteer."

Tom's email is rocketha@gmail.com and his cell phone is 574-312-0373 (he does not answer unknown callers/calls). The website is marsclub.org and they are an officially recognized section (aka club) of the National Association of Rocketry.

Thirty Years of Support

By Ruth Henry

National Warplane Museum volunteer John Snyder and NWM President Austin Wadsworth visited Peter Bruckel at his company in Avon recently to present a plaque honoring Bruckel's 30 years of Museum support. An aviation enthusiast, Bruckel has been flying since age 16, and his sons are enthusiasts as well. Pete's father, during his service in the Navy during WWII, rescued a B-29 crew from the water off Tokyo, and movie footage of that rescue is in the Bruckel family archives.



John Snyder (L) and Peter Bruckel (R)

Pete's backing of NWM manifested in 1994 when he donated a building to the Museum.

His crew disassembled, loaded, transported, unloaded and reassembled the small original hanger which at the time, provided a tremendous boost to the newly formed Organization. Over the years, his company, P S Bruckel Inc. in Avon, has assisted Air Show and large group gatherings by bringing in lights, signs, traffic control management and generators.

Asked what has prompted his support over three decades, Pete cited his love of aviation, love of airplanes and love of Military Veterans who "fought for this country and deserve more credit than they get." He hopes to see the NWM continue because "it's good for kids to see."

In addition to NWM, several Non-Profit organizations have benefitted from the Bruckel family benevolence, including Toys for Tots and Canandaigua Veterans Affairs Medical Center. Pete's latest initiative, LIVWELL, is a multi-use facility planned in Avon on land donated by his family. Growing up in Avon, Pete's participation in sports helped him connect to the community and learn valuable life lessons which he believes can benefit people of all ages today. He sees LIVWELL filling community needs through the development of a multi-generational community wellness center offering indoor and outdoor sports & recreation, community space, and senior programming www.livwellcenter.org

As with the National Warplane Museum, Pete recognizes the importance of re-investing in the community, for himself, his neighbors, his kids, grandkids and future generations.



The National Warplane Museum is the proud home of this C-47 "Skytrain"

**Don't miss the annual airshow,
"The Greatest Show on Turf"
July 13 & 14**

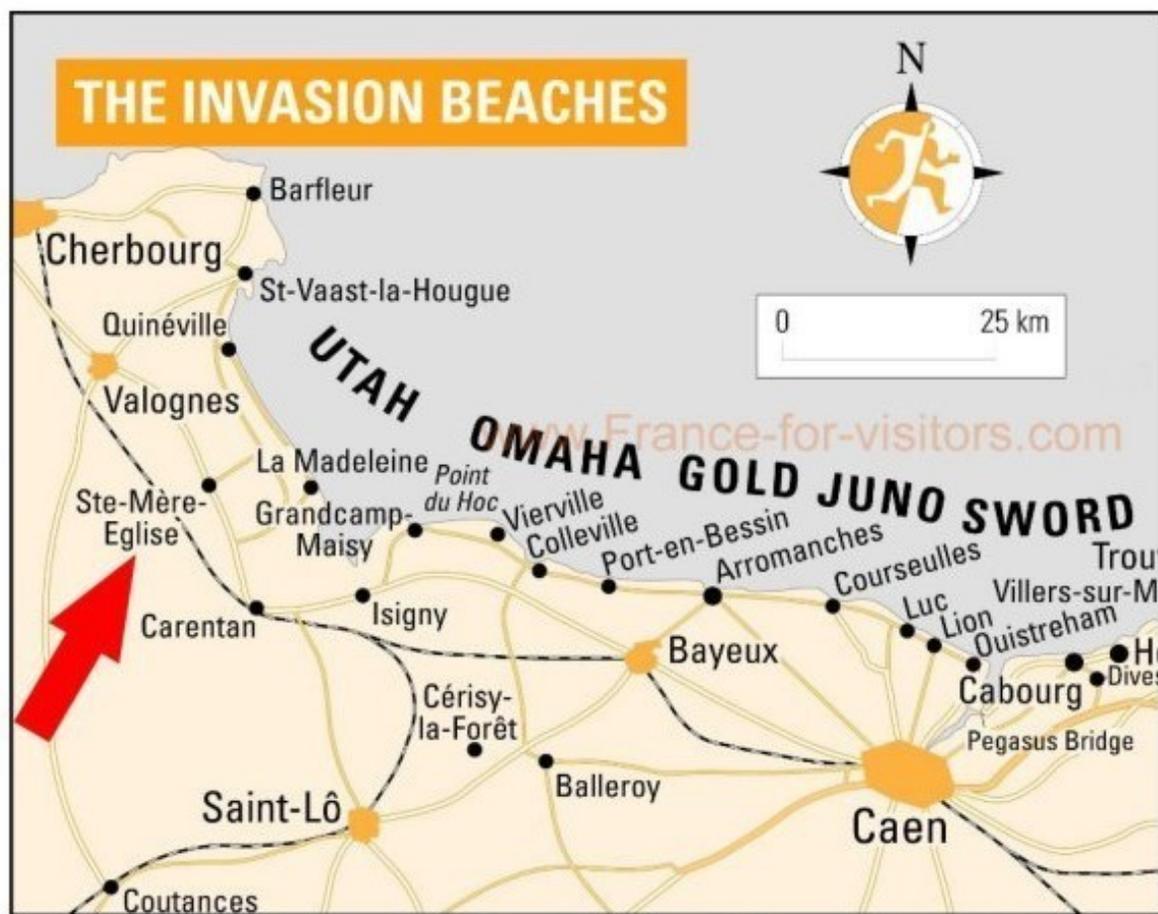
From the National Warplane Museum in Geneseo NY, (as appeared in the Hornell Sun, June 6, 2024)
By Larry Jones

June 6th marks the 80th Anniversary of the greatest military invasion in the history of the world. It is time to remember and honor the over 155,000 Allied troops who stormed the beaches of Normandy on that fateful day in attempt to liberate France and ultimately all of Europe from the choke hold of Hitler and the Third Reich during the second world war. Transporting those brave men to their destinies were over 5,000 ships and troop carriers, 11,590 aircraft were involved in the invasion with over 3,000 cargo planes and gliders, dropping Airborne troops into Northern France including 832 Douglas C-47 Skytrains." *The National Warplane Museum* in Geneseo, NY is the proud home of "Whiskey 7," one of those famous C-47's delivering American Airborne Paratroopers into the black Normandy night in the early morning of June 6, 1944.

(Continued next page)

(“Whiskey 7” continued)

Whiskey 7’s career started in the 12th Air Force in the Mediterranean Theatre. In early 1944, registration #43-30652 was transferred to the 9th Air Force, 316th Troop Carrier Group, 37th Troop Carrier Squadron in England, in preparation for the D-Day Airborne Assault. The squadron code for the 37th TCS was W7, thus the name “Whiskey 7” and she became the lead plane of the second wave of paratroopers on D-Day! After the war, W7, like many other C-47s, was converted back to a DC-3 configuration for civilian use and for many years served as an airliner and a cargo aircraft for several different companies. In 1997, she was acquired by the Sunliner Air Museum in Maryland. In 2005, W7 was donated to the “1941 Historic Aircraft Group” (now The National Warplane Museum). After many hours of painstaking work, the museum volunteers restored the interior of the plane to resemble W7 as it was on the evening of June 6th, 1944.



from www.france-for-visitors.com

Whiskey 7’s story goes as follows. On June 5th, 1944, at 2300 Hours, “Whiskey 7”, chalk number 37 of the 37th Troop Carrier Squadron, lifted off the ground of Cottesmore, England and sped toward the Normandy coast. W7 was the lead plane of Serial 18 of Mission Boston, the second wave of airborne paratroopers to land behind German lines prior to the beach landings. W7 carried 21 members of the 82nd Airborne, 505th Parachute Infantry Regiment, H Company. Their destination was Drop Zone (DZ) O, a field northwest of the village of St. Mere-Eglise in Normandy, France. Their objective was to secure the village of St. Mere-Eglise in order to prevent German forces from maintaining control of the Cotentin Peninsula. This strategic point is just inland from Utah Beach, where the US Army 4th Infantry Division landed.

(Continued next page)

("Whiskey 7" continued)

Around 0140 hours, June 6th, W7 and the other ships of the 316th Troop Carrier Group approached the DZ. The formation dived beneath the clouds to only 700 feet above the ground, then slowed to 95 knots. This combination of altitude and speed was optimal for the paratroopers to drop. With the sky flooded with spotlights, flak, and gunfire, the men of the 82nd jumped from the armada of C-47s into German Occupied France. Amidst the chaos of the airborne assault, W7's troops were among the few to land at their specified drop zone. Once the paratroopers had exited the plane, W7 and the other C-47s throttled



up and headed for the deck, flying only 100 feet over the ground. This was a precaution to avoid anti-aircraft fire. Once over the English Channel, the aircraft climbed to 3,000 feet and returned to Cottesmore. None of the 72 planes of the 316th TCG were lost, though several were damaged by flak and small arms fire. W7 went on to participate in Operation Market Garden and Operation Varsity.

In 2014, the National Warplane Museum flew W7 back to Normandy for the 70th Anniversary of D-Day. And now, 10 years later as we celebrate the 80th Anniversary of D-Day, Whiskey 7 continues to fly throughout the summer season, giving rides to excited history and WW2 enthusiasts, or just people looking forward to an exciting flight over Letchworth State Park, Conesus Lake, and the Geneseo area. The Museum invites everyone to their annual Airshow, "The Greatest Show on Turf," this year being held the weekend of July 13th and 14th. For more information on rides and airshow tickets, visit Nationalwarplanemuseum.com.

SOURCES: nationalwarplanemuseum.com, military.com dday-overlord.com, Seattle Times

National Warplane Museum's Float News

By Jay Jones

The National Warplane Museum kicked off the parade season with this years Rochester Lilac Festival Parade on the 3rd of May. Jodi Beyer along with John Peckham and Bonnie Hermanson, showed our very own F6 Corsair float. The very next week, on the 11th of May, the Corsair float attended the Dogwood Festival Parade in Danville. This time with the crew of Jay Jones, Jamieson Steele, Bevin Lynn, Maria Benzoni, along with Makayla and Jess.



At The Lilac Festival Parade



The crew at the
Danville Dogwood Festival Parade

These parades are a great way to inform communities about the museum and of our yearly airshow. They are also a lot of fun.

Remember, if your hometown is having a festival/parade, let us know and, if possible, we'll bring the float!



Duffy Enjoying The View
From The Cockpit

***The National Warplane Museum in Geneseo
Proudly Presents Their Annual***

**FLY-IN
BREAKFAST!**

FLY-IN, DRIVE-IN, BIKE-IN, RUN, OR WALK!

**MONDAY - LABOR DAY
SEPTEMBER 2nd, 2024
SERVING 8 AM TIL NOON!**

***EGGS & SAUSAGE, PANCAKES,
COFFEE, OJ, AND MORE! MMM!***

**ADULTS \$10
KIDS 12 & UNDER \$6
KIDS UNDER 5 FREE!**

**3489 BIG TREE LANE OFF ROUTE 63
JUST WEST OF SUNY GENESEO**

AIRPORT ID: D52

**FOR MORE INFORMATION VISIT:
www.nationalwarplanemuseum.com**

Or CALL US @ 585-243-2100!





**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 <input type="checkbox"/>
or Renewal <input type="checkbox"/>

- _____ 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