

Hangar Tales

Official Newsletter of the National Warplane Museum



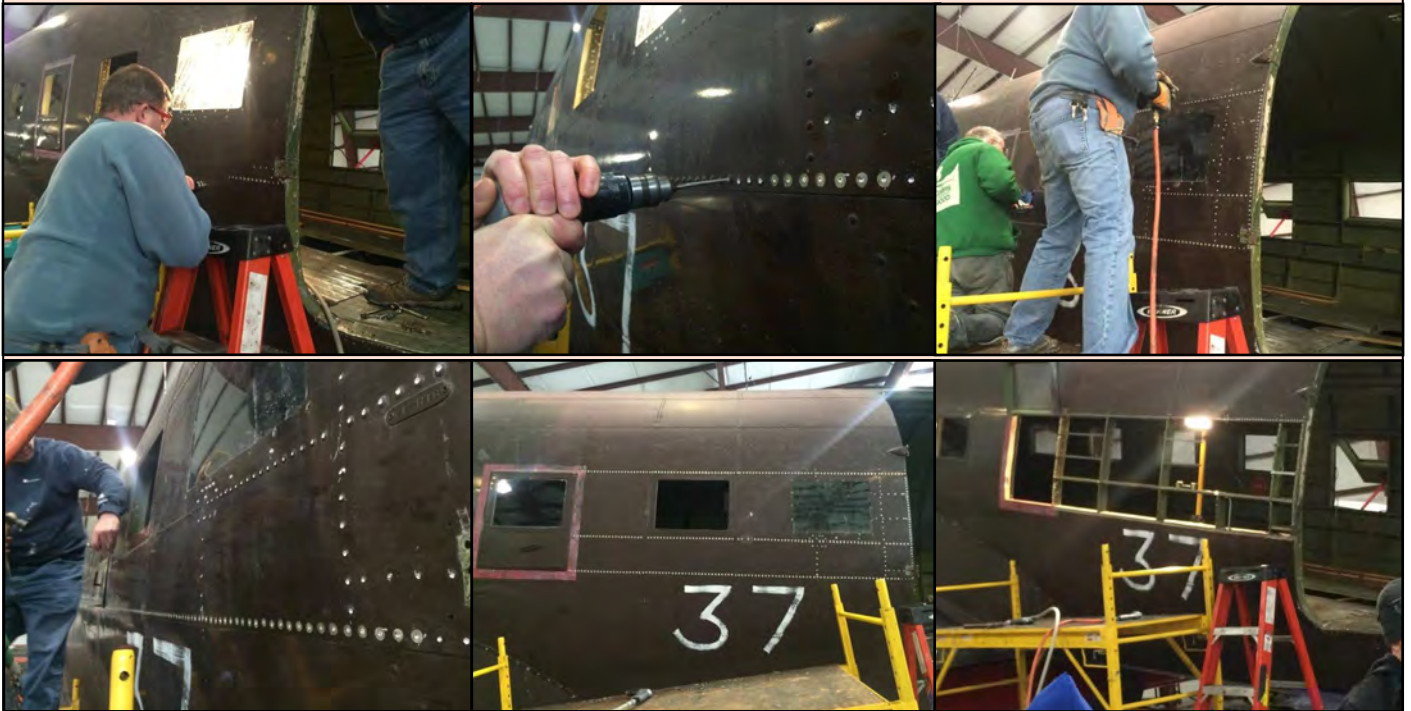
INSIDE THE HANGARS

- A Look Back: Whiskey 7 Restoration
- J-5 Wing Progress
- MB-5 Fire Truck
- Pilot's Perspective: He-162
- News Flash!... Hangar Time Chats
- "I Liked Them All" (WASP "Bee" Haydu)
- Kid's Page
- 60" Carbon Arc Searchlight
- Wilson, Don Wilson
- 100 Years, With Over 70 Of Them Always Cold
- Tidbits from Donna / Museum Wish List

“Whiskey 7” Restoration

Article and Pictures by Craig Wadsworth

When the Museum first received the donation of a Douglas C-47/DC-3, it had undergone many changes from its WWII configuration. Along the way, it was at different times a cargo plane, an airliner and, when we received it, a private corporate aircraft. The Museum decided immediately to restore it to its C-47 heritage. (It was at some later point that we discovered the historical significance of this particular airframe. Only later did we know that we had the lead plane on the Second Wave (Operation Boston) on D-Day! During this restoration of what was to become “Whiskey 7” (W7), we needed to undo a change made in the past. The airplane originally had seven windows on the right side and six on the left. At some point after WWII, W7 had a seventh window cut ahead of the cargo door on the left side. We decided to return it to its original correct, original, configuration.



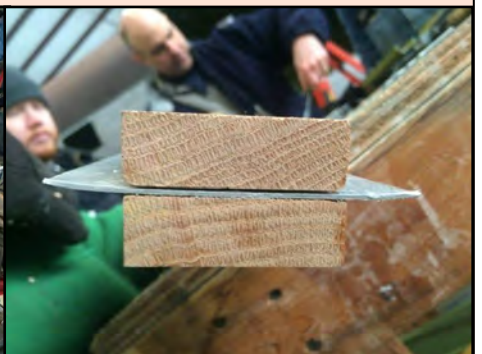
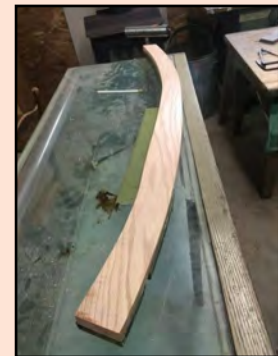
This required removing the skin and recreating the sheet without the window cut. First, each individual rivet needed to be drilled out! Then this piece of skin could be removed.

(Continued next page)

At the same time we needed to recreate one of the fuselage bulkheads (which was cut for the new window) and some of the stringers which carry the load from the skin to the bulkheads.



We created the new bulkhead out of sheet aluminum. We first crafted a full sized wooden form block. Then, with a soft hammer, hand formed the new part.



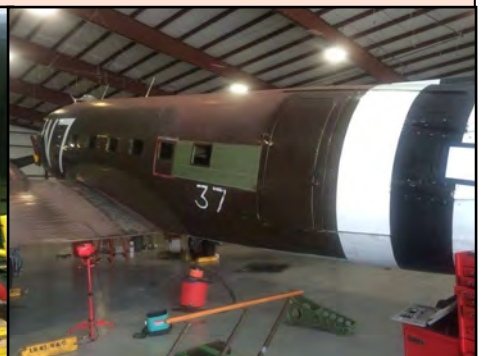
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("Whiskey 7 Restoration" continued)

We then took it to a company in Rochester which heat treated it to the proper strength.



Once that was done it was installed along with the new skin and stingers.



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("Whiskey 7 Restoration" continued)

Final paint was all that was left and she is one step further in restoration....



Thanks to all the volunteers who make everything happen at the museum!

Local FSDO Pays A Visit

We work with the local FAA Flight Standards District Office (FSDO) in Rochester to manage the continued safe operation of our aircraft. As part of that relationship Todd Cameron and I met with some local FSDO representatives for a review and inspection of W7 and the L16B Saturday February 6th. Both airplanes were opened up for winter maintenance and they enjoyed the chance to visit and see what was going on (and I think get out of the office for a few hours!). All questions were answered and documentation provided as requested. We should be able to add the L16B to the rides program without issue and W7 is always impressive. It was a productive visit and we look forward to continued work with the office in the future.

Thanks to Todd for taking the time to drive down and everyone in the hangar for being patient while the tour was in progress..

Craig Wadsworth

J-5 Wing Progress

Article and Pictures by Peter Bonneau

Slowly, but surely, the J-5 wing is coming together. Here are some pictures of the progress that has been made. The first 3 pictures show the process of installing the leading edge sheet aluminum. Each section of the leading edge metal had a initial curve formed into the metal; we did this by use of an English Wheel. This initial preformed curve made it easier to match the metal form to the rib contour. The sheet metal is first attached to the top of the ribs at the leading edge spar with small sheet metal screws. The wing is then turned over, and the sheet metal is drawn into place by use of ratcheting straps. Photo #2 shows this clearly. Once in place, the sheet metal is then fastened to the ribs with the sheet metal screws.



The picture on the bottom left shows the 90 degree bend in the lower edge sheet metal trailing edge which serves to stiffen the sheet metal between the ribs. The last picture on the right details the rib lacing needed to keep the ribs in place while stitching the fabric.

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("J-5 Wing Progress" continued)

The first and second pictures show the leading edge sheet metal in place and secured. The leading edge sheet metal was installed in three sections. The outer section was able to be reused, while the mid and inboard sections were fabbed new.



This picture to the left shows the aileron fitting process. The aileron needs some reinforcement to be installed in the center, and this has to be done while the aileron is installed, to make sure it fits with the reinforcers installed. The reinforcer goes in the small opening that you can see in the center of the aileron. You can also see the rib bracing tape installed, in the right hand side of the picture.

As of this date, the aileron reinforcers are complete, and both the wing and aileron are ready for fabric. The Museum is looking into getting what further covering materials are needed.

The MB-5 Fire Truck

Story by Taelor Kirkebye
Photos by Amanda Kirkebye



During August of last year, restoration efforts began on an MB-5 fire truck. Donated to the museum in 2018, this fire truck served in the Vietnam war aboard the carrier USS Nimitz. Designed and manufactured by Oshkosh in 1969, she wasn't the first variant produced by the company. As early as 1967, the MB-5 was considered the most common and versatile fire truck in the navy's arsenal. Looking back on firefighting training manuals, it has been listed that carrier and land crews should familiarize themselves with this truck especially, as its cost and effectiveness made it the perfect choice for firefighting.

It can carry 400 gallons of water and AFFF firefighting foam, and using her powerful Cardox turret and pumps, she was able to tackle fires that were far more dif-

ficult to put out with the conventional trucks used at the time. Additionally, the MB-5 was outfitted with a front handline, and a dry chemical hose reel. The front nozzle was provided a range of 3 different nozzle attachments. One for water, one for foam, and a lance attachment to pierce the skin of an aircraft. A circular saw was also provided, powered by a small diesel auxiliary engine mounted forward of the main engine. To reach the fires, it was built with a powerful Cat 1673-b engine, which allows the

truck to reach speeds of 63 mph. There were accommodations for 3 to 4 crewmembers, which could include a driver, a turret operator, and exterior attack crew. A variety of hand tools and purple-K extinguishers aided fire crews during emergency scenarios.



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("The MB-5 Fire Truck" continued)

While on the Nimitz, this fire truck was outfitted with a roof mounted searchlight and stoker hooks, as opposed to the ladder you see in some photos of these trucks. While at the museum, it will be outfitted as it was originally, with the appropriate decals and equipment. It will be worked on in the 1941 Motor Pool Restoration Shop, located behind the 1941 hanger. Once restoration efforts are complete, it will be displayed during airshows, and poten-



tially used to perform a water salute. During normal museum hours, it may be started up and driven for guests, and could be used to deal with brush fires as an early suppression unit before the fire crews arrive.

This fire truck is a shining example of the work that our military fire crews put in to keep aircraft and personnel safe during wartime. Our goal in restoring this fire truck is to teach everyone how the firefighters of yesterday dealt with the challenges that constant aircraft development posed to militaries around the world.



If you want to show your support for this cause, please consider coming to the museum when the pandemic no longer threatens our health. We would greatly appreciate it.

A PILOT'S PERSPECTIVE

Heinkel He-162

by Kevin House



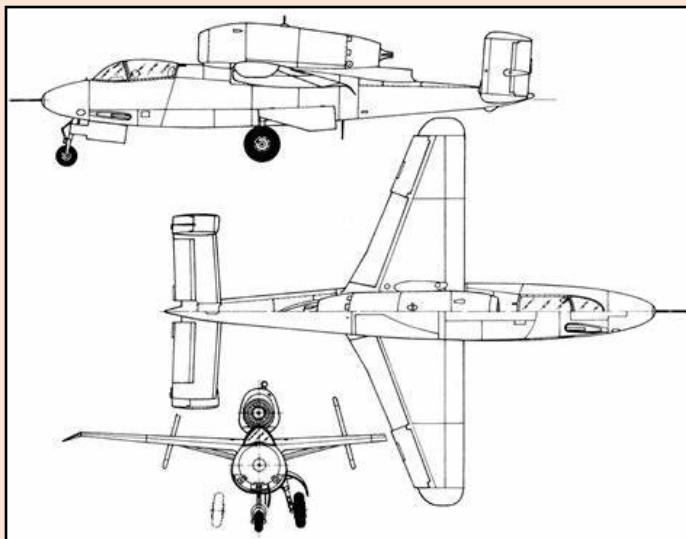
Heinkel HE-162 (r) in the Long Hangar

In the March/April 2019 newsletter, Brian Trzaskos wrote about the Museum's German Heinkel He-162 jet fighter reproduction. While Brian wrote of the technical and production aspects of the airplane, I'd like to present the point of view of pilots who flew it.

Most of my information comes from Allied test pilots who flew the aircraft after WW2. Some of the sources contradict one another. I've presented the information the best that I can.

First, some background information.

The aircraft was fitted with a BMW jet engine atop its fuselage that produced 1760 lbs of thrust. It was capable of over 500 mph. The A1 models used 30mm cannons mounted in the nose (it seems that due to the light-weight construction of the aircraft, the forward fuselage could not handle this cannon's recoil), the A2 models used 20mm cannons. The aircraft had just 30 minutes fuel endurance and the first ejection seat to be used in combat. The only time this seat was used is reportedly due to running out of fuel. Much of the aircraft was made of wood and suffered structural failures due to poor quality glue. It was reported that while experienced pilots liked flying the airplane, it was a challenge and dangerous in the hands of the inexperienced.



General Adolph Galland, commander of German fighter forces, was opposed to the 162. He felt it would drain pilots away from the ME-262 squadrons and was a death trap for

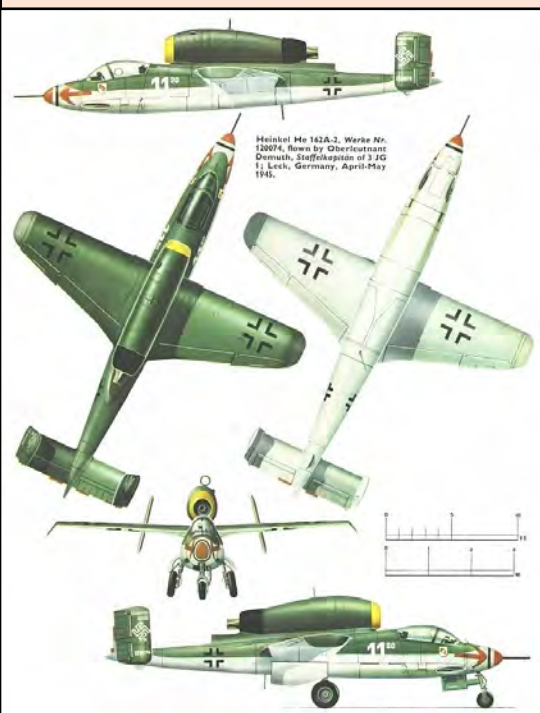
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("Heinkel HE-162" continued)

novice pilots. He was overruled, however, by Commander in Chief of the Luftwaffe Hermann Goring.

Due to pilot shortages and low production numbers, the 162 did not see much action. It's first combat victory was in April 1945, however on return to base the airplane crashed killing its pilot. The airplane did need experienced pilots to operate it safely. Of the 65 factory pilots assigned to the 162, only 5 were left alive by the end of the war. The others were killed in 162 related incidents.

The airplane had poor ground handling due to weak brakes, slow acceleration and poor directional control under 105mph. Its takeoff roll was extremely long due to poor acceleration. A U.S. test pilot reported using over 2 miles of runway to get airborne. As comparison, modern day Boeing 737s can get airborne in approximately 7000ft. Directional control problems also occurred due to the inadequacy of control when less than 105mph. Its initial rate of climb after takeoff was just 1000 feet per minute. The P-51 Mustang could do 3500fpm. In flight, the airplane had a high roll rate which is good in combat, but too much use of the rudder by the pilot while in roll would overstress the tail section. Aerodynamic stalls, where the wing losses lift, could occur with very little warning and require 10,000 ft for recovery. The Boeing 737 uses about 3000ft with plenty of warning to the pilot beforehand. The engine's response to throttle was very slow, about 20 sec from idle power to



full power. Modern day jets can do it in 8 seconds or less. The airplane's high rate of descent on approach to land coupled with the slow throttle response required the pilot to carry about 75% power throughout the approach. Too soon reduction of power for landing could cause a very hard arrival.

By the time of its introduction the war was in its later stages. The 162 was rushed to production with inadequate design and testing. It was built by forced labor in tunnels and caves. It could have been a formidable weapon if the above conditions had not existed.

A good fighter needs to be unstable in order to allow the pilot to throw it around the sky. The He-162 met this requirement but had a number of shortcomings that could bite the inexperienced pilot right in the schnauzer.



NEWS FLASH... This Just In...

Coming soon to airwaves all across the country and beyond..... Informative and entertaining historical "chats" featuring experts and amateurs alike! We'll dazzle you! We'll thrill you! We'll educate you and have you coming back for more! Each live personalized narrative coming to you Five-by-Five from the Pilots Lounge at the National Warplane Museum in Geneseo, New York. Introducing for the first time ever...

"Hangar Time Chats".



"Hangar Time Chats" will be brought to you live via ZOOM Webinar. You can register for "Hangar Time Chats" on our website at nationalwarplanemuseum.com or by visiting us on FaceBook at National Warplane Museum - Geneseo Airshow.

Once you register for one or all of our "chats" you will receive an email confirmation with the Webinar login ID and passcode. Can't make it live? Register and get access to the full replay for one week. If you have any questions we can be contacted by email at:

events@nationalwarplane museum.com



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("Hangar Time Chats" continued)

Now for our EXCITING program line up...**February 26, 2021 5:00pm EST**

Online event

\$15 non member /\$5 NWM member

Presenter: Chris Godart

Topic: ***The Wright Brothers - First Flight***

Chris is a docent at the Smithsonian National Air and Space Museum as well as being a National Park volunteer at the Wright Brothers National Memorial in Kitty Hawk, North Carolina. He has over 15 years experience as a historian and lecturer throughout the United States.

March 13, 2021 12:00pm EST (5:00pm GMT)

Online event

\$15 non member /\$5 NWM member

Presenter: Paul Bingley

Special Guest: Casey Bukowski

Topic: ***Bomb Group - The Story of the Mighty Eighth's 381st***

Paul has worked in the aviation industry for over thirty years and is responsible for chartering cargo aircraft around the world. He has written a number of features for UK national and international publications and is also the chairman of a museum dedicated to preserving the legacy of an Eighth Air Force heavy bomber base at Ridgewell in Essex, England - home of the 381st Bombardment Group.



Casey is a retired TSgt with the Army Air Corps in WWII. He was a waist gunner on "Friday the 13th" a B-17 assigned to the 381st Bomb Group 532nd Bomb Squadron at Ridgewell. On February 22, 1944 their 15th mission to Bunde, Germany "Friday the 13th" was shot down and Casey became a POW for 14 months. He is also an active member of the National Warplane Museum.

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("Hangar Time Chats" continued)

April 10, 2021 5:00pm EST
Online event

\$7 non member /\$2 NWM member

Presenter: Bevin Lynn

Topic: ***SPARS: Women of the Coast Guard in WWII***



Bevin is not only an active member at the National Warplane Museum but does impressions and lectures from 1770-1940. She volunteers and has worked at Geneseo Country Village & Museum as their Coordinator of Interpretation. She has also been tasked with managing their costume department, developing new visitor programming and training over 100 seasonal staff each year. Bevin has been a speaker and workshop presenter at national conferences such as the Association for Living History, Farm and Agricultural Museums (ALHFAM) as well as being co president of the Historic Apparel & Textile Professional Interest Group. Bevin finds the WWII SPARS, WAACs and AWS to be special areas of interest.



I LIKED THEM ALL

Story and Pictures by Jamieson Steele

I spotted an article about a WWII WASP who turned 100 years old on December 15, 2020. I looked her up, and read all about Bernice 'Bee' Falk Haydu, WASP Class 44-7, who led a most amazing life, as if flying war birds as a young lady was not a good start. Articles I read led me to believe she has been pretty active in recent years, and pictures of her 100th party showed her to be pretty sharp. So, I called the retirement home, and was put through to her room, but the aide who answered said she was resting.

During the week that I had no laptop, after my really old one went up in smoke, I actually began to sort some of the piles around my house. One pile came from Dawn Seymour's son, Dawn also a WASP, for



FlyGirls Facebook Page



Dawn Seymour (far left) "Bee" Haydu (far right)

whom we flew W-7 over her 100th party. There was nothing special until one packet had pictures of Dawn flying a B-17 in the 80's, and with it a picture of her and other WASPs, which included Bee Haydu.

Knowing that they knew each other furthered my resolve to talk with her, and I did, and it was truly a great honor. At first her voice was rather weak, and I wondered how well she could hear me, but when we talked about flying, and the wonderful old planes, she perked right up. I told her of the planes I had been so lucky to fly in at our museum, and she was truly amazed that I was that interested in old planes, and veterans. She kept thanking me for calling her, when it was I who was honored.

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("I Liked Them All" continued)

I asked if she knew my classmate's mother, Tex Brown Meachum, or Mary Ann Thielges, who was from Dansville, NY, and briefly lived in the house across the street from me. But neither name did she know. Of course, she knew Dawn, and I was tasked with the sad chore of telling her that we had lost Dawn in 2017. She did not know this.

After the war, she wanted to continue to fly, but doors closed in front of her at each application in the flying business as a female. So, she started her own flight training school, and bought into, and ended up owning, her own Cessna dealership. I guess that showed them! She was also the spearhead of the movement to get veteran recognition for the WASPs, as they were dismissed with no such honors or benefits. Her efforts succeeded in



1977 with President Carter.

Later she was one of three WASPs to be with President Obama when they received the Congressional Gold Medal in 2009. A picture of Tex Brown Meachum with her medal is in the WASP display at the museum.

Clearly, Bee Haydu was a hero in so many ways, and I got to talk to her, just wonderful beyond my imagination. So, when I asked her if she had a favorite airplane, the line was silent for a bit, then she simply said; 'I liked them all'. A salute to you, WASP Bee Falk Haydu.



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("I Liked Them All" continued)

SAD POSTSCRIPT:

BERNICE "BEE" FALK HEYDU 12/15/1920-1/30/2020

I spoke to Bee on January 11, and sadly, 19 days later, January 30, she died. When I spoke with her she asked me to send the picture of her with Dawn Seymour in front of Fuddy Duddy. I enlarged several more, and asked her to sign them for our WASP display, and for keepsakes.

I got the pictures back, but not signed. A note from her care assistant said she very much enjoyed the photos, but was too weak to sign them. I am so glad, and proud to have been able to talk to her, waiting would have been disappointing.

100 years plus a month was a good run, and she sure made the most out of her life. She was an inspiration to many, and I shall have a spot for her in our WASP display, as I told her I would. Godspeed, WASP Falk Heydu.

Jamieson R. Steele

Kid's Page

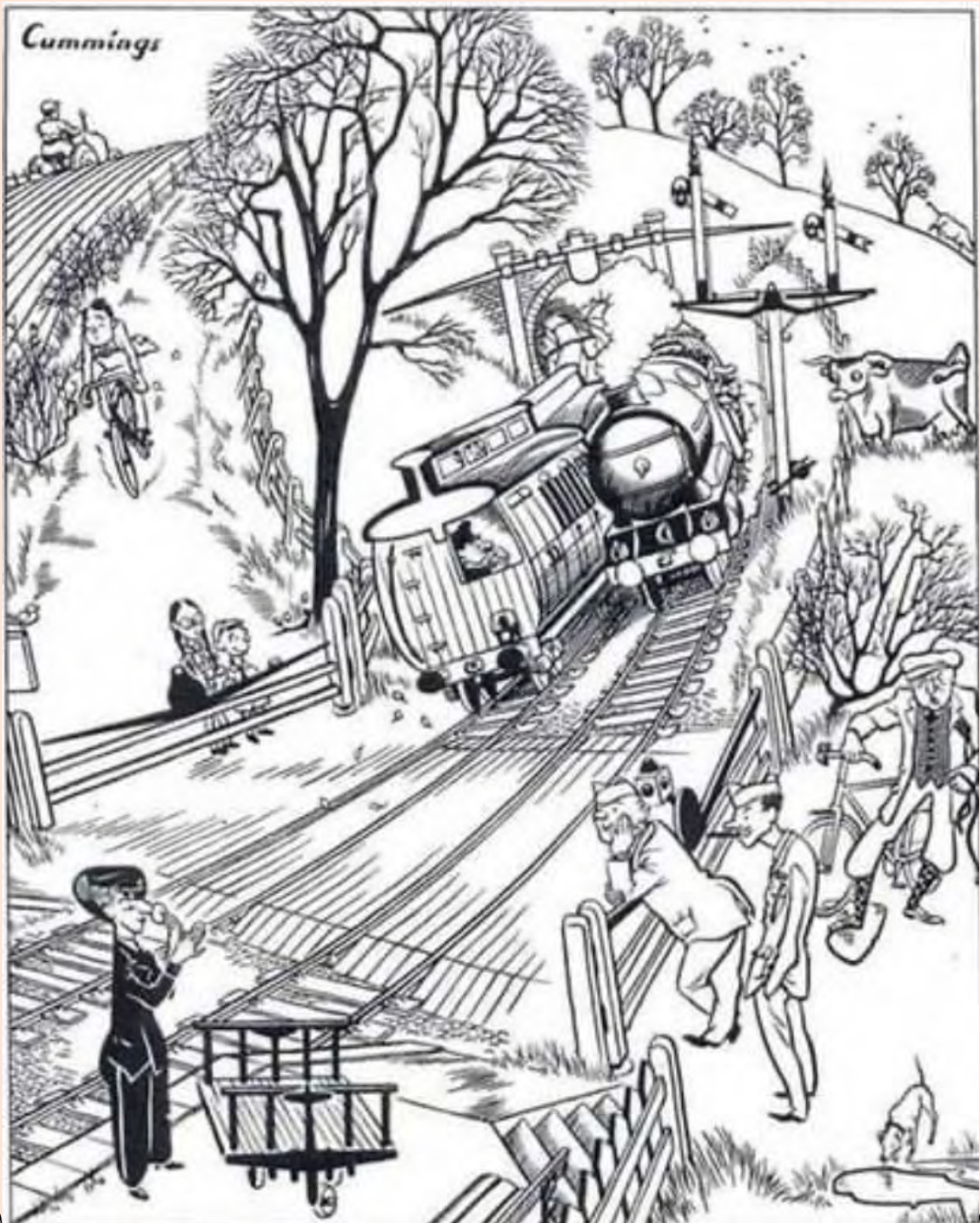
Can you find at least thirteen (13) hidden airplanes in the drawing on the [next page](#)? The answer Key can be found elsewhere in this issue. (Note: You can print just the puzzle page by entering "18" in the pages box of the "Print Range" options in your Print menu.)

This activity is courtesy the "**WW2 Army Air Forces Cartoons**" FaceBook page, and Bobby Lee Silliman.

If you have ideas or suggestions for our "Kid's Page", please let us know! Feedback on this, or any part of the newsletter, is always appreciated. We can be reached at:

newsletter@nationalwarplanemuseum.com

Kid's Page



60" Carbon Arc Searchlight

Article by Paul Lazarra

Photos by Mike Foss

Editor's Note: Parts of this article are taken from an earlier Museum newsletter. The searchlight is currently on display in the Long Hangar at the Museum. A generator that would have powered it is planned for restoration. Additional articles about the searchlight and its actual restoration will appear in some future issue of "Hangar Tales".

Second World War-era searchlights include models manufactured by General Electric and by the Sperry Company. These were mostly of 60 inch (152.4 cm) diameter with rhodium plated parabolic mirror, reflecting a carbon arc discharge. Peak output was 800,000,000 candela. It was powered by a 15 kW generator and had an effective beam visibility of 28 to 35 miles (45 to 56 km) in clear low humidity. (Wikipedia)

Did you know it took two deuce-and-a-half's with specially designed Fruehauf trailers to move a searchlight battery?

They had a tandem axle, tilt bed, and a winch to haul the units into the bed. The bed and tailgate had channels in them for the tires ride up on. One truck and trailer was to move the generator, the other to haul the light. Other components of a searchlight battery included the control station, sound locator and interconnecting cables. (Sound locators were used before the advent of radar.)

It took a team of 12 men, divided into two squads, to operate a single searchlight battery. One squad of five men operated the sound locator. This consisted of the Chief of the section (Sgt), an azimuth listener, an elevation listener, an acoustic correction operator and a telephone operator. A second squad of seven men made up the searchlight crew. This consisted of the searchlight commander (Cpl), an azimuth controller, an elevation controller, a light operator, a power plant operator/truck driver, a second truck driver, and a basic (spare man).

Searchlight Specifications:

Power: 78v@ 150 amps

Candlepower: 8 million

Effective Beam length: 5.6miles

Effective Visibility: 28 -35 miles

Glass weight: 75lbs

Brass Rhodium mirror: 180lbs

Light: uses 2 rods (1 pos, 1 neg) to create a flame -
bounces off the reflector creating the beam

Arc draws 150 amps continuously at 78v

Burns at over 3000 degrees F

Generator: 15KWV nominal 16.7KWV max
(15000 -16700 watts DC)

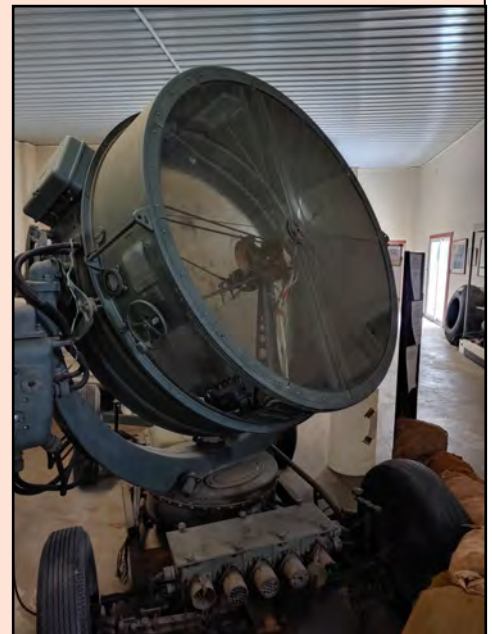
Motor: Flathead inline "6"

Fuel capacity: 26 gal (gas)

Burns 2.6 gal/hour under load

Combined weight: 6000lbs (3 tons)

Generator specifically designed for this use



WILSON, DON WILSON

By Jamieson R. Steele, Collections & Displays

Don Wilson, that quiet, mild mannered, engineer who is our Treasurer, actually led a life of a James Bond nature, but he can't tell you much about it.

Let's go back to his graduation from the University of Buffalo in 1963 with a degree in Electrical Engineering. Buffalo was also the place of his birth, and youth. At the time of his graduation he had already married in 1958, and they had two of the three children they would have. He went to work at General Dynamics in Rochester in the Electric Division. They liked Rochester enough to move there in '63.

He later interviewed with Kodak in 1965, and was hired. His keen mind and work ethic netted him to be chosen by Kodak to pursue his MBA. He was selected to work on a 'Research and Engineering' project which was a code term for secret, or 'Covert Black'. 'Covert White' subjects he could talk about. It was the Gambit Program, which was a satellite at the head of a missile, propelled 100 miles into space.



Inside the nose cone was a super high resolution camera, and film, a spy camera, all very top secret. He couldn't tell anyone, even his wife, what he did. He could not travel to any country next to the Soviet Block, lest he be kidnapped. When the cone returned to Earth by parachute, it was snatched from the sky by C-119's then C-130's.



The program was called Gambit I, and one of the original, declassified, camera cones is on display at a Rochester science museum. There was a Gambit II, but the Gambit III overtook it, and it was never developed. The cost and resolution is still top secret. He told me when the Russians said they had a certain numbers of missiles deployed, the Gambit III knew better, allowing President Regan to call their bluff, and may well have prevented WWII, we will never know for sure.

(Continued next page)

("Wilson, Don Wilson" continued)

So, what does this have to do with his tenure at our museum? Well, when he was 15 he took flying lessons, he soloed at 16, and had his private pilot license at 17, all while he was still in high school. In the 1980's he saw a picture of a P-51 parked at the museum, and came down to have a look. While there, he saw men working on a PT-19, and with coaxing from Dr. Bill Anderson, he became one of the PT's ten owners.

Like so many of us, he began to come down to work on planes, and fly. Dr. Anderson had a P-40, and would take it to Canada for air shows, and the Canadian Air Heritage would come here for the early air shows. Of course, the Geneseo air shows became legend, and Don was there from the beginning, and all through the tough times that upset us more than a little bit. The PT-19 group became the core of the new 1941 HAG, and Don joined Austin and others on the new board as treasurer.



Don (r) with Ray Ingram (l) with our C-130



Don with Pham Khiem (r)

OK, back to the Gambit being grabbed out of the sky by C-130's. They used C-119's prior, but they could not go fast enough, and many were needed to ensure capture. So, when Don saw that the Smithsonian had a C-130 available, he began the long process to get it here, and it is here! It will be further restored, and honor both the US, and S. Vietnamese forces, and all veterans. It is a perfect fit; Kodak, our air museum, a C-130, and adding Viet Nam, and all services into our scope of honor.

So, when you see Don at the museum, don't ask about what he really knows, or he will have to put something in your coffee. He will, however, show you his Walther PPK. Wilson, Don Wilson.



Fundraising News

By Larry Jones

The fundraising committee is busy making plans for the new year. Taking in mind the "COVID Affect," items being discussed are a different approach to ways we can sell and deliver merchandise through our online store, Zoom lectures where members can sign on and participate in educational history or aviation talks, a second raffle to run through our hopeful Airshow, a Wine and Spirits Tasting event, more take-out Chicken BBQ's, as well as other exciting events to continue raising funds and awareness for our museum.

Since our last Hanger Tales publication, more contributions have arrived in response to our Annual Campaign letter. In addition to recent contributors, included are a few that were inadvertently omitted from our prior list (Oops!) Updated **Thank You's** go out to:

Major Category:	Andy Ginsberg - Rochester, NY
Captain Category:	Kurt Goodwin - Wellsboro, PA
Lieutenant Category:	Cosmo Amico - Rochester, NY
	Daniel & Jo-Ann Liberati - Olean, NY
	Mary Robinson-Slabey - Mansfield PA
Sergeant Category:	Douglas Roder - Lyons, NY

Again, thanks to all of you who so generously donated to our cause resulting in \$13,520 in total donations (so far!)

Please stay tuned to us on Facebook (National Warplane Museum - Geneseo Airshow) and take a look at our website (www.nationalwarplanemuseum.com) as we strive to update both of these important communication venues!

Peace and Health to All!

Thank you
FOR YOUR SUPPORT

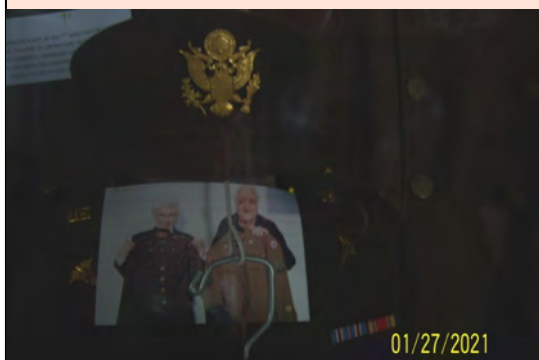
100 YEARS WITH OVER 70 OF THEM ALWAYS COLD

Story and Pictures by Jamieson Steele

Virginia Hopkins (Joseph) was born on September 18, 1920 in sunny Georgia. She turned 100 this past September in Binghamton, NY, where she has lived for over 70 years. She came there after marrying her husband, George Joseph, and she quipped that she hasn't been warm since!



Ginger, as she was nick named by her husband for her red hair, did not have an easy early life. Her mother died of cancer when she was ten, then her father was killed in a work accident when she was twelve. She, and her two brothers were orphans, and went off to live apart. Ginger lived with a pharmacist and his family, who noted her intelligence, and helped her enter nursing school in Atlanta.



After graduation in 1944, she became a nurse in the US Army as a 2nd Lt., and tended to the wounded stateside. During this time, she met her husband to be, George, who was a Tech Sgt. Medical Corps, stationed in England. They married after the war, and moved to George's hometown, Binghamton, where she was never warm again!

(Continued next page)

("100 Years, With over 70 of Them Always Cold" continued)

George worked for the City of Binghamton, and Ginger was a nurse at Binghamton General Hospital, and for Visiting Nurses. They had two sons, and three grandchildren. She lost George at 93 in 2017.

About 15 years ago I met them, as they had the key to my friend's parent's house that I was cleaning out for him. In talking, my WWII collection



came up, and they went to the attic, and gave me their uniforms. They had removed some pins and patches for shadow boxes, so I replaced them with authentic replacements. I returned with the restored uniforms, and they looked at them and cried tears of joy.

A picture of them holding up the uniforms that day is with their display in the long hangar. George's uniform hangs with hers, and when I do tours, I often quip that nurses were officers, so she outranked him then, and always did! Happy 100th Birthday, Lt. Hopkins-Joseph.



Tidbits From Donna

- We would like to thank everyone who supported the recent Fundraiser! We've taken a big hit with no visitors and especially no income from air show and private events
- Membership is very important. Please keep yours current!
- A member is looking for a CD copy of our 1988 air show. Please contact me at:
nationalwarplanemuseum@gmail.com
 585-243-2100
- In the past few months we have had a large amount of donated books. Most are about WWII and aircraft. Those not added to our Library are available for sale in the Visitor's Center.
- Please check out the "Wish List" elsewhere in this newsletter. Contact us if you have any questions.
- Here is a tentative Calendar of Events:



2021 Calendar of Events

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

www.NationalWarplaneMuseum.com



EVENT	Date	CONTACT
WNFF Spring Opener	5/14 - 5/16	Lyle Whitford (716) 807-4748
MARS Sport Launch	5/29 - 5/31	www.marsclub.org
Empire State Champion Free Flight	6/11 - 6/13	Lyle Whitford (716) 807-4748
MARS Sport Launch	6/12 - 6/13	www.marsclub.org
*GENESEO AIR SHOW (Tentative)	7/9 - 7/11	(585) 243-2100
MARS Sport Launch	7/24 - 7/30	www.marsclub.org
MARS Sport Launch	8/14 - 8/15	www.marsclub.org
Yankee Air Pirate Challenge	8/24 - 8/25	Lyle Whitford (716) 807-4748
MARS Sport Launch	9/18 - 9/19	www.marsclub.org
Great Grape Gathering	9/7 - 9/8	Roy Smith aeronut.kos.net
MARS Sport Launch	10/2 - 10/3	www.marsclub.org

Dates Subject To Change

*** Subject to permits and approval by authorizing agencies**

Museum Wish List

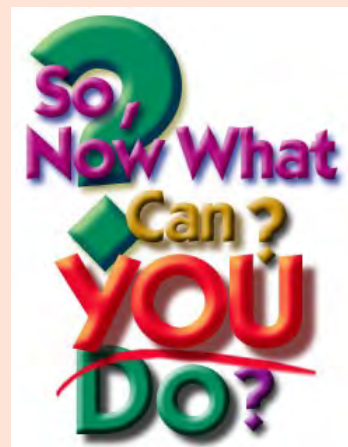
While fundraising for financial donations is paramount, the need for materials to offset costs is quite enormous as well. We could save the museum thousands if we ask our members to donate extra materials they no longer had use for at home, or if allowed, their place of work.

Materials we could use are:

Lumber of all Types
 Drywall / Plaster
 Hardware (Nails, Nuts, Bolts, Washers)
 Paints - Indoor / Outdoor, Latex / Oil
 Wiring - Romex
 Siding
 Cement / Quikrete
 Paving Bricks / Stones
 Stone for the Driveway
 Shovels, Rakes, Yard Tools
 Topsoil for Flower Beds
 Flowers for Flower Beds
 and Inside Buildings
 Kitchen Equipment
 Disposable Napkins / Plates / Utensils
 Table and Chairs
 Tables Covers (Disposable/Reusable)
 Paper Towels
 Mops / Brooms / Buckets / Dust Pans
 Cleaning Chemicals
 New motor oils and hydraulic oils
 Computers (with Windows 10)
 Studio Equipment (for YouTube Videos, Interviews, and Podcasts)
 Tents

Services we could use:

Building Maintenance
 Landscaping
 Painting
 Construction
 Paving
 Driveway / Road Maintenance
 Tree Service
 Carpentry
 Vehicle Maintenance and Repair
 Roofing and Roof Repair
 Heating and Cooling (HVAC)
 Internet Services
 BBQ and Pig Roasting



From the Editor

Here's an email we recently received at the Museum that might be of interest to some of you:

From: **Brady French** <bjf72@aol.com>

Date: Fri, Jan 29, 2021 at 5:24 PM

Subject: Douglas C-47 Skytrain - GIANT SCALE - COFFEE AIRFOILERS

To: <nationalwarplanemuseum@gmail.com>

Found this on YouTube, don't know if you're aware of it. A radio controlled model of W7.

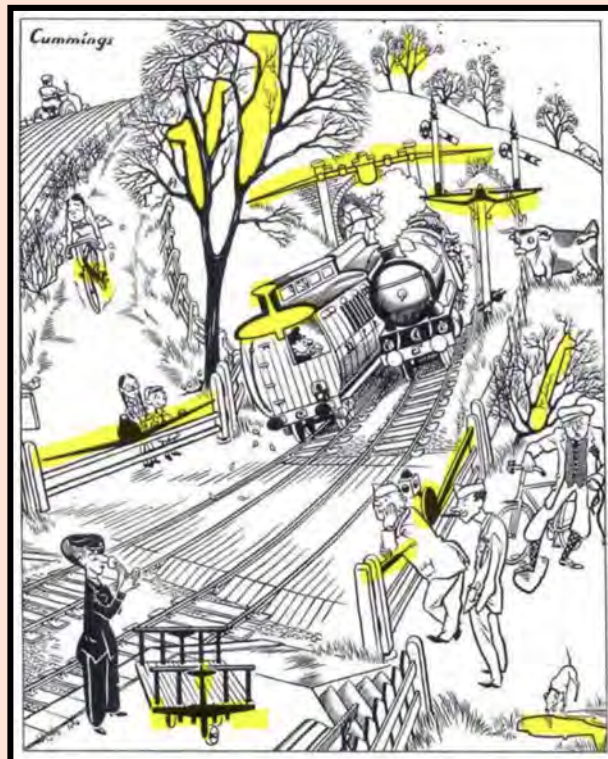
<https://youtu.be/DpciG0IuzEM>

Editor's Note:

This address is not clickable. You will have to type it yourself

Brady French

Kid's Page Answer Key





**NATIONAL WARPLANE
MUSEUM**

3489 Big Tree Lane
PO Box 185
Geneseo, NY 14454-0185

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

newsletter@nationalwarplanemuseum.com

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

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

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 required for admissions and benefits.

Membership fees:

Please check if New Membership ☐
or Renewal ☐

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

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