

# Hangar Tales

*Official Newsletter of the National Warplane Museum*



8 Christina Swank, National Warplane Museum

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3489 Big Tree Lane, PO Box 185  
Geneseo, NY 14454  
585-243-2100  
[www.NationalWarplaneMuseum.com](http://www.NationalWarplaneMuseum.com)

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DATE: April 10, 2020

**COVID-19 pandemic large gathering restrictions drives changes in National Warplane Museum 2020 Geneseo Airshow ("The Greatest Show on Turf").**

The National Warplane Museum's 2020 Geneseo Airshow, known as "The Greatest Show on Turf" originally scheduled to take place from July 11 to July 12, at Geneseo Airport (D52), has been postponed in light of the uncertainty caused by the unfolding COVID-19 pandemic.

The Geneseo Airshow is one of many large events across the country and world being postponed or canceled due to the public gathering restrictions currently in place. Austin Wadsworth, President of the National Warplane Museum said; "It is with regret that we join the ranks of events impacted. The 2020 Geneseo Airshow was to be our 40<sup>th</sup> anniversary and we were looking forward to another great event. This decision is driven by the need to protect the health and safety of our communities, and everyone who works hard to make the event a success, as well as the uncertainty of when restrictions barring public gatherings will be lifted."

Wadsworth continued; "In the hope our country will be back to normal later this summer and public gathering restrictions will be lifted, the museum is starting to plan an event for mid to late September that may include, among other things, a limited number of performers, airplane rides, reenactors, food, and other events in line with previous shows. We plan to provide the same excellent, economical, and family focused event as we have since 1980."

Event updates will be posted in our social media, press releases, and our webpage.

For additional information contact Robert Dauer, Public Relations at (716) 517-6402, or [bob.dauer@nationalwarplanemuseum.com](mailto:bob.dauer@nationalwarplanemuseum.com)



Member Briefing:

## OPERATION “Thanks from Above”



Today, Tuesday April 28<sup>th</sup>, Austin Wadsworth, President NWM announced our intention to plan and conduct a historic series of flyovers in Western New York led by our Douglas C-47 affectionately named Whiskey 7 over the weekend of May 16<sup>th</sup> and 17<sup>th</sup>.

These are interesting times we are living in. Each worker, family, and organization has had to make drastic, unusual, and spontaneous changes to the way that we all conduct life and business. On the frontline, we are fortunate to have First Responders and Essential Workers who take risk to ensure that safety, care, and supplies are available to everyone every day. These heroes accept risk and they expect fatigue.

The values associated with Whiskey 7 for which we are so blessed to be the custodians, is already associated by the general public with ideals such as bravery, sacrifice, honor and hope. It is our intention to put this brand and these ideals to good use by saying “Thanks from Above” to our First Responders and Essential Workers.

Missions are being designed to overfly key hospitals, VA locations, city centers, parks and other notable venues in the Buffalo, Rochester and Syracuse areas.

Over the next two weeks there will be an evolution of public relations work, social media, logistics, training, planning meetings, and updates.

The restrictions affecting jobs and businesses makes for a challenging climate. However, an event of this magnitude can only succeed through generous donations and sponsorships. The positive and uplifting values that this mission hopes to convey to the public are worthwhile and I believe that families and small businesses alike will want to be a part of it in any capacity whether large or small.

If you would like to send a donation to the Museum office or provide it personally to Donna Walker in the office, please ensure that it is clearly labelled as being for “Thanks from Above”. If your small business would like to be involved, then there are a range of options that we have available to ensure that your logo and your giving gains exposure. Lastly, if you have ideas about sponsorship opportunities but would like assistance with a meeting or personal visit then please work with me and I will provide any support necessary.

This is not a small undertaking. However, it is an exciting and extraordinary opportunity for us to let the world know that they are doing a great job, keep up the good work, it is appreciated, and we are here!

Don't hesitate to call me at 585-281-3738 or send me an email at [Todd.Cameron@NationalWarplaneMuseum.com](mailto:Todd.Cameron@NationalWarplaneMuseum.com) to collaborate on this remarkable demonstration of gratitude!

Todd M. Cameron  
Director of Flight Operations  
National Warplane Museum





## 2020 Calendar Of Events

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

[www.NationalWarplaneMuseum.com](http://www.NationalWarplaneMuseum.com)



| EVENT   | Date           | CONTACT  |
|---|----------------|--|
| War Games Among Warplanes                               | 6/6            | Wargames@yahoo.com                                     |
| <b>**Rides Day</b>                                      |                | <b>(585)243-2100</b>                                   |
| <b>*Fly In Pancake Breakfast 7am - 12pm</b>             | <b>6/14</b>    | <b>(585)243-2100</b>                                   |
| MARS Sport Launch                                       | 6/13-14        | <a href="http://www.marsclub.org">www.marsclub.org</a> |
| NARAM   | 7/25-31        |  |
| <b>**Rides Day</b>                                      |                | <b>(585)243-2100</b>                                   |
| VFW Annual Roast/Picnic                                 | 8/1            | Dennis Staley (585)943-1782                            |
| <b>**Rides Day</b>                                      |                | <b>(585)243-2100</b>                                   |
| Mars Sport Launch                                       | 8/15-16        | <a href="http://www.marsclub.org">www.marsclub.org</a> |
| Yankee Air Pirate Challenge                             | 8/21-23        | Lyle Whitford (716)807-4748                            |
| War Games Among Warplanes                               | 9/5            | Wargames@yahoo.com                                     |
| Great Grape Gathering                                   | 9/4-6          | Roy Smith aeronut@kos.net                              |
| MARS Sport Launch Club Meet                             | 9/12-13        | <a href="http://www.marsclub.org">www.marsclub.org</a> |
| <b>Bombs and Blooms- WWII Historical, Musical Drama</b> | <b>9/24-26</b> | <b>(585)243-2100</b>                                   |
| MARS Sport Launch Club Meet                             | 10/3-4         | <a href="http://www.marsclub.org">www.marsclub.org</a> |
| <b>*Veterans Day Open House</b>                         | <b>11/11</b>   | <b>(585)243-2100</b>                                   |
| <b>*Christmas Party</b>                                 | <b>12/12</b>   | <b>(585)243-2100</b>                                   |

**\*\* Dates Subject To Change**

**\* NWM Event**

The museum hosts many events both public and private each summer season. If you are curious about the status of any event you can also check with the producer of any event you are interested or involved in or call/email our office. We will do our best to keep the latest news for any changes on our social media, newsletter, and website as soon as we are notified.

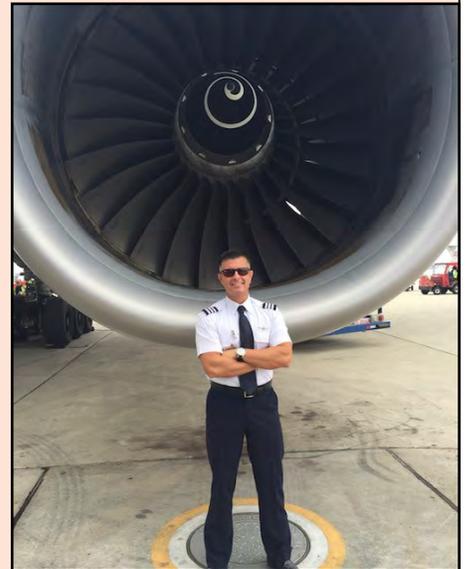
Austin Wadsworth, President

## Learning to fly the C47 (Part I)

by Ruben Alconero

(This Article 1st appeared on the NWM Facebook Page)

As current events leave me home bound I made a cup of coffee and hesitantly decided to organize my den. A small box in a drawer revealed jewels from long ago. Pictures from the mid 1980s, when I first learned to fly. A weathered letter from my current employer, extending an offer to join their pilot ranks over two decades in the past, that logo now in the history books. Buried in one of four logbooks, folded neatly as if I were hiding it from someone laid an application to add a type rating to my ATP. I paused a second and then pulled out my current certificate and thought about how the years had quickly vanished, yet I vividly remembered each rating and where I was in this journey of life.



The Author

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As pilots we are often asked “what is your favorite airplane” or “what is the coolest aircraft you have flown?” I always found that hard to answer as each aircraft held a special place in my heart, each training event and flying afforded me the opportunity to meet new people and see different parts of the globe. Cherished in my memory are sights most will never see.



1

A sun rise over the Atlantic, the Northern Lights over the Aleutian Islands. Sunsets over Patagonia, the breath taking beauty of the Andes, and immense vastness of the Amazon. The country side of Upstate NY at 5,000 feet and the Rocky Mountains at Flight Level 410. Each moment special, each picture vividly stored in my heart.

I remember the awe of walking around a Boeing 727 back in mid 90s. I was a young twenty something flight engineer flying night freight for a small cargo company, but I thought I had won the lottery in life. Twenty years later I would pre-

flight a Boeing 777 with the same amazement and grin that I have been unable to wipe from face since those early teenage years.



HUD—Heads Up Display

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Even the Boeing 737 which I fly today is so very special. It is the first command position I assumed at my airline, the first commercial jet I would become an instructor on, teaching the next generation after me.

(Continued next page)

(Learning to Fly the C-47 continued)

My entire professional flying history, condensed on two lines of letters and numbers that would mean nothing to most people, lay in my hand, the size of a credit card. The greenish piece of plastic is adorned with Boeing, Airbus and Douglas ratings I have worked so hard to obtain through the years. Each with its own story, during different chapters of my life. One stands out over all the others....



I sipped another cup of coffee and gazed out the window into the early afternoon. Wind blowing through the trees, small puffy cumulus clouds making their way through the sky as if they had somewhere to go.

I closed my eyes and saw a long grass strip nestled in the heart of Upstate NY. The smell aviation fuel, the black oil that stubbornly adorned itself to the cowling of the engines. The gust locks now removed and the ailerons wanting to flutter in the Spring breeze. I climbed up the aft stairs and walked towards the cockpit. It was

hard not to imagine all the pilots that had walked this same path before me. Different circumstances, different missions, and different feelings I truly can not imagine.



I have mentioned before it is hard not to hear the ghosts from decades past. The paratroopers that jumped, the lives that were lost, and the ones that returned home. The men that were carried, the stories they passed on to their children, and children's children.



I paused for a second and listened to the wind whistle around the fuselage, then slowly continued to walk up front. I settled in the seat and stared out the window, I had that grin again, the one I had as a teenager learning to fly all those years ago, the one I had as new Boeing pilot starting my career.

(Continued next page)

(Learning to Fly the C-47 continued)



35 years after my first flight lesson, 5 airlines and 9 type ratings, I was getting ready to train on one of the most special aircraft I have had the privilege to fly, or most likely ever fly.....

Clear to start two..

(More from Reuben in future newsletters)



"I knew I wanted to fly for the airlines since I was 5 years old. I took my first official flight lesson at age 12."



"This was after my solo on my 16th birthday. It's customary to cut the shirttail after you solo."



Chris Polhemus (L) and Reuben

**About Ruben Alconero**

Ruben is a B737 Captain for American Airlines, having flown for AA the past 21 years. Ruben lives in Rochester (NY) and is married to Lee Alconero, a corporate flight attendant. He has 3 children, all in college. Ruben was introduced to the NWM when he met Chris Polhemus while teaching USAirways pilots how to use Americans bidding and flight planning software in Charlotte during the airlines merger. He has been a member for 5 years.



Boeing 737 cockpit at night



**THE NATIONAL  
WARPLANE MUSEUM**

3489 Big Tree Lane  
Geneseo, NY

**Pre-order/Advanced  
Sales  
(585) 243-2100**



**Take Out ONLY!!!**



To Help Defray  
the Cost of New  
Engine for  
Whiskey 7

**Saturday**

**May 23rd**

**3:00 pm 'til**

**SOLD OUT**



## The Link Pilot Trainer

by Kevin House



At the National Warplane Museum, we have on display a Link Trainer, the first true flight simulator.

1 In 1928, Edwin Link of Binghamton

NY, left his father's piano and organ building business to work on developing a pilot trainer. Using his knowledge of pumps, valves and bellows he created a small airplane replica that responded to pilot inputs and gave accurate cockpit instrument indications. The trainer could move in all three axes of flight: pitch, roll and yaw.



The bellows to control motion 9



Link Trainer and Instructor's table at the NWM 9

During the 1930s the simulators were sold mainly as amusement rides, but with the out break of WW2 Link started selling them to the U.S. and other governments for military pilot training. Eventually about 6,270 were sold to the U.S. Army and 1,045 to the Navy.

The little trainer sat on its bellows and using air

suction the pilot could move it about. Adjacent to the trainer was an instructor's table where the pilot's performance could be monitored and where the instructor could make changes to variables such as wind speed and direction. The "hood" of the simulator could be lowered to simulate flying in instrument meteorological conditions and the pilot's progress could be followed along a map on the instructor's desk.



Link Trainer Instructor's Table 9

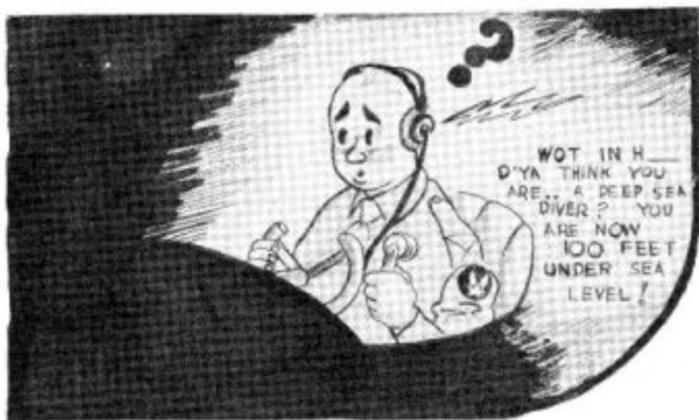
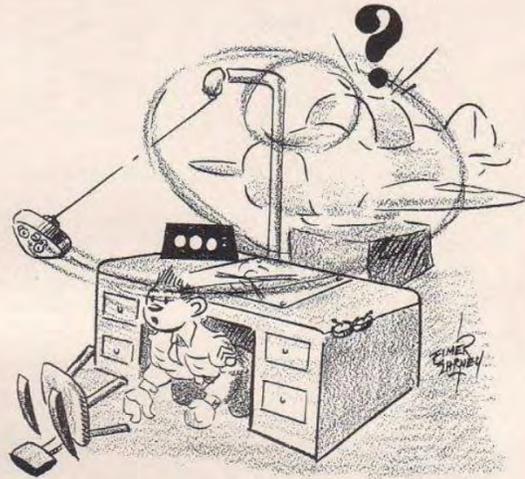


A look inside the Link's cockpit 9

Over 500,000 American pilots were trained on Links, including the author of this article who "flew" one for training back in the early '70s at Embry -Riddle Aeronautical University. The Link, primitive by today's standards, was a revolutionary piece of aviation engineering.

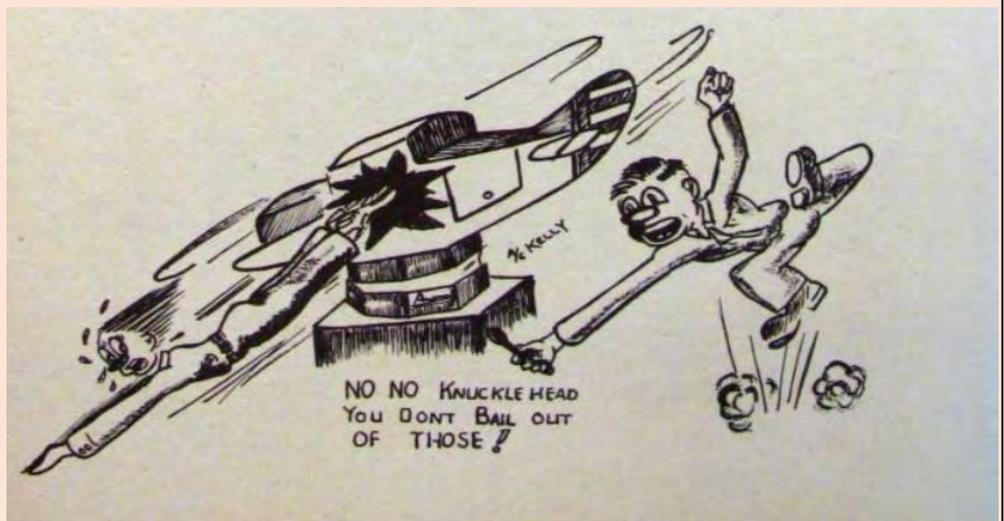


No! No! You're using too much stick



## Link Trainer Humor

Credits to WW@  
Army Air Forces  
Cartoons  
Facebook Page  
Bobby Lee Sillman



**(Pending the Removal of Social Distancing Restrictions)**

# National Warplane Museum

## Fly-In Breakfast

3489 Big Tree Ln, Geneseo, NY  
**Sunday, June 14<sup>th</sup>, 2020**

**NEW TENTATIVE DATE For the \$10,000 C-130 Raffle**



**7am – 12pm**



**\$9.00 adult**

**\$7.00 ages 4 – 10**

**4 & under free**

**Eggs, sausage, pancakes, coffee, juice**

**C-47 Rides Available, Call for pricing:**

**(585) 243-2100**

**Or visit: [www.nationalwarplanemuseum.com](http://www.nationalwarplanemuseum.com)**



**(Pending the Removal of Social Distancing Restrictions)**

## Newest Acquisition: Radioplane Drone

by Brian Trzaskos

These days, when we think of a drone, our mind immediately thinks of an unmanned aerial vehicle (UAV) like ones pictured to the right. These aircraft have no human pilot on board. The operator flies the aircraft from a remote location, often half a world away. Watching on a video monitor, the operator surveys an area or initiates an attack. At no time is he or she in danger.



MQ-1 Predator 10



MQ-9 Reaper 10

Drones are prominent in the news these days and we have come to think of them as something new. But the truth is that the development of such pilotless aircraft began almost as soon as the Wright brothers demonstrated powered flight. They have played some role in conflicts since WWI.

The first remote control planes were developed during WWI. As the technology advanced, the term drone itself started to be used. It is associated with the "Queen Bee", a de Havilland DH-82B converted to be controlled by radio from the ground. The controller used a simple rotary dial to transmit a command, with the numbers representing commands to turn or change pitch, etc. Like most drones of this time, the Queen Bee was used for anti-aircraft target practice.



In the shop at MVCC

5

The NWM has recently acquired a drone built by a company called Radioplane (Van Nuys, CA) during WWII. It is a donation from the Aviation Maintenance Program at Mohawk Valley Community College. NWM volunteer Doug Huuk drove to Utica to pick it up for the museum.

There were nearly 15,000 Radioplanes produced during WWII. They were primitive, but quite useful in that they simulated a more realistic aerial target for the U.S. Army and Navy gunners.

Originally designed by Walter Righter, the Radioplane (**RP**) design was purchased by Reginald Denny, who upgraded it and demonstrated several versions (**RP-2 to RP-4**) for the Army in 1939. The **RP** control system was initially based on the telephone dial system. This was slow and the aircraft were almost uncontrollable. With the **RP-4**, a new joystick-based control system was introduced. Designed by Bendix, operators found this control system far easier to use. The Army became interested and in 1940 purchased 53 **RP-4**'s.

(Continued next page)

(Newest Acquisition: Radioplane Drone continued)

Then, in 1941, the Army placed a larger order for an **RP-5** version which became the Army's **OQ-2**, the OQ standing for "subscale target". The Navy also purchased some, designating it



An OQ-2 with contra-rotating Props 10

the **TDD-1** (*Target Drone Denny 1*). The **OQ-2** was powered by a two-cycle, two-cylinder, 6HP, piston engine (Righter O-15-1) powering two contra-rotating (rotating about the same axis in opposite directions) propellers. The **OQ-2** would be launched by catapult and, if it survived the target practice exercise,

was recovered by parachute. The **OQ-2** variant also had landing gear to help soften the landing. (The Navy's variants (**TDD's**) and subsequent Army variations did not have landing gear.)



An OQ-3 on its catapult 10

In December of 1943 a strengthened variation, **OQ-3/TDD-2**, was introduced.



In Doug's trailer, with wings detached 5

Powered by a larger, 8HP, engine (Righter O-15-3) and using a single prop, the **OQ-3/TDD-2** could reach speeds of slightly over 100 mph. It became the most widely produced Radioplane of its time, with about 9,400 produced.

A totally new design was introduced in April, 1945, called the **OQ-14/TTD-3**. This was powered by a new 22 HP O-45-1 engine, capable of 141 mph. (Note: OQ-3 to OQ-13 never advanced beyond the prototyping stage.) There were about 5,200 **OQ-14/TTD-3's** produced.

I am having trouble pinning down which model of the drone the museum now possesses. It has the landing gear found only on the **OQ-2**.

But it has a single prop, as found on the **OQ-3** and later models. I can't tell which engine is on the drone, but it appears to be on the smaller side. Nor can I tell if the shaft is designed for contra-rotating propellers, and that we are just missing one. Maybe this unit was put together from parts of other drones. I could not find any data plates or any other identifying information. If anyone has any clues or insights, please email me.



Closeup of engine and Landing Gear 9

(Continued next page)

(Newest Acquisition: Radioplane Drone continued)



Our “new” drone is on display in the Big Hangar for now. It should be noted that we do not possess the radio equipment that was used to control it. So there is no way to actually fly it! But it is still neat to have one of the few remaining examples of this technology for people to see. Just another reason to come on down to the museum once we are able to move around safely again!

### Interesting Side Note:



Army photographer David Conover was taking photos for *Yank* magazine when he spotted Norma Jeane Dougherty working on the Radioplane assembly line. Though her main job was spraying down the fuselage with fire retardant, these two pictures show her assembling the OQ-2 Radioplane. Conover thought she had potential as a model. These photos led to a screen test for Norma Jeane, who soon changed her name to Marilyn Monroe, and, well, the rest is history!

#### Photos & Illustrations In This Issue Provided by:

(Unless otherwise noted)

- |                  |                   |
|------------------|-------------------|
| ① Ruben Alconero | ⑥ Paul Lazarra    |
| ② Bob Cox        | ⑦ Jamieson Steele |
| ③ Mike Foss      | ⑧ Christina Swank |
| ④ Kevin House    | ⑨ Brian Trzaskos  |
| ⑤ Doug Huuk      | ⑩ Wikipedia       |

**We thank them for the use of their photos!**

## Message from the Editor

Here is the latest edition of “Hangar Tales”. Hope you enjoy it! But we seem to be operating in a vacuum here. We have NO idea if anybody even reads the newsletter. In almost three years of doing “Hangar Tales”, we’ve yet to receive one email! Feedback is always appreciated, so **PLEASE** let us know what you like (or dislike) about it. (And this is not reserved just for members! While we always encourage people to become members, we welcome everyone’s feedback!)

Also, article and photograph submissions are always encouraged! You don’t have to be a professional writer. Jamie and I have been carrying the load pretty much by ourselves up to now. A few other members have started to step up, but we could still use more help! If you have questions about the museum, its collections, or would just like to suggest a good story idea, let us know. You can contact us at:

**newsletter@nationalwarplanemuseum.com**

Thank you.

Brian Trzaskos, Editor



The National Warplane Museum is planning a Chicken BBQ to be held on **Saturday, May 23rd**. This will be a **Take Out ONLY** activity, so it will not be dependent on the Governor lifting the Social Distancing rules. It will be run from 3:00 PM until we are SOLD OUT. Advance sales can be arranged by calling the office at **(585) 243-2100**. (If social distancing rules are lifted, stop down to buy your tickets!) All profits will be used to help defray the costs associated with the new engine for **Whiskey 7**.

### Stories we will be working on for upcoming issues of “Hangar Tales”:

- “Operation Thanks From Above”
- Raffle Drawing and Winner
- Fly-In Pancake Breakfast
- Chicken BBQ
- J-5 Updates
- C-130 Updates
- Events (as we learn about them)

## The MARC C-47B; A Jewel in the Rough

by Bob Cox



I know you have seen it. The sad looking C-47 tucked between the Swanson Hall and the C-119. Wearing faded olive drab paint, and invasion stripes it may have never earned, it calls out for attention. While it does not have the provenance of our own Whisky 7, the history it has to tell is just as compelling.

Built, as a C-47B, at the Douglas plant in Oklahoma City, in 1943, it received it's USAAF serial number of 43-49819. There is no known history of the aircraft ever having served in the USAAF other than being built under a U.S. Army contract.

The next record that we have is that the Royal Air Force had taken it on strength, in England, and assigned it as KN214. An email from the Imperial War Museum has indicated that our plane saw a short period in England before being reassigned to Asia. There it served under the RAF Air Transport Command supporting British operations, flying missions to India, Burma, and China. You might ask "Did it fly the Hump"? Well the evidence is circumstantial, but the C-47B's engines were fitted, by design, with two-speed superchargers for high altitude operation. If I were a betting man, I would say it did fly over the Himalayas.....a lot.



Still during WWII, it was reassigned to Australia to support British Naval Operations in the Pacific Theater. The war ended while our tired old bird was serving it the South Pacific. Instead of the aircraft spending the rest of it's life in Australia, it was flown back to England. As with many surplus, veteran, RAF C-47s they were sold for commercial use. Many were converted to airliners and ours was no different.

(The MARC C-47B; A Jewel in the Rough continued)



Taken at Birmingham - International (Elmdon)  
(BHX / EGBB), UK - England 1957

Converted to what can best be described as a DC-3, it first saw service with British European Airlines (BEA) and assigned registration number G-AMJX. After a number of years, it was sold to Cambrian Airlines of Cardiff, Wales. The aircraft served with Cambrian until 1961.

Like the Energizer Bunny there was no rest for this bird. Sold this time to the Royal Moroccan Air Force, it was assigned serial number 49819/CN-AIJ498. While no records indicate how it was used, it must have been in service to the King of Morocco or VIPs.

In the mid 80's it was sold to Military Aircraft Restoration Corporation. The plane was flown back to the U.S. and housed at the Empire Aerosciences Museum where it was painted as it is today.

Today, it sits unappreciated and awaiting some attention. Maybe, sometime, it will.



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## “Saigon Lady” (C-130) Update

Text and Pictures by Mike Foss



The nosecone or Radome, has been off the plane since it arrived at the National Warplane Museum, sitting on the pallet that was left by the moving company in front of the plane. Used to house the radar unit, it is constructed of fiberglass so that the radar signals could pass through without a problem. This particular radome was on the plane at least from the early 80's until present. It is quite possible that it may be the same one that was on the plane throughout its tours in Vietnam.

We brought it into the 1941 Hangar in late October and started stripping it November 10th. It was completely stripped and ready to paint by December 9th. The team started painted it February 12-19th, after searching for the correct paint color and gloss level. On March 11th, after figuring out the brackets that held it in place, we moved it outside. With the help of the Saturday hangar crew, we finally placed it back on the Saigon Lady, thus completing the longest and largest job of Rhinoplasty in Livingston county to date.



(See additional photo on previous page)

# \$10,000 RAFFLE DRAWING POSTPONED until June 14th

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

By now most everyone has had the chance to either purchase or sell their raffle tickets raising money for our C-130 Lady Saigon project. However, there are still numerous tickets out there yet to be sold and/or mailed in. The Coronavirus and social distancing has hampered the selling of tickets for many members. In addition to the challenges of selling tickets, the inability and uncertainty of being able to gather and appropriately hold our drawing on May 2nd as originally scheduled was also “up in the air.” We have therefore decided to reschedule our raffle drawing to coincide with the Fly-In Pancake Breakfast that is tentatively scheduled for Sunday, June 14th.

The good news as of this writing is that the majority of you have all worked diligently in selling your tickets and mailing them in. **THANK YOU!** To date we have collected almost **\$25,000** in gross receipts!

A special thank you also goes out to Dave Draper, the American Legion Post 46, and their local Vietnam Veterans of America out of Ann Arbor, Michigan who have sold nearly **\$3,000** in tickets for our cause! Their connection to our project? Lady Saigon’s pilot Kim Pahm’s son Phil is a member with the VVA! A big and hearty **THANK YOU** to our friends in Michigan!

As the virus begins to lift and for those still holding tickets, if you’d be so kind to attempt to sell them and get your proceeds mailed in, we’d be grateful! **The deadline for returning tickets and money will be June 1st.**

Again, a big **THANK YOU** to everyone who has sold tickets and helped make our raffle a success!

Larry Jones, Raffle Coordinator



## GardenScape 2020 "Passport to Spring"

For the third year in a row the National Warplane Museum was honored and privileged to take part in the GardenScape show at the Dome in Henrietta, March 12-15. We were proud to be asked to again sponsor the Veterans' Garden Display at the show. Our exhibits honoring American military troops have proven to be a popular addition to GardenScape. This tradition continued this year with our "Salute to the Troops" entitled "Tranquility."



The theme was to focus on life behind the front lines, with the vehicles at rest in a natural setting. Our very own DUKW man, Paul Lazzara, with his GardenScape pal, Karl Naegler, created the display using our DUKW (DUCK), and an M29 "Weasel" (Frank Arpino). The vehicles were then surrounded by live plants, mulch, decorations, and pathways all planned by Paul and Karl, and installed by local landscapers and other museum volunteers.

Well, we won an award this year for 'Non Profit' in the most entertaining category. The virus issue was just brewing, and the public was limited in numbers, and unfortunately, the garden show, a different event, announced it was canceling. People misunderstood it to be the GardenScape that canceled, but quick news releases seemed to clear that up, and attendance was light to medium. People really enjoyed what Paul had put together.



In addition to the DUKW, NWM was allowed a table in the sales side of the Dome where we sold store items, gave out information, and got our name out to the public. There are all sorts of vendors that relate to gardening and the great outdoors.



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So, that pretty much was the last big event we pulled off before everything came to a halt. Now we need a theme for next year, so give your thoughts to Paul, and thank him as well. Thank you to the organizers for allowing us, again, to take part in this production honoring our veterans!

(Donna Walker, Paul Lazzara, Jamieson R. Steele, and Brian Trzaskos all contributed to this article)

### Special thanks go out to :

#### Construction crew:

Donna Walker  
Jordan Bartlett  
Fred Bundschuh  
Mike Foss  
Larry Jones  
Paul Lazzara  
Brian Trzaskos

#### Military Vehicle Preservation Assoc Finger Lakes Chapter:

Frank Arpino (M29 "Weasel")  
Scott Ridley (Bicycle)

#### Re-enactors

Dave and Sandra Sluberski  
Linda Saller  
Jeff Ersteniuk

# NWM Wish List

The National Warplane Museum is a not-for-profit 501(c)(3) public corporation. As such, it is very dependent on its membership to help carry out its mission. Your membership dues helps provide funding to help support our mission. And from time to time we solicit additional funding for specific projects, the C-130 raffle being a prime example.

Now, we are now adding a "Wish List" (for items) and/or a "Skills Wanted" list to tell people where we have a specific need, someone with specific skills to volunteer. Hopefully, it may do better than our generic "we need volunteers" appeals.

## Requests:

- 1) We have some old doors. I would like some table legs to make them into tables. Then they can be used for work tables in the hangar or for serving. (Donna Walker—call the museum office )
- 2) Some 2x4x8' (or even just 6' long if you have them laying around. Need them to build shelves in the storage trailer. We have the sheeting. (Jamie Steele—contact the museum office)

The following requests concern the Museum Store. Call Jodi Beyer at (716) 713-1441

- 3) People who wish to work in the retail store at the Geneseo location.
- 4) Bookshelves with a backing on them.
- 5) Retail style poster display.
- 6) Retail peg board display.
- 7) In case lighting for store.



## Special thanks go out to **C.P. Ward**

for transporting the DUKW from the NWM in Geneseo to the Dome in Henrietta and back for its appearance at GardenScape.

The National Warplane Museum remains thankful to C.P.Ward for the support we have received from them over the years!

## A WASP IN THE HOUSE !!

By Jamieson R. Steele

Was I stung? No, I was stunned when the gentleman who had parked in front of my house told me he thought his father had lived here, as did his aunt, who became a WWII WASP, Class 43-4. Yes, as a young girl, Mary Ann Thielges, likely lived with her family in what is now my home.

### Mary Ann Thielges Graduates Receiving Her Wings Saturday

Miss Mary Ann Thielges, 21, daughter of Mrs. Beasie Thielges of 18 William Street, who learned to fly at the Dansville Airport, graduated into full duty status with Uncle Sam's Army Air Forces on Saturday, August 7th, at Avenger Field, Sweetwater, Texas.

A rigorous training schedule was carried on for 22½ weeks prior to graduation by the Women's Flying Detachment of which Mary is a member and her classmates represent thirty-one States of the Union. The only military flying school for women in this nation is the one at Sweetwater, and it has already placed scores of liaison women pilots in the air as integral units in the war-time flying. The feminine pilots go immediately into the job of serving as non-combat flyers for the nation-straddling network of the Army Air Forces Transport Command.

Prominent on this class roster are girls and women from many walks of life including housewives, school teachers, office workers, a fashion buyer, a beauty contest winner and a dancing teacher.

Clad in khaki coveralls, all the women pilots have toiled long hours under the hot Texas sun to earn the coveted Silver Wings which designate the wearers as Ferry Pilots.

Dansville Breeze  
August 11, 1943

Late last fall while I was doing yard work, a fellow pulled up in front of my house, and just sat there eating a sandwich. Well, the old 1870 nursing home across the way is quite beautiful to look at, so I went about my chores. A bit later he was still there, and asked if I lived here, and added that he thinks his father lived here briefly

as a child. He allowed that his grandfather died very young at 38, and the family then moved around to 18 Williams St. Dansville. That part is for sure.

OK, so what, that was early 1920's. He asked why I moved here, and I told him of my adventures at the NWM as the collections guy. Casually, he then said that his dad's sister had been a pilot in WWII. I said, "A WASP?" He said yes, that's what they were called. Well, you can only imagine how thrilled I was to know that a future WASP had lived in my house, even if only briefly. He went home to get some news clippings, pictures while I indeed found Mary Ann Thielges, WASP Class 43-4, the class just before Dawn Seymour's.

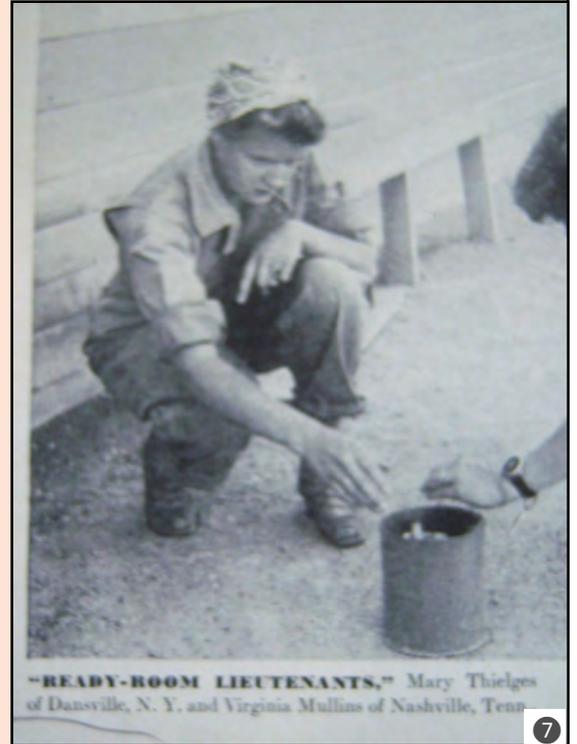
She learned to fly at the Dansville Airport, and joined the WASP program in February 1943, and got her wings after training at Sweetwater, Texas. She joined Ferry Command, and flew a number of different aircraft, including B-25's and once as co-pilot of a B-24. One clipping gave dates of Life Magazine she was in, and right in my WASP exhibit was one of them! I never saw the small picture that mentioned of her being from Dansville. I included some of the pictures.



(Continued next page)

("A WASP in the House!!" continued)

After the war she returned to Dansville, and her old job at a local factory until she married John Cleary of Avon. Mr. Thielges lost track of his cousins, and thinks they ended up in New England. My buddy, who does my research, put her in Penn Yann in the 70's trying to organize a WASP reunion. More research is needed, but I thought I'd get this much out for now. He had a picture of his grandmother and children at the side of a porch. It has the same decorative work as mine, but a widow is not there now. To confuse things the 1930 census puts the family two doors over, but house numbers do change over time, and the fellow was pretty sure it was my current home, and that's my story until research proves me wrong. Either way, Dansville NY trained a WASP to be, and that is pretty darn cool.



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Nate Griffa's Baby Great Lakes



Ruben Alconero's Pitts

**You never know what you may see down at the museum.**

(Social distancing being observed at all times!)

Pictures by Brian Trzaskos



Doug Turnbull's Piper Cub Super Cruiser



**NATIONAL WARPLANE  
MUSEUM**

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

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

**APPLICATION FOR MEMBERSHIP (OR RENEWAL)**

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ e-Mail \_\_\_\_\_

City : \_\_\_\_\_ State \_\_\_\_\_ Country \_\_\_\_\_ ZIP: \_\_\_\_\_

Occupation: \_\_\_\_\_

Membership entitles you to free admission to the airshow and museum, a 10% discount at the museum store, one-year e-Mailed subscription to *Hangar Tales*, a window sticker for your car, and a membership card which is required for admissions and benefits.

Membership fees:

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

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

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