

Hangar Tales

Official Newsletter of the National Warplane Museum



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FROM IDEA TO OVERFLIGHT IN 18 DAYS

NATIONAL WARPLANE MUSEUM REPRISING SUCCESSFUL TRIBUTE

May 21, 2020 By Mike Collins

A dedicated cadre of volunteers at the National Warplane Museum in Geneseo, New York, planned an ambitious series of flyovers of key hospitals, Veterans Affairs facilities, city centers, and parks in the Buffalo, Rochester, and Syracuse areas to honor first responders and essential workers making sacrifices during the COVID-19 pandemic.

“OPERATION THANKS FROM ABOVE”



Passing above Auburn, New York, during Operation “Thanks from Above” May 16 are the National Warplane Museum’s Douglas C-47A Skytrain; Lou Horschel’s North American P-51 Mustang, “Mad Max”; and a Van’s Aircraft RV-10 photo ship flown by Dan Maloney. Photo by Tetamore Photographic

And when May 16—the designated day for “Operation Thanks from Above”—dawned with a persistent fog that was slow to burn off, they scrambled to revise those plans so no scheduled community was left behind.

The result was so successful that the museum will do it all over again—on June 6, the seventy-sixth anniversary of D-Day.

On April 28, Austin Wadsworth, the museum’s president, announced that a series of western New York flyovers, led by its Douglas C-47A Skytrain named *Whiskey 7*, would be planned for May 16.



Captains Rob Gillman, left, and John Lindsay—two members of the large team of pilots, copilots, and crew chiefs who fly the National Warplane Museum’s Douglas C-47A Skytrain—shepherd “Whiskey 7” during a segment of Operation Thanks from Above on May 16. Photo by Tetamore Photographic.

“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,” Wadsworth said. “On the front line, 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.”

(Continued next page)

("From Idea to Overflight..." continued)



"Mad Max," the North American P-51 Mustang owned by Lou Horschel, flies off the wing of the National Warplane Museum's Douglas C-47A Skytrain, "Whiskey 7," during Operation Thanks from Above May 16. Photo by Jamie Germano

And the C-47 flew over a lot of people. "We covered 95 sites over six-and-a-half hours of flying and had 440,000 Facebook followers. The National Warplane Museum's website ramped up from 10,000 visits a day to 20,000 to 38,000," Cameron said. "And we believe that to our knowledge, this has been the longest COVID flyover in the country to date." The total distance was 580 nautical miles, he added. "For that day W7 was the most tracked aircraft in the world," according to online flight tracking site Flightradar24.

"For the entire week leading up to it, the phone calls were unbelievable—from nurses crying on the phone that couldn't believe we were coming to their hospitals, to doctors who hadn't been able to share good news in two months," he recalled. "We had hospitals cover their roofs and helipads with doctors and nurses. Cars lined the roads, and some university parking lots were full."



"Whiskey 7," the National Warplane Museum's D-Day-veteran Douglas C-47A Skytrain, pivots over New Era Field—home of the Buffalo Bills—in Orchard Park, New York, during Operation Thanks from Above May 16. Photo by John Kucko Digital.

And the museum's C-47A was ideally suited for the mission. Known as *Whiskey 7* for the W7 squadron designation painted on its nose, the World War II veteran aircraft led the second wave of the D-Day invasion June 6, 1944, when it dropped 82nd Airborne Division paratroopers over Sainte-Mère-Église, Normandy, said Todd Cameron, director of flight operations for the museum. "People associate it with values like hope, sacrifice, and patriotism. People found it very emotional when it flew over. That's what we wanted," he said.



The National Warplane Museum's Douglas C-47A Skytrain, "Whiskey 7," leads Lou Horschel's North American P-51 Mustang "Mad Max" during Operation Thanks from Above May 16. Photo by Jamie Germano



The National Warplane Museum's Douglas C-47A Skytrain, "Whiskey 7," banks over Syracuse Hancock International Airport in New York during Operation Thanks from Above May 16. Photo by Jamie Germano.

What inspired the idea?

"Everyone at the museum is very involved in the airshow industry," Cameron said. "We felt very strongly that while the museum is closed and our normal missions can't be accomplished—and the airshow industry has been decimated for the year—we really needed to get our assets out and use them for some good." Because it's not good for aircraft to sit, the museum could combine pilot proficiency with exercising the equipment.

(Continued next page)

("From Idea to Overflight..." continued)



From a rooftop heliport, two University of Rochester Medical Center staff members watch the Operation Thanks from Above overflight in Rochester, New York, on May 16. Photo by Tetamore Photographic.



Lou Horschel's North American P-51 Mustang, "Mad Max," flies above clouds that were frustratingly slow to clear the morning of May 16 during an early Operation Thanks from Above flight segment. Photo by John Kucko Digital.



Lou Horschel's North American P-51 Mustang, "Mad Max," and a Van's Aircraft RV-10 photo ship flown by Dan Maloney accompany the National Warplane Museum's Douglas C-47A Skytrain near Seneca Lake, New York, during Operation Thanks from Above. Photo by Tetamore Photographic.

"We put the cart before the horse and announced the tribute flight without knowing how we would pull it off," he confessed. "The community was more excited about the flyover than we were, and it was clear a lot of people wanted to take part." Support, including financial support, for the project was strong. "We had small businesses that have their own challenges sending us sponsorship dollars that we were surprised by."

But putting it together wasn't easy. Like so many other facilities, the museum has been closed because of the pandemic. "The actual flight crews had not been able to do checkrides in the airplanes yet, because of COVID, so we had to get their checkrides done," Cameron said, noting that some are professional pilots who had to travel from around the country.

Finally, everything was set for May 16. Then the weather objected.

"No matter how much planning you do in aviation, it never works out that way. And all of western New York was covered in fog the morning of the event," Cameron said. "It was a ground fog that was not burning off very quickly at all. We weren't able to get to our first seven checkpoints." But the flight was back on track by Buffalo. While the pilots flew, more than 20 volunteers on the ground revised the second leg of the mission, communicating the changes to local media.

The aircraft landed in Rochester for fuel and returned to Geneseo for a crew change and lunch, before launching on the revised second leg—which included all the locations missed that morning. "The results were that at the end of the day, we made all [of] them," Cameron said. "It was amazing, given that weather challenge in the morning, that we were able to do that."

Whiskey 7 flew with *Mad Max*, a North American P-51 Mustang owned by Lou Horschel and based in Dunkirk, New York. "He has been a longtime friend of the National Warplane Museum who also owns a Corsair," Cameron said. Also participating was a Van's Aircraft RV-10 flown by Dan Maloney that served as a photo ship to help document the event.

(Continued next page)

("From Idea to Overflight..." continued)



Lou Horschel's North American P-51 Mustang, "Mad Max," flies with the National Warplane Museum's Douglas C-47A near Bristol, New York, during Operation Thanks from Above. A Van's Aircraft RV-10 photo ship flown by Dan Maloney documents the event. Photo by Tetamore Photographic.



Wearing masks to reduce the spread of the coronavirus, doctors, nurses, and staff from the University of Rochester Medical Center in Rochester, New York, watch the Operation Thanks from Above overflight May 16 from the vantage point of a rooftop heliport. Photo by Tetamore Photographic.

"This was a remarkable demonstration of what a volunteer organization can do within 20 days, for the right reasons," he said. Camaraderie kept about 50 volunteers working, sometimes until 2 a.m., the week before the event. "There were a lot of moving parts. And I can't say enough about all our regional air traffic controllers, who were very helpful."

The tribute was exactly what the museum and volunteers wanted it to be, and was so successful that Operation Thanks from Above, Southern Tier, launches June 6—76 years to the day after *Whiskey 7* flew over the beach in Normandy. This **second phase** will overfly 45 sites extending from Jamestown east to Binghamton, including the communities of Olean, Wellsville, Hornell, Bath, Corning, Elmira, Cortland, Ithaca, and Watkins Glen. Takeoff from Geneseo is planned for 9:30 a.m. Eastern Daylight Time.

"We're looking forward to going out on June 6 and giving people more reasons to look up and smile," Cameron said. "I think everyone's in need of that right now."

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About the Author:

Mike Collins, *Technical Editor*



Mike Collins has worked for AOPA's media network since 1994. He holds a private pilot certificate with an instrument rating.

Geneseo Airshow

"We're doing what everyone is doing, and trying to figure out what reopening means," said Todd Cameron, director of flight operations for the National Warplane Museum. The museum's annual Geneseo Airshow, scheduled for June 13 and 14 in Geneseo, New York, has been canceled for this year. The museum still hopes to have some kind of aviation event in Geneseo during 2020,

Fly Over Flight Map



WESTERN NY MAY 16TH, 2020

Hosted by National Warplane Museum - Geneseo Airshow



Morning Flight
Afternoon Flight

- | | | | | | |
|--------------------------------------|---|--|--|-----------------------------------|---------------------------------|
| 1. GENESEO NY | 11. SILVER CREEK | 22. ERIE COUNTY MEDICAL CENTER/SISTERS | 33. UNITED MEMORIAL MEDICAL CENTER | 44. UR STRONG/GOLISANO CHILDREN'S | 56. MARCELLUS |
| 2. WYOMING COUNTY COMMUNITY HEALTH | 12. IRVING | 23. VA OF WESTERN NY HEALTHCARE | 34. LAKESHORE HOSPITAL | 45. BROOKS AVE ROCHESTER | 57. UPSTATE COMMUNITY HOSPITAL |
| 3. ATTICA NY | 13. ANGOLA | 24. VETERANS MEMORIAL PARK | 35. SPENCERPORT | 46. LIVONIA | 58. SYRACUSE VA HOSPITAL |
| 4. EAST AURORA NY | 14. DERBY | 25. DEGRAFF MEMORIAL HOSPITAL | 36. UNITY HOSPITAL | 47. BRISTOL | 59. CROUSE HOSPITAL |
| 5. ORCHARD PARK | 15. LAKE VIEW | 26. NIAGARA FALLS MEDICAL CENTER | 37. HUCKLEDERRY ISLAND | 48. THOMPSON HEALTH | 60. GOLISANO CHILDRENS HOSPITAL |
| 6. HAMBURG NY | 16. HAMBURG | 27. NIAGARA FALLS ARS | 38. DURAND EASTMAN PARK | 49. VA HOSPITAL CANANDAIGUA | 61. ST JOSEPH'S HOSPITAL |
| 7. EDEN NY | 17. NEW ERA STADIUM | 28. LOCKPORT NY | 39. WEBSTER PARK | 50. GENEVA GENERAL HOSPITAL | 62. ST JOSEPH'S MEDICAL CENTER |
| 8. FORESTVILLE NY | 18. MERCY HOSPITAL | 29. PREMIER MORTGAGE | 40. ROCHESTER GENERAL | 51. ST JOSEPH'S HOSPITAL | 63. BALDWINVILLE |
| 9. FREDONIA NY | 19. KALEIDA HEALTH | 30. CLARENCE NY | 41. GENESEE RIVER PATH TO COURT STREET | 52. SENECA FAMILY HEALTH | 64. FULTON NY |
| 10. BROOKS MEMORIAL HOSPITAL/DUNKIRK | 20. NEIGHBORHOOD HEALTH CHILDREN'S HOSPITAL | 31. AKRON NY | 42. HIGHLAND HOSPITAL & PARK | 53. CAYUGA NY | 65. VA CLINIC OSWEGO |
| | | 32. VA HOSPITAL BATAVIA | 43. MONROE COMM. HOSPITAL | 54. AUBURN COMM. HOSPITAL | 66. OSWEGO HOSPITAL |
| | | | | 55. SKANATELES | 67. FLYOVER SODUS DAY |
| | | | | | 68. NEWARK-WAYNE COMM. HOSP. |
| | | | | | 69. CLIFTON SPRINGS HOSPITAL |
| | | | | | 70. MERCY FLIGHT CANANDAIGUA |
| | | | | | 71. HONEYEYE |
| | | | | | 72. CANADICE |
| | | | | | 73. SPRINGWATER |
| | | | | | 74. HOYES MEMORIAL HOSPITAL |
| | | | | | 75. NUNDA |
| | | | | | 76. PORTADSEVILLE |
| | | | | | 77. PERRY |
| | | | | | 78. MT MORRIS |
| | | | | | 79. YORK |
| | | | | | 80. CALEDONIA |
| | | | | | 81. AVON |

Fly Over Flight Map



SOUTHERN TIER June 6th, 2020

Hosted by National Warplane Museum - Geneseo Airshow



- | | | | | | |
|----------------------------|-------------------------------------|------------------------------------|--------------------------------------|--------------------------------------|--|
| 1. Depart Geneseo Airport | 12. St James Hospital | 23. Corning | 34. Tioga Center | 45. UHS Wilson Medical Center | 56. Cayuga Medical #3 |
| 2. Long Point/Bernus Point | 13. St James Hospital | 24. Guthrie Corning Hospital | 35. Owego | 46. Greater Binghamton Airport | 57. Cayuga Medical #2 |
| 3. UPMC Chautauqua | 14. Hornell Medical Facilities | 25. Elmira Corning Airport | 36. Hiawatha Island | 47. NY State Veterans Home | 58. Cayuga Medical #1 |
| 4. Universal Primary Care | 15. St James Hospital North | 26. Horseheads | 37. Campville | 48. Chenango Memorial Hospital | 59. Integrative Medicine |
| 5. Bradford Medical Center | 16. St Joseph's Hospital | 27. Arnot Ogden Medical | 38. Our Lady of Lourdes Hospital | 49. Chenango County Airport | 60. Cornell Health |
| 6. Allegany | 17. VA Medical Center | 28. St Joseph's Campus | 39. Our Lady of Lourdes Hospital | 50. Cortland | 61. Schuyler Hospital |
| 7. St Bonaventure | 18. Ira Davenport Memorial Hospital | 29. Lowman | 40. UHS Binghamton Hospital | 51. Guthrie Cortland Hospital | 62. Arnot Medical Services |
| 8. Olean General Hospital | 19. Savona | 30. Chemung | 41. Binghamton VA Outpatient Clinic | 52. Guthrie Cortland West | 63. Glenora Point |
| 9. UPC Olean | 20. Campbell | 31. Guthrie Robert Packer Hospital | 42. Greater Binghamton Health Center | 53. Cortland Airport | 64. Dundee |
| 10. UR Medicine | 21. Coopers Plains | 32. Barton | 43. Elmhurst Children Center | 54. Freeville | 65. Soldiers & Sailors Memorial Hospital |
| 11. Andover | 22. Painted Post | 33. Nichols | 44. Lourdes Primary Care Binghamton | 55. Ithaca Tompkins Regional Airport | 66. Land at Geneseo Airport |

Whiskey 7 of WWII fame honors frontline workers during COVID-19 pandemic

By Jasmine Willis, The Express

Jun 8, 2020 at 1:40 PM

(Hangar Tales Editor note: photos that originally accompanied this article are not included. Photos used here are independent of article.)

GENESEO— After the major success of the last flyover in the Buffalo, Rochester, and Syracuse areas, there was a strong desire to take to the friendly skies of Upstate New York once more.

The last “Operation Thank You From Above” was about a six-hour flight and took on around 100 locations. It came about organically as a way to pay tribute to all the frontline workers in the COVID-19 pandemic. Afterwards, there was an outpouring of admiration about the event and a need for a second flyover in the Southern Tier.



“Whiskey 7” taking off from Geneseo 10

The National Warplane Museum and OnCore Aviation teamed up to bring this event to millions of hearts across the nation via media platforms. Whiskey 7 is the most beloved plane of the museum, but for one day she was the most tracked plane in the world. This plane is a powerful message for all veterans, and now frontline workers, of hope in the battlefield. Having survived the Invasion of Normandy,

this WWII warplane celebrated its 76th Anniversary on June 6 by saying thank you to all the health care workers, first responders, and essential workers who have kept society safe during COVID-19. The P-51 Mustang “Mad Max” joined Whiskey 7 out of Dunkirk for this special honor. Both warplanes were in World War II.

Austin Wadsworth, NWM President, said the thank you flight had been so well received that they had to do a second one, which passed over Hornell, Wellsville and many locations across the region.

“This was a real powerful message for the people. It wasn’t a military jet that passes by in a few seconds. It wasn’t a military team that put this together. It was a few people who wanted to bring this together and make a difference. I have heard that lots of people really appreciated our efforts. We wanted to honor the hospital workers this time,” he said.

Todd Cameron, of OnCore Aviation, was the one who spearheaded this entire event. He said the first flight was the longest flyover in the country during this COVID-19 crisis. When you put both flights together it is even more im-

national-warplane-mus...

WARPLANE MUSEUM GENESIO

OPERATION
FIRST
RESPONDERS

W7

ESSENTIAL
WORKERS

THANKS FROM ABOVE

Operation Thanks From
Above Patch

\$15.00

Patch available from Museum's store at:
Nationalwarplanemuseum.com

(Continued next page)

("Whiskey 7..." continued)

"The Mad Max has a very unique sound to it. When people hear that plane fly over, they will know it is coming for miles away. We are down here working on these planes all year. It is nice for us to be able to do something like this. The Whiskey 7 is my favorite plane. We get to take her out on D-Day to honor the frontline workers. On the 76-year Anniversary when we had young paratroopers jumping out of her on the beaches of Normandy, now, they are in their 90s and can see it fly from above," he said.



Chris Polhemus flew Whiskey 7 on the 70-year Anniversary in 2014. He said it was 25 hours across the North Atlantic Ocean in the old warplane. They used the old routes and ways of navigation.

"Here they are flying over Giermek Executive Airport in Olean, NY. Incredible site [sic] to see especially today on the 76th anniversary of D-Day." said John Eaton, of Portville, NY

"I was part of the first thank you flyover. It was a very nice event. It was well received by so many people. It was all about the frontline workers who

have been hit nonstop by this crisis, so it was a nice tribute for them," he said.

Rob Gillman had joined the museum in 1981 and has made it a second home ever since. He would fly some of the old warplanes with his WWII veteran father who taught him all he knows about flying. His father flew the planes in the war and taught him how to fly the old way when he was 16-years-old.

"It was really gratifying to look down. You get so busy flying that you don't get to see the people looking up at you. It was important for me to keep sight of what I was doing in this mission. I got to sneak a



The Pierce family of xxxxxxxxxxxxxxxx pays tribute to Whiskey 7. Thanks for the love!

few looks at what the mission was about. We are thanking the health care workers and first responders. We are accomplishing the same thing in the second flight," he said. "We are starting to come to the end of a long war. This

COVID-19 crisis has been a long battle for our frontline workers. They all got caught up in the middle of this war. We want to treat them the same way we treat veterans. We don't want them to be forgotten. We want people to remember what they did. We see this kind of thing all the time in combat."



A salute from fire truck during refueling stop at Greater Binghamton Airport.

Gillman said he has passed down what his father taught him to the other guys at the museum. He has trained a lot of the other pilots. He flew with his father for about eight years on those old warplanes. They watched the museum go from a grassroots project to the powerful message it is to so many today.

(Continued next page)

(“Whiskey 7...” continued)

“I was thanked personally by some people for the first flyover. When we came back for the afternoon flyover in Syracuse it was so clear on the Ontario Lake. I could see across it to Canada. We had such a beautiful view on that lake. It is a worthwhile event for all of us. We have had guys spend countless hours and days on the routes and putting this whole thing together so that it all runs smoothly.”

Peter Treichler is another one of the pilots who was able to bring his family to camp at the museum while he got ready for the event. Ruben Alconero was the last pilot to be part of the event. He has been at the museum awhile as well.



Whiskey 7 and Mad Max fly over Cornell University during “Thanks from Above” Southern Tier flyover



Leslie Cruise’s name on the door of Whiskey 7 11

Bob Howard and Brian Trzaskos were the flight crew on this thank you flight. They were making sure Whiskey 7 was oiled and gassed for the training. (Hangar Tales note: Howard was crew chief on flight. Trzaskos was part of the ground crew.)

WWII Paratrooper Leslie Cruise Jr. of the 82nd Airborne was on the famous 70-year Anniversary D-Day Normandy Flight. He had come back to the museum a couple years ago to make his mark on the very plane he jumped out of when he was just a young paratrooper on the beaches of Normandy. His signature remains part of the Whiskey 7 story for many years to come. It reminds those who visit the museum that these young men fought for our freedom so far away from home, and we must honor that memory and sacrifice every day.

To make a donation for the thank you flight or more information about the museum visit

<https://nationalwarplanemuseum.com/>

Genesee Country Express
dansvilleonline.com

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The Dansville Online ~ 32 Broadway Mall Hornell NY 14843



Great photo of “Whiskey 7”, “Mad Max”, and the RV-10 photoship during the “Thanks From Above” flyover of Ithaca on June 6th, submitted by reader, Steve Demmings. Much appreciated Steve!! Thanks for the Love!

Flying the Fokker DVII

By Ruben Alconero



200 horsepower Ranger DVII 2

The Fokker D VII was a German World War I fighter aircraft designed by Reinhold Platz of the Fokker-Flugzeugwerke. Germany ended up producing around 3,300 DVII's before the end of the war. The Armistice ending the World War I specifically required, as the fourth clause of the "Clauses Relating to the Western Front", that Germany be required to surrender all Fokker DVII's as it was a fighter at that time far superior to other fighters flying in the European theatre.

It became known as the "Ace Maker". The plane made mediocre pilots "good" and made good pilots "Aces".

Join us in the next newsletter as we explore the flying characteristics of two beautiful 1918 replica Fokker DVII's flying today. One a 200 horsepower Ranger DVII, the other a 250hp Gipsy Queen powered DVII.



250hp Gipsy Queen powered DVII 2

Pictures by:

- Larry Tetamore 10
- Peter Pellegrino 7
- Lee Alconero 1
- and Ruben Alconero 2



Ruben at the controls of the 200 horsepower Ranger DVII 7



1



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To the Editor

I just wanted to mention that in your (previous) newsletter, the color picture captioned "OQ-3 on catapult" is actually an OQ-14.— Tom Fey, AEHS

Thanks, Tom!

Hello,

I wanted to send a photo and a thank you to your museum for the fly over of Ithaca a couple of weekends ago. It was really great to see the planes! Great to have something to look forward too as well. I wanted to pass along a photo that I took - something for you to publish!

I read your newsletter. I'm hoping that I'm not still the first to email you?

One small piece of feedback - there are a couple of items that are scanned in. These are difficult to read. Specifically your Calendar of Events and the Article under "A WASP in the House!!"

I really like the formatting - the coloring and format are easy to read. I also, as a photographer, really appreciate the photo credits at the end of each article.

I'm happy to help out, if there are items that I can help with. I am planning on sending in a membership.

Thank you,
Steve Demmings

Dear Steve,

Thanks for your email! No, you are not the first, but still one of the very few to reply to us. Thank you for the photo (see p.9) and your feedback! We'll try to do a better job on the scans, but glad you like the rest of the newsletter. As for credits, well, we like to give it where it is due! I'm so thankful to have a core group who provide me with info and pictures. I could NOT do this without their help! And our members are always important to us, whether they are new, renewing or returning. We cannot survive without you!

Brian Trzaskos
Editor

You can contact us at:

newsletter@nationalwarplanemuseum.com

Thank you,
Brian Trzaskos, Editor

Saigon Lady Update

By Michael Foss

Progress on the Saigon Lady has been slow but steady, from finally opening the cargo ramp to the continued efforts of containing leaks.



We got the lower ramp down for the first time. We decided to use a 5 ton chainfall to raise and lower it manually since the APU (Auxiliary Power Unit) is not functioning at the moment. We'll take our time with the hydraulic system to get it right and keep everyone safe.



Our continuing effort to solve leaks involved the cockpit emergency exit/hatch to which a foam seal was applied for a temporary fix. This allows us to access the top of the plane and still keep watertight.



Finally, we rescued a stair platform from the weeds and are going to perform some minor repairs to make it safe. The idea is to use it when working on the wings and stabilizer.

(Continued next page)

(Saigon Lady Update continued)



Ray Ingram putting finishing touches to one side of C-130A vertical stabilizer. When completed, it will wear the markings it had on the day that Khiem Q. Pham flew 52 family members to freedom during the fall of South Vietnam to the communists. 6



“The Saigon Lady”, VNAF C-130A of the 435th SQ
Painting by Don Greer, Commissioned by pilot Khiem Q. Pham
On display at the National Warplane Museum, Geneseo (NY)

Finally..... We Have a Winner!

By Brian Trzaskos



Last spring our C-130, Saigon Lady, arrived here at the National Warplane Museum. It took over \$150,000 to disassemble, transport, and reassemble her in Geneseo. It will take another \$75,000 to \$100,000 to set her up as a permanent static display. We are hoping to restore her to her original look, to help our museum honor the veterans of the Vietnam War era.

Earlier in the year, all members of the museum were sent six tickets each in hopes that they would either purchase or sell them to raise these much-needed funds. Many sold their tickets and mailed in their monies. But the Coronavirus and social distancing hampered the selling of tickets for many other members. We fell short of our goal of selling at least 4,000 tickets (which would have yielded the museum over \$60,000 towards our project). But we were still able to raise almost \$19,000, after expenses.



Larry Jones (L) raffle director 4



Larry Jones (L) and John Kucko drawing the winner. 4

The drawing was originally slated to be held on Saturday, May 2nd. But COVID-19 restrictions forced us to postpone. We rescheduled the drawing to coincide with our Fly-In Pancake Breakfast, June 14th. But that, too, was cancelled! The Museum decided to go ahead with the drawing on that date, unwilling to postpone any further.

John Kucko, WROC Channel 8 TV anchor and long time supporter of the Museum, did the honors of pulling the winning ticket stub. The winner of the \$10,000 Grand Prize was **Michael Regan**, of Chatham, NY.

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

THANK YOU to Larry Jones, who was the key person in organizing the raffle. Without the diligence and hard work of all our volunteers, we would cease to exist!



**SAIGON LADY
RAFFLE
WINNER IS....**

Michael Regan

North Chatham, NY

**A HIGH FLYING THANK YOU TO ALL WHO
PURCHASED TICKETS DURING OUR RAFFLE!**

**After paying out the \$10,000 prize and all expenses,
we were able to clear nearly \$19,000!!**

THANK YOU!!!!

FAIRCHILD C-119 FLYING BOXCAR

by Kevin House

Our project manager on the Boxcar, Dave Kolchuk, has worked up a list of projects the Boxcar crew hopes to accomplish this year. Some of the items are due to damage suffered over the winter such as the elevator being jammed into the full up position by high winds. We have gotten the elevator repositioned correctly through the use of a heavy duty crow bar and muscle – not exactly FAA approved repair techniques but they worked. We're in the process of attaching aluminum stock to the elevator and horizontal stabilizer to lock the elevator in place.

An ongoing issue with this airplane is its attraction by nesting birds. Chicken wire has been installed in the port tailboom and has been a good deterrent. Anti-bird gel has also been spread along the tubing and structure of the port wheel well. Birds roosting in that area have left a considerable amount of droppings on the tires and gear struts. We might have to purchase a mean cat someday.



Kevin House cleaning in the wheel well 6



Paul Nothnagle working on our benches 6

Each winter we store picnic tables and benches in the airplane. We got them all out recently after a lot of groaning and grunting – the Boxcar Boys aren't as young as they once were – and have gotten them cleaned up and ready for the summer.

Bob Cox, the museum's hydraulic lift expert, has been tuning and lubricating the lift. This machine is a vital tool for the C-119 because so much of the airplane is high off of the ground.



Bob Cox greasing the hydraulic lift 5

Other projects this summer include painting the Canadian insignia of coat of arms and Union Jack on the vertical stabilizer, adjusting and weather stripping the clamshell loading doors, painting the exterior

(Continued next page)

(C-119 Flying Boxcar continued)

lettering and numbering, and several other jobs.

The pilot control yokes had, at one time, center caps that were painted with the Fairchild logo. These caps are missing on our airplane. If anyone knows where we can find a couple, please let us know.

More on the BOXCAR

by Dave Kolchuk

Bob Cox and I were there to support artist and Boxcar Boy Dave Thelen as he started painting the flags on the Boxcar's tail. The flag backgrounds were painted last year and now Dave applied the Union Jack and aircraft numbers to them. Note the photo reference he has taped next to his work. This was

carefully researched to match the exact Canadian flags as flown during the timeframe our plane was in service. We've been waiting over ten years for this day! Now, before finishing painting the coat of arms, he will look into the possibility of using decals. It looks beautiful! Thank you Dave!



Dave Thelen working on Boxcar markings 6



Larry Jones working on the grounds 6

Meanwhile, other stuff was getting done. Bob lubricated the lift's chassis and tested it's operation. Larry did some mowing around the MARC C47 and trimmed the park's grounds. I touched up the black paint on the flash markings where some weathering had occurred. Bob continued planning repairs to the starboard jump door hinges.

Larry, Kevin, and I also made some repairs to the plane's elevator. Wind had loosened it and we needed to secure it to prevent damage. Metal bracing was attached to the horizontal stabilizer to strengthen the elevator. A few more pieces of hardware need to be added and then the trim tab will be straightened and covered. When all is said and done, a coat of aluminum paint will finish up this project.



Kevin House working on the elevator 6

A FLIGHT OF TWO

By Jamieson R. Steele

OK, before my dear museum friends think I am talking about two flights of beer samples, I am not, for a change. I am referring to not one, but two W7 tattoos that ‘flew’ into the hangar recently. In ‘pilot speak’ two planes flying together is called a ‘flight of two’. I only know that because when W7 and the twin Beech flew back from Lancaster I heard that term used when we contacted ground control.



Whitney Preyer (L) and Christina Swank ® 9

Those who are around here have no doubt seen the very impressive W7 tattoo on Christina Swank’s arm. Well, during one of the preparation days leading up to our ‘Operation Thank You From Above’, I spotted a W7 tattoo on another young lady’s arm, and took her to meet Christina, and compare tattoos. Whitney Preyer, from Angola also loves our immensely significant plane as well.

After our two tremendously successful missions, I am sure the ladies are even more proud to wear W7 on their arms.



REFLECTIONS ABOUT D-DAY IN MY LIFE

By Jamieson R. Steele

During this past month my life has been cheerfully dominated by the activities leading up to, and completing the two 'Operation Thank You From Above' missions, with much attention paid to our very own Whiskey 7. The second mission was completed on the 76th anniversary of D-Day in our D-Day veteran C-47. Just when I thought it couldn't get any better, I was treated to a ride on her at the close of the day of June 6th. That certainly topped off the month, not to mention I was on the Memorial Day flight as well.

During the Memorial Day flight, I took a break from grinning out the window, to look back at the jump door, and reflect. I, of course, thought about Les Cruise, but I stared at the door, and thought about the three paratroopers, of his group, that jumped out that door, who did not come home. I thought about it until the door became a bit blurry. Bless them all.

I have penned a story previously about my very first flight on W7 in 2014. It was about 9:00PM June 5th here, which put the French time at 2AM June 6th. I mentioned that fact to the others about to fly, and all became quite silent.

However, my reflections of D-Day go way back to my younger years. I was born four years after the war ended, and our little neighborhood, just east of Syracuse, was full of veterans of all branches. During the frequent neighborhood parties, the men rarely spoke of the war, but I picked up bits, which began my desire to know more of what our people did to keep freedom alive. My Dad was CBI in India and Burma with Finance Corps, and mostly talked about the snakes and scorpions. To this day, I shake my shoes before putting them on.

One neighbor, Kirk Buck, was a Forestry College graduate, the school I got my degree from years later. He was an old man on D-Day. 26 years old, and a 2nd Lt. who stormed Utah Beach with the 4th Division. In the late 70's he was golfing with my Father, when he reached down at a festering sore on his calf, and pulled out a hunk of German steel delivered to him at the Bulge.

On the 50th anniversary of D-Day I called him on the phone. I thanked him for what he had done a half century before. There was silence at his end. I thought I had done something wrong. Then, in his slow, deep voice, he said, 'No one has ever thanked me before'. I said then it was about time. I asked where else the war led him, and he simply said it was nothing he wanted to talk about, so we talked about forestry stuff. At his funeral, I carried a 4th Division patch in my pocket.

After college, I had a tree & yard care service, and on one job the home owner had a badly mangled arm. He proudly told me that he was unloading supplies on Omaha Beach on D-Day, when a mortar nearly took off his arm. His war was over, as was his golf game.

(Continued next page)

("Reflections About D-Day in My Life")

One of my forest botany professors, Dr. Maurice Alexander, a very quiet man, was a Capt. with the medics. On D-Day +2, his crew's mission was to advance inland, and try to save as many paratroopers as they could. He said the ones beyond hope were given large doses of morphine, and left aside. The Germans were treated as well, if supplies allowed. He said what saddened him the most were the troopers hanging dead in the trees.

He too was later caught in the Bulge, and earned a Bronze Star by using his forestry, map training, to get his medics through the forest only steps in front of the Germans, who were not taking prisoners. He showed me his collection of unit patches that he cut off the uniforms of those he treated. Many were blood stained.

Our two 'Thank You' missions were just wonderful for the essential workers, but to do it in a D-Day plane made it a double 'Thank You Mission', and I am so proud of everyone who made it happen.



Volunteer Ed Van Dyne cutting the grass at the National Warplane Museum. It's a never ending job!

Thanks for all you do, Ed! 11

Photos & Illustrations In This Issue Provided by:

(Unless otherwise noted)

- | | |
|------------------|-------------------|
| 1 Lee Alconero | 6 Dave Kolchuk |
| 2 Ruben Alconero | 7 Jamieson Steele |
| 3 Peter Bonneau | 8 Larry Tetamore |
| 4 Mike Foss | 9 Brian Trzaskos |
| 5 Kevin House | 10 |

We thank them for the use of their photos!

J-5 Wing Rebuild Update

by Peter Bonneau

Current status of the wing assembly: All the hardware, ribs are in place except for the wing bow. All spar bolt keepers are in as well, still have to cotter pin the bracket bolts, and install the remaining bolts to secure the drag wires.



We had to take a pause to relocate the main spar out-board strut bracket. This involved drilling out the existing mounting holes, installing cut out wooden plugs, and covered the plugs with a circular top layer plywood plug, and then redrilling the holes in the proper location. This worked out well.

The picture to the left shows the plugs after the plugs were installed, varnished, but before redrilling.

This picture shows one of the old compression struts with its associated crisscross drag wires. The drag wires will be tensioned to square off the section controlled by each pair of wires. This is done in sequence from the root out to the end of the wing, divided into 5 sections (called bays).



This is one of the new compression struts installed.



Remaining steps:

After the hardware is installed and secured, the next operation will be to square off each wing bay section by adjusting the drag wire tension for each bay, starting with the root bay, and proceeding in order out to the wing end. This is called "Tramming the wing".



Note the tags on the ribs – they identify exactly where each rib is to be placed and in what order according to the engineering drawings. Everything has its place and must be perfect. 6

Then we will locate the ribs by nailing them to the spars. The locations have already been measured out and marked on the spars. Any required diagonal braces will be installed.

Next step will be to install the leading and trailing edges sheet metal. We may be able to fab the leading edge pieces out of sheet aluminum we have on hand, but will have to order the trailing edge pieces.

The intent here is to get the assembly completed up to the point where we can cover it with the fabric. Many small steps have been omitted for clarity, but everything inside the wing must be correct before the covering process is started.



Some of the parts we can reuse 6



Wing takes rough shape. 6

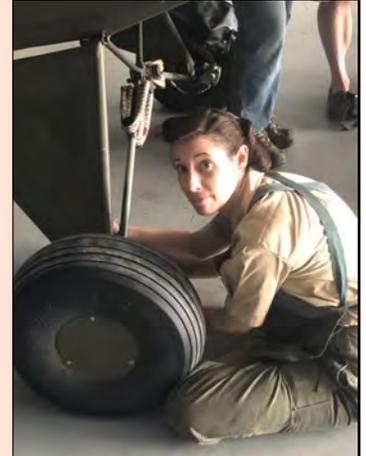
Museum Aircraft Updates

By Don Nicholls

An itemized list of some the of work done on Museum aircraft over the past several months.

- L-21
 - Added an oil filter to the engine
 - Upgraded oil temp/oil pressure gauge
 - Replaced shock cords on landing gear
 - Re-varnished and reinstalled propeller
 - Performed Annual Conditional Inspection

- L-16
 - Installed new rings for #2 cylinder to repair compression leak
 - Completed the heavy engine work (with test run of the repaired cylinder)
 - Checked the landing gear
 - Installed the new ELT battery
 - Performed the Annual Conditional Inspection



Volunteer Bevin Lynn works to complete the L-21 landing gear overhaul. 11



Antonov AN-2 sits patiently, awaiting its engine 11

- Antonov AN-2
 - Engine rebuild is complete. Awaiting test run
 - Once we get it here from Clinton, AR, it will be installed

- Ercoupe 415C
 - Repaired and reinstalled compass
 - Installed channels for side windows
 - Purchased and cut glass for side and back windows



Left: Josh Dykstra works with Craig on the L-21 engine.
Right 11: Christina Swank installs the L-21 Propeller. With these projects complete the L-21 should be in the air shortly.



AN APPLE AND A TREE

Jamieson R. Steele

We all know that adage about the apple not falling far from the tree, but it is so much more difficult to roll away when there is nothing but blue sky to roll into. Such was the case this past Memorial Day in Whiskey 7. I was most privileged to be along for the passes over local communities, who sadly had no parades, but some small ceremonies.



I took some video as we flew over my Village, Dansville, and I could easily see my house. I posted it on the Dansville FB site, and it is close to 100 views, last I looked. Net view of the old Castle and the RR bed as it courses along the hill side, as we flew on to Wayland.

Up front were the two subjects in the adage, Austin and Craig Wadsworth, father and son doing what they love the most, flying! They were also a team when Craig did his first B-17 flight after earning his rating. Pretty cool to have your dad as copilot on your first left seat trip.

Ya know, if we aren't going to have any fun, we should just stay home !! What a month it has been, just wonderful!

JUST AN OLD BLOWHARD

By Jamieson R. Steele

I usually try to find a member and make him a victim of my twisted humor, but I'll give it a break, and turn the roast on myself.

After our Memorial Day fly over, I came home in time to 'blow my own horn', but not by bragging about anything, actually blowing my horn. There was a push for anyone who could play Taps, to do so at 3PM that day. I figured, why not, worst case is the neighbors will throw stuff at me, and maybe I'd get a pair of shoes out of the endeavor.

(Continued next page)

(*“Just An Old Blowhard”* continued)

I have had my bugle since I was a kid, and played Taps many times during Boy Scout days, public events, and veteran’s services ever since. It was my Dad’s, and not until he was in his 80’s did I ask why he had it, as he had zero music talent. His family had moved into my grandmother’s sister’s home in NJ during the depression. Well, it was also her husband’s funeral home, and my father’s ‘rent’ was to play Taps for Civil War and WWI vet’s funerals. It has no valves, and is fueled by hot air, pucker power, and perfection cannot be guaranteed. Yes, I’ll wait for the comments to cease..... OK, I shall continue.

So, I dusted off my 1964 Boy Scout hat, did a few practice runs, went out on my back stoop, and played. I did pretty darn good, I do say. The house behind me has a ton of kids, and they all came tumbling out, and begged me to do it again. So, I did, but I declined their third request, and popped a beer, being pretty proud of myself to have played in public, BEFORE having a few beers.

My most memorable playing of Taps was for a Korean era fighter pilot. I was up in the Adirondacks tarring a roof at a camp, which is how I got to stay there, barter system. The fellow from the next camp came down the road, and was dressed nicely, and I recalled the pilot’s funeral was held in the village. The other guy and I often played taps in duet at camp, and all around the lake people would applaud, even if we messed it up. He was friends with the former pilot.

So, the fellow comes to me with his bugle, and says. ‘Do you want to play taps?’ I told him absolutely, wrapped rags over my tar smeared hands, and we played taps for the pilot, and we did very well.

Little did we know that the family had left the grave site, and were at the pilot’s camp across the lake for a good-bye visit. They heard us, but could not see us. We had no idea they were there. I did not know it until months later when I was at dinner in Utica with some friends. Another friend, one of the management of Utica Club/Saranac came in and joined us. He began to tell us about the pilot’s funeral, and someone playing taps over the lake. I told him that it was the other guy and me. He told me the family was overwhelmed, and brought to tears when they heard Taps. Needless to say we did not have to pay for our meal that night.

Old buglers don’t die, they just blow away.....



The “*Old Blowhard*”, Jamieson Steele



2020 Calendar Of Events

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



www.NationalWarplaneMuseum.com

EVENT	Date	CONTACT
Museum is closed to the Public (Until further notice)	TBD	Please call the Office (585) 243-2100
Mars Sport Launch	7/11-12	www.marsclub.org
Mars Sport Launch	7/25-27	www.marsclub.org
VFW Annual Roast/Picnic	8/1	Dennis Staley (585) 943-1782
Mars Sport Launch	8/15-16	www.marsclub.org
Yankee Air Pirate Challenge	8/21-23	Mark Rzacca (wnyffs@gmail.com)
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	www.marsclub.org
Bombs and Blooms- WWII Historical, Musical Drama	9/24-26	(585) 243-2100
MARS Sport Launch Club Meet	10/3-4	www.marsclub.org
Empire State Free Flight Championship	10/16	Ruth Bane (winwhip47@aol.com)
*Veterans Day Open House	11/11	(585) 243-2100
*Christmas Party	12/12	(585) 243-2100

**** Dates Subject To Change**

*** NWM Event**

Please contact the Museum at (585) 243-2100
or check the web page at www.NationalWarplaneMuseum.com
for the current status of events



The National Warplane Museum asks you to consider renewing your memberships as soon as possible. A lot of our members use the Air Show as a reminder (and reason!) to renew their memberships. With the postponement of the Air Show, there has been a falling off of membership renewals. We know the museum is closed right now, and the air show is an uncertainty. But we still have recurring expenses. Keeping the planes flying takes manpower and supplies. The aircraft maintenance crew is all volunteer, but parts and supplies come at a price! Our exhibits need to be updated. So please, renew your memberships as soon as possible!



**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 <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