

# Hangar Tales

*Official Newsletter of the National Warplane Museum*



## INSIDE THE HANGARS

- How Do You Keep Them Flying?
- C-130 Donation from Valley Propane and Fuels and “Saigon Lady” Update
- Fairchild C-119G Flying Boxcar News and Update
- J5 Wing Rebuild Update
- Flying the Fokker DVII—Pilot Report
- “Salute to America” - July 4th Washington DC Flyover
- Comet Neowise
- A Queen Between Two Rosies
- Visitors to the Museum
- Balloon Glow at the Museum
- Kid’s Page

# “How Do You Keep Them Flying?”

by Craig Wadsworth

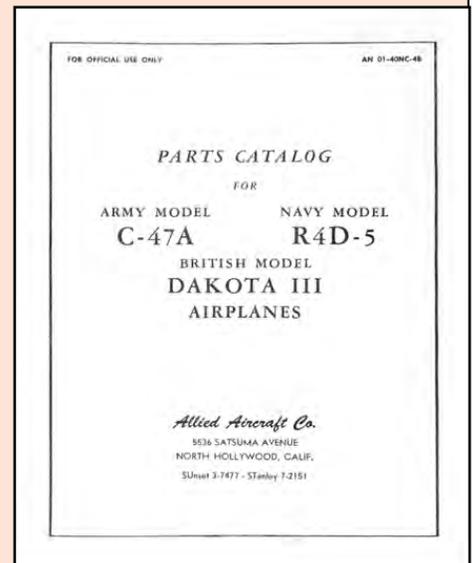
Director of Maintenance, National Warplane Museum



How do we keep the airplanes flying safely when they are over 70 years old and the parts manufacturing lines shut down not long after the war? It is a question we get from visitors at home and when we are at events away from the Museum. The answer starts with “A dedicated group of volunteers who give their time and talent to keep the airplanes airworthy.” We could not do this without everyone’s help and we are grateful for that every year.

When we start operating a new airplane we get a copy of all the manuals developed when the aircraft was built. Many are hard copy but we also have electronic copies we can use in a computer, phone or tablet (very handy when we travel) and print pages when needed but there are other places we find information we need.

After the war hundreds of C47s went into the civilian market. This kept the parts lines running at Douglas



and their suppliers for many years after the main production lines stopped in 1946. W7 benefitted from this civilian use and there are still supplies of new old stock parts and there are still several suppliers specializing in C47/DC3 parts. There are also several business producing new airframe and



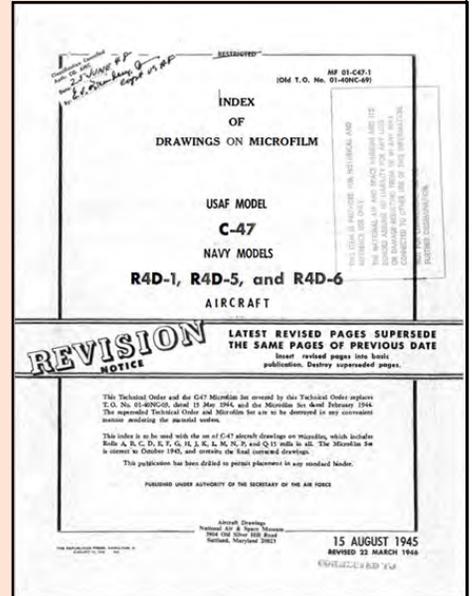
engine parts to provide for what is no longer available. Basler Turbo Conversions in Wisconsin and Preferred Airparts in Ohio are the first stops when we need parts. They are active in supporting many airplanes in the civilian market.



(Continued next page)

(“How Do You Keep Them Flying?” continued)

When parts are not available we have several options. The National Air and Space Museum sells copies of the original engineering drawings secured from manufacturers. These drawings have all the information needed to reproduce the part including dimension, materials, and hardness. We have a set of those microfilms in hand and can use them to reproduce parts when needed using the old part as a reference. We also use an on line library called “Air Corps Library” part of Air Corps Aviation which allows us to search for images of parts. We can make patterns or we have friends who have access to machine tools to turn a block of aluminum or steel to a finished part for installation. The FAA allows us to produce our own parts (but not sell them to others) in this manner. We also use these sources of information to return an existing parts to specifications. In a future issue we will take an example and show the complete process from start to finish.



**LOOK** what you find if you search for the “Douglas C-47 Skytrain” on Wikipedia!



## Announcement!!!!

As we try to navigate the changing requirements on visitors, the Museum is open for **prescheduled tours ONLY** as of July 30th. If you wish to visit the Museum for an individual or small group tour, please contact the office. Thanks! We hope to see you soon!

**Call:** 585-243-2100

**Email:** Donna.Walker@nationalwarplanemuseum.com



9

## New Fund Raising Committee!

By Larry Jones (Shurfine96@gmail.com)

As expenses continue despite the museum's current shutdown due to Covid 19, we are in great need of raising funds! Recently three members have come forth to form a new fundraising committee; Donna Walker, Mike Foss, and Larry Jones. Our first event was the Take Out Chicken BBQ on August 1<sup>st</sup> (We had almost 200 ordered!) Other events are being planned for the fall including an annual campaign letter that will go out to all members, businesses, and the local population at large. We need another couple of members to represent different aspects of museum life. Meetings are as needed, but mostly will be handled through Zoom and emails. If you would like to join us in this endeavor please give me a shout! As always..... Thanks for your support!

## C-130 DONATION FROM VALLEY PROPANE & FUELS

by Jamieson R. Steele

On July 24<sup>th</sup> our museum was presented with a donation from Bill LaVallee, General Manager of Valley Propane & Fuels in Dansville. His company has designated one of their propane trucks as the “Warrior Truck”, and it sports some very patriotic designs on the sides. For the past few years they have set aside ten cents out of every gallon sold from that truck to go into a fund for organizations that support our veterans. We were one of the lucky three picked this year, and the funds are earmarked to the C-130 project.



With Mr. LaVallee was Jason Skinner, head of the Livingston County Veterans Services, who explained the importance of such help offered to the county’s veterans. Last year his office used their award to assist efforts to stem the terribly high rate of veteran suicides in the county. He underscored the service we pay to veterans in what we do to preserve aviation history, and how important the C-130 static display will be towards that goal.

Mr. LaVallee presented the check to Austin Wadsworth, our Founder and President. With Austin were Don Wilson and Ray Ingram, who lead the C-130 project. Martha Wadsworth, one of our

Board of Directors member was on hand as well. Modest Martha had to be prodded to allow that she spent 24 years in the US Air Force flying C-130s, which included many landings in the Arctic, the only woman who has ever done so.

Other Valley Propane staff, NWM members, and Molly Shanahan, from the Livingston County Chamber of Commerce, were also present for this very nice honor.



L-R: Don Wilson, Austin Wadsworth, Bill LaVallee, Jason Skinner, Ray Ingram, Martha Wadsworth, and Jamie Steele

(Photos courtesy Molly Shanahan, Livingston County Chamber of Commerce)

## C-130 "Saigon Lady" Update

by Mike Foss



Mike Foss and Ray Ingram helping to flip the vertical stabilizer to paint the other side.. 5

This month has been bittersweet. Many projects are moving along quite well, and yet we also lost an important member of our team, Scott Perkins (see article p.).

Our restoration crew was able to gain a few members with firsthand experience on early C-130 models. Michael DeHaven, Stephen Shaffner (and son Cooper), and Jay Jacobs have joined us. We are always looking for new team members. The wing tanks, propellers and vertical stabilizer are planned to be ready for mid August. We still need to find a crane to raise the stabilizer 55 feet in the air safely.

Lastly, we hope to have the rivets on top of the fuselage replaced and sealed, as well as painting much of the plane in a basecoat to slow oxidation.



Steve Shaffner prepping vertical stabilizer 4



Assembling the Props 2



Wing tank being prepped in the motor pool 2

# THE FAIRCHILD C-119G FLYING BOXCAR

by Kevin House

The Museum's C-119 started life as a C-119F built with fiscal year 1951 funds, and came off of the Fairchild assembly line in 1952. It was built for the USAF but not taken on strength being instead immediately transferred to the Royal Canadian Air Force after production. The Canadians upgraded the airplane to a G model with the change from Hamilton Standard Hydromatic propellers to Aeroproduct props. Both types of props had their issues: the HS props sometimes went into un-commanded reverse, a real problem in flight; and the Aeroproduct props occasionally went into un-commanded fine pitch which could lead to engine overspeed and possible engine failure if not caught in time.



435th Squadron Patch

Our bird saw service with numbers 435 and 436 Squadrons based in Edmonton and Toronto. C-119s were flown throughout Canada, the Arctic, and, in the case of our plane, in support of UN operations in the Mideast. The aircraft was used for Army support and Arctic resupply.

The airplane originally had the blunt nose of most C-119s. Sometime between August 1956 and August 1957, a search radar used for weather avoidance and navigation was installed requiring the installation of the big nose the aircraft now has.



436th Squadron Patch

After our C-119 left Canadian service it went to Hawkins and Powers aerial fire fighters in Wyoming. The airplane was never converted to fire fighting capability and is recorded to have actually crashed in Alaska in 1981. That, of course, is inaccurate. By 1987 all C-119s in fire fighting fleets were grounded and H&P sought to get rid of their Boxcars.

The Museum acquired the aircraft in the early 1990s. The acquisition agreement called for a flyable airplane, but, after being flown in it was stripped of all useful equipment. After being cannibalized by the donors the NWM sent a letter stating, in part: "We are now the unhappy custodian of what amounts to be a piece of junk, with little tangible value other than scrap and of no historic value."

The crew working on this airplane call themselves the Boxcar Boys (we do have one Boxcar Babe). While it will never fly again, the Boys have worked hard to return the "piece of junk" to its former glory.

Long live the Dollar Nineteen!



Boxcar "Boys" (L-R): Bob Cox, Dave Kolchuk, "Boxcar Babe" Kaylie Flannigan, and Kevin House  
(Photographer Unknown)

# Scott Perkins

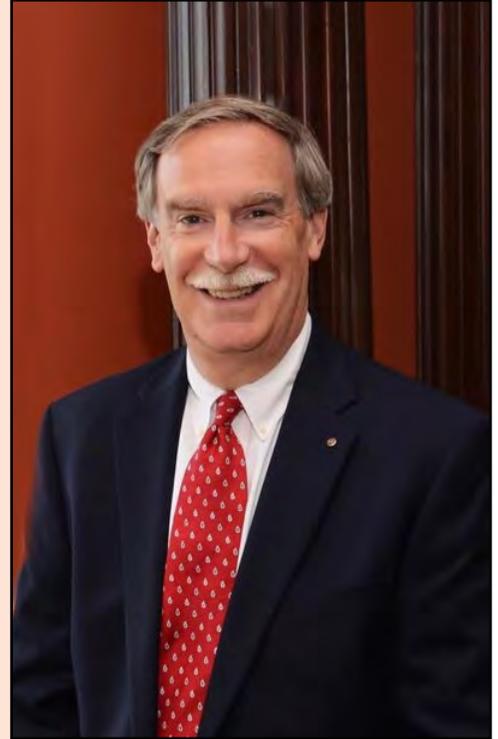
1950 - 2020

The National Warplane mourns the recent passing of Scott Perkins on Friday, July 10th, Scott was fighting complications from a stroke he suffered the previous week. He was a graduate of SUNY Geneseo and was a widely regarded member of the Rochester business community. After years working as the Special Assistant to the President of Gannett Foundation, Scott struck out on his own and founded his own agency – Agility Communications Group, LLC – which he ran until his passing.

Scott's interests were wide-ranging and fervently explored. His love for history led him to devote his talents and expertise to museums and foundations around the area, most recently for the Glenn Curtiss Museum (Hammondsport) and here at the National Warplane Museum. He was a regular attendee at the Wednesday morning meetings. Scott was the guiding force behind many of the early fundraising and media events we have had for the C-130 so far. Through his interactions with Khiem Pham and his family we were able to gain knowledge and insight into the history of the plane, as well as the pilot who flew it to freedom.

Austin Wadsworth, president of the Museum, said Scott was a good friend of the museum, who generously gave of his time. "He was exceptionally gifted in his dealings with people." said Austin. "And he was constantly thinking of new ways to get the museum exposure in the media."

He will be missed.



## C-119 “FLYING BOXCAR” Update

Article and Photos by Dave Kolchuk

The “Boxcar Boys” were out in force recently, giving our big ‘ole girl a bath. Most of the crew were there and all chipped in to help. Bob Cox brought in some long hoses, hooked them up to the faucet behind Swanson Hall, and connected them to Larry Jones’s 5.5 hp. power washer. Using the lift, the day was spent removing mold from the white paint, and while we were at it, giving the rest of the plane a thorough cleaning. The very powerful washer actually removed a tiny bit of white paint and black flash trim, but we are now taking care of that. Today Bob purchased some white paint and I will be touching up the black trim next week. The washing made a big difference in the plane’s appearance.



Larry Jones on the power washer



We also finished up some loose ends. Paul Nothnagle continued work on the park benches, making minor repairs to one, and coated the two by the plane with wood varnish, giving them a beautiful new look. Bob serviced the lift, checking it’s maintenance and condition, making sure all was okay. He also prepared for next week’s white painting work. I reached both the highest and lowest points on the C119 by applying bird repellent to the top of the vertical stabilizers, and weed killer on the growth under the plane inside the mulched area. Though we have no visitors, we still maintain appearances best as we can.



Thanks to all who took part!

## J5 Wing Rebuild Update

Article and photos by Pete Bonneau

In this issue we continue our work of rebuilding the right wing of the J5. Figure 1 shows how each rib is nailed to each spar for correct, and secure, location. There were a lot a of nails! Each rib was nailed to both sides of each spar. This took some time because the nails were small, and were located in positions that were hard to get a good hammer swing,

The next operation is to adjust the cross drag wires shown to square up each wing bay. We had to measure out identical distances from the root end of each spar, and use these locations to determine squareness. There are 5 wing bays, and this is started from the root bay. An adjustable measuring tool with pointers on each end is used here to make sure the bay is squared off. Once the bay section is squared off, the wires are then adjusted to the proper tension. This operation is called 'Tramming the wing'.



Figure 1

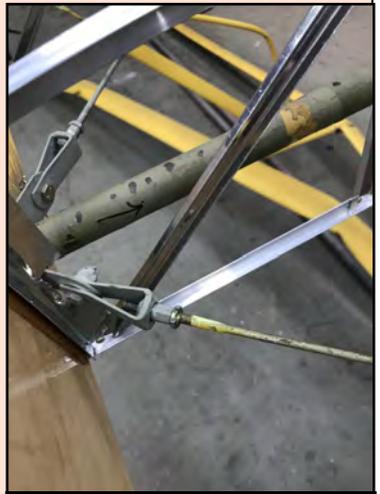


Squaring up a wing bay

Now that the wing is squared off and stabilized, we can start to install the rest of the leading and trailing edges. The first item to install is the wing bow (Figures 4 & 5).

The next item is the outboard leading edge sheet metal.

This is where I finished up on Aug 2. I still have to remove the wing bow to allow for varnishing of the spar where it was cut to the correct dimension to install the rib end.



Closeup of drag wire adjusters

Next operations: Install the inboard trailing edge metal. We have the piece here, but it

has to be cut out and drilled for the correct rib locations. After that, we can install the leading edge sheet metal. We have one good one from the old wing, but we can fab the others in house

from our supply of sheet aluminum.

After that, there is the miscellaneous aileron cable actuator fittings, aileron hinges, cable guides, etc... Then we can start the fabric covering.



Figure 4



Figure 5

## Flying the Fokker DVII — Pilot Report

by Ruben Alconero

I slowly approached the Fokker DVII, N7756J, I viewed her lines from a distance, what a beautiful machine, the thought that this plane was designed over a 100 years ago, in 1918, still seemed surreal.

As I walked around the DVII I started taking in the details which the builder Jeff Brooks had painstakingly worked on for 15 years. As with any airplane there is an introduction and then formal meeting where we would fly and become acquainted. It would be an aerial meet where the Fokker would show me what she likes and doesn't. A bonding is formed where over time a pilot no longer looks at the accelerometer, but knows instinctually when the plane wants to fly. The relationship becomes stronger as small sounds of the engine become normal to the ear, even the airflow through the flying wires has a sound of familiarity over time.



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The relationship with Jeff's Fokker has been very special as I have been fortunate enough to do the initial flight testing. Flight testing a plane that was built from a vision 15 years ago. The only way to prepare for flying a Fokker DVII is to talk with pilots that have flown one or read pilot reports the detail nuances and handling characteristics, even then some of the reports were from aircraft with other engines, or the build was different in some ways. There is no second seat to gain experience or get a checkout, so the first time is the real deal.

Jeff's Fokker DVII has a 200 hp Ranger Engine powering an 80 inch Culver propeller. The all wood propeller is 80 inches in diameter with a 48 inch pitch for a designed airspeed of 100 mph. The original DVII's in the day were powered by the Mercedes or BMW engine. With close to seven hours flying time in the DVII I can say without hesitation this is a remarkable aircraft.



1

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("Flying the Fokker DVII" continued)

I also had the opportunity to test fly NX5118F, a Fokker DVII with Gipsy Queen 30 engine producing 250 hp, with a tailwheel and main wheel brakes, a Roger Freeman build. Ground handling with a tailwheel on pavement and grass is much easier than the skid.



Acceleration was quicker in the Gipsy powered DVII, I simply let the aircraft tell me when it wanted to fly which was about 62mph, which the same speed I rotate N7756J at, however I have pulled

1 N7756J off the ground at 55mph recently to see how short we could attain a take-off roll, we calculated with CloudAhoj software to be as short approximately 575 feet.

As professional pilot flying Boeing Jets with a background in flying taildraggers, from the Pitts S1 to the C47, the Fokker DVII so far has no hidden traits that will bite you. It is an honest aircraft that handles better in some respects to biplanes and taildraggers designed and built decades later.

The cockpit is comfortable with exceptional visibility, and understanding the mission of this airplane years ago you can appreciate what the fighter pilots see in battle.

Master switch on, boost pump on, 4 shots of prime "clear prop", the ranger engine purred to life. I waited about five minutes for the engine and oil to warm up, a mag check was performed at 1700 RPM and then I was under way.



Taxing an aircraft with a tail skid can be challenging, so much muscle memory is built into the traditional tailwheel pilots to keep the stick far aft while taxiing, however pushing forward on the stick in the Fokker while applying bursts of power with the rudder pedal pushed in the direction you want to turn will yield some successful results. Any tight turns would need the aid of a person assisting on the ground. Over time I managed to get the Fokker out to the active runway with minimal assistance.



With the aircraft aligned on the runway full power is applied, the tail quickly lifted with assertive forward pressure on the stick. This wing wants to fly and at 55mph I rotated, climbing out at 65 mph generating around 500 fpm.

If you are unfamiliar with open cockpit biplanes it can be startling and a little disorienting to have a significant amount of wind beating on your face.

("Flying the Fokker DVII" continued)

The Fokker turns on a dime, with crisp control forces and slow maneuvering speeds a pilot can do a steep 360 in a very small radius. I would equate the control forces similar to a Bellanca Citabria. There is no trim on the DVII Requiring a constant need to push forward on the stick to maintain level flight.

Performing slow flight and stalls was a pleasant surprise. The wing stalled at 45 mph with no negative characteristics, in fact it was incredibly docile. At one point I simply descend in a stall straight ahead slowly losing altitude. Steep turns and wing overs are easy with the aid of ailerons, elevators and a rudder which can deflect 30 degrees in each direction. 8



Landing tailwheel aircraft can be challenging, and the reports I read about the Fokker seemed to indicate there would be no surprises, some pilot had expressed concerns over crosswind landings and the effectiveness of the ailerons from decades ago.



Downwind was flown at 75 mph, with no flaps the pilot needs to be cognizant of limited options available to slow the plane down. Base is flown at 60-65 mph and final at 60mph touching down at 55-60mph in a wheel landing fashion. The aircraft wants to settle on the ground at that speed and once again with no surprises. My technique is to hold the tail in the air with plenty of rudder authority until speed decays to a point that the stick is pulled aft and the skid

8 settles on the turf. With altitude read in meters, and airspeed in kilometers Jeff taped a conversion scale in the cockpit converting numbers to mph and feet. As I mentioned earlier this plane wants to be flown and very shortly you find yourself flying by feel.

I am pleased to report that I have flown the DVII in windy conditions, and up to a direct 10 knot crosswind. She performed flawlessly. In crosswind landings as the speed slows and tail settles there is a tendency to weathervane, however proper application of the rudder and ailerons will combat this until the skid digs in, which in some respects is easier than a tailwheel as the skid acts as wonderful stabilizer for tracking and slowing as it digs into the ground.

Flying a open cockpit biplane above the hills at 500 feet, smelling the farm fields below, feeling the wind kiss your face as you peer over the top wing watching puffy cumulus clouds dancing in the Summer evening sky is a spiritual experience on level that is hard to put into words. Much like Richard Bach or Antoine St. Exupery would describe, it is raw majesty. Man and machine playing in an arena we were never meant to be.



The Author

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("Flying the Fokker DVII" continued)



200 horsepower Ranger powered DVII 1



Jeff Brooks and Ruben Alconero 8



Cockpit of Jeff Brook's DVII 1



250hp Gipsy Queen powered DVII 1

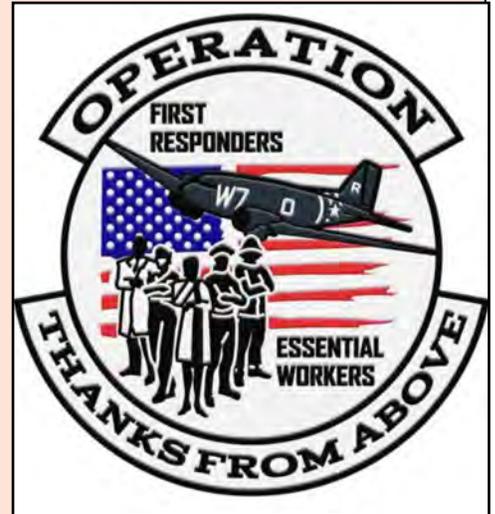


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Cartoons Facebook  
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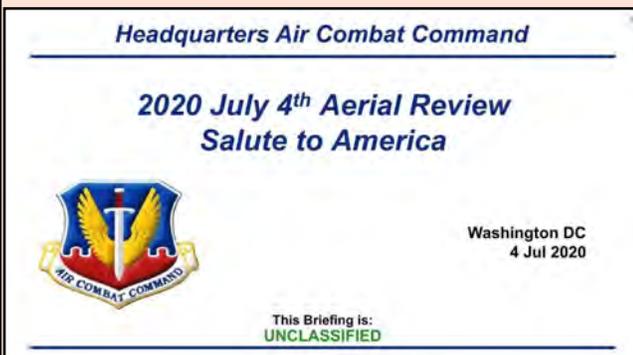
# “Salute to America”

by Dave Cooper  
(Photos National Warplane Museum)

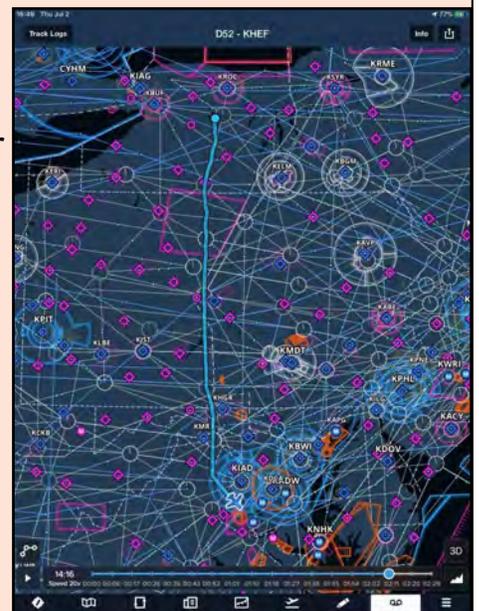
On June 6, 2020 as we were finishing the second “Operation Thanks from Above” flight, and Whiskey 7 and Mad Max were over Canadaigua, I received a phone call from LtCol Christopher McAlear, (call sign “Nike”) who is the Chief of the Aerial Events Branch at Air Combat Command in Langley, Virginia. For those of you who aren’t familiar, the Aerial Events branch are the folks who are responsible for the Thunderbirds, F-22, F-16, F-35, and A-10 Demo Teams and the participation of those Air Force assets at airshows throughout the United States, Canada, and overseas. They are also the ones who are the Air Bosses and controllers for flyovers at major sporting events and parades, such as the Rose Bowl.



Nike was calling to inquire about the availability of Whiskey 7 to participate in the “Salute to America” that would be occurring on the 4<sup>th</sup> of July in Washington, DC and would involve aircraft from WW II, Korea, Vietnam, the Gulf and Afghanistan conflicts, and showcasing Air Force assets into the future. He had seen our press releases



about our flyovers in western NY and, because of the history of Whiskey 7 on D-Day, he thought we would be a great asset to lead the flights. He gave us a VERY short time period to send in a proposal for our participation and their consideration and to put together crew members for the event. With the help of Austin, Bob Dauer, Craig, and Todd Cameron, the proposal was delivered early to ACC. Our proposal was accepted and within two weeks we were deep into all the security details that accompany a flight over Washington, DC between the White House and the Washington Monument. The final crew of Skipper Hyle, (who is qualified



Our route to DC  
D52 (Geneseo) to KHEF (Manassas)

(Continued next page)

("Salute to America" continued)

to fly in formation with other aircraft), Chris Polhemus, John Frew, Craig Wadsworth, and I were ready to go. We departed Geneseo on July 2 at 1:30pm, and made our way to the Manassas Regional Airport just outside of Washington, DC to arrive at our parking place in advance of the other aircraft that were also coming in that day. Manassas has always been hot in the summer, and it didn't disappoint. The ramp temperature was over 130 degrees.



B-29 "Fifi"

As we came into the airport on the 3<sup>rd</sup> of July, we were greeted by the other aircraft that had arrived overnight and earlier in the morning. The list was impressive and included: the B-29 "FiFi", B-17 "Yankee Lady", B-25 Panchito, B-25 "Champagne Gal", the CAF A-26 from



B-17 "Yankee Lady"

Oklahoma, C-47 "Placid Lassie" and two more C-47's, 5 Mustangs, and F-4U Corsair for a total of 15 aircraft that would be participating the next day. Whiskey 7 was inspected by the FAA to insure we had the proper paperwork and equipment for the flight (the all important "Ramp Check") and it was off to the briefing with the crews.



B-25's "Panchito" and "Champagne Gal"

Oklahoma, C-47 "Placid Lassie" and two more C-47's, 5 Mustangs, and F-4U Corsair for a total of 15 aircraft that would be participating the next day. Whiskey 7 was inspected by the FAA to insure we had the proper paperwork and equipment for the flight (the all important "Ramp Check") and it was off to the briefing with the crews.

The briefing was unlike any I had seen before. As we entered the room, we were given a briefing manual (some 10 pages long) that contained radio frequencies, squawk codes for radar, holding points for the various aircraft flights, holding patterns, run in points, overhead pictures of where we could fly and what we had to AVOID (DON'T fly over the White House) and exit points to return to Manassas after the flyovers. In all there were 7 radio frequency changes between our holding pattern and our exit. It is important to remember that all the aircraft were to showcase the history of military flight from the various conflicts, so each "flight" has their own holding and run in patterns, and the holding areas were separated by about ten miles, so the number of people monitoring the flights



(Continued next page)

("Salute to America" continued)

and setting up times over target involved FAA air traffic controllers, radar following, 5 ACC controllers on the ground, an Air Boss, and an announcer to do the color commentary for the flybys. And not only were we there, but also all the military aircraft and the Thunderbirds and Blue Angels. And to make it even more interesting, we were on a time schedule ! The briefing took 2 hours to cover all the myriad of details. After the group meeting, individual flights broke into smaller groups to cover specific details for their aircraft. But we were ready to go.



Show Time! "Placid Lassie" in Lead. Skipper Hyle (PIC) and Chris Polehemus (SIC) at controls of "Whiskey 7"

The flyovers for the "Salute" were scheduled for Saturday evening with our takeoff time at 6:30 with Placid Lassie. We arrived at the airport for our mandatory TSA and Secret Service inspections before the flight and waited for our departure time in the sweltering heat. Because the C-47's are the slowest of the groups, we departed Manassas at 6:21 and headed for our holding area with Lassie in the lead and us in trail. It was fascinating to see all the other aircraft catch up to us as they headed to their holding areas and to watch as the other military aircraft that were circling at different altitudes above us including a B-52 bomber. The festivities and speeches on the ground were running long, so we were delayed slightly for

the flyover, but we reached our overhead 5 seconds early flying in between the White House and the Washington Monument. It's hard to describe the feeling, but it was exhilarating. We exited the area and returned to Manassas for some comradery and refreshments with the Lassie crew before heading back to the hotel. We departed Manassas at 06:30 on Sunday morning and arrived back in Geneseo at 10:00 with great memories and a feeling of a job well done displaying our aircraft.

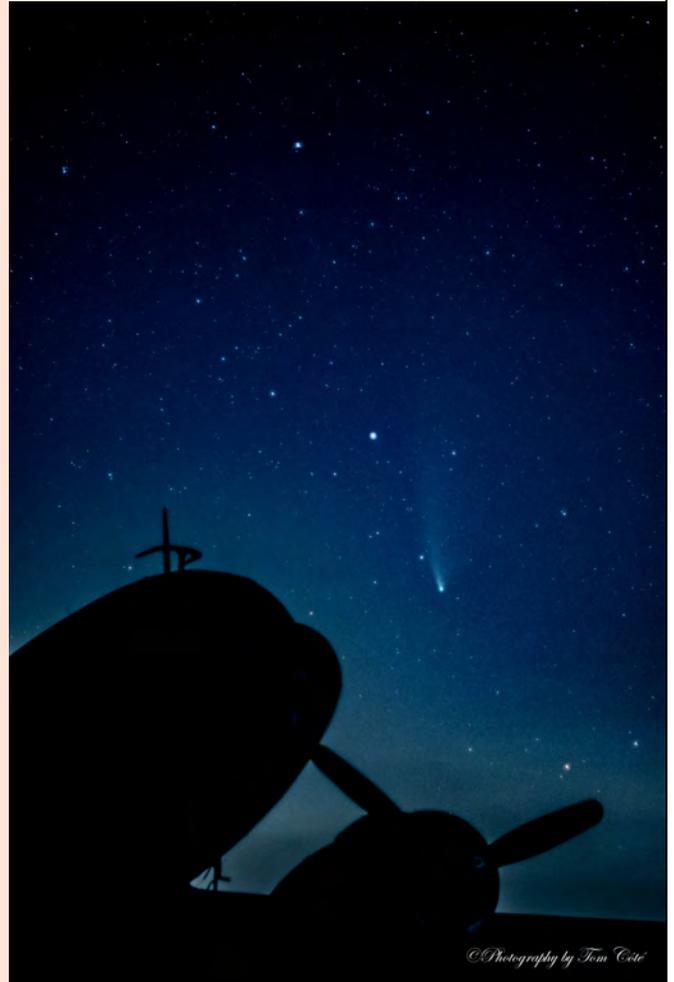


If you want to see the entire flyover of the "Salute to America", it is available on YouTube: <https://www.youtube.com/watch?v=ZojdpWOwsXY>

# Comet NEOWISE



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Tom Côté

**C/2020 F3 (NEOWISE)** or **Comet NEOWISE** was a comet discovered on March 27, 2020, by astronomers during the *NEOWISE* mission of the Wide-field Infrared Survey Explorer (WISE) space telescope. NEOWISE was known for being the brightest comet in the northern hemisphere since Comet Hale–Bopp in 1997. It was widely photographed by professional and amateur observers and was even spotted by people living near city centers and areas with light pollution. Under dark skies, it could be seen with the naked eye and remained visible to the naked eye throughout July 2020. (From Wikipedia) Thanks to photographers Scott Hemenway and Tom Côté for sharing their shots taken from the museum.



## A QUEEN BETWEEN TWO ROSIES

by Jamieson Steele

In the big hangar are two Rosie the Riveter mannequins, complete with kerchiefs, and grease all over. They pretty much just stand there for visitors to see, and scare the daylights out of you if you are out there at night with low light.

Well, there are two other Rosies that certainly don't just stand there, and, they too, often sport handkerchiefs, and lots of grease and oil, and they work on the planes. I, of course, speak of Christina Swank, and Bevin Lynn, our very real volunteers who flank our Queen, W7, with great devotion.



Christina grew up in Niagara Falls

quite near the Air Force base, and C-130s flying over her home were quite common. Then they were to leave the base, so she thought she might try her hand at building a model of one to remember them by. The first of many fine model air planes to follow.

She began to look for air shows to attend, and here we were quite close by. Both her grandfathers served in WWII, and one grandmother worked at an air plane production plant, so wanting to take a ride on W7 became a reality for her. That was it, she was hooked, and made a very nice model of W7 that caught Craig Wadsworth's eye. When they chatted about her interest, she learned of the volunteer opportunity with us, and she does exactly that.

My other previous feature showed off her beautiful W7 tattoo, and she loves that plane, however, also flew on Movie Memphis Belle, and her daughter, Laylah, has flown on both birds as well. Her husband of 16 years, Scott, supports her work with us, and we thank them all.



Christina's "Whiskey 7" tattoo 6

(Continued next page)

("A Queen Between Two Rosies" continued)

**Bevin Lynn** is my neighbor in Dansville, and a few years ago spotted one of my museum shirts, and asked what we were all about. Well, now she is a part of it. Her interest in history began by growing up in an 1856 farm house in Phelps, NY with parents who did living history events of the 1770 years. She did so as well, and while doing an 1860's event met Chris Lynn, who also did various living history eras. They did many time periods and events together, all through college, culminating in an event called a wedding.



Bevin working on L-21 9

They are both very active with the Genesee Country Village Museum where Bevin was employed for a number of years. Her roles were many, and varied. Highlights were: Coordinator of Interpretation of History; running the costume department

where she would craft garments based on originals, or what was left of them; visitor programs; training of volunteers and staff; organizing a 1830's style meal set in an old tavern; led training programs for other museums; wrote many articles about her trade; and much more.

She has borrowed many of my female uniforms from various services, and tailors replicas for herself to wear. She crafts other era clothing as well, and I call her my Chameleon friend, as you never know what era of attire she will be



9

wearing. While working in the hangar, she really looks the part of Rosie, right down to the work apron she fashioned in the style of one on display at the museum. We sure do thank her for spotting the WWI pilot uniform her stage group was getting rid of. I restored it for all to see in the America At Home area. If you have not seen it, do so, it is a rare one, indeed, and the silver bullion wing is original, and called a Dallas Wing.



9

(Continued next page)

("A Queen Between Two Rosies" continued)

Bevin says she likes to feel useful while volunteering, and she certainly is. She much enjoys the comradery, and devotion fellow volunteers have at our museum. They are all so passionate about



Bevin's homemade Air Warning Service uniform 6

preserving history, and keeping it flying. She says she never ceases to be in awe seeing Whiskey 7 in flight, or just sitting there ever so pretty. She too has had the treat of flying on both of the big birds.

We highlight these ladies, and other ladies who have been hangar workers, and I

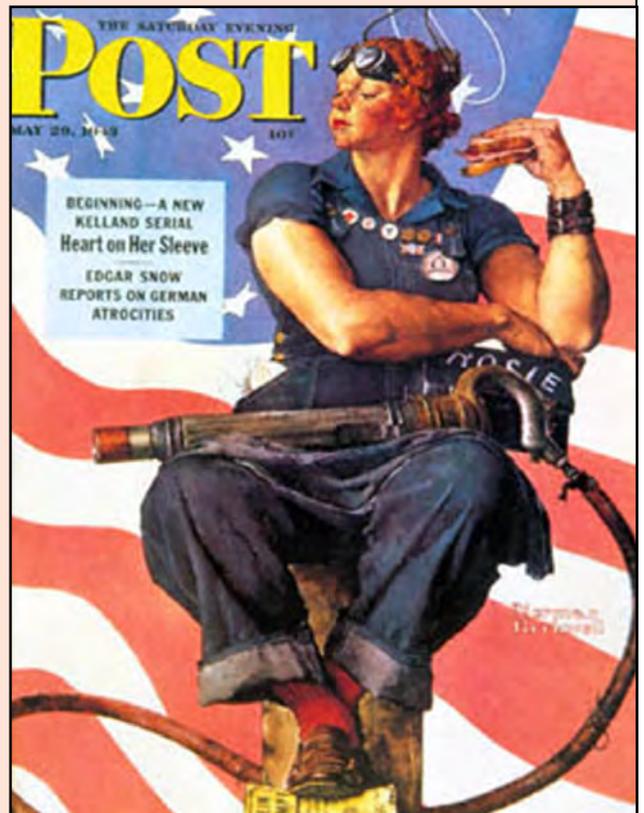
am sure there will be more to come. Thank you Christina and Bevin! Now, go wash all that grease off before you go home!



9



Christina helping to jack up Whiskey 7 9



Saturday Evening Post cover, May 29, 1943

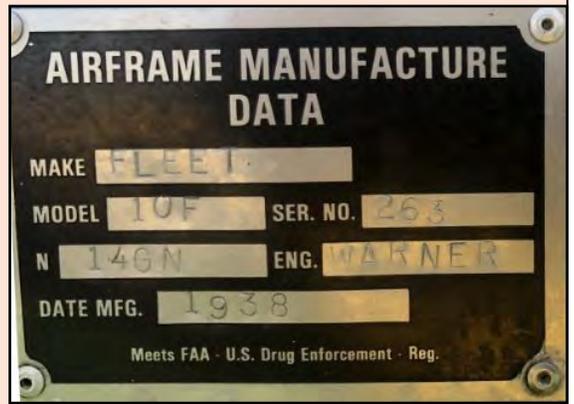
# Visitors to the Museum



## Fleet 10F

JB Allred came for a visit in his Fleet 10F (8/1/20). It's the only one of this model still left in existence. This one was produced in 1938 for the Nicaraguan Air Force, and would have been equipped with machine guns and bombs. It is powered by 145 hp Warner Super Scarab seven cylinder radial engine. JB was checking in on his Fokker tri-plane and on Jeff Brook's Fokker D-VII.

(Editor's Note: This plane is shown on the Wikipedia page for the Fleet Finch)



Inside the cockpit

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



Bye JB!!

## Visitors to the Museum

(Continued)

### SNJ-5

Nate Natoli was visiting the area from Vermont. Nate's SNJ-5 has been a participant in the National Warplane Museum's Air Show.



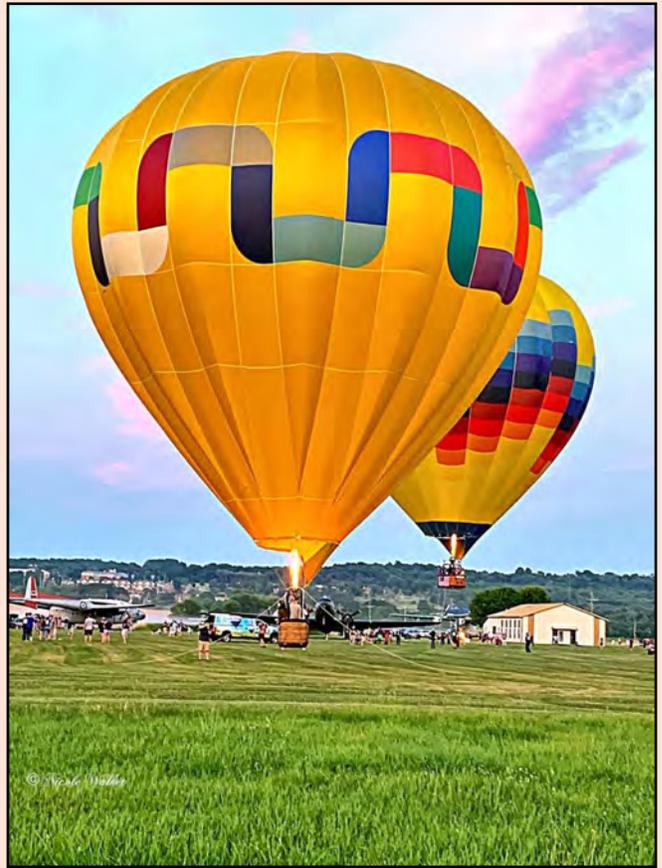
### Ag Cat

Chris Caruana (Windsor Aviation, out of Grand Island) was using the airport as a temporary base of operations for his crop spraying operation. The Ag Cat was spraying corn fields in the Lima (NY) area. The aircraft is a 1974 Model A Schweizer Ag Cat. It is powered by a Pratt & Whitney R-1340 Wasp, the same engine as in the T6/Harvard/SNJ-5.



Designed by Grumman as the G-164 "Grasshopper", it was eventually named "Ag-Cat," following Grumman's tradition using the suffix "-Cat" in aircraft names. Large military orders, at the time, prevented the production of the Ag-Cat at Grumman's Bethpage facility, so the entire program was subcontracted to the Schweizer Aircraft Company of Elmira, New York. (Adapted from "Grumman Ag Cat" Wikipedia entry.)

(All photos these pages National Warplane Museum (Brian Trzaskos))



# Balloon Glow at the National Warplane Museum

Photos by Nicole Walker

Unable to launch from Letchworth State Park,  
Lee Teitsworth ("Balloons Over Letchworth") and

friends did a Drive-in, Independence Glow at the  
National Warplane Museum on the 4th of July week-  
end. A repeat of this event for lthis Fall is being  
discussed. Thanks for the great shots Nicole!!!





© Nicole Walker



© Nicole Walker

# For Sale!!!

Buy one! Buy Some! Buy All!



The Museum has a quantity of old tandem wooden folding chairs for sale.

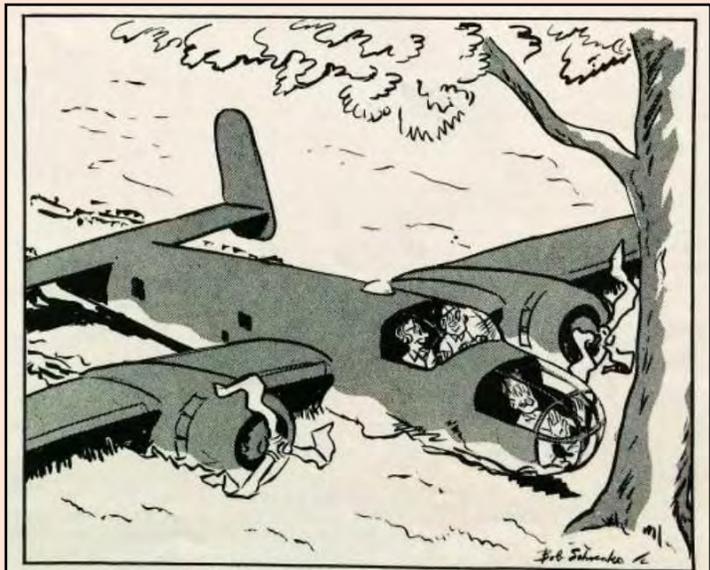
Contact Donna, in the museum office, for details:

**Call:**

585-243-2100

**Email:**

Donna.Walker@nationalwarplanemuseum.com



BET WE SCARED HELL OUTA THE BOMBARDIER!

Used with permission Bobby Lee Silliman's WW2 Army Air Forces Cartoons Facebook Group

## Kid's Page

A new feature from the National Warplane Museum, for our younger readers. This page will be for kids, about kids, by kids. You name it! We hope to have coloring pages, puzzles, and stories about our young fans ! Like to hear what you think about this idea! Share your photos and stories with us!



5 Year old Chet Clickner ,of Livonia (NY), with his rendition of "Whiskey 7". He had only seen it flying above, and in some pictures, So his recent visit to the museum was his first time to see it in person and take a tour. His painting is now on display in the Administration Building. Be sure to stop in and see it on your next trip down!



## 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 have 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 does 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 4x8' sheets 3/4 " A/C plywood to repair some display cases for use with the C-130 "Saigon Lady" display. (Ray Ingram—contact the museum office)

## She's BAAACK!



Photo: Mike Foss



Yes, the “*Movie Memphis Belle*” returned to the National Warplane Museum in Geneseo on Tuesday, August 11th. And while she’ll be here for the immediate future, there are still a lot of details to be worked out! We’ll have more in a future issue of **Hangar Tales**.

Photo: Christina Swank



**NATIONAL WARPLANE  
MUSEUM**

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Geneseo, NY 14454-0185

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

newsletter@nationalwarplanemuseum.com

**Museum Hours:**

Due to the COVID 19 pandemic  
the National Warplane Museum will  
be closed until further notice.

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:**

- |   |          |
|---|----------|
| _____ 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                                 |          |

Please check if New Membership <input type="checkbox"/> or Renewal <input type="checkbox"/>
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Mail this application with your check or money order to the address above