

Hangar Tales

Official Newsletter of the National Warplane Museum



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NEWS!

A High Flying Thank You for all those who have responded to our first annual campaign letter honoring Whiskey 7 and her "Thanks From Above" flights in May and June! We have graciously been overwhelmed by your response! Once all has been finalized and tallied up, we will post an update with the results in our next "Hangar Tales."

We have sent out letters to past and present members along with several requests to local people, organizations, and businesses in the Livingston County area. As we expand our data base in years to come, we hope that this endeavor will help us continue our mission here at The National Warplane Museum of preserving our history and honoring veterans from all facets of military involvement! Also thank you to our past members who have renewed your memberships! Memberships are an integral part of museum life!

We are keeping up with acknowledgements for those who have sent in donations via snail mail. Also Thank You for the many who have donated via Facebook on the "National Warplane Museum – Geneseo Airshow" FB site. You should be receiving an acknowledgment for your records when you donated. If you need a written acknowledgment from the museum, please let us know by emailing us at NationalWarplaneMuseum@gmail.com. Many of you have asked why there is no online "Donate" button on our website. We are working on this to make it easier for you and others to donate online. Again – Thank you to all who have donated so far!

We welcome volunteers Dakota Clay, Lisa Thomas, and Amy Beechler to our fundraising committee. Between Dakota, Lisa, Amy, Donna Walker, Mike Foss, we have many plans and exciting upcoming events to continually raise money for our museum so stay tuned! Another raffle is also being discussed to launch in the spring and culminate with the Airshow. We are open to suggestions for prospective grand prizes. Feel free to email the museum or me in this regard! My email is listed below.

Your generosity is so greatly appreciated, especially during this challenging time we have been working through! Please keep up your good thoughts and support of your National Warplane Museum! THANK YOU!

Larry Jones, Fundraising Chair
Shurfine96@gmail.com



"Thanks From Above"

Three Stooges in a Stearman

Pictures by Brian Trzaskos



Brian Trzaskos, Newsletter Editor

Dakota Clay, Volunteer

Jamieson Steele, Collections Curator

Pete Treichler is one of the National Warplane Museum's pilots. He's a commercial pilot and was one of the main pilots for *"The Movie Memphis Belle"*. With the "MMB" temporarily grounded, he is helping in the *"Whiskey 7"* rides program. He will often fly into the museum in his Stinson. But on September 5th he flew in for our rides day in his Stearman. (See more about the Stearman on the next page.) While waiting for the rides to commence, Pete offered to take several volunteers up for a ride. Having never flown in an open cockpit plane before, I jumped at the chance! What a blast! It was unlike any other plane I have been fortunate enough to ride in. Dakota had to be "encouraged" to go. But, he was thrilled with his ride too! And Jamie. Well, Jamie was Jamie, joking about needing to stuff himself into the cockpit. But all three of us had grins that lasted for a long time. Many thanks, Pete!!!



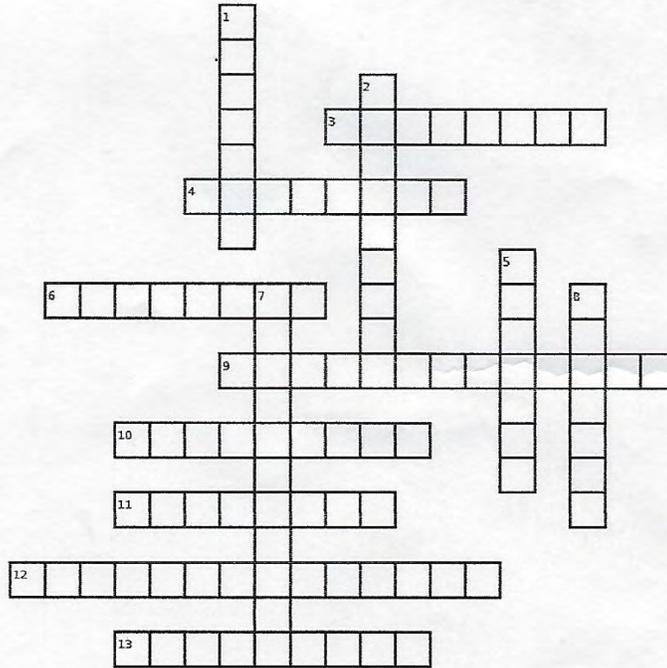
More of the
1946 Aeronca
Champ
(military L-16B)
N84804

(Photos by
National Warplane
Museum)



Kid's Page

Warbird Names



Down:

- 1. F4U
- 2. B-24
- 5. P-51
- 7. P-47
- 8. Grumman TBF

Across:

- 3. P-39
- 4. B-25
- 6. deHavilland DH 98
- 9. B-29
- 10. Curtis SB2C
- 11. C-47
- 12. B-17
- 13. P-38

Pete Treichler's Stearman Model 75

Pictures and article by Brian Trzaskos

This Boeing Stearman Model 75 is a biplane formerly used as a military trainer aircraft, of which at least 10,626 were built in the United States during the 1930s and 1940s. This airframe was built in October, 1944, as a PT-13, a Primary Trainer, with a Lycoming 225 HP engine. It was actually designated an E-75, meaning it had an Army Air Corp and a Navy serial number, because they didn't know



exactly where the airplanes were going when they came off the production line (AAC-A75N1/Navy-N2S).

This airplane was originally an Army Air Corp plane out on West Coast. After the war it was bought by a duster company down south, where it flew with the small engine on it for quite some time. Upgraded to 450 hp Pratt & Whitney R-985, it flew



like that until the early 70's. Then it was brought back to its original military configuration, except they put a Continental engine on it.

(Continued next page)

("Pete Treichler's Stearman Model 75" continued)

Pete says the Continental is a little better motor. The Lycoming was harder to maintain, harder to get parts for. Pete has had the plane about 12 years. It was used in his lease back operation, and also for giving rides and flight instruction. Now he just flies it for fun!



C-130 "Saigon Lady" Update

Article and Photos by Mike Foss

It seems like an eternity, yet only a year has passed since the C-130 Saigon Lady arrived at the National Warplane Museum. The restoration team started with just Don Wilson and Ray Ingram, adding myself in the first month. It would be several months before 3 more joined: Jay Jacobs, Stephen Schaffner and Mike DeHaven. They brought with them a wealth of experience in all aspects of the C-130 airframe.



With the growth of the team we decided to focus on 3 areas of restoration immediately: Vertical Stabilizer, propellers, and wing tanks. Initially it was felt that we might be able to repair the rudder in that time frame, but the damage was too severe for us to achieve that goal.

Many hurdles still needed to be surmounted such as working on the vertical stabilizer and flipping it over painted. The propellers presented a different problem, with no manuals and no experience with 3 blade props on this model we had to do it by trial and error.



Finally August 17th and 18th we formed a crew from all parts of the museum and lifted the props on the first day. The second day after the lift arrived we were able to place the vertical stabilizer.

Many thanks to everybody at the museum whether for patience or tips, research and, finally, for coming together to make the Saigon Lady look more like her former self.



1942 GMC Deuce and a Half

by Paul Lazzara

A widely recognized vehicle from the eras spanning WWII to Korea, the Museum will be starting the restoration of a 1942 GMC 353 Deuce and a Half or “Jimmy”, which was graciously donated by several of our members. The 1942 has a steel cab and body, which were produced until 1944 when they temporarily shifted to the open cab and wooden bed design to alleviate the steel shortage of the war.

The GMC nomenclature for the Deuce and a Half (CCKW) is as follows:

C: year design 1941
 C: conventional cab
 K: all-wheel drive
 W: dual rear wheel



GMC built over 560 thousand of these units during the war. The military wanted a 6x6 truck that was capable of off-roading in all weather. This led to the creation of the GMC Yellow Truck and Coach Division in Pontiac, Michigan in addition to increasing production at the GM Chevrolet Plant in St. Louis, Missouri. Each vehicle was built with a GMC 270 (Straight 6) Engine and a Warner T93 5 speed transmission.

In addition to troop carrying and cargo hauling platforms, they were also used for bomb service vehicles and radio equipment vans, as well as fuel and oil handling vehicles. Some of these vehicles were also part of the famed Red Ball Express, ferrying supplies to the front lines from the Normandy beachheads.

The Museum is planning a full frame-off restoration of the vehicle and hoping to return it to operational condition. As of August 2020, we need to acquire a new engine, transmission and radiator; these items were missing when we took possession of the vehicle. We're planning to begin work this winter in the 1941 Motor Pool Building.

Stop by on a Saturday and speak with a member of the Motor Pool Crew!

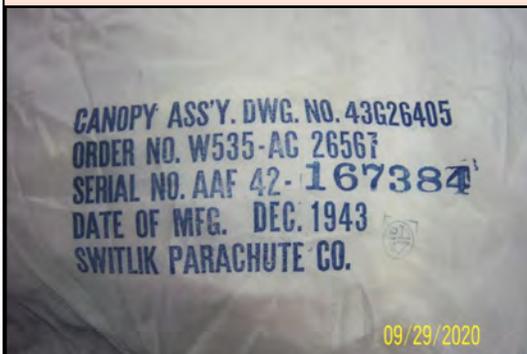


'HIT THE SILK'

Story and Pictures by Jamie Steele

All aviation history buffs have heard the term 'Hit the Silk' in reference to bailing out of an airplane, either in an emergency, or intentionally. However, do we all know where that term came from?

A recent donation from Richard Rowe, third generation of Rowe Photography Co., Rochester, of a 1943 dated parachute (led me to some research. The donation is a full WWII era chute, complete with shroud lines, marked 1 through 24. It is clearly marked to the Switlik Parachute Co. The photo company used it to reflect light for photo shoots, much like the silver umbrellas used to move light on the lovely, lady, models at the beach. Oh, you guys never noticed the umbrellas, OK, I'll move on.



In 1907 Stanley Switlik emigrated here from Poland, and jobbed around at various professions, until forming the Canvas-Leather Specialty Co. in 1920. They made various collapsible bags for golf, coal, and especially US Mail bags. By the 1930's the company had become the Switlik Parachute & Equipment Co., and became the largest maker of parachutes by the end of WWII, and by then was called Switlik Parachute Co., as seen on our new donation.

The company is still making various life saving equipment for both the civilian and military markets.

So, kind readers, how does that answer the 'Hit the Silk' question? It doesn't, but another fellow, Leslie Irvin, was a stunt man, and in 1914 jumped from a balloon at 1,000 feet with a parachute that was pulled open as he jumped. He then worked at the Curtiss factory in Buffalo, and developed a 32' diameter parachute for free falling made from cotton.



(Continued next page)

("Hit the Silk" continued)

He changed from cotton to the much lighter SILK made by silk worms. In 1919 he was the first to jump from a plane, and manually open his own chute, thus; Hitting the Silk. He got the patent, and began the Irving Air Chute Co. in Buffalo. A typo added the 'g' on his name, and he left it that way.

In 1922 a pilot was forced to jump from his plane, and it was the first emergency use of an Irving chute. That became the inspiration for Irvin to create the Caterpillar Club for those whose lives are saved by one of his chutes. He made a small gold pin in the shape of a caterpillar (silk worm) with red eyes, and on the reverse it says; 'Pres. (preserved) by Irving'. He sent one to every aviator who he knew to have been saved by his invention. In 1996 the company became Irvin Aerospace Inc., returning to the proper spelling of his name. Modern chutes are not made of silk, which put a lot of worms out of work.



Congratulations . . .

It is indeed a pleasure to welcome you as a member of the Caterpillar Club.

As is customary, we have had the official insignia of the Club made for you. The insignia, together with the membership card which bears your name, is enclosed herewith.

These are presented to you with our compliments and best wishes, in recognition of the emergency parachute jump which you made.

IRVING AIR CHUTE CO., INC.

Another Caterpillar Club pin was made in Rochester by the MACO Co., and it is silver & black, and the word 'Caterpillar' is on the front. These pins are hard to find, but I will find one someday in a box of junk jewelry, as that is what they look like. They fetch well over \$100 otherwise. OK, so now that we know all of this, let's try NOT to Hit the Silk!



'GOLD FISH CLUB'

Story and Pictures by Jamie Steele

My previous article discussed our recently donated parachute, and a brief history of chutes, and the resulting Caterpillar Club Pins given to those the parachutes saved. Well, there is another club for those saved by safety devices on the water, and those persons joined the Gold Fish Club, if not reluctantly.



In my early days of digging into various museum collections, I ran across a stunning, 8th Air Force, Bombardier's tunic. It had a felt 8th Air Force patch, a bombardier wing pin, with beautiful patina, and you do NOT polish old wings, many ribbons, and a small patch that I was not familiar with.

While researching various Caterpillar Club pins, I stumbled across what this odd patch was. It featured a gold highlighted fish with wings, riding two waves, just like the patch on the uniform. It is the Gold Fish Club, given to those whose life was saved on the water by parachute, raft, life vest, or any other means of salvation. It was the 1942 idea of CA Robertson, head draftsman of PB Cow & Co. England, that made air/sea rescue equipment. The gold meant the value of life, and the fish meant water rescue of any kind. By the end of WWII over 9,000 had been awarded, and he gave these out by himself after he retired.

On another search I discovered several hats belonging to this same airman, and the notes from his daughter, which indeed stated that on his 15th mission, his B-17 ditched into the English Channel, and he was fished out of the water, and thusly earned himself the Gold Fish Club patch. It is totally unofficial, as are the Caterpillar pins, and often had to be worn under a lapel, or pocket flap, so as not to pick up some unwanted KP from some fussy, brassy officer.

His daughter's notes go on to say he completed his 30 missions, and came home safely. I spoke with her on the phone, and she was delighted to learn that his items are now on display, as they were not when she visited previously. This stunning tunic is in the corner that features the two B-17 Belle tales, well worth a look when you visit.

Leaning to Fly the C-47 (Part II)

By Ruben Alconero

As I banked the Douglas to the left and slowly climbed I felt the left rudder move forward, at the same time the engine coughed, and yoke vibrated. I quickly looked at the engine instruments as did Chris. Instinctively we switched fuel tanks from the Mains to the Aux tanks. We had computed our fuel before the flight, but could we have both miscalculated?

I slowly turned towards land as we had been maneuvering over parts of Lake Erie during the Air-show. The next few seconds seemed normal again, then without warning the W7 lurched to the left, this time vibrations were felt throughout the cockpit and cabin.

I pushed the throttle on the right engine forward in anticipation of losing the left engine. Chris calmly stated let's shut it down now. MIXTURE CONTROLS...AUTO RICH, PROP



CONTROLS.....FULL FORWARD, THROTTLES (RIGHT)..... FORWARD, AFFECTED ENGINE... IDENTIFY (LEFT ENGINE), LEFT ENGINE....VERIFY, LEFT ENGINE...FEATHER.

Chris and I finished the rest of the checklist and started navigating back to the airport. We notified our CSO (Cabin Safety Officer) to have our passengers sit down and secure

their seatbelts. As Chris was the Captain and one of our instructor pilot I asked if he wanted to fly the aircraft the rest of the way back, he said "no you have a feel for it now, you are doing fine, you fly."

(Continued next page)

("Learning to Fly the C-47 (Part II)" continued)



The runway slowly appeared a few minutes later and we started the before landing checklist, opting to land with only 1/2 flaps (less drag) in case we needed to go around.

A few feet before touch down I pulled the throttle on the right engine to idle and the C47 softly kissed the pavement. We rolled out straight ahead and stopped on the runway. Chris and I looked at each other for a few seconds. A look where words are not

required, a look where everything is said in eyes. I broke the silence and said "thank you."

The CSO came forward and told us later he had heard the whole event through the intercom, and asked how we remained so calm? Coincidentally Chris and I fly for the same airline and have roughly 40,000 + hours between the both of us. It comes down to training. A pilot spends years training for events just like this in hopes they never occur. Learning to fly the C47 includes training in abnormal procedures and engine out operations. Each year we have our training event in the airplane, we perform turns, slow flight, practice approaches, simulated engine outs, take-offs and landings. These maneuvers are part of our initial training or recurrent training if we are already rated in the airplane.



Unlike airlines and corporate flight departments there are no DC-3 simulators for pilots to conduct training in, so our training is the "real deal" and performed in the aircraft. After our initial qualification as a second in command (first officer) the more

(Continued next page)

("Learning to Fly the C-47 (Part II)" continued)

senior pilots will mentor the new pilots for a couple years, slowly grooming them for their rating as a Captain.

We are very fortunate at the museum to have such a seasoned bunch of pilots and excellent instructors. As a pilot you can spend a lifetime training for worst case scenarios and never encounter them. However when events do occur, they almost always occur when you least expect them to. I can say emphatically that the C47 flew and performed far better than I expected on one engine. I feel blessed being one of a very small group of pilots to have had the opportunity to train and fly this amazing aircraft, and now belonging to a even smaller club of pilots that has flown C47 on one engine.

A memory from that day just surfaced as I typed that last sentence. There was a brief moment on the runway when Chris stepped back to the cabin that I touched the yoke on W7 and said thank you for taking care of us today.



Whiskey 7 on the tarmac at NE Ohio Regional Airport, Ashtabula, Ohio

Important Notice!

Starting November 1st, until May 1st, the National Warplane Museum will be open on Wednesdays and Saturdays from 10 am until 3 pm. (No tours will start after 2 pm.)

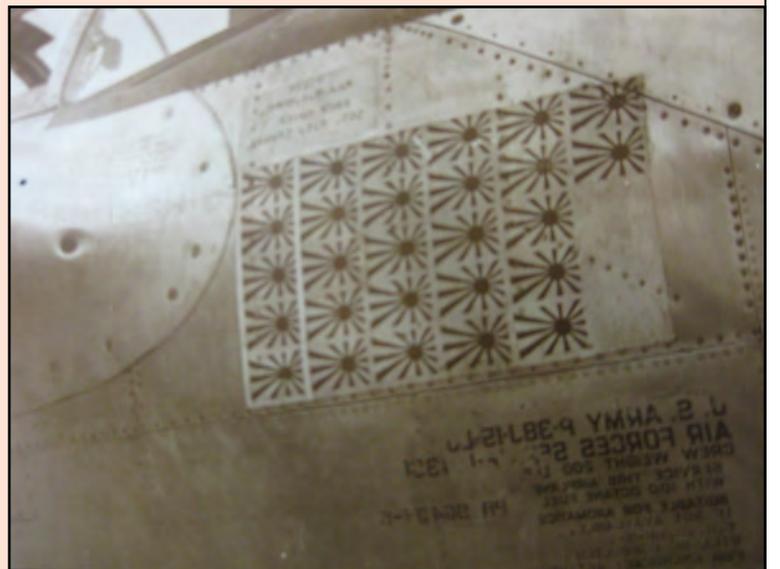
Memorabilia

by Kevin House

The Museum was the recent recipient of boxes full of World War 2 memorabilia. The material was not organized in any way so our curator, Jamieson Steele, has been busy going through it all. While he worked on one box, I noticed some Japanese items in another. The first picture seems to be part of a damaged Japanese aircraft. Someone had written in pencil on it: "January 3, 1943 - New Guinea - 1st captured Zero - Engine used for reassembled model in Brisbane - Zero fuselage".



The second photo shows some Japanese uniform insignia, and the third photo is a picture of the kill markings on Major Richard Bong's P-38. Bong was the leading ace of WW2.



If anyone has familiarity with written Japanese, we'd appreciate hearing from you. We have several more items needing translation.

Boxcar Boys C-119 Update

Article and Pictures By Dave Kolchuk



With the cooler Fall weather now here, the Boxcar Boys have turned their attention to getting ready for winter, and actually, next Spring, when the birds return. Larry Jones and Pete Bonneau used Larry's power washer and gave the engine fronts a good cleaning. They also did the propeller case and blades, as they need to be refurbished before reapplying bird repellent. Then Pete and I painted the gray propeller blade hubs on both sides. While that

was being done, Kevin House was cleaning and polishing the flight deck windows which had faded over time. We hope to clean them instead of having to replace them as they are pretty dull.

When one has a large aircraft like a C119 Flying Boxcar by a Frog Pond, it's like having a cottage at the lake. Whenever you go there for fun, there is also a lot of work to do. In our case Larry Jones and Kevin House had to finish reinforcing the elevator with heavy duty brackets to keep the winds from blowing it around. While all that was going on, Bob Cox was mowing the lawn around the plane.



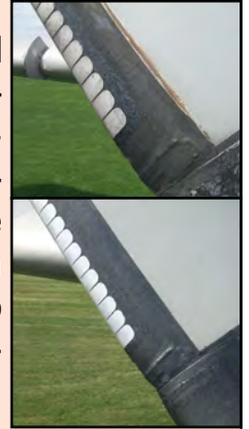
Then there was the mysterious panel just below the starboard cockpit windows. For years no one knew what it was so Bob removed the rusty screws that secured it. We still don't know what it is. (See the photos, and if you know what it is, please tell us.) Kevin later replaced it with stainless hardware. He is looking into identifying it.

One of the other projects was to finally get the propeller blades cleaned up and repainted. They were painted a few years back but never really finished, and the black areas around the anti-icing strips had chalked and bled leaving streaks

("Boxcar Boys C-119 Update" continued)



over the gray areas. This multi-step process started with painting the black areas and the aluminum anti-ice tabs on the fronts of all eight blades for both engines. Next, the gray areas will be painted again, adding the yellow tips, and while we're at it, put some fresh paint on the spinners. It's a lot of work, but worth it. They are looking beautiful! The final step will be to apply bird repellent to keep everything clean as possible.



Monday was the fronts of the peller blades, re-poop, and old paint went off. The fresh paint went on after drying and mask-removal, fresh bird repellent was applied to the most preferred surfaces. It will keep the blades looking good.



spent cleaning the Starboard propeller, removing dirt, bird anti-bird repellent. Tuesday, on. What a difference the fresh paint made. After applying tape repellent to the surfaces they land on in hopes the blades look good.

It was an unusually quiet Wednesday with few people around. The work focused on finishing up the propeller tips with yellow paint. They had to be cleaned first to remove the old "noodle" adhesive, a slow, tedious, but necessary step. Sherwin-Williams had assured me this was the best paint for the job but I found it work intensive as the coverage was thin. It took three coats of paint to get things looking halfway decent. The spinner also got painted so this work completely finishes up the front of the starboard engine, case, and propellers. The back will be done next year. If the weather holds up, the port blades will also get their gray and yellow paint applied this year.

A couple of visitors came to tour the plane, but it was basically just me and my shadow up on the lift doing the work. My shadow didn't say much, but it was keeping me company and making sure I did a good job. I think I did, but you'll have to ask it – the shadow knows.....



A Letter to the Editor.....At Last!

Sep 3, 2020
to newsletter@nationalwarplanemuseum.com
Brian,

Was just reading the March/April 2020 edition of Hangar Tales. I was struck by your comment that you've "yet to receive an email" in 3 years of work on the newsletter! That is incomprehensible to me!! Most readers can't wait to correct some minuscule error they think they spot. Guess that means you guys are "spot on"!

Anyway, this note is a sliver of the feedback you longed for. I really enjoyed the website, and the Hangar Tales newsletter. I don't have any professional training in the art of communication but, I thought it was well written, informative, and entertaining.

It is a rainy day here in western MD, and I have been perusing the various websites and pubs for the regional classic aviation museums. I happened upon yours because I used to have a co-worker, Mike Baier, who was a volunteer pilot at the NWM.

I co-own a Stearman here in Hagerstown, MD, and can appreciate the time and expense required to keep it running. Kudos to your volunteers.

We have our own museum here, the Hagerstown Aviation Museum, which is primarily focused on Fairchild products. They're pretty active and try to maintain their "Open Cockpit Weekends" as much as Covid 19 will allow.

Keep fighting the good fight!

Regards,

Walt Tinkler
Fairplay, MD



Walt,

Thanks for your kind response. My team and I really appreciate it. A lot of work goes into the newsletter and we were wondering if it is even read! We'll keep at and hope we are on the right track.

Thanks,
Brian Trzaskos, Editor
"Hangar Tales"



Empire State Aerosciences Museum

ESAM is a one-of-a-kind cultural resource located at Schenectady County Airport in the Town of Glenville, NY, at the site of the former General Electric Flight Test Center. Dedicated to interpreting aviation, particularly as related to New York State, the Museum offers visitors a variety of enjoyable and educational experiences, including interpretive exhibits, a spectacular collection of restored aircraft, the state's largest aviation library, as well as on-site and off-site education programs. During your visit you will experience two galleries, a gift shop, interactive exhibits and an air park.



ESAM is located at 250 Rudy Chase Drive, Glenville, NY, 12302. Their phone number is 518-377-2191. ESAM is currently open Friday, Saturday, and Sunday from 10 AM to 4 PM. Please check their website at esam.org for the latest information. ESAM is a member of the Historical Aviation Trail of NY State. (www.historicalaviationtrail.com)

Message from the Editor

We hope you are enjoying "Hangar Tales"! Feedback is always appreciated, so let us know what you like (or dislike) about it. Article and photograph submissions are always encouraged! You don't have to be a professional writer. 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



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Museum Hours:

November 1 through April 30
Wed and Sat. 10 a.m.—3 p.m.
May 1 through October 31
Mon, Wed, Fri, and Sat. 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, an e-mailed subscription to *Hangar Tales*, a window sticker for your car, and a membership card which is requires for admissions and benefits.

Membership fees:

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