

# Hangar Tales

*Official Newsletter of the National Warplane Museum*



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# F-22 RAPTOR



## DEMO TEAM 2021 SCHEDULE

- 12-13 March** – MCAS Yuma, AZ
- 10-11 April** – NAS Jacksonville, FL
- 17-18 April** – Lakeland, FL
- 8-9 May** – Barksdale AFB, LA
- 15 May** – Baltimore, MD\*
- 29-30 May** – Latrobe, PA
- 4-6 June** – Lake Charles, LA
- 19-20 June** – Ocean City, MD
- 30 June - 4 July** – Battle Creek, MI / Racine, WI \*
- 9-11 July** – Geneseo, NY
- 24-25 July** – Milwaukee, WI
- 31 July - 1 Aug** – McMinnville, OR
- 6-8 Aug** – Abbotsford, BC, Canada
- 18 Aug** – Atlantic City, NJ
- 28-29 Aug** – New Windsor, NY
- 4-5 Sept.** – Millville, NJ
- 10-12 Sept.** – Cheyenne, WY
- 18-22 Sept.** – Reno, NV
- 24-26 Sept.** – MCAS Miramar, CA
- 9-10 Oct.** – Houston, TX

\* Heritage Flight Only



## Save the Date!!!!

No, that was **NOT** a mistake! “God willing, and the Creek don’t rise”, the National Warplane Museum has been selected to host the F-22 Raptor Demo Team at the 2021 Geneseo Air Show, scheduled for July 9-11. We are in the earliest stages as we work to plan and hold an event that rises to the unknown challenges 2021 will bring. Not much more is known at this time. As the details of this event do become known, we will be in frequent contact to share them with you and to encourage your participation. Look for more to come your way via this newsletter, our Facebook page, and our web site.



Only 14 more shopping  
days until Christmas!

### **3 Easy ways to donate to the museum while Christmas shopping**

**#1**

Please consider using [smile.amazon.com](https://smile.amazon.com) while doing your online shopping. Be sure to add the **1941 Historical Aircraft Group** to your donations and the museum receives a percentage of each purchase.

**#2**

Shopping at our online store also benefits the museum directly.

[https://national-warplane-museum-gift-  
shop.myshopify.com/collections/all](https://national-warplane-museum-gift-shop.myshopify.com/collections/all)

**#3**

What do you give to a man who has everything?  
He would LOVE a donation in his name to the museum.

[https://www.facebook.com/warplanemuseum/?  
view=public&fbid=318097311071](https://www.facebook.com/warplanemuseum/?view=public&fbid=318097311071)

## Veteran's Day 2020

### by Mike Foss

On Veterans Day, our event team worked literally day and night to put together a much larger ceremony than previous years. Several members donned period costumes to add an air of authenticity.

Michael Kick, of the Greater Buffalo Fire Fighters Pipes and Drums, filled the air with the keening of the bagpipes.



The hangar the night before ②



Mike Kick ③

He started off the program with the fight songs of the US military services. He also played "America, The Beautiful". Tim Green , "A" Company, Drake Battalion, WWI Living History Unit, presented the memorial wreath, while Austin

Wadsworth, President of the National Warplane Museum, delivered the "In Memoriam". Bevin Lynn read "In Flanders Field". Larry Jones dedicated the wreath, followed by the tolling of the bell by Jamieson Steele.



Austin Wadsworth ③



Jamieson Steele ③



Tim Green ③



Bevin Lynn ①

(Veteran's Day 2020 continued)

“Taps” were played by Chris Lynn, and the ceremony was completed with Michael Kick playing “Amazing Grace”. A short reception followed in Swanson Hall.



Bevin and Chris Lynn ①



②



①

A modest crowd was on hand. But, we were able to live stream it on Facebook to a one day audience of over 10,000 views. You can watch it here:

[https://www.facebook.com/warplanemuseum/  
videos/846283336125325/](https://www.facebook.com/warplanemuseum/videos/846283336125325/)

The National Warplane Museum stands in honor of all those who have served in all wars to keep the world safe.

**Photo Credits:**

- ① Peter Bonneau
- ② Mike Foss
- ③ Dave Kolchuk

- L to R:  
Maurine Beechler  
Tim Green  
Amy Beechler  
Michael Kick ③



③



Amy Beechler ①

## "A Date Which Will Live In Infamy"

by Brian Trzaskos

On Monday, December 7, the National Warplane Museum was the scene of a small, somber ceremony to honor the 79th anniversary of the Japanese attack on the U.S. naval base at Pearl Harbor in Hawaii. The ceremony began at



Amy Beechler

12:55 pm (7:55 am Hawaiian time) with introduction by Amy Beechler, and the sounding of a siren, courtesy the Geneseo Fire Department. The American Flag was transported center stage by Casey Bukowski, WWII veteran, and Dakota Clay, NWM Volunteer. As the Flag was unfolded, President Franklin D. Roosevelt's famous "Date of Infamy" speech was played in its entirety. The speech was delivered to a Joint Session of the U.S. Congress on December 8, 1941, one day after the attack and resulting Japanese declaration of war on the U.S. and the British Empire. As the

speech ended and "Taps" were played, the flag was ceremonially refolded. (A flag is folded in a triangle fold and kept under

watch as a tribute to our nation's honored dead.) The siren was sounded again to conclude the ceremony. Many thanks to the small crowd who attended the ceremony and those who watched a live stream on Facebook. You can watch a video of it here:

<https://www.facebook.com/warplanemuseum/videos/136067894735128/>

Our thanks also go to volunteers Mike Foss, Amy Beechler, Dakota Clay, and Casey Bukowski for planning and taking part in the ceremony. And a special thanks to the Geneseo Fire Department for their participation!



Casey Bukowski and Dakota Clay





**FUNDRAISING NEWS.....** Another High Flying THANK YOU to all those who donated during our August Campaign letter. Volunteers and donors are the backbone to any museum. We here at the National Warplane Museum are most appreciative for your contributions. You helped us raise over \$13,000 to go towards Whiskey 7's engine repair. Below is our list of Honorees for this year's campaign. If you donated and your name inadvertently isn't included, please contact us.

Airman: \$25+   Sergeant \$50+   Lieutenant \$100+   Captain \$250+   Major \$500+   Colonel \$750+   General \$1,000+

1	ADKINS	ALLEN	JAMESVILLE, NY	Sergeant	56	LAYTON	TERRY	PORTVILLE, NY	Airman
2	ANGELICI	ARNOLD	PEACHTREE CITY, GA	Lieutenant	57	LEWANDOWSKI	RONALD	LEWISTON, NY	Sergeant
3	ANONYMOUS			Lieutenant	58	LUCAS	GEORGE	NUNDA, NY	Lieutenant
4	AREHART	WILLIAM	GENEVA, NY	Captain	59	Macaulay	Tom & Georgia	Mt. Morris, NY	Lieutenant
5	BANKER	ROBERT	GENESEO, NY	Sergeant	60	MAGINN	JAMES	GENESEO, NY	Lieutenant
6	BAXTER	WAYNE	LATHAM, NY	Sergeant	61	MARGOLIN	BROOKS	ACTON, MA	Airman
7	BEST	FORD	MUMFORD, NY	Airman	62	MARTZ	STEVE	UNITYVILLE, PA	Lieutenant
8	BINDON	BRUCE & LYNN	NEW FREEDOM, PA	Sergeant	63	MCGRUMB	FRED	HONEOYE FALL, NY	General
9	BISER	WILLIAM	BEDFORD, NH	Sergeant	64	McGURN	JIM & RITA	PITTSFORD, NY	Sergeant
10	BOTTNER	RAY	PITTSFORD, NY	Sergeant	65	McWILLIAMS	GEORGE & PATRICIA	HONEOYE, NY	Airman
11	BRESLAWSKI	NICK	HAMLIN, NY	Lieutenant	66	MEEK	GORDON	BATAVIA, NY	Airman
12	BUCKLEY	MICHAEL	GENESEO, NY	Airman	67	MENDELL	DUSTIN	ROCHESTER, NY	Sergeant
13	BURCHILL	JOHN	ROCHESTER, NY	Captain	68	MORIARTY	EUGENE	WADDINGTON, NY	Lieutenant
14	CARLETON	COLLM	SHARPS, FL	Airman	69	MOTYKA	RAY	BATAVIA, NY	Sergeant
15	CASTREN	DEAN	WILLIAMSVILLE, NYU	Airman	70	MYERS	JOSEPH	EGG HARBOR TWP, NJ	Lieutenant
16	CATIZONE	PETER	ROCHESTER, NY	Sergeant	71	NORSEN	GEORGE	SCOTTSVILLE, NY	Airman
17	CLARK	ROB	SPRING MILLS, PA	Lieutenant	72	NOTHNAGLE	KATHLEEN	CARLISLE, PA	Major
18	CLARK	JACOB	EAST AURORA, NY	Lieutenant	73	ONDERDONK	WALTER	RUSH, NY	Captain
19	CLEVELAND	MARYLYN	GENESEO, NY	Airman	74	O'NEILL	JAMES	ROCHESTER, NY	Lieutenant
20	CLINE	BILL	BUFFALO, NY	Lieutenant	75	PALERMO	RONALD	ROCHESTER, NY	Lieutenant
21	COOPER	DAVE	GENESEO, NY	Captain	76	PAUL	MAUREEN	ROCHESTER, NY	Airman
22	COYNE	CAROL & JERR	AVON, NY	Lieutenant	77	PAWLES	TOM	JEFFERSON MILLS, PA	Sergeant
23	CREWS	FAMILY OF BILL	ELBRIDGE, NY	Sergeant	78	PERKINS	STEWART	WATERTOWN, NY	Sergeant
24	CURCI	MARGIE & JAY	GENESEO, NY	Airman	79	PETRIE	DONALD	MIDDLESEX, NY	Lieutenant
25	DRAPER	TOM	PITTSFORD, NY	Captain	80	PICKERSGILL	COLIN	CHAMPLAIN, NY	Lieutenant
26	DREWESKI	JOHN	ROCHESTER, NY	Lieutenant	81	QUINN	VERONICA	GLENVILLE, NY	Airman
27	ECCLESTON	RICK	HOLBROOK, NY	Captain	82	RAFTUS	MAGGIE	MARBLEHEAD, MA	Sergeant
28	ECKERSON	DAVE	HENRETTA, NY	Airman	83	RAS	DAN	LIVONIA, NY	Airman
29	EDGERTON	BRUCE	DEEP RIVER, CT	Sergeant	84	REES	DAVID	IRWIN, PA	Captain
30	EHLERS	RICHARD	CLARENCE, NY	Airman	85	ROOT	GARNET	BLOOMFIELD, NY	Airman
31	ENTZ	HERB	ROCKLAND, ME	Lieutenant	86	ROTARY	GENESEO	GENESEO, NY	Lieutenant
32	FICKENWIRTH	RON	PALM BAY, FL	Lieutenant	87	SALISBURY	ALLEN	COLLINS, NY	Airman
33	FLESCH	ROBERT	CORTEZ, FL	Airman	88	SCHADE	FRED	ALDEN, NY	Sergeant
34	FRANCE	WAYNE & MARGIT	MARCO ISLAND, FL	Lieutenant	89	SCHMELZER	DONALD	RIVERTON US	Lieutenant
35	FRANKIEWICZ	EDWARD	KENMORE, NY	Sergeant	90	SCHUMAKER	JOAN	DALTON, NY	Airman
36	FRENCH	BRADY	EAST BRUNSWICK, NY	Sergeant	91	SHEEHAN	BARBARA	LIMA, NY	Airman
37	FUNERALHOME	RECTOR-HICKS	GENESEO, NY	Lieutenant	92	SHUSTERIC	MICHAEL & CYNTHIA	GREENVILLE, PA	Lieutenant
38	GEUKES	THOMAS	AVOCA, NY	Sergeant	93	SICKLES	HAROLD "ABE"	CALEDONIA, NY	Sergeant
39	GOODELL	FREDERICK	DANSVILLE, NY	Airman	94	SMITH	TOM	UNION CITY, PA	Lieutenant
40	GRANDISKY	GARY	FREDONIA, NY	Airman	95	SMITH	SHARON	WELLSBORO, PA	Airman
41	GURAK	TONY	GENESEO, NY	Captain	96	SOMERVILLE	JAMES & ARLENE	GENESEO, NY	Lieutenant
42	RAGGERTY	JACK	SKANEATELES, NY	Lieutenant	97	STEEB	DON	ROCHESTER, NY	Lieutenant
43	HENRY	DON	ROCHESTER, NY	Major	98	THIEME	DR. EBERHARD	ROCHESTER, NY	Sergeant
44	HICKEY	NILES	AVON, NY	Lieutenant	99	THOMAS	DICK	CALEDONIA, NY	Sergeant
45	HOLLAND	WILLIAM	BERGEN, NY	Lieutenant	100	WADSWORTH	MARTHA	GENESEO, NY	Lieutenant
46	HOLMES	JACK	SPRINGWATER, NY	Airman	101	WALKER	DONNA	LIVONIA, NY	Airman
47	HUGHES	DAVID	ROME, NY	Major	102	WEBSTER	CAROLE	AVON, NY	Lieutenant
48	IRWIN	GARY	WEBSTER, NY	Airman	103	WELSTED	JERRY	LAKEVIEW, NY	Captain
49	JONES	LARRY	ARKPORT, NY	Major	104	WEST	FRANK - SHURFINE	LIVONIA, NY	Lieutenant
50	JONES	MERLE	BINGHAMTON, NY	Captain	105	WHITFORD	LYLE	BARKER, NY	Lieutenant
51	KENNEDY	RICHARD	HONEY BROOK, PA	Sergeant	106	WOOD	SALLY	GENESEO, NY	Major
52	KETCHAM	CAPTRAYMOND	PONTE VEDRA BCH, FL	Lieutenant	107	WOOD	ROBERT	WILLIAMSVILLE, NY	Sergeant
53	KRIESEN	ART	WEBSTER, NY	Airman	108	ZAVADA	ROLAND	PITTSFORD, NY	Lieutenant
54	KWIATKOWSKI	KENNETH	WHEATON, IL	Airman	109	ZOLLO	DANNY	ROCHESTER, NY	Sergeant
55	LAMEMAN	GARU	PORTERSVILLE, PA	Lieutenant					

**THANK YOU!**

# D-DAY VETERAN

## "Whiskey 7"



### 1943 DOUGLAS C-47A SKYTRAIN



*By Christina Swank*

#### A Very Tentative 2021 "Hangar Tales" Publication Schedule

<u>Issue</u>	<u>Deadline</u>	<u>Publication</u>
Jan/Feb	Jan 27	Feb 3
Mar/Apr	Mar 31	Apr 7
May/June	May 26	June 2
Air Show Preview	June 16	June 23
July/Aug	July 28	Aug 4
Sept/Oct	Sept 29	Oct 6
Nov/Dec	Nov 24	Dec 8

## J-5 Wing Update



Story  
and  
Pictures  
By  
Peter  
Bonneau



Installing the false aileron spar. That is the trailing edge metal strip in the aileron bay. The aileron was bent slightly in the middle, so we had to remove the fabric and straighten it out. This will be shown in subsequent photos.

Had to fabricate some new brackets for the aileron cable guides.



This shows the first part of the metal leading edge, and the underlying u-channel reinforcers. These were salvageable from the original wing; we will fabricate the remaining pieces from new metal.



Test fitting the first leading edge section with the u-channel reinforcer/stiffeners in place.

(Continued next page)

("J-5 Update" continued)



The newly fabricated leading edge reinforcers in place.



This is the sheet of 0.020" sheet metal which will form the inboard leading edge section. First step is to form the curve to fit around the leading edge ribs. We'll do this with an English wheel. Then the rib cutouts are performed, and the 90 degree bends are made at both front and rear of the metal. This serves to stiffen the leading edge further, as well as being fastened to the top of the main spar.



Last, this shows the aileron being fitted to the wing. The aileron has had the fabric removed, and was straightened. We still have to add some reinforcers to the aileron structure, and close it up.

With the aileron in place, we were then able to finalize the correct aileron hinge bracket locations, and secure them in place.

Look for continued updates on the J-5 wing in future issues of "Hangar Tales!"

# Kid's Page



## Airplane Word Find

D	L	M	R	I	S	X	S	K	K	V	S	U	E	K	R
Y	B	O	E	I	N	G	L	E	Z	E	G	I	R	I	O
U	Y	Y	I	T	K	O	U	P	N	W	O	E	J	A	U
Q	P	I	L	O	T	O	S	I	X	Z	C	Q	D	G	T
Q	A	R	A	D	A	R	G	E	D	R	G	O	O	S	E
Q	S	I	K	X	I	N	L	R	A	D	I	Q	S	P	H
M	Y	C	R	H	E	H	S	G	F	C	F	H	T	S	U
X	F	L	X	C	N	Z	D	H	L	C	O	U	N	E	I
M	M	J	F	B	R	A	S	H	I	F	D	G	E	G	I
M	T	R	Y	S	O	A	Q	D	G	O	L	I	E	L	F
G	U	Y	T	L	R	S	F	P	H	H	P	A	A	U	Y
V	E	E	L	C	J	F	X	T	T	X	I	N	P	E	R
W	J	A	D	T	X	N	R	C	O	V	F	G	R	S	C
O	Z	A	R	R	P	L	A	N	E	S	Q	A	D	G	E
D	S	U	P	E	R	S	O	N	I	C	F	F	S	D	P

### Words

Aircraft  
Boeing  
Engines  
Fare

Flaps  
Flight  
Force  
Fuel

Gear  
Goose  
Jets  
Load

Nose  
Pilot  
Planes  
Radar

Radio  
Route  
Supersonic

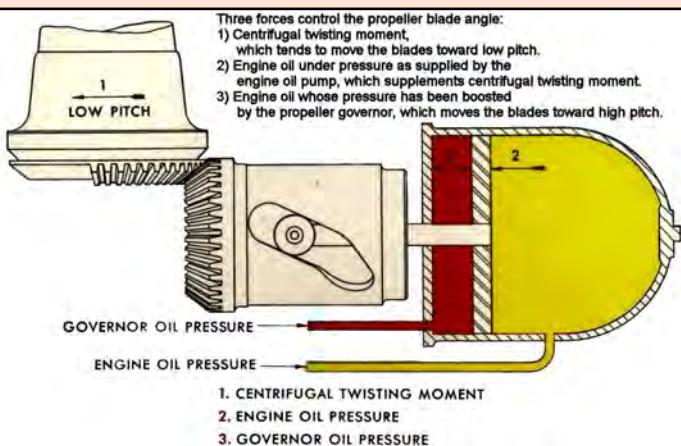


# The Fairchild C-119G: Propellers

by Kevin House

In the early days of aviation the propeller was described as: "the blade is part of a helicoidal surface which penetrates the fluid medium as a screw penetrates a solid body." Fortunately aviation moved away from that obscure description to "a propeller blade accelerates the air that is passing through its arc. The propeller takes a mass of air and accelerates it backward" in relation to the aircraft.

Propeller theory and design existed before the Wright brothers began their experiments but they seem to have been unaware of the work previously done. They realized on their own that "a propeller should be made like a spinning cambered wing lifting forward and that it can be designed by considering it as a succession of many such small sections varying in size, shape, and pitch over its blade length."



Hamilton Standard Constant Speed Propeller

speed, full feathering, reversible, and electrically deiced. (Feathering refers to the pilot's ability to turn the blades in line with forward motion thereby reducing drag during engine failure or shutdown situations. Reversible meant that the pilot could adjust the blade angles such that rather than thrust towards the rear, thrust could be directed forward. This allowed for shorter landing rolls than using braking alone.)

I have been unable to find the reason for the change from Hamilton.....

By the time the C-119 came along in the late 40s, prop design had come a long way. The early model Boxcars used the Hamilton Standard 3 bladed constant speed propeller. (Constant speed props use oil pressure routed to and from the prop to adjust blade angles for maximum engine efficiency in varying flight conditions.) Our G model differs from those earlier models in that it has an Aeroproducts propeller - 4 bladed, constant



(Continued next page)

("The Fairchild C-119G: Propellers" continued)

Standard to Aeroproducts props. It was not because of the installation of different engines, the Aeroproduct prop weighs more than the Hamilton Standard so weight savings was not an issue, I don't think the Aeroproducts were less expensive, and I don't believe that Hamilton Standard stopped producing their prop. One day I'll figure it out. In the meantime, the prop blades come within 5 and 1/2 feet of the ground and several members of the Boxcar team have cracked their heads on them, even in one instance requiring stitches. We are currently working on an idea that will give advance warning as you approach the prop.



Dave Kolchuk has been working diligently cleaning and painting the props. They still require more work but look terrific.

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## The Fairchild C-119G: Ailerons

Update and photos by David Kolchuk

The C119 looks good, except for the ailerons. We knew the starboard side had holes to fix, and upon inspection it was discovered the port side needs repairs as



well. Unfortunately, the cold, damp weather prevented both aluminum and duct tape from sticking, so nothing got done. Hopefully winter won't be too hard on them. The port prop tips and spinner didn't get painted, so that will be put off until next summer. One picnic table and two park benches need to be moved into the plane for winter, hopefully next

Wednesday. The plastic park bench and two tables are by the C130, and perhaps they will store them in their plane. I brought down a bag of old work socks (washed and clean!) to stuff in the seams of the clamshell doors to keep snow out.





By Dave Kolchuk

## TRAGEDY AND TRIUMPH IN THE TWILIGHT ZONE

Recently, a couple, Ellen and Stephen Wikstrom, from the eastern Finger Lakes had some items to donate, and met with me in early November. One item



B-26 Marauder

was a pair of flight pants from the Korean War that may, or may not, have belonged to her father, and then the story began to unfold.

Ellen's dad was a bombardier in Europe, 555 BS, Great Dummow, in B-26 Marauders, a two engine, medium, bomber. 1<sup>st</sup> Lt. Allen Baker flew 75 combat missions, at medium altitude, with a total of 251 combat hours in his front office, Norden bomb

sight in front of him. He was wounded in action, from which he recovered, and continued flying.

For his actions he was awarded the ETO Theatre ribbon with four campaign stars, Purple Heart, Distinguished Flying Cross, Air Medal with 12 Oak Leaf Clusters, and a Presidential Unit Citation. Having completed his required missions, he became a Norden bomb sight and bombardier instructor.



B-26 Bombardier Station



B-29 Bombardier Station

He returned to central NY after the war, went back to work, got married, started a family, but then was called back to serve in the Korean War. He was again a bombardier, but this time in a B-29, Super Fortresses. His unit flew missions to Korea from a base in Yokoto, Japan. One very snowy, winter night's mission had a Colonel In the pilot seat, replacing the regular

pilot, so he could get enough combat time for some advancement. Things went terribly wrong with him at the controls, and heavy snow on the wings. On take off Lt. Baker's B-29 crashed, and burned with no survivors, killing five Japanese in a village, and setting many homes on fire.

(Continued next page)

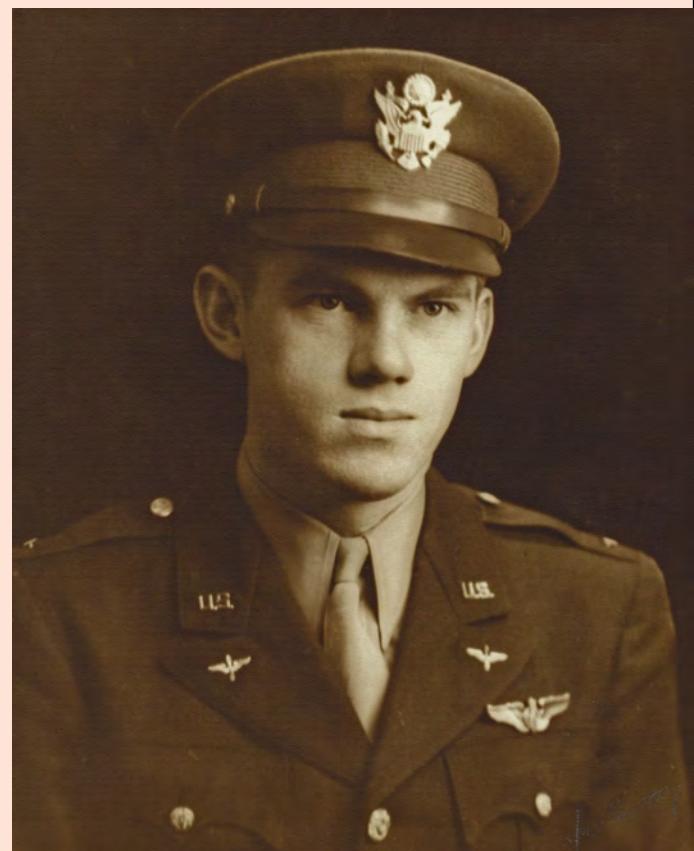
("Tragedy and Triumph in the Twilight Zone" continued)

Meanwhile, back in New York, his wife was giving birth to his daughter, Ellen. The two would never meet, and he would never know he had a daughter. Ellen said, that years later, her mother told her that when she heard the news of an accident she had an awful premonition that her husband was involved. Yes, time for the Twilight Zone music, but not in any light hearted way.

Adding to this tale is the fact that Ellen's husband's father converted old warbirds into Exec Air planes, and had two B-26's in his fleet, as well as other converted WWII planes. His dad was a prime founder of the General Aviation movement at Syracuse's Hancock Airport. Sadly, his dad was killed in a private plane accident in the area in 1976. Really, both of their fathers die in plane crashes, what are the chances?

There is a happy ending to this story. I gave the couple the full museum tour, and invited them to tour the B-17, all the way to the nose. Well, Ellen made her way to the bombardier's seat, and for the first time in her life, sat where her father had sat, so many times so many years before behind the Norden sight. To say she was tremendously moved by the opportunity, would certainly slight the moment.

After their visit, she sent the museum yet another cash donation, and said that she has found out that one of her father's WWII crew mates is alive in Massachusetts, so this story may be still unfolding. Yes, folks, this is yet another example of why we do what we do.



1<sup>st</sup> Lt. Allen Baker

Jamieson R. Steele  
Collections/Display Mgr.



## The Vultee Valiant (BT-13A)

Story and Pictures by Brian Trzaskos

The Vultee BT-13A (Vultee Valiant) was the basic trainer flown by most American pilots during WWII. It was the second phase of a three phase training program for



pilots. After training in the Stearman PT-13 or PT-17, or the Fairchild PT-19 primary trainers, the student pilot moved to the more complex Vultee for continued flight training. The BT-13A was equipped with a 450 HP Pratt & Whitney R-985-AN-1 radial engine. Thus, it had a more powerful engine and was faster and heavier than the primary trainer. It had a cantilever low-wing, dual controls and flight instruments as standard equipment. It required the student pilot to use two way radio

communications with the ground and to operate landing flaps and a two-position Hamilton Standard controllable-pitch propeller (Either low pitch, high RPM for take off and climb, or high pitch, low RPM for cruise). It did not, however, have retractable landing gear nor a hydraulic system. The flaps were operated by a crank-and-cable system. Its pilots nicknamed it the "Vultee Vibrator." There are several explanations given for this nickname. One was that it had a tendency to shake quite violently as it approached its stall speed. Another explanation was that, during more adventurous maneuvers, the canopy vibrated.



(Continued next page)

("Vultee Valiant (BT-13)" continued)

The BT-13A currently housed at the NWM is owned by long time museum member, Rob Gilman. I spoke with Rob over the phone to get the back ground information on this airframe. It was built at the Downey (CA) facility in November of 1942. It spent its entire military career at Minter Field, in Bakersfield, California. It accumulated 2900 hours of service time before it was surplused in 1946, after which it flew an additional 25 hours. It was then disassembled and placed in a storage container. In 1947 it was taken to Oregon where it remained in storage. It was brought back to California in 2011, where it was reassembled and overhauled. Rob bought it, off an internet website, sight unseen, in 2015.



Rob had wanted a BT-13A as both his father and his uncle had trained in them. It was a tremendous leap of faith. It was "bone stock original". (Most all BT-13's, including Rob's, have been re-equipped with a more modern, constant speed prop. FAA required comm radio, transponder, and ELT have also been added. But all other instruments are original.) Rob travelled to Santa Maria (CA) with his son to pick it up. They spent three days, 18 hours flying time, bringing it "home" to Canandaigua.

There are about 40 BT-13s currently flyable, of which this airframe is probably the finest example. It has resided in Canandaigua for the past four years where Rob offered a rides program, dba "Valiant Air Group LLC". Rob has reached an understanding with the museum for displaying the Vultee in the hangar at Geneseo. So come on down!

(Continued next page)

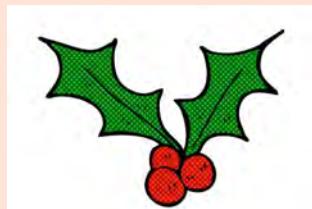
("Vultee Valiant (BT-13)" continued)



Rob's father, Robert J Gillman, went on to be a B-24 pilot.



His uncle, Paul C Hadley, became a B-17 copilot.



## General characteristics:

**Crew:** 2

**Length:** 28 ft 10 in

**Wingspan:** 42 ft 0 in

**Height:** 11 ft 6 in

**Wing area:** 239 sq ft

**Empty weight:** 3,375 lb

**Gross weight:** 4,496 lb

**Powerplant:** 1 × Pratt & Whitney R-985-AN-1 nine-cylinder air-cooled radial engine, 450 hp

**Propellers:** 2-bladed Hamilton-Standard 2-position

**Maximum speed:** 180 mph

**Range:** 725 mi

**Service ceiling:** 21,650 ft

**Time to altitude:** 9.2 minutes to 10,000 ft

## A Story Comes Together

by Brian Trzaskos

A friend of mine came to the museum on a small group tour in September. He told me one of the other members of the group, Jim Newman, had a history as a C-47 pilot during WWII. So, during the tour I asked about



doing a story about him for our newsletter. I got him up in the cockpit and sat him in the left seat. He got misty eyed and started to tell me his story. But there were details he simply could not remember. I was able to contact his daughter for help in clarifying some of the details. We talked for some time and discovered that, like so many of that generation, little of their experiences had been freely shared. But, the story doesn't end there.

"Brian,

It was great chatting with you! I look forward to seeing the pictures you have of Dad. Here's the one I found last week. I will sit with him soon and get the timeline/locations/antidotes of his WWII experience. As I said, I'm actually looking forward to getting all of this in writing!

Talk soon...

Kim Mallon

Hi Brian --

Dad and I had many lively conversations about his World War II experience. We got an atlas out to refresh his memory of where he went after being stateside. He loves to say what a challenge it is for his 97 year old brain!! He did great! He had such a twinkle in his eye reminiscing it all!

We hope this will make for a fun article in your newsletter. I have attached our story "outline" and many photos for you to choose from. There is a great picture of his flight school class from Randolph Field, San Antonio -- I included an inset/close-up of dad back row far right. Also a picture of my parent's wedding day -- I know this isn't necessarily what you want but I couldn't resist! I like the one of Dad standing by the BT-13 in flight school. It is a nice comparison to the current shot of him at the museum.

It was fun getting all this on paper after all these years. He loved talking about it!

Let me know if I can do anything more for you.

Kim"



## Jim Newman's World War II Journey

by Kim Mallon (his Daughter)



It all began on December 4, 1942, when Jim enlisted in the US Army halfway through his sophomore year at Hobart College. Rather than waiting to be called up, enlisting allowed him to control his path to the Air Force. And now he embarked on his travels to two dozen cities – most of which were United States Air Force Bases.

From Rochester, where he enlisted, Jim went to Atlantic City, New Jersey for classification – taking him as an enlisted man (a civilian) to a soldier. He was issued his uniform and started the process of becoming military personnel (taking orders, marching/drills, etiquette, etc.) This was also the point in which they determined who might be a candidate for flying.

Then followed:

Maxwell Field, Montgomery, Alabama - First introduced to flying. Learned how to take off and land an aircraft. This is where they determined in what area each cadet would specialize.

Grove City, Pennsylvania - More time spent in a plane. His aptitude for flying decided what his next step would be – flying schools!

The following stateside bases/cities were each two-month flying and ground schools:

Primary Training – Harris Field, Cape Girardeau, MO.

Basic Training – Malden Air Force Base, Malden, MO. – flew the BT-13

Advance Training – Blytheville Air Force Base, Blytheville, AR (upon passing, he was commissioned as a 2<sup>nd</sup> Lt.)



(Continued next page)

("Jim Newman's World War II Journey" continued)



Randolph Field Air Force Base, San Antonio, TX – chosen to be a flight instructor  
Instructor School -- Shaw Air Force Base, Sumter, SC

Prepping for overseas -- Malden Air Force Base, Malden, MO (cadets were in a group of four – these guys were Jim's crew for their overseas service)

US Air Force Base, Fort Wayne Indiana – assigned to the C-47/DC-3 that he would fly overseas

West Palm beach, FL – the last stop in the states -- planes were checked for any mechanical issues. (Their plane had malfunctioning wind shield wipers so they stayed in West Palm for a week while it was repaired. They sure lived it up!)

The following list is Jim's "tour":

- Aguadilla, Puerto Rico
- Port of Spain, Trinidad
- Paramaribo, Suriname Dutch Guiana
- Belem, Brazil
- Recife, Brazil
- Ascension Island
- Monrovia, Liberia
- Dakar, Senegal
- Coastal Spanish Sahara
- Rabat, Morocco
- Algiers, Algeria
- Naples, Italy
- Rome, Italy
- Rosignano, Italy (home base)



(Continued next page)

(“Jim Newman’s World War II Journey” continued)

## Stories:

While in San Antonio, Jim was scheduled for a two-week leave to come home for his wedding in Rochester. However, the leave was cancelled. His fiancé, Dorothy, packed her wedding gown, took a train to Texas, and they were married in a chapel across from the Alamo! They then travelled on troop trains together to the remaining bases before he went overseas.

Jim’s home base was Rosignano Airfield in Rosignano, Italy in the Tuscany Province of Livorno.



They didn’t fly every day so they had days off to be “tourists”. One afternoon his sergeant took a group of them to see the Leaning Tower of Pisa. On route, they

came upon a pile of discarded German weapons. They all took a souvenir. To this day, Jim still has his Luger!

On August 3<sup>rd</sup>, 1944. Jim received an honorable discharge from the Army of the United States. He headed home to resume civilian life. Jim and Dorothy went to Geneva, NY where the GI Bill assisted him in completing his education at Hobart College.



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## Notes from my conversation with Jim Newman

(B.Trzaskos)

After finishing flight schools, a few privileged pilots were sent to San Antonio (TX), to learn to teach flying. Then onto Sumter (SC) where Jim was an instructor in small twin engine planes. Then they were sent overseas. From Fort Wayne (IN), to Florida, to Puerto Rico, Trinidad, and on to Brazil (Belém, Natal). Finally, it was across the Atlantic to the Ascension Islands. (Editor's note: It took roughly six hours for aircraft departing from Natal to make the 1,248-mile journey to Ascension Island. A famous quote espoused by pilots at the time was, "If we don't hit Ascension, my wife gets a pension.") Then on to Africa and finally up to Italy. His job there was to fly supplies to the troops advancing up through Italy. All the supplies would be on little parapacks. The crew chief would open up the door and toss out the parapacks. They would flutter down to the awaiting troops. Very interesting. They only got shot at once. They had dropped their supplies and were making a turn to come around. There were Germans sitting on the side of a hill shooting at them with rifles. When they got back there was one hole in the tail and that was his only instance of a first-hand encounter with the enemy.

Kim,

I'm so glad you had a chance to sit down and talk with your Dad about his war experience. My Dad passed away in 1996 and really never talked with me about his. Most of what I "know" is hearsay, and some just doesn't seem to fit together! So I envy you.

Brian

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So, another example of why we do what we do at The National Warplane Museum. Usually we learn of the wartime exploits of a deceased veteran as a family member seeks to donate some artifacts and relate the stories that accompany those artifacts. (See "Tragedy and Triumph in the Twilight Zone" in this same issue.) Except this one has a twist! This story begins with a chance visit to the Museum by a veteran that evokes memories. And ends with the opportunity of a daughter to engage in conversations with her father and learn more about his war time experiences. It sounds like it was a wonderful time! So, if such an opportunity should arise, take full advantage of it before it's too late!

Brian Trzaskos



*Merry Christmas and Happy Holidays!  
From the Staff and Volunteers  
at the National Warplane Museum*



NATIONAL WARPLANE  
MUSEUM

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Museum Hours (Subject to Change):  
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, 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:

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

Please check if New Membership   
or Renewal

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