

Hangar Tales

Official Newsletter of the National Warplane Museum



Spring arrives!!

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Vietnam Veterans Day, March 29, 2021

by Bevin Lynn

In 2012, President Barack Obama signed a presidential proclamation, designating March 29 as the annual observance of **Vietnam War Veterans Day**. The signing of the proclamation marked the 50th anniversary of the departure of the last American troops from Vietnam — March 29, 1973. The National Warplane Museum held a small ceremony at noon, March 29th, to commemorate this observance. The text of Bevin Lynn's talk follows:

We have gathered here and remotely today to commemorate and honor the service of Vietnam Veterans. The writers of the Declaration of Independence closed that document with the line "And for the support of this Declaration...we mutually pledge to each other our Lives, our Fortunes and our sacred Honor."

So, too did these veterans and in doing so, linked themselves to the very birth of our nation. The veterans of this conflict served just as valiantly, and just as faithfully as veterans of any other conflict. The veterans of this conflict deserve our gratitude, our praise, and our support. The veterans of this conflict did what their country asked them to do, sometimes even if it was against their own beliefs. They gave up or delayed their careers, education, and starting families to serve. They sacrificed incredibly to do what was needed of them.



We know that at times, Vietnam Veterans were not thanked, or supported, and we are going to change that. Today, we thank you for your service. Today, we honor that service and the sacrifices made by veterans and their families. Today and every day, may we support you. So may I say thank you for your incredible service. Thank you for your willingness to serve. Thank you for serving, even knowing that that service may have meant that you would not see this country again. As we place this wreath today, we remember your service and sacrifice and the service of those who couldn't be with us today, and the sacrifices of your families.

Today we dedicate this wreath to all our men and women in the armed services who served in the Vietnam War, and to their families.

It is my fervent hope that we will remember this and keep it in our hearts not just today, Vietnam Veterans Day, but every day. Thank you for joining us, and don't forget to thank the loved ones in your life.

Vietnam Veterans Day, March 29, 2021

by Amy Beechler



Members of the Patriots Guard, Warsaw, arrive for the Vietnam Veterans' Day Commemoration



Casey Bukowski, B-17 waist gunner. WWII vet, with members of the Patriot Guard

“Gone West”

Raymond R. Zemke

June 24, 1928 - March 18, 2021

He was a race car driver, an avid sportsman, and a pilot. Ray volunteered at the Museum and was part owner of several of the planes on display here.



FUNDRAISING

By Larry Jones



Our fine Lady Volunteers Bevin Lynn and Amy Beechler have offered two online “Hangar Chats” presentations via Zoom. The first one had nearly two dozen participants with a presentation by Chris Goddard from the Smithsonian National Air and Space Museum. His first in a series of talks on the Wright Brothers was excellent. He included many tidbits of information that even those with great knowledge of the Wrights came away satisfied! We are planning Part II to this series sometime in June. The second presentation was also well attended with Paul Bingley, Chairman of a museum dedicated to preserving the legacy of an Eighth Air Force heavy bomber base at Ridgewell in Essex, England and home of the 381st Bombardment Group. He was accompanied by our very own active volunteer, Casey Bukowski, who served as a waist gunner on a B17 of the same group and shot down over Germany during WWII ending up 14 months as a German prisoner of war! A group of 30 Saturday morning volunteers attended this Noon presentation while dining on pizza, wings, and soda pop! Keep watch on Facebook and our website for more presentations, our next featuring our very own Bevin Lynn talking about SPARS – women serving in a special Coast Guard Reserves unit during WWII being held Saturday April 10th. Again, for more information and to sign up visit our website!

CHICKEN BBQ: a reminder to get your tickets now for our next take-out Chicken BBQ by Chiavetta’s being held Saturday April 17th from 3PM til 7PM! Chiavetta’s out of Lockport, NY put on a great BBQ. You won’t be disappointed. See the poster elsewhere in this edition of Hangar Tales and visit our website for tickets!

RAFFLE: And finally, our second annual Raffle is underway! By now all members should have received their envelopes with a book of tickets to either purchase or sell to support the maintenance projects for Whiskey 7! *As of this writing, nearly 100 of you have already responded with over \$5,000 in raffle sales in addition to \$350 in*

Saturday April 17, 2021
3:00pm - 7:00pm
\$12 / meal
(meal includes 1/2 chicken, potato salad, cole slaw, roll and butter)

Pre sale meals only!
Go to www.nationalwarplanemuseum.com or stop in the office
to purchase your meals today!
Bring a copy of your receipt with you on April 17th to receive your meals.

Pick meals up at:
3489 Big Tree Ln.
Geneseo, NY 14454
For questions call (585) 243-2100

(Continued next page)

("Fundraising" continued)

donations!! WOW! This year tickets are only \$10 each or 6 for \$50 with a \$5,000 grand prize! Your National Warplane Museum is extremely grateful for the effort you can put into these sales! If you need more tickets, please give us a call (585-243-2100) and we can pop more in the mail to you! Thank you so very much for your participation not only in our raffle, but in all our fundraising efforts and a special acknowledgement to all who have so generously donated through Facebook or through our online website buttons – it's people like you that keep our museum vibrantly alive!

THANK YOU!

Larry Jones, volunteer

Help Keep Her Flying
WITH A CHANCE TO
Win \$5,000!



**2nd Prize: Weekend for Two at the
Glen Iris Inn—Letchworth State Park**

**3rd Prize: Ride for 2 in Whiskey 7!
Or cash equivalent dependent upon flight availability**

\$10
Per Ticket
6/\$50

Drawing at Noon: Sept 18, 2021
National Warplane Museum
3489 Big Tree Lane, Geneseo, NY

Must be 18 or older to enter
Need not to be present to win

Chances of Winning: 1 in 6,000

“Museums Need Your Support In Order To Keep Educating and Inspiring People”

From “Thought Fuel: 10 Reasons To Visit a Museum”
by Colleen Dilenschneider , colleendilen.com

Many museums are nonprofit entities with missions to educate and inspire audiences – and that means that they need the support of visitors, members, and donors in order to keep on fulfilling those missions. Sadly, many people don't even know that museums are nonprofit organizations! Often, a membership pays itself off in as few as three annual visits to a museum, and you can come back and visit the museum again and again all year round. If you like a cultural organization and you want to keep it around for decades to come (so that you may bring your great-grandchildren), make a donation or fill out that membership card with pride! In many ways, supporting a museum through visitation or – even better – through membership or philanthropic support is a way of strengthening communities and giving back so that the museum can create impactful programs that fulfill its mission.

Hugh “Yogi” Irwin, World War II Veteran

Story and pictures by Jodi Beyer

Since meeting at a summertime fundraiser in 2018, Hugh Irwin and I became fast friends and pen pals. Captain Hugh “Yogi” Irwin, USMCR, was a special guest during the 2018 and 2019 Geneseo Airshows and was invited as a special guest speaker to our 2018 Living History Days.

At the onset of WWII, and during his sophomore year at Denison University in Granville, Ohio, Hugh enlisted in the Navy V-5 Flight Program and went on to receive his Navy Wings and commission as a Second Lieutenant USMCR upon graduation from the Naval Air Station in Pensacola, Florida. Hugh was a Corsair pilot during WWII and flew 105 successful missions. During one memorable landing in particular, Hugh’s 500-pound bomb failed to release during his mission, forcing him to land with it still attached. It somehow disengaged upon landing and detonated once the plane finally came to rest, shredding



everything behind the cockpit. Thankfully, Hugh lived to tell about it. After recovery, he went on to fly many successful missions. When hostilities with Japan ended, he was released from active duty and returned to Denison where he graduated in 1948. He was recalled to serve again with the 1st Marine Air Wing in Korea, and promoted to Captain . Again, released from active duty in 1953 he was transferred to the Retired Reserve. Because he did not ever receive discharge papers, Irwin would comment that the “Once a Marine, always a Marine” slogan was certainly

true in his case. Among his decorations, Irwin received a Presidential Unit Citation, the Asiatic Pacific Campaign medal with three stars, the Korean Service medal with one star, the Korean Presidential Unit Commendation Ribbon, the Philippine Liberation medal, the Philippine Republic Presidential Unit Citation, six Strike/Flight medals, two Distinguished Flying Crosses, and the New York State Conspicuous Service Cross with five stars.



(Continued next page)

("Hugh "Yogi" Irwin" continued)

His stories are so impressive and unbelievable, we thought it would be great for him



to share with all of our visitors during Living History Days. Once he committed to presenting, we decided we should do something special to recognize him. As you all know, the National Warplane Museum does not have an actual F4U Corsair in its collection, however, we do have a model that we use for parades and as a static display during other social engagements. It was decided that we could permanently add Hugh's name and rank to the Corsair model to honor

him and his service in WWII and Korea.

His information was painted on the center tail wing:
Hugh "Yogi" Irwin, Capt. USMCR, VMF 222, VMF 221 and VMF 212, Air Medal and Distinguished Flying Cross – WWII and Korean War. Just prior to his presentation, we unveiled the vertical stabilizer where his information had been added.

Hugh was very touched by the gesture and was so glad that he was accompanied by a large portion of his family, including three grandsons. Other highlights to his day included a ride in the Willys Jeep and a personal visit from Lou Horschel, a fellow Corsair pilot.



USMCR Captain Hugh "Yogi" Irwin again earned his wings on February 6, 2021. His FINAL flight was to heaven where he joins his beloved wife of 67 years, Margo (Margaret Hawkins Irwin). Our thoughts and prayers are with his family. We sincerely thank his family for allowing us to share his time since our meeting. Hugh will be greatly missed by his beloved friends at the National Warplane Museum. Fly high, Sir. May you forever more have clear skies and tailwinds.

And in the meantime, we salute you Captain Irwin –

Semper Fi!

FIFINELLA

By Jodi Beyer

The story of Fifinella began in 1942 when Roald Dahl wrote a fairy tale about the hazards of combat flying called, *The Gremlins*. Dahl who was a pilot himself, had been removed from flying with the RAF due to injury. In Dahl's story, the word "fifinella" only refers to female gremlins as opposed to any specific one. Dahl took the name from the great "flying" filly, Fifinella, who won The Derby and Epsom Oaks in 1916. As an RAF-trained pilot, he was familiar with prewar RAF folklore about the Gremlin, the mischievous source of any unknown problem.

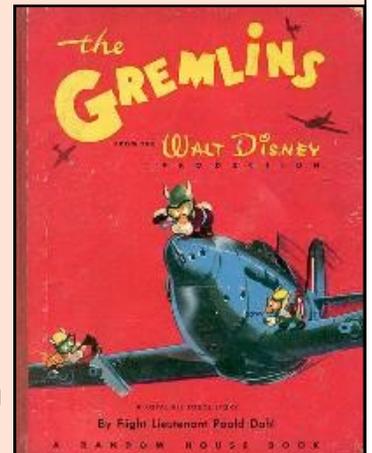


©Walt Disney

Fifinella - WASP Mascot

The Gremlins is a children's book that was published in 1943

by Random House. It was Dahl's first children's book, and was written for Walt Disney Productions as a promotional device for a feature-length animated film. With Dahl's assistance, a series of gremlin characters were developed for the film. Unfortunately, the project was ultimately abandoned for a couple of reasons. For one, the studio could not establish the precise rights of the "gremlin" story. Another major reason was because Dahl was on leave from his wartime Washington posting with the British Air Ministry, who also happened to be heavily involved in the production and insisted on final ap-



Cover of the first edition of *The Gremlins* (Wikipedia)

proval of the script and production.

The publication of *The Gremlins* consisted of a run of 50,000 for the U.S. market: Dahl ordered 50 copies for himself as promotional material, handing them out to everyone he knew, including Lord Halifax and First Lady Eleanor Roosevelt, who read the book to her grandchildren. The book was considered an international success with 30,000 more sold in Australia. Initial efforts to reprint the book were precluded by a wartime paper shortage.



Roald Dahl (Wikipedia)

Reviewed in major publications, Dahl was considered a writer-of-note of his time and made many appearances in Hollywood.

Facing copyright problems and realizing that the Air Ministry's "Clause 12" in the original film contract would restrict the studio, Walt Disney, who had a personal interest in *The Gremlins*, reluctantly began to "wind down" the project. By August 1943, Disney had even reconsidered an animated "short" based on *The Gremlins* and indicated to Dahl by correspondence that further work would not continue.

After a year of story conferences and related research, Dahl came to the sad realization that his book would be the only tangible product from the aborted film.

Later, Fifinella put in appearances on WASP flight jackets and in many variations of nose art of bombers. One B-17G Flying Fortress, *Fifinella* (Serial #42-107030) of the 91st Bomb



WASP Dorothy Olsen wears an A-2 jacket with a Fifinella patch



Group, was named after her. *Fifinella* was lost on August 13, 1944 on a bombing raid at Le Manoir, France. During the Korean War era, there was also a B-29 (Serial #42-6569) of the 19th Bomb Group named *Fifinella*.



The National Warplane Museum does not have any aircraft in their collection currently named after *Fifinella*. However, her notoriety as the mascot for the Women Airforce Service Pilots (WASP) has earned her a spot on some popular merchandise in the gift shop. Items with *Fifinella* include women's and children's tee shirts and stickers, which are available for in person shopping as well as online at:

<https://national-warplane-museum-gift-shop.myshopify.com/collections/all>



p.1 - \$3



p.2 - Adult \$20, Kid \$15



p.4 - \$4

Fairchild C-119 Flying Boxcar PILOT'S PERSPECTIVE

Articles and Photos by Kevin House

The Museum's C119 is an F model that was converted to a G after the aircraft was transferred to the Royal Canadian Air Force. There is a great deal of technical information about the C119 – engines, weights, carrying capacity, etc. – but not much has been written about its flight characteristics. What I could find seemed to reflect poorly on the airplane. So, let's take a look at the mighty Boxcar.



The Dollar Nineteen was utilitarian, slow, loud, and vibrated “badly” at high engine power. On one engine with a heavy load the aircraft had the “flight characteristics of an anvil.”

“When everything was working right, which by the way wasn't very often, they flew great.” – USMC C119 Crew Chief

“The C119 wasn't a very good airplane and it taught this young pilot how to deal with serious emergencies quite often. It did have two outstanding features: it had a world class de-icing system and there was no published crosswind limitation in the book. I've landed it in a direct 55 kt crosswind and I've known pilots who bettered that.” – USAF Reserve Pilot



(By comparison, modern jet airliners have a 30-40 kt crosswind limitation.)

Another USAF Pilot called the Buck Nineteen “a coffin with two tails, two engines, and too much junk.”

The Flying Spam Can had “violent” aerodynamic stall characteristics, poor stability,

(Continued next page)

("Fairchild C-119 Flying Boxcar" continued)

and props prone to uncontrollable overspeeds that could cause engine damage. Described as "thousands of rivets flying in loose formation", the airplane vibrated so much that it caused the rivets to spin.

C119s were used at one time for the inflight recovery of satellites descending under parachutes. The airplane was fitted with a rig that hung behind and below the airframe. Improper approaches for the recovery resulted in prop and engine damage, and the ripping away of the nose mounted pitot tubes .

But, don't be totally misled, the airplane had some good qualities, too. A large cockpit, with lots of windows and very good visibility, was one of its good traits. It had a relatively high roll rate so it was nimble around the longitudinal axis. However, the wing spar center section was weak and could not handle high G loads. In fact, a C119 wing failed and departed the aircraft while an airplane was being used for aerial firefighting after the military had no use for them anymore.



The C119 had a good military mission record. The type was used to resupply troops during the Korean conflict. A C119 crew could paradrop about 30,000 lbs of cargo in approximately 3 seconds. During the fighting at Chosin, as the Chinese forces and winter weather were closing in, C119s dropped bridge sections for our troops to use in constructing a path over an otherwise impassable gorge.



The aircraft was also fitted with guns along the port side and used as a gunship during the Vietnam War.

The C119 Flying Boxcar – ugly, slow and possessing one of the highest accident rates among cargo aircraft of that era. However, it and its crews did the jobs they were called upon to do.

CHIAVETTA'S

Barbeque *Take-Out*

Saturday April 17, 2021

3:00pm - 7:00pm

\$12 / meal

(meal includes 1/2 chicken, potato salad, cole slaw, roll and butter)

Pre sale meals only!

Go to www.nationalwarplanemuseum.com or stop in the office
to purchase your meals today!

Bring a copy of your receipt with you on April 17th to receive your meals.

Pick meals up at:

3489 Big Tree Ln.

Geneseo, NY 14454

For questions call (585) 243-2100



HUGE 177" RC Plane - The Flying Boxcar C-119

by Brian Trzaskos (Photos from builder's website)



Dave Kolchuk shared a video of an 177" wingspan RC C-119 he had seen on the internet. It intrigued me, so I did a little digging. It was built by Carl Bachhuber, from Mayville, Wisconsin. Carl says, "As a modeler of some 70years my mission is simple and that is to design, build and fly a replica of every plane I've ever liked." His website,

carlb-rcplanes.com,

lists nearly 40 large scale RC planes has

built and flown, some have videos. (A humorous note: An AT-6 Texan is listed as "rather small" with an 84" wingspan!) Watch the video at:

<https://www.youtube.com/watch?v=F6SYaB8M4ls>



PETTY OFFICER SWANN, MORE THAN THAT I CAN'T TELL YOU

by Jamieson R. Steele

When you hate school and drop out at 17 to join the Navy and see the world only to find out a high school diploma is required, what then? Well, our very own Terry Swann went to stay with relatives in California. While there a buddy from his hometown, Wilson, NY, invited him to see his facility while he was in boot camp for the Navy. Terry thought it didn't look so bad, and this time the Navy accepted him in 1963.

Off to his own boot camp where he had a perfect score in the Morse Code class. That netted him an offer to become a Communication Technician at a school in Pensacola, Fl. The training required a Top Secret security clearance, and somehow, our wild child gained the clearance. Further Morse Code courses were done clicking away on a manual, Underwood Typewriter.



After successfully completing the required schooling, he was transferred to Japan, and after a bit his 'Join the Navy and See the World' was from inside a WWII vintage cave previously used by our former foe. In 1966 he managed to push the rock from the cave entrance, and got orders to be on board the USS Oxford, a technical research ship off the coast of Vietnam. Even though he was aboard the ship, Agent Orange wafted from shore, and later would cause Terry great health problems.



He had many joyous liberties in exotic Hong Kong, Taiwan, Subic Bay, Bangkok, Philippines, Thailand, and Singapore. The shore liberty was on his own time, not Navy duty, however, due to the family nature of this journal, whatever he did is also Top Secret, to protect the innocent, if there were any.

A \$5K reenlistment bonus enticed him to sign up for six more years. Back to Pensacola for HFDF training (High Frequency Direction Finding). That led to a stint in Alaska with an ear aimed towards Russia, and more than that, he cannot say.

("Petty Officer Swann" continued)

He saw various posts stateside with more schools. One post was Bremerhaven, Germany where he took his GED exam, and was in the top 50%. He then knew that he could finally join the Navy, however, a look in the mirror told him he already was! Computer schools, duty in Maryland and Florida for many years, then off to Rota, Spain for two years. More schools to be a recruiter in Tonawanda, NY, then back to Spain in 1980. Is anyone dizzy yet? He managed to get married in 1978, and his family was with him in Spain until his retirement in 1986. By this time his stint as a Communications Technician was renamed, Cryptologic Technician, and he REALLY can't tell you much about that! All Top Secret, and he said even the toilet paper was marked Top Secret!!

Terry retired after 23 years in the US Navy, CTR1 USN, Petty Officer, Cryptologic Tech 1st Class. Bars on his lower sleeve each represent 4 years service. The very elaborate patch shown has two gold hash marks, his final rank had three, also gold. Why is the color important? Gold meant no bad marks, all honorable years. Less than best behavior would be red bars. Yeah, I wonder about that too, knowing him as well as I do now. However; Top Secret !!



He worked various jobs; charter boat on Lake Ontario, Concession Trailers at events around western NY, and a few stores. Like many, he attended our air shows, and began volunteering with vendors organization, and manning the front desk when he can. Yes, he is the guy with the loud voice on the phone, as his hearing suffers a bit. Worse yet was the effects of Agent Orange, and he is 100% Disabled. His truck features full time air show ads on both sides as he drives from Wilson to the museum, not a short hop.



When he and Don Wilson, (see previous newsletter about his secret job), have lunch, they have nothing to talk about, or they'd have to kill each other!

JOURNALISM IN WWII

Article and Photos by Jamieson Steel

WWII put millions of men and women in service all over the world, and created many new needs for those in uniform. Entertainment was certainly at the top of the list for those off on foreign soils. We quickly think of the USO, Red Cross doughnut wagons, and Bob Hope, but those venues were not always available, and certainly not frequent enough to fight the boredom.

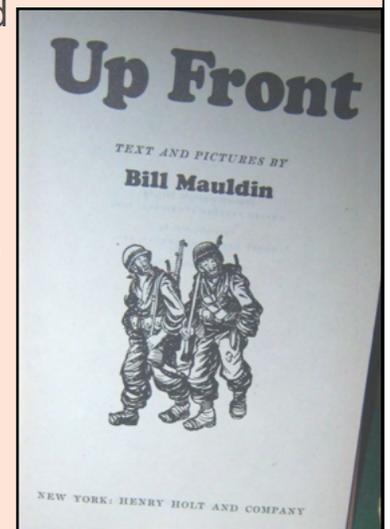
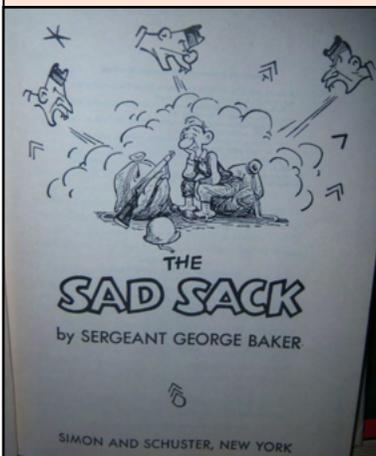


Written material, in many forms, helped to fill the void from home. 'Stars and Stripes' is the most well known publication, and it is still with us today, although it was nearly canceled a few years back, but gratefully put back in the budget. It began during

the Civil War when some Union troops found an abandoned print shop in Bloomfield, Mo. They set about publishing war information for the troops, and named it 'Stars and Stripes'. It sprang up again during WWI for the 'Doughs' in France. One of the editors, Harold Ross, returned home and created 'The New Yorker'. It was a paper by the soldiers, for the soldiers, with little interference from higher ups.

WWII again found eager readers all over the world, and still was for GIs by GIs, and little oversight by The Brass. It

featured old time writers like Ernie Pyle, and spawned many a new artist, and journalist. Among them Bill Mauldin with his famous dog-face GIs, Willie & Joe. His sharp, humorous, cartoons, and text gained the ire of Gen. Patton, and Mauldin was careful to avoid him, but continued his sarcasm. Sgt. George Baker's 'Sad Sack' also brought humor into the foxholes.

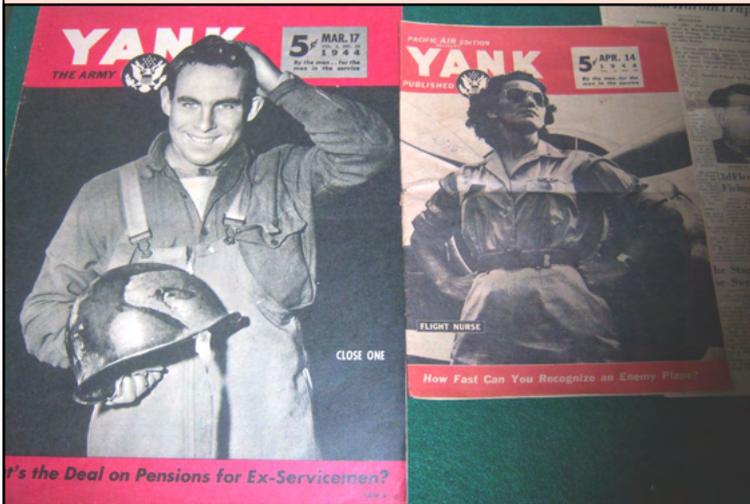


Lesser known to many today was 'Yank Magazine, the Army Weekly', also by soldiers with little interference. It grew to 21 separate editions in 41 countries, with a readership of over 2.5 million. One of my displays, and a previous article are

(Continued next page)

“Journalism in WWII” continued)

about Robert Greenhalgh, a Yank artist who went on to a fine career in commercial art as a result of his wartime work. He told me the highest rank he dealt with was a major, who stayed out of the way. The last edition was 12/45, and Bob’s artwork is featured on the inside page.



Another Yank artist was Howard Brodie, and Bill Keane, who went on to create ‘Family Circle’. Featured are two sizes of publications, the smaller ones, called Pony Editions, were to save paper and shipping weight. ‘Life’ magazine also played an important part in WWII journalism.

Check out the two displays about these topics in the display area of our museum.



SISTERS 'WAVE' GOOD BYE TO SERVE IN WWII

Pictures and Story by Jamieson R. Steele

My long time Syracuse pal, Bob Berg, is my go-to guy for research on people who once owned some of my vintage items. After 42 years with IRS, he is pretty good at computers, and finding information about people. As we close out Women's History Month, his family offers a WWII siblings story.

His mother, and her sister, both enlisted in the WAVES (Women Appointed for Voluntary Emergency Service) to allow the men to take on front line duties. Bob's Mother, Gussie Gubner, followed her sister, Marion, into the Navy, WAVES. Both were from Binghamton, NY, but were born in Czechoslovakia. Bob's Father was in the Coast Guard. All worked in retail before, and after the war.



Marion (L) and Gussie (R) Gubner

SOUTHERN TIER WOMEN IN SERVICE:

Wave Marion Gubner Trains To Replace a Male Yeoman

Miss Marion Gubner, 24, daughter of Mr. and Mrs. Jacob Gubner, 17 Sanford Street, is prepared to take over the duties of a male yeoman. She is a recent enrollee at the Naval Training School for Women Reservist Yeomen, located on the campus of the Iowa State Teachers College, Cedar Falls, Iowa.

Miss Gubner was selected for this specialized training on the basis of her past civilian experience and scores of her boot training aptitude tests. The yeomen course of study includes shorthand, typing, naval correspondence, records and forms, and current events. The college-slanted course is complete with physical education and pleasant university social functions.

Upon completion of the 12-week course, the bluejacket is eligible for a petty officer's rating and then is sent to active duty at some naval shore station within the continental limits of the United

ing the service, she was employed as a receptionist by W. A. Jackson, 99 Collier Street.

HOME ON FURLOUGH

First Class Private Patricia M. Smith, daughter of Mr. and Mrs. Ralph W. Smith, 44 Circuit Drive, is spending a furlough at the home of her parents.

Private Smith left Binghamton April 5 for Fort Oglethorpe, Ga., where she received her basic training. Later she was transferred to Fort Myer, Va., where she is assigned to the Adjutant General's Office.

COMPLETES COURSE

Fifth Grade Technician Jose...

Then, again outsmarted by Bob, they changed to Yiddish, which he also figured out, and then they gave up. He recalls little of any of those languages now. Such is the melting pot we call America.

An aerial photograph of a biplane flying over a lush green golf course. The biplane is brown with white and blue stripes on the tail and has 'W7 37' on its side. The golf course has several green fairways and a circular clubhouse area. In the background, there are trees and some buildings.

Help Keep Her Flying!

AND WIN

\$5,000

**Second Prize: \$500 Value!
Weekend for Two at The
Beautiful Glen Iris Inn in
Letchworth State Park!**

**Third Prize:
A Ride for Two
on Our Famous
Whiskey 7 Airplane!**

**** Or cash equivalent based
upon aircraft availability**

\$10 Per Chance / 6 for \$50

Tickets Available From Any

National Warplane Museum

Member or by calling (585) 243-2100!

Drawing: Saturday, September 18, 2021

**Do not need to be present to win. For more
details Visit: Nationalwarplanemuseum.com**



WHAT, ME WORRY?

Jamieson R. Steele, NWM Trivia Master

I am not at all sure what age cut off there is for awareness of this famous phrase, but anyone growing up in the 50's & 60's knows it well. Alfred E. Newman, star of Mad Magazine, 25 cents, cheap, and his iconic face was on each issue. I believe it is still published, but not for 25 cents.

So, what does that have to do with aviation history, and this newsletter? Well,



years ago I spotted that very recognizable, gap toothed, goofy face as nose art on a B-29 in the Pacific Theatre. That was way before instant information on the web, and I wondered what it had to do with the magazine. Nothing actually, as the magazine did not occur until 1952, and Alfred appeared first in a two year collective book of Mad in 1954. His

face first was on the magazine cover of issue #21 in March of 1955.

The likeness that graced Mad for so many decades had its incarnation way back into the 1890's in advertisements, and political cartoons. Similar faces occurred over the years, and in 1954 Mad's editor, Harvey Kurtzman, claimed the face, and gave it his name. The next editor, Al Feldstien, hired artist, Norman Mingo, to make a final rendering of the face, happy go lucky, Alfred E. Newman. The phrase, 'What, Me Worry' is thought to have been part of a painless dentistry advertisement around the turn of the century?



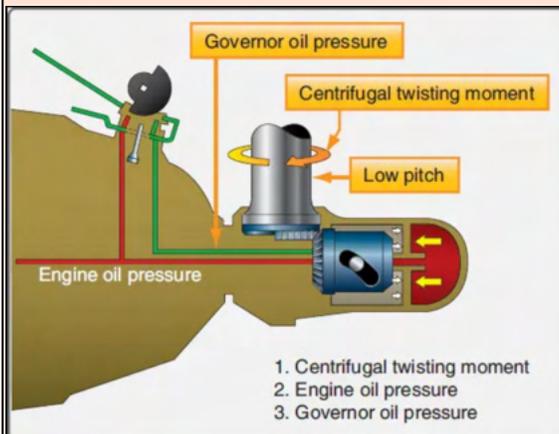
Back to the B-29, the caption on it is just; 'Me Worry?' which was one of the forms used over the years. Someone knew of the image, and had it put on the bomber, perhaps to ease the obvious worry of the job the aviators did.

Don't you just wonder how you lived this long without this knowledge?

Variable Pitch Propellers

by Brian Trzaskos

A propeller is an "air screw" that generates forward thrust, pulling an airplane through the sky. In the case of a reversible propeller, it generates reverse thrust to slow an aircraft rapidly for landing on short runways. The greater the angle of the blades, the pitch, the more pulling power. Coarse pitch is required for take-offs and landings. To save fuel when cruising a finer pitch is used. The first propellers were carved from wood, and so were fixed pitch. This was a compromise between maximum thrust and fuel efficiency. The first variable-pitch propellers required pilots to use their own physical strength to move the controls mechanically to overcome the force of a rapidly spinning propeller.



Frank W. Caldwell was an engineer who advanced the design of aircraft propellers in the 1920s and 1930s. He designed a new propeller that used detachable blades. But his most important breakthrough was in the use of a hydraulic system to change the angle of the propeller blade, allowing pitch adjustments. In 1929, while working at the Hamilton Standard Propeller Corporation, Caldwell developed a hydraulic, two-

position propeller that improved takeoff and landing efficiency. His work with controllable pitch propellers resulted in the Collier Trophy (in recognition of significant achievements in the advancement of aviation) being awarded to Hamilton Standard in 1933. Caldwell perfected a hydraulic rather than mechanical means to change the blade's angle. This new variable pitch propeller design was incorporated into most planes used in World War II.

Variable pitch propellers saved many lives during WW II. Not only did they improve aircraft take-offs and landings on short fields, but also most importantly they enabled pilots to "feather" the blades to reduce drag from a disabled engine on a two or four engine aircraft, thus saving valuable fuel and helping to control the craft.

<http://www.heartlandscience.org/aeroav/prop>



"No, No, Miss Anthrope, that's not the way to Feather a Prop."

Cleaning Whiskey 7's #2 Propeller



Whiskey 7's #2 propeller on a stand waiting for disassembly and cleaning



12 bolts, with castellated nuts and cotter pins, hold the two halves of the clamshell that keep the blades together



With bolts removed, the two halves can be separated....



...exposing the blade gear segments and thrust bearing assemblies



Then each of the blades can be removed from the spider arm for cleaning

(Continued next page)

("Whiskey 7's Propeller" continued)



Bottom half of clamshell and bearing assemblies to be cleaned



Everything is cleaned up...



..and ready for reassembly!



This is why we do the deep cleaning!



Each blade is reattached to the Spider.



Takes many people and lots of patience to get everything back together and lined up properly.

(Continued next page)

(“Whiskey 7’s Propeller” continued)



Everything in place and ready for the top half of the clamshell housing



Bolts, castellated nuts and cotter pins in place



Ready for the prop dome!



Ready to be placed on the engine

So, why did we attempt such an undertaking? Last fall, during a routine maintenance inspection, one of our volunteers discovered metal in the sump of Whiskey 7’s #2 engine. There was no indication of any problem prior to this discovery. But, had it gone undetected, we could have suffered an in-flight failure of that engine. The engine has been removed and a replacement is being readied. Soon, hopefully, Whiskey 7 will be in the air again!

Help Keep Her Flying

WITH A CHANCE TO

Win \$5,000!



2nd Prize: Weekend for Two at the Glen Iris Inn—Letchworth State Park

3rd Prize: Ride for 2 in Whiskey 7!
Or cash equivalent dependent upon flight availability

\$10
Per Ticket
6/\$50

Drawing at Noon: Sept 18, 2021

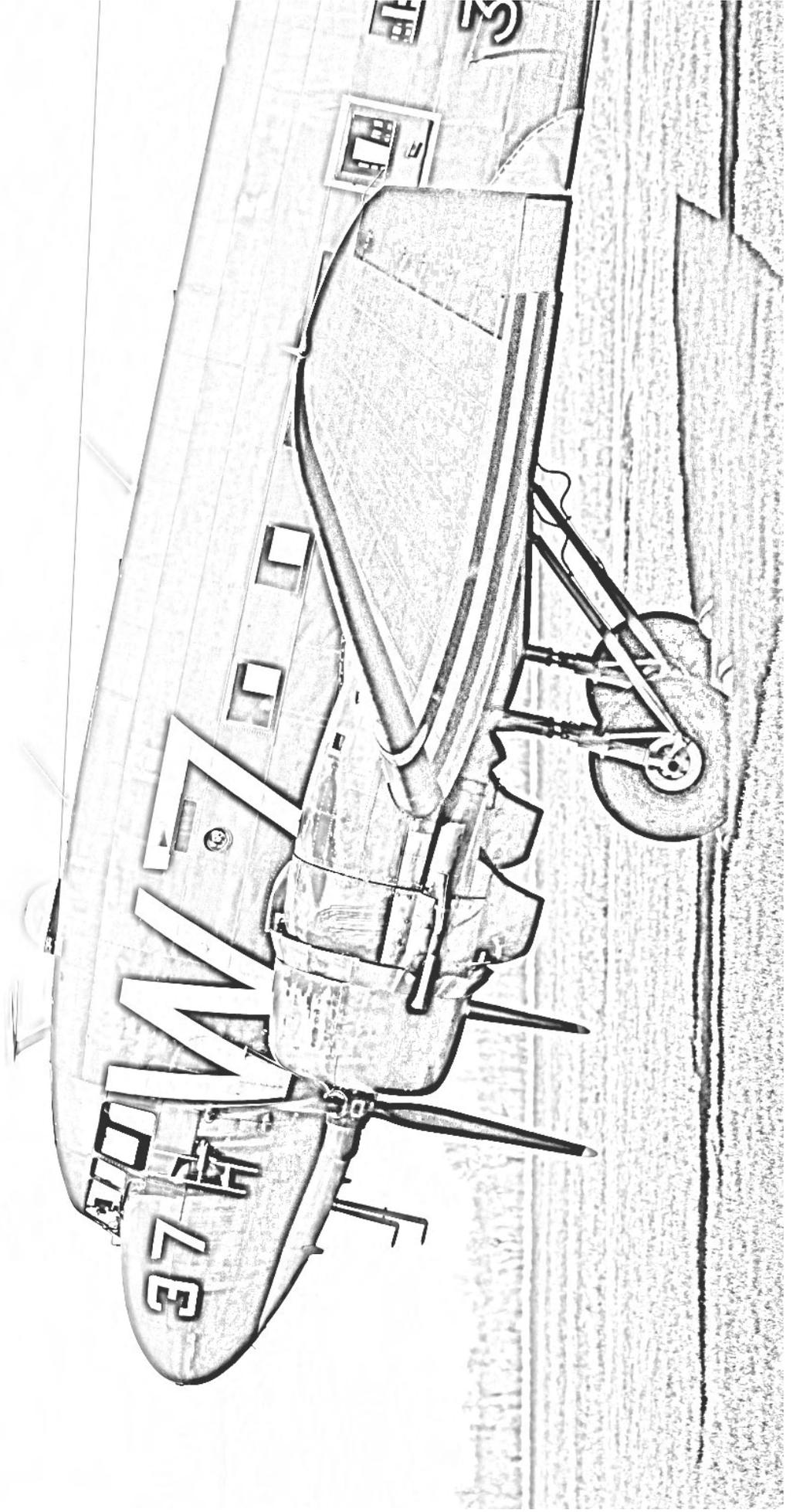
National Warplane Museum
3489 Big Tree Lane, Geneseo, NY

Must be 18 or older to enter
Need not to be present to win

Chances of Winning: 1 in 6,000

Kid's Coloring Page

by Jordan Bartlett



2021 Calendar of Events



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



www.NationalWarplaneMuseum.com

EVENT	Date	CONTACT
Chicken BBQ	4/17	(585) 243-2100
Safety Down Day	4/24	(585) 243-2100
WNFFS Spring Opener	5/14 - 5/16	Lyle Whitford (716) 807-4748
MARS Sport Launch	5/29 - 5/31	www.marsclub.org
Wargames Among Warbirds	6/5	wargames@yahoo.com
Empire State Champion Free Flight	6/11 - 6/13	Lyle Whitford (716) 807-4748
MARS Sport Launch	6/19 - 6/20	www.marsclub.org
Private Event	6/26	
*GENESEO AIR SHOW (Tentative)	7/9 - 7/11	(585) 243-2100
Local Flying Aces Event	7/16-7/18	
MARS Sport Launch	7/24 - 7/30	www.marsclub.org
MARS Sport Launch	8/14 - 8/15	www.marsclub.org
Yankee Air Pirate Challenge	8/20 - 8/22 **	Mark C. Rzacca (wnyffs@gmail.com)
Wargames Among Warbirds	9/11	wargames@yahoo.com
Great Grape Gathering	9/10 - 9/12 **	Roy Smith aeronut.kos.net
NWM Raffle	9/18	(585) 243-2100
MARS Sport Launch	9/18 - 9/19	www.marsclub.org
Bombs and Blooms	9/30-10/2	(585) 243-2100
MARS Sport Launch	10/2 - 10/3	Roy Smith aeronut.kos.net
Veterans Day	11/11	(585) 243-2100

Dates Subject To Change

*** Subject to permits and approval by authorizing agencies**

**** Please note corrected dates**

Status of "The Greatest Show on Turf"

July 9 - 11, 2021

We have submitted our plans to hold the air show to various state and local permitting agencies for their approval. As of press time, we are still awaiting word. Watch for updates on the Museum's website and Facebook page!



**NATIONAL WARPLANE
MUSEUM**

3489 Big Tree Lane
PO Box 185
Geneseo, NY 14454-0185

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

newsletter@nationalwarplanemuseum.com

Museum Hours:
November 1 through May 31
Mon., Wed, and Sat. 10 a.m.— 3 p.m.
June 1 through October 31
Wed - Sun 10 a.m.— 3 p.m.

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

A P P L I C A T I O N F O R M E M B E R S H I P (O R R E N E W A L)

Name: _____ Phone: _____

Address: _____ e-Mail _____

City : _____ State _____ Country _____ ZIP: _____

Occupation: _____

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

Membership fees:

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

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

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