

Hangar Tales

Official Newsletter of the National Warplane Museum



Photo by Christina Swank

INSIDE THE HANGARS

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- Gone West: Charlie Price, Tuskegee Airman, and Virginia Joseph, US Army Nurse
- Tour Tidbits
- Kid's Page: Captain Chet Clickner



Geneseo, NY 14454

585-243-2100

www.NationalWarplaneMuseum.com



EVENT	Date	CONTACT
Gold Star Mother Exhibit	5/28 - 5/31	(585) 243-2100
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 (Museum Closed)	6/26	
GENESEO AIR SHOW	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. Rzasca (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

**** Please note corrected dates**

NATIONAL WARPLANE MUSEUM

AIRSHOW

OPERATION THANKS FROM ABOVE

JULY 10 & 11

National Warplane Museum to be Beneficiary of Metal Trades Project Endeavor

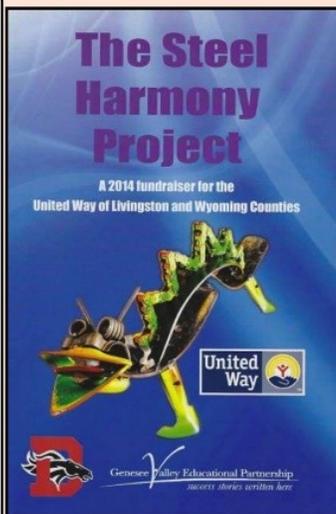
By Jodi Beyer



The Metal Trades Project began in 2010 when Olie Olson, Metal Trades Instructor at the Mount Morris Career and Technical Education Center, wanted to implement a collaborative endeavor with his students and college students from SUNY Geneseo. The goal was to create sculptures to benefit a local charity. And so, the Angel Project came to be. Under the guidance of Olson, Teaching Assistant Shiela Piper and SUNY Geneseo Art Professor Dan DeZarn, students transformed sheets of stainless steel into unique, one-of-a-kind works of art. Metal Trades students learned art and design techniques while the college students gained the practical knowledge of using welding tools and methods. A total of 30 angels were crafted and auctioned to benefit Teresa House, a local hospice. The auction raised almost \$20,000 to benefit this Livingston County not-for-profit agency.

In 2011-12 Olson approached representatives from the Red Cross about the possibility of implementing this project to benefit the Red Cross. The Steel Blossoms project was born. In June 2012, a gallery of 45 garden sculptures, collectively raised over \$39,000 to benefit the Red Cross in Dansville.

During the 2012-2013 school year, 47 Metal Trades students from 11 school districts worked for 15 weeks to create over 40 sculptures that benefited Vincent House, a comfort-care home for the terminally ill, located in Wayland, New York. This Wings of Steel project raised more than \$46,000. In 2013-14, the Steel Harmony Project raised over \$28,000 to benefit the Livingston and Wyoming United Way. During the 2014 -15 school year, the project benefited Avon Community Cares, an organization striving to nurture, assist and care for Avon residents in sudden financial crisis due to a catastrophic or emergency situation.



The 2015-16 project benefited AutismUp, an organization that supports individuals with Autism Spectrum Disorder, and their families, by expanding and enhancing opportunities to improve quality of life. The Upcycle 4 AutismUp project

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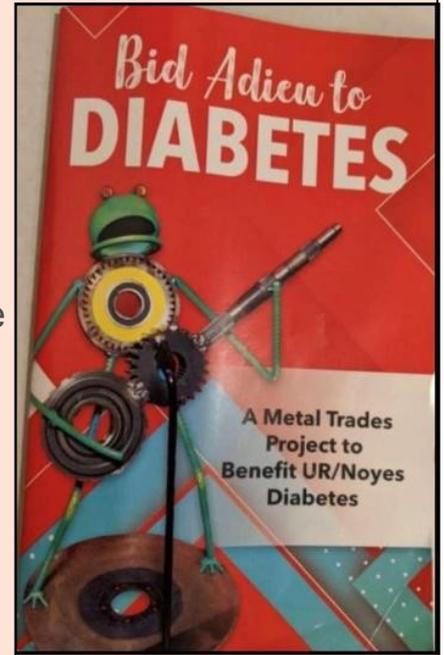
("Metal Trades Project Endeavor" continued)

\$23,000. During this school year, the scope of the project expanded and students from ten different counties in New York State including 65 school districts participated in this project. This BOCES collaboration continued during the 2016-17 school year with Welding for Wellness. This event raised over \$25,000 to support

The project turned back to its roots in 2017-18 with Caring Creations for Comfort



Care. The Metal Trades students from the Mount Morris Career and Technical Education Center crafted over 40 sculptures and raised over \$40,000 to benefit Suzanne's Comfort Care Home, a comfort care home located in Perry, New York. The 2018-19 project called Bid Adieu to Diabetes benefited Noyes Hospital in Dansville and the funds were earmarked for diabetes education and treatment. Almost 40



sculptures were auctioned in June and raised nearly \$43,000.

Held over from 2020, this year's project, Welding for Warbirds; The Resurrection will benefit the National Warplane Museum. Sculptures will be on display at various locations in the Genesee Community from June 1st-12th and the online auction will be held simultaneously at www.airauctioneer.com/welding-for-warbirds-the-resurrection. Local business sponsors include Howard Hanna, I will add more when I have more info. More information will follow in emails and on the website.

You can scan this QR code with your smartphone to view and bid on all or the sculptures after June 1st.



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("Metal Trades Project Endeavor" continued)

Although Covid has changed the structure of the traditional school day session, Olson gives students instruction on the fundamentals of welding, including theory, practices, set-up, and safety procedures. Students learn cutting, brazing operations and blueprint reading. As students progress, they learn arc-welding procedures on a variety of welding joints. For inspiration, the students toured the National Warplane Museum and viewed parts the museum would be donating to aid in this project.

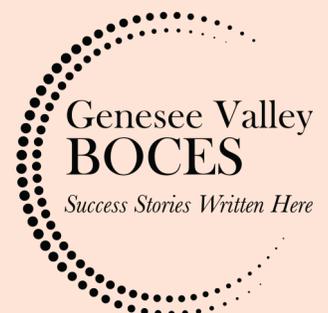


Students put their classroom knowledge to use as they hone their skills during "shop-time". In the shop is where the classroom lessons come alive. Olson and Rory Benkleman, Metal Trades Teacher Aide, demonstrate techniques as students watch and then practice these different methods. Students employ their newly learned skills as they cut, grind, weld and brush their artwork into sculptures. Community members, teachers, staff and students donate recycled materials from their

homes, farms and businesses for students to use in crafting these works of art. Some of this work is done independently, some as group projects, but all is done under the watchful eyes and guidance of Olson and Benkleman. Slowly and carefully, the sculptures come alive.

The enthusiasm for the project is contagious. Take a walk through the Metal Trades shop and you'll see students who are on task and eager to master their craft. The sculptures are the students' ideas. Each student comes to Olson with an idea and together, they discuss how the piece will come together. We are eager to see the results of this fantastic project. Stay tuned!

The Genesee Valley Educational Partnership serves more than 24,000 students in 22 school districts located in Genesee, Livingston, Steuben and Wyoming counties. The Partnership (formerly known as Genesee Valley BOCES) offers a wide range of programs and services including career and technical education, special education programs and services, alternative education, instructional and technical support services, and management services. Each year, new programs and services continue to be developed in response to the emerging educational needs of area school districts. The Partnership operates two career and technical education centers, one in Mount Morris, New York and one in Batavia, New York.



For more information, please visit their website at : www.gvboces.org.

Not Everyone Came Home

by Bevin Lynn

This Memorial Day Weekend, the National Warplane Museum will be hosting a special exhibit dedicated to Gold Star Mothers and Gold Star Families. The exhibit will feature original artifacts, and personal narratives, including that of the Sullivan Family who lost five sons in one tragic engagement.



The tradition of hanging a banner in the window with blue stars on it representing family members in service goes back to WWI. So, too, does the tradition of placing a gold star on the banner to indicate a family member fallen in service. Started by a group of twenty-five mothers who had lost a child in service, American Gold Stars Mothers, Inc, was founded in 1928 and continues to advocate for and support Gold Star Mothers and Gold Star Families.

Join us in honoring those who gave that most precious of all things for their country, their children.



The exhibit will run Saturday, May 29 through Monday May 31 from 10am to 3pm. Light refreshments will be served. On Monday, active duty and retired service members and their families receive free admission.

"All Gave some.....
Some Gave All!!!

Maintenance Update

By Craig Wadsworth

General aviation aircraft require an yearly inspection referred to an “Annual Inspection”. This inspection must be completed and involves opening up and inspecting all the systems so that any potential issues are caught and remedied

before they become a safety of flight item.

For the National Warplane Museum, most of this takes place during the winter months, when other activities slow down. Our team of dedicated volunteers works all winter to perform these inspections.



Whiskey 7's #1 engine ready to run

On the engines we remove, clean, and inspect all the spark plugs, check timing, lines, controls, exhaust systems, and cowlings. On the airframe we inspect all cables and pulleys, controls, wheels, tires, and brakes, sheet metal, hydraulic systems, and if it's a fabric covered airplane, the condition of the fabric on the wings and fuselage. We also check the radios, navigation equipment, and any safety equipment on board such as fire extinguishers, seatbelts, and such. Altitude and Radio Transponder (so Air Traffic Control can see us on radar) are checked by specialists every two years. Each airframe and engine may develop specific risk areas which result in the FAA issuing an “Airworthiness Directive”. Airworthiness Directives (or AD's) would require specific parts be changed or inspected for problems which have been recognized as a risk to safety. Each of these are researched and done as required. Every major inspection, alteration, or repair is documented and logged in the aircraft records which will stay with the airplane as long as it is maintained in flyable condition.



Whiskey 7 Flap Actuator

(Continued next page)

Both L-16's, the PT-26, the BT-13 have been going through this process all winter and have had those annual inspections done. The L-16A had a new instrument panel installed. The L-21 received a new radio, a new directional gyro, and had the oil pressure and temperature gauge replaced. The L-16B had its battery relocated to help with its center of gravity and some switches replaced and/or relocated. The PT-26 and BT-13 came through with flying colors and all are ready for a busy season.



New L-16A Instrument Panel

Work on Whiskey 7 is in progress. But this year, beyond the inspection, we removed, repaired, and have reinstalled the hydraulic actuator for the flaps. We also removed, inspected and reinstalled the four main fuel tanks, which are 200 gallons



L-21: New Directional Gyro, New Radio, Oil Temp

each. We removed all three wheel and tire assemblies to check bearings and brakes. We have inspected the wiring system, the cabling, and all the other items that are required. We have the right engine off for replacement. So we have also disassembled the propeller and cleaned that out, removed the oil tank and oil cooler (these are in the process of being cleaned by one of our friends in Rochester.) We have installed a

new oil cooler and taken the opportunity to replace the flex lines that supply the engine with hydraulic, oil, fuel, and other liquids.

At the same time progress on the J5A has continued this winter. The fuselage has been repaired and the wing and aileron also are ready for covering. One of our sponsors has donated the materials for completing the fabric covering and we are grateful for their help (\$2500 in materials for the cost of shipping only). It is a process which takes time and care but we look forward to seeing the airplane back together. We plan on sharing more information on the process as it moves forward.



FUNDRAISING Update!

By Larry Jones



We're off to a great start with our \$5,000 Raffle! As of this writing over **30%** of our members have responded to the call bringing in over \$12,000 in raffle ticket sales! In addition, many of you have sent in additional donations along with your ticket receipts amounting to almost \$1,000! All of these efforts go to the continued restoration, repair, and maintenance of our beloved Whiskey 7, getting her back into the air and keeping her flying safely! Many of you have requested and

have sold numerous additional tickets. You know who you are and we wish we could thank each and every one of you individually. However, please know that your hard work and enthusiasm is duly noted! **THANK YOU!** We still have over 3 months to sell, so please continue your great efforts and do not hesitate to call us (**585-243-2100**) or email us (nationalwarplanemuseum@gmail.com) if you'd like more tickets to sell. We'll mail them right out!

Saturday, April 17th turned out to be a splendid day for a Chicken BBQ! Members and Friends (many who traveled from afar) joined us to pick up nearly 400 Chiavetta's BBQ's! Thanks to all our volunteers and to *Chiavetta's* out of Lockport for helping us raise funds for the museum!

Fundraising is the key to any healthy and prosperous non-profit organization. Thank you to all the volunteers who have tirelessly given of their time and especially to all those who have so generously donated to our cause!

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

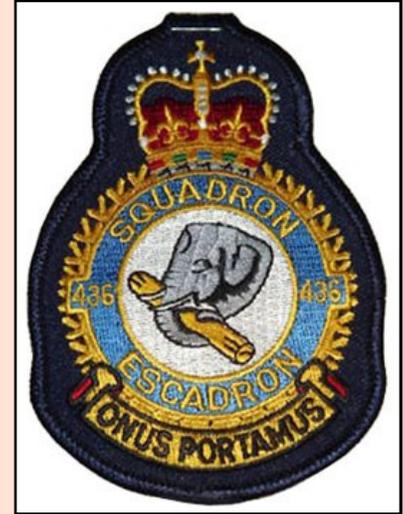
Must be 18 or older to enter
Need not to be present to win

Chances of Winning: 1 in 6,000

THE FAIRCHILD C-119 FLYING BOXCAR IN FOREIGN SERVICE

by Kevin House

As with many U.S. manufacturers of military aircraft, the Fairchild Corporation sold some of its production airplanes to foreign militaries. The Museum's C-119 was one of them. It came off of the production line in 1952 with a USAF serial number. It was, however, sent to the Royal Canadian Air Force and assigned to No. 435 Squadron based in Edmonton, Alberta. Canada used C-119s for routine transport, air drop re-supply, paratrooper training, and in support of remote arctic stations. Our airplane went on to be based in Italy for the support of UN forces in Egypt in 1958. After serving with 435 Squadron, the aircraft was assigned to 436 Squadron based in Montreal. All in all, the RCAF used 35 C-119s in 3 squadrons between 1952 and 1967.



In 1954, India acquired 26 C-119s. They provided not only troop, supply and cargo functions but were also utilized to haul aircraft from England to India. In 1957 a British Folland Gnat jet was ferried from England to be used in flight evaluations to determine its suitability for the Indian Air Force.



Boxcars were used in support of Indian troops in the Himalaya Mountain area of Ladakh, Kashmir India. Airfields were at elevations of 3,500 ft to 16,800 ft. The resulting loss of lift and engine power due to high elevations necessitated the addition of a 3,500 lb thrust jet engine mounted on the top of the fuselage. The first ever of that modification. In total, India operated 75 Boxcars.

During France's attempts to reclaim its Indochina possessions after WW2, it tried to obtain C-119s from the U.S. Our involvement in Korea, however, stalled those hopes until 1953. France at that time did not have the flight or support crews necessary for the C-119. The U.S. shared France's desire to resist Communist forces in the area, so the State Department came up with the idea of transferring USAF C-119s to France, painting them in French colors, but crewing them with mercenary pilots and maintenance personnel hired by the CIA. In practice, the aircraft were transferred and crewed by the CIA but the USAF supplied the sup-

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("Fairchild C-119 Flying Boxcar" continued)

port personnel. By the end of 1953, the French had enough trained pilots to take over all of the flying. In late '53 the French decided to set up a garrison in the Dien Bien Phu valley of Vietnam to control Communist access to Laos. The base's landing facilities were not adequate for the C-119 so the aircraft were used for aerial drops of weapons and supplies. In the meantime, the Communist Vietminh were encircling the French positions.

By early 1954 the French were being pounded by Vietminh artillery. The C-119s then became transports by day and napalm bombers by night. The French crews became exhausted requiring the re-call of the CIA crews. The first CIA sortie encountered such heavy anti-aircraft fire that the crews went on strike. They argued that their contracts said nothing about flying over enemy territory. After about 24 hours, the CIA crews went back to flying into Dien Bien Phu. The flying was very dangerous (the French lost 54 aircraft during the battle) and drop zones were under constant bombardment. One CIA pilot, "Earthquake" McGoon would buy beer and cigarettes with his own money and add those items for the drops to French troops. He also dropped the pilots' unpaid bills on the Communist troops.



By the end of April 1954, the garrison's 12,000 men was down to 3,000. By this time, due to the reduced size of the base perimeter, over 50% of the C-119s' dropped loads missed the drop zone. At the end of May the garrison had been overrun, the C-119s returned to the USAF, and the French on their way out of Indochina. On his last re-supply mission, "Earthquake" McGoon's aircraft was shot up but remained flying. He could not keep it level however and the airplane crashed in mountainous terrain.

Several years later, the USA decided to take on the Communist Vietnamese.



The Republic of Vietnam Air Force transitioned from C-47s to C-119s in 1968. Approximately 65 Boxcars were acquired. Several of these airplanes were gunships armed with 7.62mm miniguns and 20mm cannon. During the fall of Saigon, a VNAF gunship provided air fire power around the helicopter evacuation site.

After the fall, 36 C-119s were captured by the north Vietnamese and served in the Vietnamese Peoples' Air Force.

Other countries operating C-119s: Brazil, Belgium, Italy, China, Morocco, Norway, Ethiopia, and Jordan. Foreign civilian operators: Mexico, Bolivia.

Gone West!

Charlie Price, Tuskegee Airman

January 21, 1923 – May 17, 2021

Charlie Price came from a family known for service, dating back to the Civil War cavalry service of his grandfather, Adam Price. And, he continued the tradition, joining the Tuskegee Airmen, the country's first Black military airmen, January 1943, during World War II.

His vision restricted his ability to fly fighter planes, so he became a military intelligence officer for the Airmen. He used his stellar grasp of mathematics to determine the likely arrival time of bombers at their targets so the fighters knew when to take flight to join and head off enemy fire.



After the war, he went to work for Eastman Kodak Co. He took the exam and became the first Black man to join the Rochester Police Department,

in December of 1947. He rose through the ranks to become Captain, retiring in March of 1985. Mr. Price was a frequent visitor to the Geneseo Air Show, where he gave talks on the Tuskegee Airman to Rochester City School students. He died at the age of 98.



POST SCRIPT FOR VIRGINIA JOSEPH US ARMY NURSE, WWII

Our January/February newsletter featured Virginia Joseph turning 100 in September. She and her husband's uniforms are displayed at the museum. Sadly, Ginger passed on April 28 in Binghamton, NY. If you did not see the previous article, the standing joke is that she was an Army Nurse, an officer, and husband, George, was just a Tech Sgt., so she outranked him in uniform, and ever after in marriage. They were a very sweet couple, and I do wonder if angel wings have rank insignia.

Jamieson Steele

AIR FORCE ROTC DETACHMENT 538

By Jamieson R. Steele

On May 14th, we were again honored to host the 2021 RIT graduating class of the Air Force ROTC officer training program. They have chosen us for the graduation site for a number of years now, and the setting is, of course, perfect.



There were four graduates who received their 2nd Lt. bars that afternoon; Keegan Evans, Joseph Harclerode, Madeline Tebrugge, and Navid Sadjadi. Their commander, Lt. Col. Jason A. Turner, gave a very moving introduction, and explanation of the future challenges, and duties the new officers will face. Each cadet also spoke, and several of them also became quite emotional.

A highlight of the ceremony is when the new lieutenants receive their first salute from a non commissioned officer, which they then return. The young lady in the cadre was joined by her parents who are both high ranking Air

Force officers, and her sister, who is also in the program. Quite the family of blue.

Jay Jones, Capt. USAF Ret., joined us, as he had gone through the program as he entered the Air Force. He has been one of the very active and helpful volunteers on the C-130, the plane he flew in his active duty years.



Another highlight for us was that that the new officers and other cadets put all of those heavy chairs away for us. The only downside of the event also had wings. A large group of starlings decided it was a good time to roost in the girders, and made quite the ruckus, but no one seemed to mind too much, as the war bird background was quite imposing, and very fitting.



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**



TOUR TIDBITS

By Jamieson R. Steele, Eagle Scout (1964), Troop 51, Fayetteville, NY

Boy Scout Troop 236 from Endwell, NY, near Binghamton, came to visit us on Saturday May 22, and Bob Cox and I gave them a very full tour. Being an Eagle Scout, I am always glad to tour Boy Scouts, and this group was mostly older boys, and they had some very good, insightful, questions. Bob and I made up the usual answers. Not really.

At the nose of the B-17 I explained that during the war the front crew members would grab the rounded part of the hatch, and swing their legs up and into the plane, the body to follow. A few of the boys did the task. Their Assistant Scoutmaster, Dave Martin, 73, was observing, and I jokingly said that I'd give him a medal if he did it. Much to everyone's surprise, he flatly stated that it was nothing but a challenge, and he proceeded to grab the hatch, and swing himself into the plane! He exited the same way, and I nearly had to take a medal off my own sash, which I bring to show the Scouts that I am one of them. He was also an Air Force veteran.

The Scouts and other leaders were duly impressed, as was I!

HEY GANG, LET'S GO FLYING !!

Prior to our ROTC ceremony, our field was graced with about seven little planes that came to visit us. It was a group of pilots, and passengers who have been flying around the country just for fun. They had been up in Harrisville, NY overnight at a fellow pilot's home with an air strip out his back door. Any of you who have traveled the eastern Adirondacks are familiar with the countless signs; 'Harrisville, Home of Jim Scanlon's



("Tour Tidbits" Continued next page)

("Tour Tidbits" continued)

Bread'. Not much else in Harrisville, actually.

They all wandered around the planes, and in the hangars, and were duly impressed, as most folks are. Generous they were too, as I was palmed off about \$200 in donations, and some dropped bills in various donation bombs.

They had no clue about Letchworth Park, so Craig pointed the way, and I am sure they were most happy he did. As true pilot explorers, one fellow said that they could just follow the river. They all said they would return to spend more time with us, and I am sure they will.

D52—Geneseo Airport—National Warplane Museum



("Tour Tidbits" Continued next page)

("Tour Tidbits" continued)

Captain Chet Clickner

by Jamieson Steele

As if having the scoutmaster swing into the Belle, ala '12 O'Clock High' style was not enough excitement for the day, we then had a birthday party for one of



our younger museum members, Chet Clickner. He was celebrating his 6th birthday with us, and many of his friends and family.

During our 'Thank You From Above' mission last May, Chet watched us fly over his home in Avon. He then painted, from that one memory, a pic-

ture of Whiskey 7, which has been in the office, since he donated it to us. His mom asked if it was someplace on display, and I allowed that it will be, soon. I retrieved the painting, and we all marched into the display area. I had Chet place his picture in the case with the Return to Normandy items, after I brushed away the cob webs and dead flies. He posed with his friends, and then with his parents, Chad and Beth Clickner, one very proud young boy.



When we got to the stairs to W7, I saluted Chet, said to him, 'Capt. Chet, you are now in command of this aircraft, you may board your party'. The gleeful sounds of some very happy children filled the hangar. Pizza, fruit, with cake and ice cream followed in Swanson Hall.

("Tour Tidbits" Continued next page)

("Tour Tidbits" continued)

AT 94 HIS IKE JACKET STILL FITS

by Jamieson R. Steele, Gab-master

After the birthday party was over, Paul Lazarra and I walked out to close up the C-119. Paul spotted a fellow in an Ike jacket by the old C-47 with some young folks. Of course, we went over to meet the gentleman. Being our collections guy, and a uniform collector, I quickly spotted a gorgeous, bullion (silver & gold thread) Army Air Force patch with a topper for the 78th Fighter Group, Europe.

The fellow was Daniel Gill, 94 years young, and sharp as a tack, and his Ike fit him like a glove. The jacket sported Sgt. stripes, total of one year overseas bars, mechanic, and 9th Air Force patches. He allowed that his travels spanned from Italy to many points in Europe. Later a captain, he flew many different planes, and worked on them as well, since his skills were as an aircraft mechanic. He said he had loved airplanes since he was a young boy. Fittingly, he worked as an aeronautical engineer in his working days.



He was with a young couple, and another lady, and they promised to return on a Saturday, so he could give the hangar gang some pointers. In the small world department, the young lady grew up about a mile from my parent's home outside of Syracuse. The other lady just happened to be Chet's school teacher, and they were here so she could drop in on Chet's party. More on him when they return.

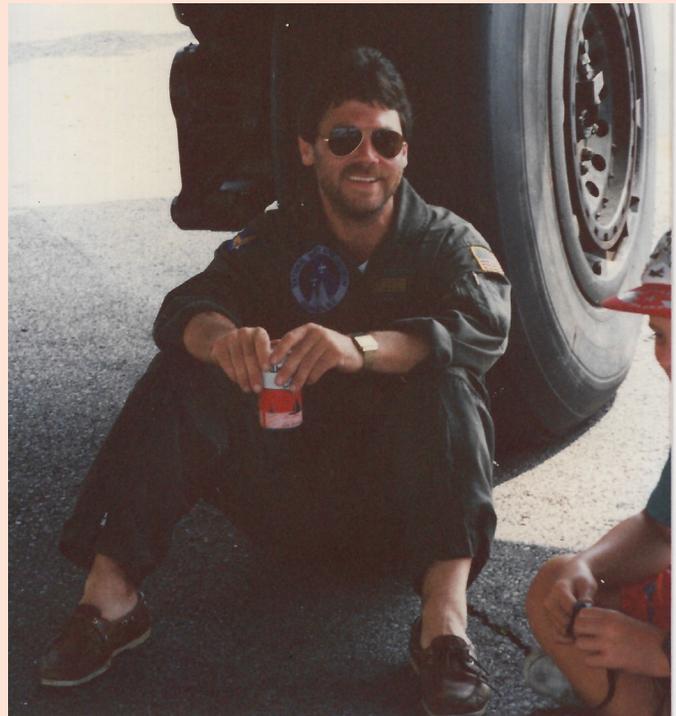
“Odds and Ends”



Congratulations to John Frew on obtaining his Private Pilot's License recently!



Don “Ducky” (or “Mac”) McLane and John Lindsay at the Safety Stand Down Day at the museum on April 24th, 2021. These two first flew together on Allegheny Airlines



A younger Rob Gillman



**NATIONAL WARPLANE
MUSEUM**

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

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

newsletter@nationalwarplanemuseum.com

Museum Hours:
November 1 through April 30
Mon., Wed, and Sat. 10 a.m.—3 p.m.
May 1 through October 31 (until further notice)
Wed through 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