

Hangar Tales

Official Newsletter of the National Warplane Museum

Air Show Preview



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Airshow Announcer Change

Hard times will always reveal true friends! With Covid-19 restrictions keeping Ric Petersen from leaving Canada to be the announcer at “The Greatest Show on Turf” this year, Dave Cooper immediately reached out to Bill Lowe (Big Mouth Productions). Bill and Nancy were long time announcers at the Geneseo airshow and have agreed to come out of their three year retirement and step in for the show. Their 30 some years of experience means the show can proceed without even a hiccup! Welcome back (even if it is only temporarily!)



A **HUGE THANKS** to Alex Tahou from us at the National Warplane Museum for all your efforts promoting the show and for joining us this year at the “Greatest Show on Turf.”

Air Combat Command F-22 Demonstration Team



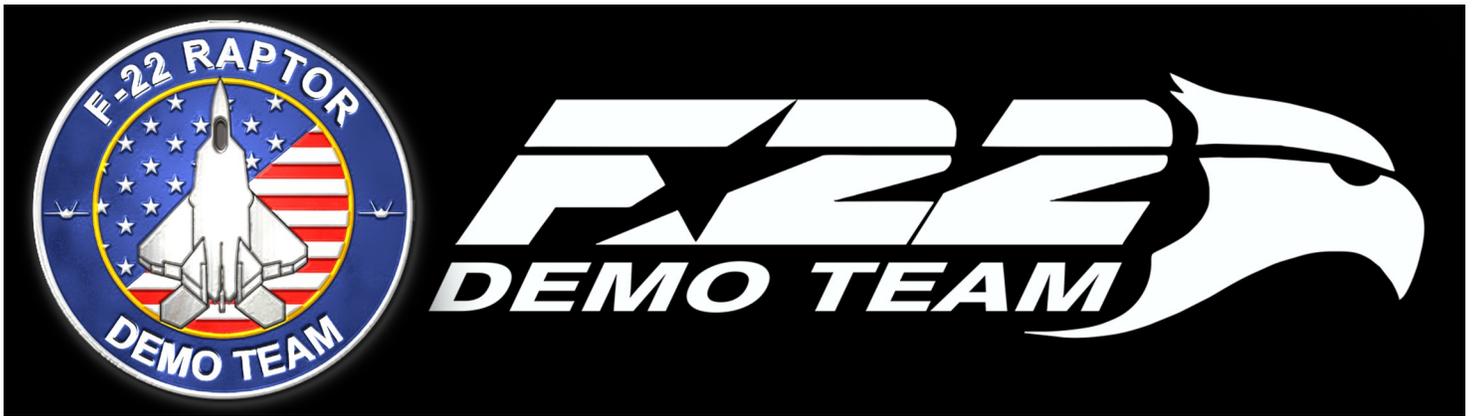
F-22A Raptor Demonstration Team aircraft maintainers prepare to launch

The Air Combat Command F-22 Demonstration Team at Joint Base Langley-Eustis performs precision aerial maneuvers to demonstrate the unique capabilities of the world's only operational fifth-generation fighter aircraft. The team also teams up with Air Force Heritage flight exhibiting the professional qualities the Air Force develops in the people who fly, maintain and support these aircraft.

Mission

The F-22 Raptor is the Air Force's newest fighter aircraft. Its combination of stealth, supercruise, maneuverability, and integrated avionics, coupled with improved supportability, represents an exponential leap in warfighting capabilities. The Raptor performs both air-to-air and air-to-ground missions allowing full realization of operational concepts vital to the 21st century Air Force.

The F-22, a critical component of the Global Strike Task Force, is designed to project air dominance, rapidly and at great distances and defeat threats attempting to deny access to our nation's Air Force, Army, Navy and Marine Corps. The F-22 cannot be matched by any known or projected fighter aircraft.



Features

A combination of sensor capability, integrated avionics, situational awareness, and weapons provides first-kill opportunity against threats. The F-22 possesses a sophisticated sensor suite allowing the pilot to track, identify, shoot and kill air-to-air threats before being detected. Significant advances in cockpit design and sensor fusion improve the pilot's situational awareness. In the air-to-air configuration the Raptor carries six AIM-120 AMRAAMs and two AIM-9 Sidewinders.

The F-22 has a significant capability to attack surface targets. In the air-to-ground configuration the aircraft can carry two 1,000-pound GBU-32 Joint Direct Attack Munitions internally and will use on-board avionics for navigation and weapons delivery support. In the future air-to-ground capability will be enhanced with the addition of an upgraded radar and up to eight small diameter bombs. The Raptor will also carry two AIM-120s and two AIM-9s in the air-to-ground configuration.

Advances in low-observable technologies provide significantly improved survivability and lethality against air-to-air and surface-to-air threats. The F-22 brings stealth into the day, enabling it not only to protect itself but other assets.

The F-22 engines produce more thrust than any current fighter engine. The combination of sleek aerodynamic design and increased thrust allows the F-22 to cruise at supersonic airspeeds (greater than 1.5 Mach) without using afterburner -- a characteristic known as supercruise. Supercruise greatly expands the F-22's operating envelope in both speed and range over current fighters, which must use fuel-consuming afterburner to operate at supersonic speeds.



General characteristics

Primary function: air dominance, multi-role fighter

Contractor: Lockheed-Martin, Boeing

Power plant: two Pratt & Whitney F119-PW-100 turbofan engines with afterburners and two-dimensional thrust vectoring nozzles.

Thrust: 35,000-pound class (each engine)

Wingspan: 44 feet, 6 inches (13.6 meters)

Length: 62 feet, 1 inch (18.9 meters)

Height: 16 feet, 8 inches (5.1 meters)

Weight: 43,340 pounds (19,700 kilograms)

Maximum takeoff weight: 83,500 pounds (38,000 kilograms)

Fuel capacity: internal: 18,000 pounds (8,200 kilograms); with 2 external wing fuel tanks: 26,000 pounds (11,900 kilograms)

Payload: same as armament air-to-air or air-to-ground loadouts; with or without two external wing fuel tanks.

Speed: mach two class with supercruise capability

Range: more than 1,850 miles ferry range with two external wing fuel tanks (1,600 nautical miles)

Ceiling: above 50,000 feet (15 kilometers)



Armament: one M61A2 20-millimeter cannon with 480 rounds, internal side weapon bays carriage of two AIM-9 infrared (heat seeking) air-to-air missiles and internal main weapon bays carriage of six AIM-120 radar-guided air-to-air missiles (air-to-air loadout) or two 1,000-pound GBU-32 JDAMs and two AIM-120 radar-guided air-to-air missiles (air-to-ground loadout)

Crew: one

Unit cost: \$143 million

Heritage Flight

Andrew McKenna (P-51) and F-22 Raptor

To take part in the Heritage Flight Program, Andrew is required to go to David-Monthan Air Base for one week out of the year, traditionally in February. Arranged by Air Combat Command, he goes with his P-51 and engages in very intensive training for about 4 or 5 days. They fly a lot of sorties and do a lot of dissimilar formation that really helps prepare them for the season.



Andrew McKenna started his flying career at age 16 when he first soloed in 1992, but finished his private pilot training at age 30 in 2007, working his way from the Piper Cub up to the T-6 Texan and P-51. Since that time, Andrew has accumulated over 3,000 hours of total time with 650 hours in the P-51 and over 600 hours in the T-6 performing at air shows and events up and down the East



Coast. Andrew has performed at over a 100 aerial events since 2009 - many as a volunteer at Arlington National Cemetery in his P-51 for fallen airmen.

Andrew wanted to maintain the look and the feel of an aircraft that had just come off the assembly line and still be able to do the Arlington flyovers and put nose art on as appropriate, so that's why his P-51 hasn't been painted yet. He's not saying he won't someday, but he just likes the clean stars and bars...



Rob Holland

is one of the most decorated, respected, and innovative aerobatic pilots and airshow performers in the world today. Flying the MXS-RH Aerobatic Aircraft by MX Aircraft, Rob Holland brings an unrivaled performance to airshows across North America, thrilling millions of spectators with his dynamic and breathtaking display. Record-setting winner of **eight consecutive US National Aerobatic Championships**, a run accomplished by no other pilot in history, Rob is also the **Four-time, defending World**



Freestyle Aerobatic Champion and was honored by the International Council of Airshows (ICAS) with the prestigious **Art Scholl Award for Showmanship**, the highest honor any airshow pilot can receive. A 1997 graduate of Daniel Webster College with Bachelor of Science degrees in Aviation/Airway Management and Aviation Operations, Rob holds ratings as an Airline Transport Pilot (ATP), Certified Flight and Ground Instructor (CFI, CFII, IGI, AGI), as well as glider and seaplane ratings. A professional airshow and aerobatic pilot for the last 18 years, Rob has accumulated more than 14,000 hours flight time in more than 170 different types of aircraft. Rob and his wife Jessica reside in Nashua, New Hampshire.

Based on the popular MXS, the MXS-RH is an all carbon fiber, competition-ready, single-seat aerobatic airplane designed and built by MX Aircraft incorporating design modifications suggested by Rob from his wealth of aerobatic experience. With its Lycoming engine producing 380 horsepower in an airplane weighing in at just 1200 pounds, this **state-of-the-art aerobatic masterpiece boasts astonishing performance**, capable of pulling 16 positive and negative Gs and able to roll at nearly 500 degrees per second. In Rob's skilled hands, the MXS-RH's "game changing" performance allows him to perform maneuvers unequalled on the airshow circuit.





ROB HOLLAND ACHIEVEMENTS

- + Four-time Consecutive World Freestyle Champion*
 - + 2011, 2013, 2015, 2017
- + Eight-time Consecutive U.S. National Aerobatic Champion*
 - + 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018
- + Nine-time U.S. National Freestyle Champion*
 - + 2008, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018
- + Only U.S. power aerobatic pilot invited to the 2015 World Air Games
- + 2015 World Air Games Freestyle Gold Medalist
- + 24 Medals in international aerobatic competition (11 Gold)
- + Eight-time U.S. Aerobatic Team member
- + 2012 Art Scholl Award for Showmanship Winner
- + 2008 World Advanced Aerobatic Champion
- + Current International Aerobatic Club (IAC) board member
- + Current International Council of Air Shows (ICAS) ACE Committee member
- + Member of the 2008 U.S. Advanced Aerobatic team which won a team Gold medal at the 2008 World Advanced Aerobatic Championships.
- + Member of the 2006 U.S. Advanced Aerobatic team which won team silver and Rob won individual silver medal at the 2006 World Advanced Aerobatic Contest in Poland.

*Only pilot in history to have accomplished.

WWW.ULTIMATEAIRSHOWS.COM

117 Perimeter Rd. Nashua, NH 03063



There are approximately 35,000 active skydivers in North America, and only 15% are women! The Misty Blues team is 100% women. The ladies on the team come from all



across the US to demonstrate their amazing skydiving skills. Since the early 1980's The Misty Blues All Woman Skydiving Team has been thrilling audiences at air shows, corporate events and other special occasions around the world. These exceptionally talented and brave ladies delight in displaying their

parachuting talents that make them some of the most skilled skydivers in the world. They do things in the air that make people look up into the sky and feel excitement, patriotism or the thrill of a shocking visual treat

Not only are these women great skydivers, but they are also highly successful professionals with full-time careers ranging from an accounting consultant, patient care coordinator, and an engineer to a welding instructor, carpenter, and gemologist. The team is made up of 13 women, four of whom attend every show. The ladies favorite part of their job is landing after an astonishing jump and walking out to the crowd line to meet as many fans as possible, pass out stickers and pose for photographs with excited spectators!



<http://mistyblues.net/>

Greg Koontz and the Alabama Boys

Greg Koontz has been performing in airshows since 1974, when he joined Col. Moser's Flying Circus and learned his trademark maneuvers from the best in the business. This airshow season, Greg returns to his roots to bring back good old-fashioned family entertainment in the best flying circus tradition! With TWO complete airshow acts, Greg Koontz and the Alabama Boys are a complete airshow package!



The Lycoming AEIO-360 engine with 180 horses, inverted fuel & oil systems and large wing allows for an up front and down low performance. Greg Koontz flies this popular plane through a solo aerobatic routine that demonstrates its agility with a full set of outside loops, vertical rolls,

snaps & tumbles (not particularly in this sequence) and inverted passes. The grand finale is a down low, in the dirt inverted ribbon cut! We make it easy on the announcer as well. Announcing Greg's maneuvers play-by-play is not necessary, and he will address the crowd from the cockpit during his routine.



The Alabama Boys Flown in the 1946 Piper J -3 Cub, this act begins as Greg - farmer Clem Cleaver - climbs up on the announcer's stand, demanding a flight lesson. Later in the show, he "steals" the plane and takes off alone, with

his whole crew chasing. Grandpa shoots off a tire to get him down, and Clem lands on his pickup truck driven by Grandpa Fred as it races down the runway.



Rick Volker

Rick Volker is an unlimited category International Aerobatic Club pilot and has competed in aerobatic competitions for many years in high performance aircraft such as the Pitts and Sukhoi. Rick has won numerous regional aerobatic events. He is a former competitive swimmer, speed skater, bicycle racer, cross-country skier, and body builder. Such is the type of conditioning required to fly at this level, as Rick alternates between plus 11 and minus 6 Gs, often in the same maneuver. Rick is a practicing dentist in Niagara Falls, New York and currently teaches advanced aerobatics to local pilots in their own aircraft.



rickvolker.com/

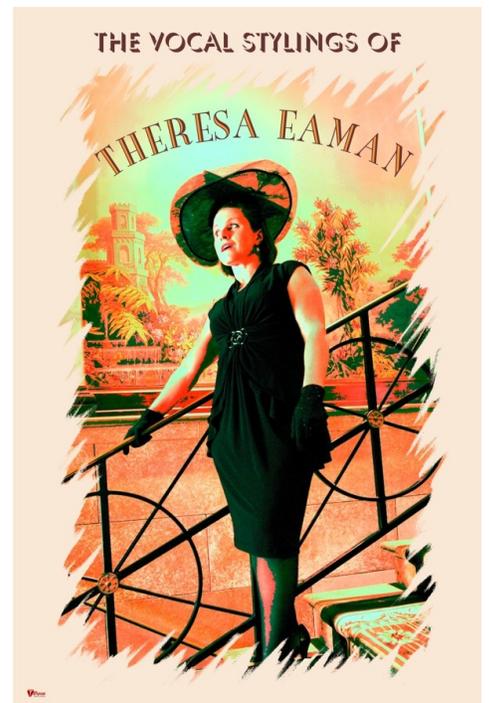


The Sukhoi SU-26M is a single-seater aerobatic aircraft from the former Soviet Union. powered by a single radial reciprocating engine. The Su-26 has mid-mounted straight wings and fixed

Theresa Eaman

Theresa Eaman is an accomplished vocalist who specializes in the music of the WWII era as well as Jazz Standards. Her main focus is performances at WWII themed air shows and events, but she has found success performing her music at Military air shows as well . She also sings the National Anthem for many types of events, including for major League baseball teams.

<https://www.facebook.com/yourfavoritesinger/>



Lou Horschel will be here with both his Mustang and his Corsair.



**“MAD MAX,” P-51 Mustang
(Cavalier ETF-51D)**

named after the man who first restored the plane, Max Chapman. The name was further derived from a movie found during a Blockbuster Video store search.

Lou’s FG-1D Corsair (Bu.88090/NZ5612) shipped from the US to New Zealand on April 29, 1945 aboard the USS Benjamin William and served with the No.14 and No.17 squadrons. She was rescued from the Rukuhia (NZ) aircraft graveyard in 1972. With a few spare parts from other planes, today she flies beautifully. A second F4U Corsair, piloted by Matt Kropp (Albany, NY) will also be in attendance.



Thom Richards (Warbird Adventures, Ninety Six, SC) will be here with his TP-40 “American Dream”

Richards has flown a variety of warbirds, but the Curtiss P-40 Warhawk had become his favorite. Richard desperately

wanted a TP-40, the dual-control trainer, with which to share his love of the airplane. His search came to a successful end in February 2018, hence the name “American Dream.”



of

C-47B #43-48716 “Luck of the Irish”

During the 2019 “Greatest Show on Turf”, the Air Heritage flying museum’s combat-veteran “**Luck of the Irish**” blew its right engine, which unfortunately left the plane idle in Geneseo for over a year. The engine required a complete overhaul. We are glad to be welcoming her back!



C-47B #43-48716, “**Luck of the Irish**”, was delivered to the 9th Air Force’s 75th Troop Carrier Squadron on September 30th, 1944. The 75th TCS itself was a part of the 435th Troop Carrier Group, which itself was a part 53rd Troop Carrier Wing.

The plane is too young to have flown in Operation Overload or Operation Market Garden, but it did make it to two other large campaigns. It flew two Resupply missions over the Battle of the Bulge on December 24th and December 26th, 1944 in which it dropped supplies from para-packs as well as from inside the fuselage to the surrounded troops below in the city of Bastogne. It also took part in Operation Varsity, the single largest air drop of troops and supplies during a single day, even to date. Over Varsity it towed



It

two Waco CG-4A gliders full of troops.

Overall, it flew in 25 Fully Combat-Operational Resupply Missions in the European theatre from its base in Welford Park, England and Bretigny, France. It also flew 13 missions in which it evacuated American, British, French and even German POWs.

<https://airheritage.org/>



Rob Gillman’s Vultee BT-13A

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. For more information see:

<https://nationalwarplanemuseum.com/wp-content/>

Skipper Hyle's "J's Bird" was received by the Royal Canadian Air Force (RCAF) on September 9, 1952 and served with the No. 1 Flying Instructor's School at RCAF Station Trenton, Ontario. The aircraft was struck from the records on August 15, 1966. It spent some time with the Canadian



Warplane Heritage, a flying museum similar to the American Airpower Heritage in this country, based in Ontario, Canada. After that it ended up in Vancouver, British Columbia where it was used in an aerial combat operation, "fighter pilot for a day" if you will. The paint scheme represents that applied to training and administrative aircraft in Britain during WWII. The serial number you see actually belongs to a Harvard MKII that saw service in England during that period.

CANADIAN HARVARD AIRCRAFT ASSOCIATION Formation Flying Team

Located in Tillsonburg, Ontario, the mission of the CHAA is to Acquire, Preserve, Restore, Maintain, Display and Demonstrate the Harvard and other training aircraft associated with the British Commonwealth Air Training Plan and the Royal Canadian Air Force.



<https://harvards.com/>





LH-47 “Chinook”

The Boeing CH-47 Chinook is an American twin-engine, tandem rotor, heavy-lift helicopter developed by American rotorcraft company Vertol and manufactured by Boeing Rotocraft Systems. The CH-47 is among the heaviest lifting Western helicopters. Its name is from the Native American Chinook people of Washington state.

This aircraft is stationed at the NY ARNG Army Aviation Support Facility #2 (Rochester Airport) with:

Detachment 1, Company B, 3rd Battalion, 126th Aviation Regiment

UH-60 “Black Hawk”

The Sikorsky UH-60 Black Hawk is a four-blade, twin-engine, medium-lift utility helicopter manufactured by Sikorsky Aircraft. Named after the Native American war leader Black Hawk, the UH-60A entered service with the U.S. Army in 1979, to replace the Bell UH-1 Iroquois as the Army's tactical transport helicopter. It provides air assault, general support, aeromedical evacuation, command and control, and special operations support to combat, stability and support operations. This versatile Black Hawk helicopter has enhanced the Army's overall mobility due to dramatic improvement in troop and cargo lift capacity. The Medical Evacuation (MEDEVAC) version of the UH-60M, the HH-60M, includes an integrated MEDEVAC Mission Equipment Package kit, providing day, night and adverse weather emergency evacuation of casualties.



This aircraft is stationed at the NY ARNG Army Aviation Support Facility #2 (Rochester Airport) with:

Charlie Company of the 1st Battalion, 171st General Support Aviation Battalion

National Warplane Museum Aircraft



D-Day Veteran Douglas C-47 "Whiskey 7"



MARC's Boeing B-17 "The Movie Memphis Belle"
(Static Display)



Aeronca Champ L-16A



1946 Aeronca Champ L-16B



L-21 Super Cub Replica



Fairchild C-119 "Flying Boxcar"
(Static Display)



Lockheed C-130A "Saigon Lady"
(Static Display)

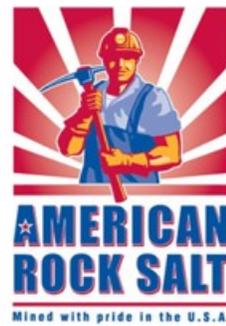


Steve Nesbitt's Fairchild PT-26
(Static Display)



World War I Replica German Aircraft
JB Allred's Fokker DI tri-plane
Jeff Brooks' Ranger powered Fokker DVII bi-plane

Thank you to our sponsors





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MUSEUM**

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Museum Hours:
November 1 through April 30
Mon., Wed, and Sat. 10 a.m.—3 p.m.
May 1 through October 31
7 Days a week 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.

APPLICATION FOR MEMBERSHIP (OR RENEWAL)

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