

Hangar Tales

Official Newsletter of the National Warplane Museum



INSIDE THE HANGARS

- Our Latest Rides Day at Bradford, PA plus Calendar
- Military Vehicles Preservation Association (Finger Lakes Chapter) at the Airshow
- Vietnam Veterans Pinning Ceremony plus Revisiting Daniel Gill, As He Flies Again
- Long Hangar Memorial Display plus New, Eye Catching, Long Hanger Display
- AeroShell T6 plus The National Warplane Museum is Pleased to Welcome...
- Our Latest Visitor plus Worker Bees Come In All Sizes
- Boxcar News plus Kid's Page
- Fund Raising News plus Fly-In Breakfast
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Rides Day Bradford, PA (Aug. 7)

by Craig Wadsworth

“Whiskey 7” had its first event away from Geneseo in a long time. We had been invited to visit long ago and conditions were right. We took part in an airport event to raise funds for the local Girl Scout Troop and bring attention to the local airport. During the day we took five loads of riders up for a tour of Bradford and the surrounding area including the Kinzua Bridge (a famous trestle style rail bridge and local attraction) and hope they consider inviting us back in the future.....



Kinzua Bridge (Kinzua Bridge State Park)

Next, we will take the time to get the airplane ready for the trip back to Ashtabula Ohio and D-Day Ohio (Aug 19-21).



Onboard W7 for the trip down to Bradford



W7 as seen from inside the airport restaurant

2021 Calendar of Events



3489 Big Tree Lane, PO Box 185
 Geneseo, NY 14454
 585-243-2100
www.NationalWarplaneMuseum.com



EVENT	Date	CONTACT
MARS Sport Launch	8/14 - 8/15	www.marsclub.org
Yankee Air Pirate Challenge	8/20 - 8/22 **	Mark C. Rzacca (wnyffs@gmail.com)
Vietnam Veteran Pinning	8/27	(585)243-2100
Living History Weekend	9/4 - 9/5	(585)243-2100
Fly In Breakfast 8am - 12pm	9/6	(585)243-2100
Wargames Among Warbirds	9/11	wargamesw@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	10/9 - 10/10	Roy Smith aeronut.kos.net
Wags For Warbirds	10/16	(585)243-2100
Veterans Day	11/11	(585)243-2100

Dates Subject To Change

* Subject to permits and approval by authorizing agencies

** Please note corrected dates



“Orville” (Mac) McLane tries his hand at prop starting the stubborn Fokker DR2. Even he could not persuade it to come to life. (It did so, however, later in the month.)

Military Vehicle Preservation Association - Finger Lakes Chapter at the National Warplane Museum 2021 Airshow by Richard Senges (MVPA-FLC)

The Military Vehicle Preservation Association - Finger Lakes Chapter (MVPA - FLC) is an affiliate of the national MVPA. The Finger Lakes Chapter is a local upstate New York group. It has about 40 people who own and/or appreciate vintage military vehicles. The mission is shown below.

Mission: The MVPA - FLC is dedicated to providing a local organization for military vehicle enthusiasts, historians, preservationists and collectors interested in the acquisition, restoration, preservation, safe operation and

At the 2021 National Warplane Museum Airshow, the MVPA - FLC displayed 11 vehicles from the transitional jeep to the more exotic Weasel and World War II motorcycle with sidecar. Each owner of these classical historical military vehicles has strived to restore their vehicle accurately and in a way which aids public education. The restorations may also reflect some personal interest in a particular era, branch of the service or personal experience.



Left to Right: 1944 GPW jeep, CJ3A conversion/WWII Willys jeep, 1941 G506 Army cargo truck, 1942 CJ2 conversion/WWII jeep, 1954 M38A1 jeep, 1944 M29C Weasel, Command Car - 1943 Dodge WC 56, 1950 Ford 8N tractor clone, M151 MUTT jeep, and BMW 71 motorcycle. The DUKW amphibious vehicle to the far right is owned by the National Warplane Museum.

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("MVPA-FLC" continued)



1944 GPW WWII jeep restored by Richard Senges. Brian Klande stands to the right.



Left: CJ3A conversion WWII Willys jeep by Brian Klande. Brian is standing on the right and Jeremy Kladke is on the left.



1941 Army cargo truck G506 driven by its owner Kyle Roloson at the Airshow. Kyle and Allan Roloson restored this truck. It was in *Military Vehicles* magazine in 2019.



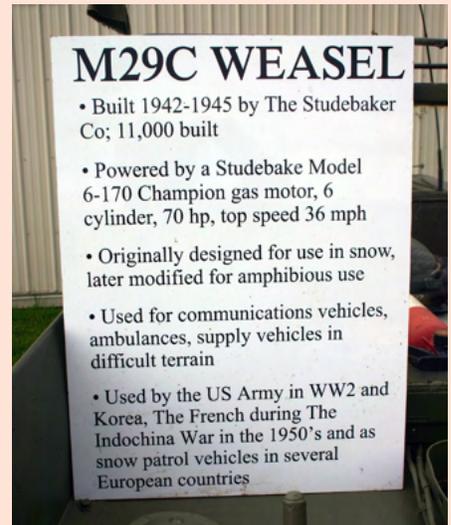
1947 CJ2 conversion WWII jeep by Kyle Roloson.



1954 M38A1 Korean war jeep was restored by Dennis Knab.



1944 M29C Weasel restored by Frank Arpino.



M29C WEASEL

- Built 1942-1945 by The Studebaker Co; 11,000 built
- Powered by a Studebake Model 6-170 Champion gas motor, 6 cylinder, 70 hp, top speed 36 mph
- Originally designed for use in snow, later modified for amphibious use
- Used for communications vehicles, ambulances, supply vehicles in difficult terrain
- Used by the US Army in WW2 and Korea, The French during The Indochina War in the 1950's and as snow patrol vehicles in several European countries

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("MVPA-FLC" continued)



1950 Ford 8N tractor (clone) restored by Jim Neufeglise. Note the *Fighten 55th* insignia. A M29C Weasel is on the left.



Bill Murphy with his restored Command Car 1943 WWII Dodge WC56.



M151 MUTT restored by Scott Ridley.



BMW 71 motorcycle with side car restored by John Tyler.



Left to right: CJ3A conversion/WWII Willy jeep by Brian Kladke, 1941 G506 Army cargo truck restoration by Kyle Roloson, 1947 CJ2 conversion/WWII jeep by Kyle Roloson and 1954 M38A1 jeep restoration by Dennis Knab. Note the MVPA - FLC sign and the demilled bomb shell.



**CONGRESSMAN
CHRIS JACOBS**

Livingston - Ontario - Monroe
**VIETNAM VETERAN
PINNING CEREMONY**

Friday, August 27th, 2021
3:00 PM EST

National Warplane Museum
3489 Big Tree Lane
Geneseo, NY 14454

Contact Mike Hicks to RSVP or for more information
Michael.Hicks@mail.house.gov | 585.519.4002



Please feel free to share this with anyone you know that served during Vietnam or who may have a relative that served who has not received a pin and presidential proclamation.

REVISITING DANIEL GILL, 94, AS HE FLIES AGAIN

by Jamieson R. Steele

The last Hangar Tales featured Daniel Gill, 94, in his 9th Air Force Ike jacket with the stunning 78th Fighter Group, bullion, shoulder patch. His service time was as a mechanic, but also did some flying to check out various planes as a sergent. He did get a private pilot license after the war, but has not flown in years.



Wearing his beautiful Ike, he was treated by his family to a ride with Don Nichols in our L-Bird. Don let him take the stick, and he flew over half of the extended trip. After he got out of the plane, his grandson asked him how he liked flying again.



He just said,

“Oh, it comes back quickly”, and walked along with his family, needing no assistance. He did allow that flying over Cone-sus Lake was his favorite part of the flight.



LONG HANGAR MEMORIAL DISPLAY

by Jamieson Steele

In the last Hangar Tales, Bevin Lynn gave a preview of the Gold Star Mothers special display for Memorial Day in Swanson Hall. Most of it had been in the long hangar, but was moved, and embellished for this event. It has now been place back in the hangar with many improvements, thanks to Bevin's artistic skills.



However, new to the Memorial Day display, and now in the hangar, is a tribute to Corporal Joseph Toner, US Army, who went missing in action on 11/26/1950, during the Battle of the Ch'ongch'ong River, in N. Korea. His story and picture are in the Gold Star Mother display, courtesy of his sister, Jeanette Toner Schelberg, who was born a month after he went missing.

Of course, there is more to this story. Jeanette contacted our museum to see if we would like an album full of

(Continued next page)

("Long Hangar Memorial Display" continued)

post and greeting cards, photos and other WWII memorabilia from her husband's uncle. The photo of it showed it to be quite large, and I responded that she could bring it in, in person, and I'd give her a tour. Well, she is in NJ, but allowed that she would love to visit someday, credit to our new and improved web page.

We got the album, and it was indeed full of some great items, and is in the new Service Star display. I again told her we loved it. Oh, what else did she send? The 8th Air Force mechanic's 9x5.5 burial flag, and a check for \$100 for taking the items. Seems that no other museum even got back to her with a 'thanks, but no thanks'.



Back to Cpl. Toner: she then sent me a box of items. A thank you note to us, a check for \$100 for our raffle, and the picture and story about her brother, who she never knew. Also, a very substantial check, thanking us for doing what we do. WOW!! All because we took the effort to respond.

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NEW, EYE CATCHING, LONG HANGAR DISPLAY

by Jamieson Steele, Collections & Display

The most impressive Walter D. France display in Swanson Hall boasts nearly 500 aircraft, and if you have not seen it, you will not be disappointed. I was told there was also a collection of WWII recognition aircraft, but I had not located them, but while looking for something else, I found them. Isn't that how it goes, look for your car keys, and find a long missing credit card.

I took the boxes to the hangar to unpack, and boy, where they packed carefully, and being very delicate, it took a long time to do so. Each separate, brown wrapped, package was like Christmas. I was just amazed that these 1942 dated, Bakelite, planes were in such good condition. However, knowing the France family, I was not surprised.

In total, 35 different WWII aircraft that were used to train gunners, pilots, ground installations, and aircraft observers to recognize various aircraft, and in an instant know if it were friend or foe.



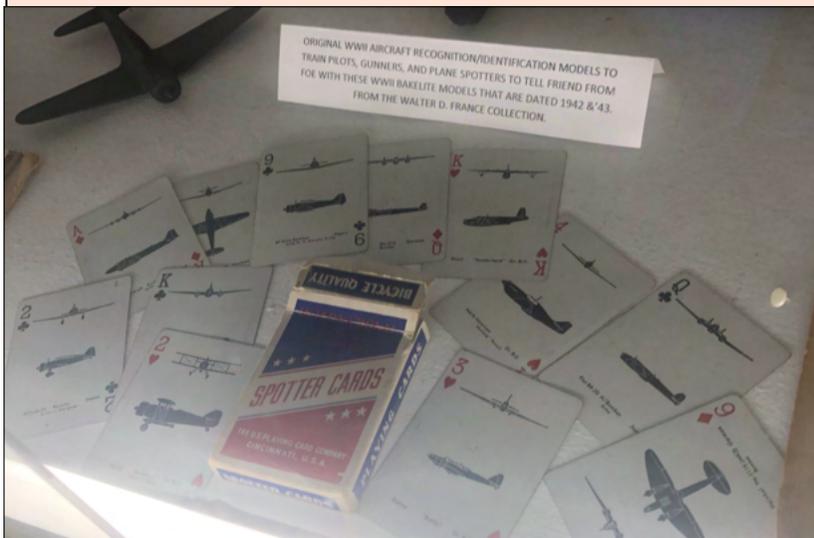
Even stateside, there were many ground observation stations, ever on the lookout for hostile intruders. AWS, Air Warning Service, and GOC, Ground Observation Corps.

(Continued next page)

("New, Eye Catching, Long Hangar Display" continued)

The black models are all named, and have a filament to hang them, if not being hand held. The collection is now inside a cabinet that is all white, so the stark outline of the black planes is quite eye catching. I hung some, while others are on the base of the display case, with some wartime plane ID playing cards, and a plane and a ship ID booklets.

We were gifted three of these cabinets, with glass fronts, from the Bloomfield Historical Assoc. courtesy of our own Bob Howard. A quick aside: did you know that Bob and I graduated from Forestry College, now ESF, in the same class. Yes, we went there before there were trees, just in case!



I grew up outside of Syracuse, and well into the 50's there was an observation tower just outside of the village, and it was in use. We had a Cub Scout tour there, and the ID pictures were on the wall, binoculars on the table, and large windows,

watching for Russian planes, which, thankfully, never appeared. I don't recall if they had ID models, but I am sure they did.

AeroShell T6

A Conversation with Mark Henley

By Brian Trzaskos

Mark Henley was at the Museum as the check ride examiner for Pete Trichler and Ruben Alconero. He is also a member of the AeroShell Acrobatics Team. I had an opportunity to speak with him just before he left in his T6 on Thursday. This is what I learned about this Texan.

After World War II this T6 went to Davis Monthan and was put into mothballs. (In the late 40's they started to turn them into artillery spotters. We used during Korea, they were called the Mosquito Squadron. These T6s were equipped with phosphorus rockets which they would fire at targets and the artillery



would know to home in on the smoke.) It was sold to the French government and was used as an artillery spotter in the late 50's during the French-Algerian War. Those airplanes were always subject to small arms fire, as they flew over the top of



the enemy trying to identify targets. This airplane has 5 or 6 bullet holes in it. The patches are still there.

It's been on the AeroShell team for 24 years. Henley has over 5000 hours in the airplane. The airplane is basically a stock T6, except for the ra-

dios and paint job. It has a Hamilton Standard 12d40 propeller, with 6101-12 blades, and a box stock Pratt & Whitney R-1340-AN-1 Wasp radial engine.

"Everybody thinks we have hopped up engines," said Henley. He says he can take any stock T6 and fly his routine. "There's nothing special about this airplane. It's just a plain ol' T6," says Henley.



Nothing special indeed!

The National Warplane Museum is Pleased to Welcome.....

by Craig Wadsworth



It is not hard to get people who are interested in flying W7 (can you blame them?) but it is another thing to find people who will work to become part of the team and commit to what we do and why we do it. I am happy to announce that Ruben Alconero and Pete Trichler both passed their Type Rating rides today and will be transitioning to the left seat. Congratulations to both and I look forward to more flights with you in the future!!

Pete Trichler (L) and Ruben Alconero (R) pose with their type rating examiner, Mark Henley (C).



Our Latest Visitor

by Brian Trzaskos

From time to time, transient aircraft drop in on the museum. Some come to the visit the museum. Some are people on business in the area. Some are visiting friends in the area or students at the college. Some just stumble upon us as they are travelling cross country. Often the planes they are flying are unique enough, at least to me, to be included in this newsletter.



On Thursday, August 5th, we had such a visitor, Joe Ruscito, land at the museum airstrip. While I did not get to meet him in person, he was very gracious and responded to a note I had left on his plane. Joe is an engineer from Boise, Idaho. He was travelling to Maine, via Oshkosh and Connecticut and happened across D52 by chance. He decided to land and visit Geneseo for lunch. I hadn't heard him land or I would have offered up a ride. But he travels with a motorized board, so off he went!

Joe's plane is a Series 7 Kitfox Super Sport. This plane was home built from the kit and, according to Joe, is the second most common home built aircraft around. It is powered by a Rotax 912is, an injected, normally aspirated engine (see sidebar for specifications). He likes it for his ability to be off airport. He says he makes 2 cross country trips in the plane a year. Maybe we'll see him again on his return trip!



Specifications:

Seats = 2 Side-by-side
Wing Span = 31 ft
Wing Area = 132 sq ft
Cabin Width = 43 in
Length = 19 ft. 8 in
Wings Folded Width = 8 ft 0 in
Height = 5ft 8 in (w/tail wheel)
Height = 8 ft 0 in (w/Tri-gear)
Fuel Capacity = 27 Gal
Baggage Capacity = 150 lbs
Flight Load Limits = +3.8G / -1.52G
 (+150 % Safety Factor)
Max Load Factor = +5.7G / -2.28G

Performance

Take Off Roll = 290 ft
Rate of Climb = 1000 fpm
Stall (Flaps Full) = 42 MPH
Cruise = 123 MPH (TAS)
Landing Roll = 290 FT
Max Gross (EXP) = 1550 LBS
Max Gross (LSA) = 1320 LBS
Empty Weight = 750 LBS
Useful Load = 800 LBS
LSA Cert. = Limited 1320LBS on Gear
 1430LBS on Floats

<https://kitfoxaircraft.com/aircraft-kits/>

Rotax 912 IS

Engine Family = 4 Stroke
Cylinders = 4
Performance = 73kW / 99HP
Weight = 63.6 kg
Performance/RPM =
 73.5kW/5800rpm
Engine Torque/RPM =
 130 Nm/5800rpm

flyrotax.com/produkte/detail/rotax-912-is-isc-sport.html

WORKER BEES COME IN ALL SIZES

by JamiesonSteele

The lead up to air show is a confusing mosaic of bits and pieces coming together by volunteers of all sorts, somehow making it all happen. When we think of the young volunteers, one might think of the CAP group. However, I was blessed with a mom and her four sons who would do absolutely anything I aimed them at, and did it well, very well, indeed.

Jolene Plane, and her four sons; Garrett, Wyatt, Levi, and Malock, were a team of energized helpers, all quite young, who swarmed over the various cleaning projects with enthusiasm. Many young folks do volunteer, but the quality of these kids was just outstanding. They were not there for just one day, they came in for three days, and got an amazing amount of cleaning, dusting, and moving stuff to chase out the elusive dust bunnies, and all with smiles. I rewarded them with a few spent 50 cal. shells.

After air show, they showed up again, and were tasked with cleaning out the freezer, fridge shed. They dove into the project, and we saw walls, and floors that have not been seen in decades. Items went through a triage, and were neatly replaced, or put in the dumpster.

Not to be remiss, Mom worked right along with them, but declined a spent shell. Donna tells me they will be back again to help us tidy up a bit. Thank you Plane family. Yes, I see the obvious about the last name, but will leave it unsaid.

More Kitfox Photos



Boxcar News

by Kevin House and Dave Kolchuk



Thanks to the Boxcar Boys for a successful presentation of the C119 Flying Boxcar at this year's Geneseo Airshow. We started preparing for the airshow by borrowing a set of metal stairs from the C130 crew. The idea was to have visitors enter through the Boxcar crew door and have them exit through the back. Bob Cox used his truck to tow the stairs behind the C119 and Larry Jones proceeded to power wash it. Paul Nothnagle built some

new railings for visitor safety. After Bob and Larry mounted the railings, the stair ramp was secured to the back of the boxcar.

Meanwhile Dave Kolchuk was cleaning the prop blades and adding bird proofing gel. Kevin House gave the aircraft a good power washing. The inside of the plane was then thoroughly cleaned. We were ready!



We were allowed to open up the aircraft to the public and they loved it! We gave tours of the airplane to hundreds of visitors and sold some Boxcar t-shirts, hats, and used aviation magazines. A steady stream of people entered through the crew door, and exited out the back on stairs borrowed from the C130 crew. It was a pleasure to see people climb the crew entry stairs and enter the splendor of the Flying Boxcar. Boxcar Boys Bob,

Kevin, and Paul gave tours inside the plane and answered a ton of questions. The children were especially enthralled with being able to get up close to a real military cargo plane, and even sit in one of the pilot's seats placed back in the cargo area. Their parents showed appreciation by making contributions to our donation barrel which supports our restoration efforts. There are more attractive and larger airplanes at the National Warplane Museum of course, but the C119 seems to bring awe and joy to all who enter!

More Pictures from the Boxcar



Kid's Page

My Visit to the National Warplane Museum By Ginger Blasiol

July 29, 2021

On my summer vacation to New York my grandpa, Jim Kraus, took me to the National Warplane Museum in Geneseo, New York. The museum is a place where airplanes from different wars are on display. It also has military uniforms, model airplanes, a library full of books about flying, and a museum store with neat things to buy.

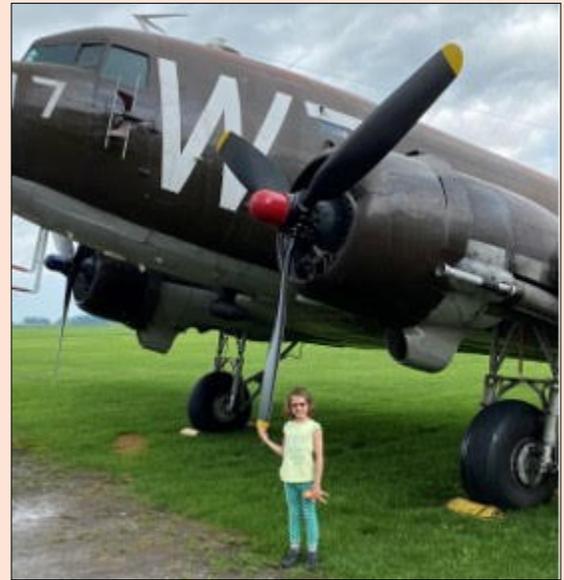


Ginger on the C-45

Most of all, I really liked to see the airplanes. My grandpa showed me how to work the controls on the airplane. I even got to sit in the pilot's seats on Whiskey 7 and the C-45.

Then we saw the briefing room and the American Home display where we could see what people's homes looked like during World War II.

I plan to come back again with my grandpa and see all of the things we did not have time to see on this visit. I also want to come back next year during the airshow.



Ginger by W-7

Ginger Blasiol
8 years old
Franklin Farm, Virginia

Editor's Note:

"Hangar Tales" is always on the lookout for items that may be of interest to our younger readers. If you have a story or picture to share, please, send it our way! We are also looking for puzzles and/or activities to share. Send to: newsletter@nationalwarplanemuseum.com

FUNDRAISING NEWS!

By Larry Jones



Our airshow proved to be a tremendous success not only in terms of attendance and spectacular aviation entertainment, but in the generosity of show goers as well! Selling nearly 250 raffle tickets during our airshow we now stand at well over \$16,000 in total receipts and are on our way to making a tidy profit to go towards Whiskey 7 and the museum! Thank you to all

who chipped in to sell tickets during the show!

Also, a reminder as we approach our drawing date of September 18th, to members who are still holding tickets, stubs, and monies, we'd like to get these all collected within the next month or so to ensure all stubs are in for our drawing! Of course, if you need more tickets, as many of you have requested, give us a holler by calling the museum @ 585-243-2100 or email me at:

Larry.Jones@nationalwarplanemuseum.com.

Again, **THANK YOU** for your unbelievable participation in this year's Fundraising Raffle!

<p>Name: _____</p> <p>Address: _____</p> <p>Phone: _____</p> <p>Email: _____</p>	<p>Help Keep Her Flying WITH A CHANCE TO Win \$5,000!</p> <p>2nd Prize: Weekend for Two at the Glen Iris Inn—Letchworth State Park</p> <p>3rd Prize: Ride for 2 in Whiskey 7! <small>Or cash equivalent dependent upon flight availability</small></p> <p>\$10 Per Ticket</p> <p>6/\$50</p> <p>Drawing at Noon: Sept 18, 2021 National Warplane Museum 3489 Big Tree Lane, Genesee, NY</p> <p>Must be 18 or older to enter Need not to be present to win</p> <p>Chances of Winning: 1 in 6,000</p>	
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National Warplane Museum & Kiwanis Club of Southwest Rochester Fly-In Breakfast

3489 Big Tree Ln, Geneseo, NY
Monday, September 6th, 2021



8am - 12pm

Adult: \$8

Children: \$5

4 & Under: Free



Pancakes, Eggs, Sausage, Coffee, Juice

Proceeds to help fund a new exhibit honoring the Tuskegee Airmen, dedicated in memory of NWM and Kiwanis member, Charles Price, and NWM member Wallace Higgins.

For More Information:

(585) 243-2100 ~ www.nationalwarplanemuseum.com



Proudly Done in Partnership With:



Kiwanis

Club of Southwest Rochester

RIFLE COMPETITION!

By Larry Jones



Saturday, June 26th was a hot and muggy day and the National Warplane Museum was the scene of the Western New York Precision Rifleman, a social group of likeminded competitors who train and attend Precision Rifle matches across the North East.

Plans for this event began back in December when Rochester police officer, Mike Murphy, contacted us to hold a local competition on our museum grounds. Shortly after 9AM, nearly 40 shooters from central and western New York as well as Pennsylvania began focusing in on targets on the north side of our runway. Shooting from their “fire line” behind our big hangar, target



distances ranged from 350 yards all the way to 1,000 yards as many were hit “spot on” with precision accuracy! The runway was closed for the day as a few onlookers watched the competition, obviously from a distance!



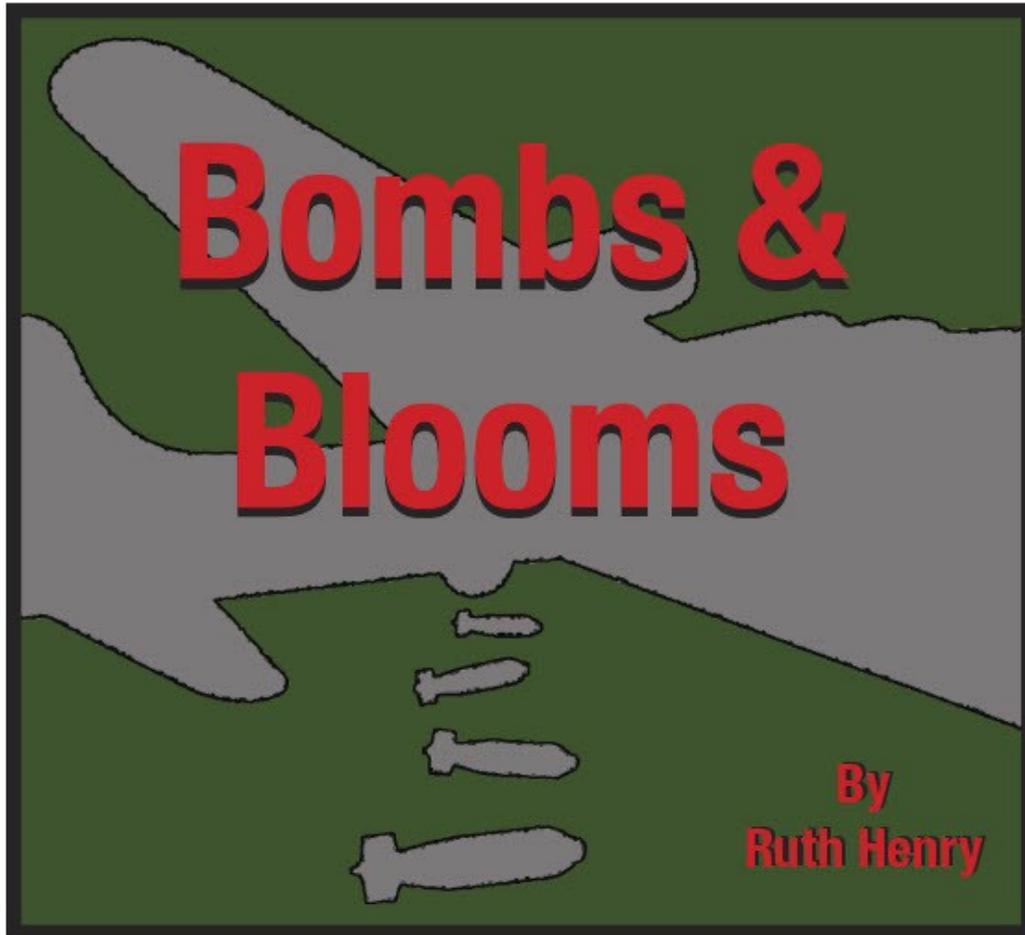
Museum volunteers fed the hungry crew and at the end of the day when the smoke cleared, it yielded a successful day for everyone; the shooters who were elated with the challenges of the multi-directional winds across our plains and the museum for the tidy donation they left us (nearly \$1,400) for the use. Thank you to all who participated!

2021 GENESEO AIR SHOW: MY VIEW

The world’s greatest conductor, Dave Cooper, can be at the podium, with a great score, and he can wave his baton in the air with great fever to the score, but if there are no orchestra members, there is no music. Air show 2021, thank you everyone.

Jamieson R. Steele, Volunteer

Historical Musical Drama



Sept. 30- Oct. 2, 2021

Thu. 9/30: 10 am • Fri. 10/1: 10 am & 7:30 pm

Sat. Oct. 2: 7:30 pm

General Admission: \$26.00 at door (\$24 pre-sale)

Matinee & Military Veterans: \$22.00 at door (\$20 pre-sale)

Students: \$16.00 (Suitable for ages 8+)

National Warplane Museum

3489 Big Tree Lane

Geneseo, NY 14454

www.NationalWarplaneMuseum.com

For more info Email: henryr@nycap.rr.com or Call: 585-243-2100



This project made possible with funds from the Decentralization Program, a regrant program of the New York State Council on the Arts, with the support of Governor Andrew Cuomo and the New York State Legislature and administered by the Genesee Valley Council on Arts at the Livingston Art Center, a member supported organization.



Amateur Airshow Photography

by Jim O'Neill, Volunteer



Taking great images at airshows is easy and affordable. You need a camera body that can change lenses, a moderate telephoto lens, and now, software.

Each month manufacturers release new camera bodies that have new capabilities. However, you may want to look at entry level or used cameras that will accurately focus on planes in flight, produce a quality image, but cost a few hundred dollars. You may already own a camera that will work.

Planes at an airshow do not fly that high. What you need is patience, not a long expensive lens. Photograph the planes when they are taking off or landing. Pilots will frequently do a low fly over just for photographers. You want to avoid shooting at great distances as the atmosphere reduces image quality.

I spend five hours at an airshow and only during some of the Blue Angel tricks do I require better than average equipment. These tricks take only ten minutes leaving the rest of the day full of shots for photographers at all skill levels.

I now shoot with a camera body that has a DX sensor, can shoot at 1/8000 of a second, and shoots 8 frames per second. I use an FX 70-300mm lens. Years ago, I used film cameras that were far less capable and still took good images.

Software, installed on your computer, is the new dimension in digital photography. Artificial Intelligence(AI) software is improving rapidly. I can now shoot in very low light, at fast shutter speeds and get images that look great when printed at large sizes. This software will evolve to do things you can only dream of now.

Take your camera and lens combination and go shoot. Digital images are free so experiment. Try different shutter speeds to see what works for the distance you shoot at. Remember planes vibrate so you will need a faster shutter speed than you would use for other types of photography. Examine the results and go shoot again.



**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
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.

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