

Hangar Tales

Official Newsletter of the National Warplane Museum



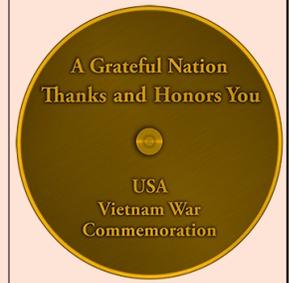
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Vietnam War Veterans Pinning Ceremony

By Brian Trzaskos



On August 27th, NY Congressman Chris Jacobs hosted a pinning ceremony for Vietnam War veterans at the National Warplane Museum. The ceremony honored veterans from Livingston, Ontario and Monroe counties who served on active duty in the U.S. armed



National Warplane Museum members among those honored at the ceremony: Don Higgins (L), Steve Struble (C) and Dave Williams (R)

forces from Nov. 1, 1955, to May 15, 1975. Each veteran was presented with a lapel pin, as well as a Presidential letter and Congressional Commendation. The pins were provided by the United States of America Vietnam War Commemoration organization, which is sponsoring a series of 50th anniversary events. The pins are a long overdue thank you to the veterans and to their families and carry the message “A Grateful Nation Thanks and Honors You”.

The Museum’s C-130A cargo plane, “Saigon Lady”, provided the background for the ceremony. Originally part of the Smithsonian National Air and Space Museum’s collection, the Warplane Museum expressed interest and acquired ownership in 2017. The plane was



finally delivered to the Museum in 2019 where it is undergoing restoration to static display as the centerpiece of the Museum’s planned memorial to Vietnam War veterans.

The National Commemoration was authorized by Congress in 2007 (HR 4986) and established under the secretary of defense. It was signed into law by President Bush (Jan. 28, 2008) and officially launched by President Obama on May 28, 2012.

(More Photos next page)

("Vietnam War Veterans Pinning Ceremony" continued)



Presidential Proclamation



Veterans assemble besides the "Saigon Lady" with Congressman Jacobs



Reminder!

The National Warplane Museum's winter hours of operation will go into effect November 1st. The Museum will be open on Wednesdays and Saturdays from 10 AM until 3 PM. No tours will begin after 2 PM. Groups may call the office to arrange additional times (585-243-2100). We will return to normal operation (Wed. through Sat., 10 AM to 3 PM) on May 1.



Saigon Lady Update

Thanks to Charlie White for arranging the transfer of the C-130 rudder and window panels from Legacy Aerospace to the National Warplane Museum. The windows and rudder will replace the ones that had been damaged while the C-130 was in outside storage at Dulles. Look for more in upcoming newsletters!

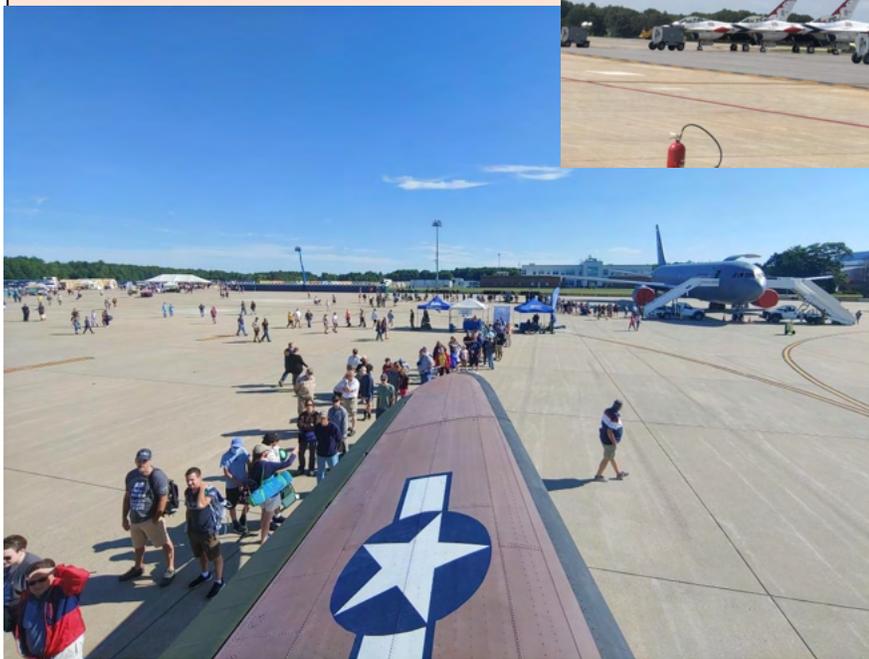


“Whiskey 7” at “Thunder over NH”

By Brian Trzaskos

“Whiskey 7” flew to Portsmouth, NH, to take part in the “Thunder Over NH” airshow September 11th-12th. We did a Media flight upon arrival Friday, but then sat on static display. We were visited by very appreciative crowds until forced to leave early on Sunday, due to approaching bad weather.

Our first visitors Saturday, came even before the gates opened. A young girl came “flying” across the ramp, arms outstretched, gleefully imitating the planes before her. Mom and dad were close behind. Mom, it



turns out, was an F-15 driver, whose plane was down the ramp on display. They were treated to an early guided tour. After the gates opened, the line quickly started to form and we were busy until well after the show was over. People waiting in line were entertained by crew members an-

swering their questions. The store was busy as well! Sunday was more of the same until we had to pack up and leave early due to approaching inclement weather. All in all, it was a great show!

CREW:

Chris Polhemus	Bob Howard
Craig Wadsworth	Doug Huuk
Larry D'Angelo	Phil Hadlick
Brian Trzaskos	Mike Foss

Bombs & Blooms

Bombs & Blooms, a Historical Musical Drama, performed 4 shows on three stages in the Hanger Sept 30-Oct 2. Based on authentic Bombing mission logs of a B-17 pilot stationed in England in 1944, the show dramatizes the impact of the war on the pilot and those he loved at home.

Mt. Morris and Perry 8th grade classes attended the Thursday and Friday matinees and enjoyed a brief Museum tour and a romp in the fields with the vintage planes. The Friday evening show and Saturday finale received standing ovations, and Writer/Director Ruth Henry reported many patrons approached her after performances with tears in their eyes, thanking her and sharing related stories of their loved ones who served.



Bottom row L-R: Private Richie (Alex Wright), Gloria Keats (Diane Chevron), Walter Keats (Peter Elliott), Virgil (Bradley Curtis Adams)
Middle: Maxine (Shannon DeRose Parker), Maria Daniels (Megan Knoph)
Top: Lt. Hank Daniels (Kyle Critelli), Rosie the Riveter (Brooke Witherow)



Lt. Hank Daniels (Kyle Critelli) and Private Richie (Alex Wright) sing "Hope and pray they're still alive"

Bombs & Blooms premiered as a staged reading at NWM in 2018 and then converted a 2020 Production Grant to a highlight film due to COVID's squelch of live performance. Genesee Valley Council on the Arts awarded another Community Arts Grant in January 2021, and the groundwork

for this full production began. The 8 actors hailed from Rochester, Fairport, Penfield, Perry, Henrietta and SUNY Geneseo.

Kinloch Nelson, a familiar face at Air Shows, handled the Sound with SUNY Freshman and new NWM Volunteer Andrew Dow assisting. Brian Lewis, a familiar face on local stages and recently retired from teaching, lent his talent as Assistant Director.



Maria Daniels (Megan Knoph) and Lt. Hank Daniels (Kyle Critelli)

Debbie Tyo of Livonia promoted the show as Production Assistant. Legendary Geneseo musician Geoff Clough (recently relocated to Cazenovia) arranged and provided accompaniment for the music.

The Hanger Crew spruced up the venue, Craig organized plane relocation, Austin secured the B-17, Jamison lent vintage uniforms for soldier actors, Larry shepherded the on-line ticket sales, Gary Czerkas re-enforced stages, Ann Holevinski, Pam Everitt & Mary Ann Martin (wo)manned the ticket table, Bill Cooper installed outside lighting, Mike Foss promoted on the NWM social media and Donna Walker (being Donna) did more than anyone will ever know to help the production succeed.

For those of you who missed it, a professional video will be available by December and there is talk of a reprise in the future...



Gloria Keats (Diane Chevron), Maria Daniels (Megan Knoph), Walter Keats (Peter Elliott) and Lt. Hank Daniels (Kyle Critelli)



Photos by Jim O'Neil

(Unless otherwise noted)



(Photo Courtesy Jamieson Steele)



Visitors to D52

Photos and story By Brian Trzaskos

Steve Smiley, of Canandaigua, and Doug Trumbull, of Bloomfield, flew into the National Warplane Museum (D52) recently to meet Randy Spurr, of Brockport, and see his new 2021 American Champion



Scout. I wasn't able to get a lot of info on Randy's plane before he and Doug took off for a test flight. But Steve was willing to spend time telling me all about his.



Randy said the Scout is the perfect plane to go in and out of grass strips like Geneseo. It is powered by a 210 hp Lycoming fuel injected engine. He was excited to point out the tail number. The tail number is that of the plane Lynyrd Skynyrd went down in.



It had been reserved but became available just as Spurr's plane was being finished up. People thought he was crazy. But he said he was not superstitious but **IS** a big Lynyrd Skynyrd fan!



Smiley's plane is a 1979 PA-18, totally rebuilt by CubCrafters in 2012. He just picked it up last July, so he's had it a little over a year. He picked it up in Santa Maria, California with his flight instructor

and took four days flying it back. They landed a little airports like Geneseo and

(Continued next page)

("Visitors to D52" continued)

camped out along the way, pitching their tents under the wings.

It was a whole new rebuild, frame and everything. It has extended gear with 31 inch tires and an Alaskan Bush tail wheel. The Cubcrafter wings, certified to 2300 lbs gross weight, are pretty unusual for a cub.



It is powered by the 180 hp Lycoming O360 engine, with a McCauley 8242 prop. It has two 25 gallon tanks, unusual for a cub. Only cruises at about 95 mph wide open, so it's not fast. "But it's really good at going slow!" he said. That makes his range about 5 hours or 500 miles.

The plane is equipped with a Garmin GNX 375, which is a WAAS (Wide Area Augmentation System) GPS and ADS-B in/out transponder. It also has two Garmin GI 275s, one set up as an attitude indicator, the other as an HSI (Horizontal Situation Indicator).

Smiley has had an engine monitor installed which monitors temps on all 4 cylinders and a fuel computer put in which watches the fuel burn. That way, you have a much better idea of

how much fuel you are actually using as opposed to just looking at the sight gauges to see how much fuel is in the wing tanks. "It really helps when flying cross country," Smiley said.



(Continued next page)

("Visitors to D52" continued)

The Alaska bush pod/cargo pod on the bottom holds 150 pounds. But more importantly, it gives you a lot of space. The plane has a 1050 pound useful load and so it can carry a lot of weight. But you can't fit much in it. So it really helps having the pod, especially as Smiley likes to camp in the colder months and can carry the bulkier gear needed.



Steve Smiley's PA-18 (L) and Doug Trumball's PA-12 (R)

Doug Trumball's plane is a PA-12. The difference is the PA-12 is wider, so there is more room inside and the angle of incidence on the wing is slightly different. So, even though they have the same engine, Trumball can fly faster (+5 mph). But Smiley is able fly slower. Smiley said that's the only difference they can figure out.

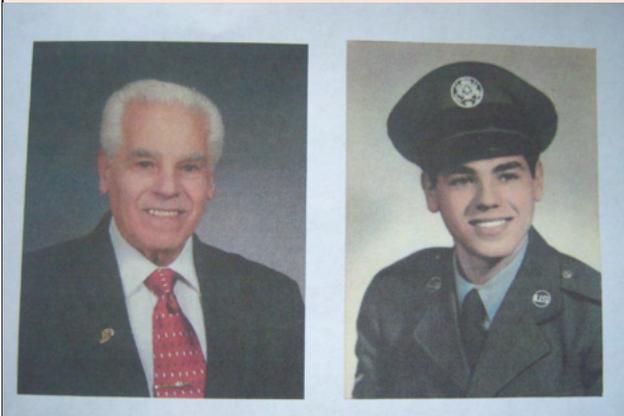
This young lady is holding a one hundred dollar bill that is for our raffle that just ended. (Look for story by Larry Jones elsewhere in this issue.) Braelyn, of Warsaw, holds the results of her hard work selling tickets for W7. She tells us she wants to be a pilot someday, and in airplanes with props, not jets. She reads everything she can find about female pilots, and we wish her well on her quest. Thanks to all of our young, helping hands.



THE CROWDED SKIES OF THE LONG HANGAR

by Jamieson Steele, Collections Mgr.

The inside skies of both Swanson Hall, and the long hangar, are graced with many fine airplane models. They compliment the many model collections in various display cabinets. Soon, the long hangar will be 'protected' by a B-36, Peacemaker with dimensions of 7' x 10'. Yes, that is feet. It is huge! It had six rear facing props, and later models had the addition of two jets at the end of each wing. It was also called 'The Aluminum Cloud', the Cold War deterrent to foes.



It was donated by David Leone of Batavia, and was made by his father, Louis J. Leone, in the late 1950's. Louis served four years active duty in the Air Force from 1951 to 1955, and remained in the AF Reserve, 914th Airlift Wing, Niagara Falls, for a total of 41 years of service. His B-36 time was in electronics, and his career was also electronics.

The size of this model required the extra large, enclosed, trailer that Bill Cooper has, and we went to Batavia mid September, and brought it back. Dave Leone did not think it was made from a kit, and it did not come apart. It is all made from balsa wood. Andy Ginsberg, Mac (Ducky), and I got it onto some padded saw horses for inspection. It was



(Continued next page)

Eric Dumigan

by Craig Wadsworth



The National Warplane Museum is sad to report the passing of Eric Dumigan. Eric and Bernadette supported us at Geneseo for a very long time: I met them in the early 1980's and they have been at almost every show since. Those who met Eric knew him as a gifted photographer but a quiet person who, despite his accomplishments, put relationships before reputation. I had the opportunity to fly Eric many times at Geneseo and

other events. He was always respectful of safety during air-to-air photo missions and appreciative of our efforts. He graciously allowed use of his photographs for our advertising and social media without hesitation or compensation.

Our best wishes go out to Bernadette, the rest of the family, and his many friends during this difficult time.



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THE CROWDED SKIES OF THE LONG HANGAR

(continued from previous page)

dirty from storage, but in fine shape, other than the tires, that had rotted and flattened. No small task getting them off, hard as rocks. But Andy did so and bought new tires that were just right. Mac, carefully gave it a bath. Next we will use a lift to hang it from the ceiling, now that should be interesting!



HOOT MON ! WHAT NOISE IS WITHIN YON WHISKEY 7 ?

By Jamieson Steele

When it comes to bagpipes, there is no middle ground, you love them, or hate them. With my name being a family name of decided Highland roots, I have always loved the sound of the pipes.

Regular readers are already asking what winding road am I about to wander with this subject, and where does W7 fit in. About mid September I had closed up the hangars, and was fussing about the office, when two fellows showed up. I allowed that we were closed, but they had a different request. They wanted permission to play bagpipes in front of W7, which was parked outside.

I wasted no time opening up our D-Day veteran, much to their delight. As Rich Soper, (High Peaks Piper), unpacked his pipes, James Lajoie explained that he retired after 23 years and *one day*, retirement reason, in the US Air Force, and the two of them find interesting places for Rich to play his pipes. Skirl away Rich did on the steps of W7, then inside. If you think the engines are loud when in the plane, you really need to hear bagpipes played INSIDE!!



Off to the hangar so he could play in front of Movie Memphis Belle, and even marched around a bit. He ended each set with Taps, and it brought mist to my eyes. I did some video of the performance that I would be glad to share if you have a neighbor's yowling cat that you want to serve some fair revenge upon.



Both are active in Boy Scouts, and all three of us are Eagle Scouts. Yet another most interesting connection with some wonderful people that show up at our museum.

FROM THE COLLECTIONS: MYSTERY DONATION ???

By Jamieson Steele, Collections Mgr.

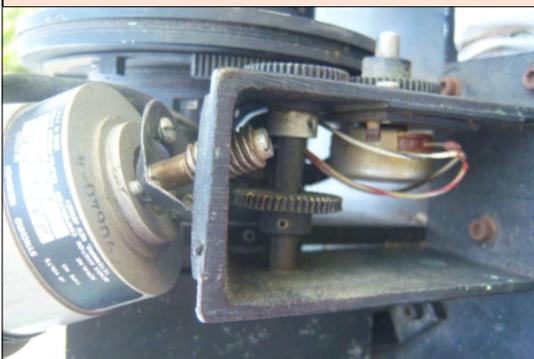
A friend of mine up on the St. Lawrence obtained, what he was told is a bomb

sight, and got it to me recently. It is an odd mix of prisms, and a camera lens or two.

There is a small wired device that turns some gears made by Bendix. On the lens there are markings of photo f-stops, and named to the Simpson Optical Co.



I will get some good pictures to these companies, as they are still in business, and see what they can tell us, but if any of you have an idea, do let us know. One thought was it might be part of the complicated gun sight workings on a B-29, where one station could direct fire from several guns at a target, overriding the individual gunners.



FUNDRAISING NEWS!

By Larry Jones



Congratulations to this year's Raffle Winners! ***And most importantly, thanks to all of you***, our second annual raffle was another complete success! This year's proceeds are going towards the ongoing maintenance expenses of our beloved Whiskey 7, keeping her running in tip-top condition and in the air for all to enjoy!

Drawing in front of our Saturday crowd of volunteers on September 18th, the winning ticket enhancing our winner with \$5,000 in cash went to Kevin McNamara from East Aurora, NY who purchased his ticket at this summer's airshow! Second place went to long time member Gary Grandusky from Fredonia, NY. He and his wife will enjoy a weekend for two at the Glen Iris Inn in beautiful Letchworth State Park! And our third-place winner, a ride for two in Whiskey 7, goes to Chris Hale out of North Carolina, who purchased his ticket through long time member Patti Bacon from Pittsford, NY! A hearty **thank you** goes out to all members who sold tickets and to all our members and constituents who purchased tickets yielding the museum with over \$21,000 in gross receipts!



In other news..... Over this past Labor Day weekend, the crowds perused our museum grounds, enjoyed rides and re-enactments, and shopped a book sale in Swanson Hall during our "Living History Weekend." The three days culminated with a very successful Fly-In Breakfast under the coordinated efforts of Don Nicholls and his crew of volunteers! The books were anonymously donated to us from the library of a Late Lt. Colonel. We thank his family for their donation. Many books are still available for sale. Please view the many varied titles the next time you visit! Also, a huge thank you goes out to Walter and Margit France who painstakingly took over the project and spent their time in categorizing the over 1,400 books and organized them for sale. Despite the weather on Monday morning, a

(Continued next page)

("Fundraising News" continued)

few planes flew in for the breakfast along with hundreds of folks driving in from around the area. We ended up serving nearly 300 breakfasts and raised money for the museum to put towards our Tuskegee Airman Exhibit! Thank you to all those who helped set-up, cook, serve, and clean up!

Finally in new news – we have a very generous member and supporter who has stepped forward to challenge us in raising donations by matching dollar for dollar any donation we can muster up between now and Thanksgiving! To date we have nearly \$2,000 to go towards our matching donation efforts through individuals like you and cash donations at large from our bomb jugs placed around the museum grounds! Donations can be given online through Facebook or our website "nationalwarplanemuseum.com." Any amount, no matter how much, is greatly appreciated and put together with others, adds up so quickly to keep our museum running smoothly! **Thank You!**

Keep the money coming in! Our future depends upon our volunteers and of course the funds to back our projects and keep the lights on! Like any museum, membership dues, entry fees, fund-raising events, and donations are our main sources of income. It's needless to say that we are still recovering from last year's Covid shut-down and this year, so many of you have stepped up to the plate to help us financially through renewing your memberships, selling and buying raffle tickets, supporting fund-raising events, and solid cash donations! Founder Austin Wadsworth is always saying that our members are the life-blood of our organization. How true that is!

THANK YOU!

DONATION MATCH CHALLENGE!

A Very Generous Donor Has Offered to Match Donations to "The National Warplane Museum" Dollar for Dollar Up To \$5,000 Now Through November 25th, 2021!



WILL YOU PLEASE HELP US REACH OUR GOAL?

USE THE "DONATE" BUTTON BELOW! THANK YOU!

40th Annual Mike Woods Invitational

By Brett Ford, Director of Athletic Communications & Media Relations

The SUNY Geneseo men's and women's cross country teams hosted the 40th Annual Mike Woods Invitational on Saturday, October 2, and for the first time in program history held the event at the National Warplane Museum.



Geneseo Junior Kathleen McCarey

Geneseo swept the men's and women's races, finishing first on both sides. Geneseo junior Kathleen McCarey won the women's race and Knights junior Ezra Ruggles took first in the men's race.

Over 40 institutions competed in the event, with nearly 900 student-athletes running in the two races combined.



Geneseo Junior Ezra Ruggles



The Knights will return to the National Warplane Museum on Saturday, November 13 as they host the NCAA Division III Cross Country Niagara Regional Championships.

ENGINES USED ON THE FAIRCHILD C-119

By Kevin House

The Museum's C119 was produced as an F model in 1952. It used the 2 row, 18 cylinder Wright R-3350 Duplex-Cyclone. Other model Boxcars also used the 4 row, 28 cylinder Pratt and Whitney R-4360. I'll concentrate on the Wright, since it was used in our airplane.



Developed before World War II, the Wright was capable of 2200 – 3500 horsepower depending on the model. It was first flown in 1941 and used on the B-29 Superfortress and the PV-2 Neptune. The B-29 had issues with the Wright in that the rear cylinders would often over heat due to close clearance between the cooling baffles and the engine cowl. With combat operations against the Japanese in the hot weather of the Pacific, pilots



learned to keep ground engine operating time to a minimum and use shallow climbs. These techniques helped to keep the engines as cool as possible.

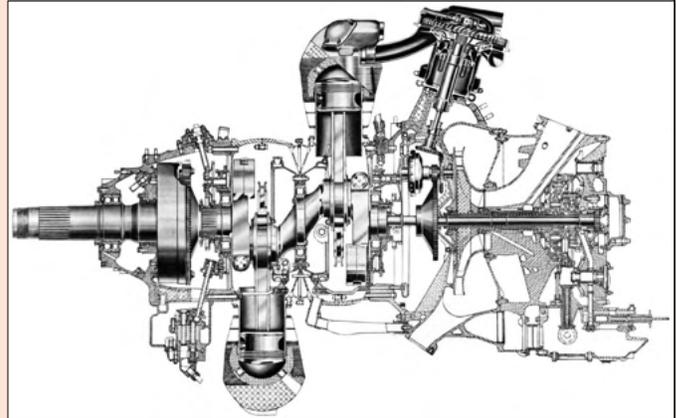
The Wrights also suffered from “swallowing their own valves” – this can occur when a piston hits a valve causing the valve to drop into the cylinder.

Early versions of the engine were carbureted, but by the later years of WWII they were redesigned for fuel injection. After the war the engine was again redesigned and became very popular for civilian use on the Lockheed Super Constellation and the Douglas DC-7.

(Continued next page)

“ENGINES USED ON THE FAIRCHILD C-119” continued

The civilian version of the -3350 used Power Recovery Turbines to increase fuel efficiency and higher horsepower. The PRT was a turbine driven by engine exhaust gases and geared to the crankshaft. This increased horsepower by 240-550 HP. This process was known as turbo compounding. Other engine manufacturers looked at turbo compounding but Wright was the first to put those type of motors into production. The turbo compounded engines were delivered to the military in 1950, and then to civilian users in 1952.



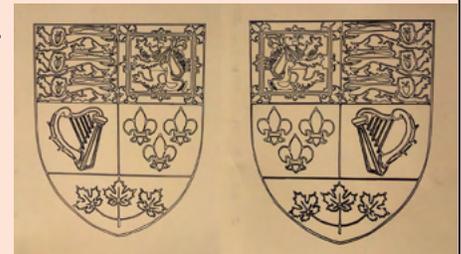
The engine has also been used on aircraft entered in the Reno Air Races. With nitrous oxide injection, the -3350 can produce 4,500HP.

The R-3350 weighed approximately 2,670 lbs. It displaced 3,347 cubic inches and cost \$88,000 for later models. There were about 32,000 built

Boxcar Updates

By Dave Kolchuk

The first photo shows Canadian coats of arms prints on vinyl by artist Dave Thelen (www.davidpthelen.com/works) who is going to make decals for our flag on the plane's tail. Using a special paint and weather proof adhesive they should hold up against the elements. Also outside, you will find some new signs telling visitors all about the C119. They were designed by Paul Nothnagele created by Boxcar



Boy Larry Jones, and after a test sample, four of them were made. Bob Cox and Kevin House helped by digging holes and inserting square metal support tubes allowing the signs to be removed for grass cutting and winter storage. This was truly a team effort! Not only are they informative, but also will hopefully help protect visitors from bumping into the propeller blades.

(Continued next page)

("Boxcar Updates" continued)



One of our latest projects is the construction of a work/display bench inside the Boxcar. Bob C. and Kevin teamed up to design and build this table, which folds up out of the way against the port side of the aircraft. Bob C. created the custom-made aluminum hinges and leg-locking pins, and it will soon be painted and stained. Its first use will be for measuring and cutting aluminum flashing that we need to repair the ailerons, which are badly weathered. We also hope to use it as a display table during next years' air show for our scale model C119 raffle.



One long overdue project was to put the aircraft's numbers back on its nose. Due to their poor condition, they had to be redrawn with a fine line marker and then outlined with a flexible vinyl masking tape to restore its shape. Then a combination of frog tape and cardboard was added to catch the overspray. After a self-etching primer was sprayed on, a finish coat of flat black was applied. When dry, all tape and cardboard was removed leaving a nicely restored number. Now the other side needs to be done, but the original numbers are non-existent and will have to be redrawn. While we were there, the nose was scraped and touched up with a little paint. There is always something to do on this plane.



(Continued next page)

("Boxcar Updates" continued)



The lady on the picnic bench is Edy Lindsay, our newest team member. She comes well qualified, with a background in engineering from MIT. If you see her on the grounds, be sure to say hello and introduce yourself.



MANY SMALL HANDS DO BIG WORK

by Jamieson Steele

Our last issue featured the four boys of Jolene and Paul Plane, who very often come to help the museum in many ways. They always do a super job at every task they undertake. So, for Garrett, Wyatt, Levi, Malocki, and Dad, a W7 ride was the ultimate reward.



Mom wanted to stay on firm ground. At right, you see the boys on a work day, and to the left, just after their W7 ride in thanks to them. I bet those smiles lasted all night. Dad sported a similar smile. Great family, thanks to them all!





**NATIONAL WARPLANE
MUSEUM**

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Museum Hours:

November 1 through April 30

Wed. and Sat. 10 a.m.—3 p.m.

May 1 through October 31

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: _____

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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 |
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