

Hangar Tales

Official Newsletter of the National Warplane Museum



INSIDE THE HANGARS

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2023 "Greatest Show on Turf" June 3rd and 4th Preliminary Lineup



F-16B "Viper" Team Demo



Heritage Flight with
Jim Beasley P-51 "Bald Eagle" and
F-16 "Viper"



Rob Holland Ultimate Airshow



Class of '45



Hi Flight Mustangs P-51 Demo Team
"Little Witch" & "Mad Max"



"Quicksilver"
Scott Yoak



P-40 "American Dream"
Thom Richard



"Bent Wing" Corsairs



Skipper Hyle Air Corps Aerobatics



Jason Flood Pitts



Canadian Harvard Aircraft Association
Formation Team



Manfred Radius



Round Canopy
Parachute Team



Military Aviation Museum's Consoli-
dated PBY-5A Catalina



NWM's C-47, "Whiskey 7"



Air Heritage Museum's
Fairchild C-123K Provider
"Thunderpig"

Parking will be both tailgate and general admission.

LINEUP SUBJECT TO CHANGE due to weather or mechanicals.

Also appearing:

- NWM's Liaison Planes (L-16A, L-16B, L-21) and our "New" WACO
- Rob Gilman's BT-13 Vultee "*Valiant*" and Steve Nesbit's PT-26 "*Cornell*"
- JB Allred's Fokker Dr.I and Jeff Brook's Fokker D.VII (WWI reproductions)
- Announcer Jerry O'Neil
- LEGO display in the Long Hangar
- Re-enactors, Military Vehicles
- Vendors

A Love of Flying

By Kevin House

Recently I was having breakfast with friends, one of which volunteers at the local Canandaigua hospice. Knowing my interest in aviation, she told me of a resident who had an interesting life in aviation. His name is Millard Harmon, and I was intrigued by what she had to say.



My friend arranged a meeting which I anticipated would be just an informal talk about flying. When I walked into Mill's room and saw a very large photo of an airplane on the wall, I knew I was in the presence of an aviator. Harmon has an extensive flying background including achieving over 150 aviation records, and he has a connection to our museum. I realized an article for the newsletter needed to be written.

Millard reluctantly gave up flying at age 82 (he's now in his 90s). He's had a very fruitful love affair with aviation after getting his license at age 17. After attaining his license, he enlisted in the Army Air Corps in 1944 and served as a crew chief. During his enlistment he managed to get some flight time on the AT-6. Once out of the military he completed a Doctorate program in Education Administration at Boston University after, in partial fulfillment of the degree program, he studied in the USSR. Among his educational accomplishments he sent the first group of SUNY students to study Russian language and culture in the USSR. He also established SUNY's aviation program allowing students to work toward a Private Pilot license. Millard has consulted with US Steel, Ford Motor Company, and Aeroflot (Russia's state-owned airline). He retired in 1983 to devote his time to the benefits of general aviation – safe, efficient, and a means of extending good will and humanitarianism throughout the world. He did this through the purchase of a Beechcraft 36, a 6-seat single engine prop airplane of 285 horsepower. He used it for "friendship

(Continued next page)

("A Love of Flying" continued)

flights" while setting his speed records. The airplane has been flown to Europe, the USSR, Africa, the Caribbean, and of course throughout the USA.

Mill's flying records include first place in the 2,100-mile Grand Prix Air Race, a 1987 speed record from Washington DC to Moscow, and a speed record between Greenland and the North Pole. One of his adventures involved flying \$50,000



Dr. Millard Harmon is a retired academic administrator who operates a small independent Think Tank in Delmar, New York. As the owner and chief pilot of Ten Romeo, a 1969 single engine Beech-36 aircraft, Ten Romeo holds 156 speed records and has carried medicines and goodwill to children all over the world.

worth of medicines for hospitalized children in Cuba. Because of the US trade embargo at the time, the plan was to fly to the Cayman Islands and then transfer the medicine from there to Havana. However, while enroute, the Beech developed engine problems and he was forced to divert to Cuba. He offloaded the medicine and then ran into problems with US authorities who did not believe his story about the diversion. In the end, the authorities confiscated his aircraft, and he was forced into paying \$34,000 in fines to get it back.

At one time Harmon lived in the Geneseo area while keeping a previously owned airplane at Perry-Warsaw. While in Geneseo he helped build the runway that our museum uses today. His daughter, by the way, is an account executive at WHEC-10 TV and has our museum account.

(Continued next page)



Audio Tours

By Holly Stettner



The idea for an audio tour was born when the number of visitors to the museum requesting in person museum docent tours outweighed the number of actual volunteers available during operating hours. Thanks to the most generous donation and support of John Snyder, we are now in the process of making that audio tour a reality! We are working with STQRY to create the app and its components. Jamieson Steele is our expert curator and has a wealth of knowledge, helping us provide important information, as well as assisting in organizing exhibits and artifacts. Exhibits will be labeled, and visitors will download an app to their phone upon admission. The audio tour will be a valuable asset to our museum. It will allow us to connect with visitors on another level. We look forward to sharing this app with our community!



←—————→
 (“A Love of Flying” continued)

Millard loved flying and equally loved using it for the welfare of all. He opened the way for general aviation pilots to fly into the USSR and brought American goodwill all over the world.

He is now at Light Hill hospice in Canandaigua while his airplane is part of the collection of the Beechcraft Heritage Museum in TN.

“Those of us who love flying can’t get enough of it.” - Millard Harmon

IN COLLABORATION WITH VETERANS ONE-STOP CENTER OF WNY, THE NATIONAL WARPLANE MUSEUM, AND THE OUTDOOR RX PROGRAM OF LIVINGSTON COUNTY PRESENTS

1st ANNUAL
VETERANS FAMILY DAY
10 JUNE 2023
1:00 PM - 6:00 PM
RAIN OR SHINE!

HONORING ALL WHO SERVED

AT THE
National Warplane Museum

3489 Big Tree Lane, Geneseo, NY 14454

FREE CHICKEN BBQ FAMILY & FUN

**PRE-REGISTRATION
BY 31 MAY IS REQUIRED:**

SEND YOUR NAME, CELL NUMBER, EMAIL
AND GUESTS NAMES TO:

(585) 200-9742 (Text or Call)

Or

Email info to:

rwolter@vocwny.org

Or

Visit our website and click on the event to RSVP.

www.livcovets.com

Or

Click on the link:

<https://forms.office.com/r/Smqvwueehhr>

*This is a
Veteran &
Family Event!*

*Feel Free
to bring a lawn
game and a
small
pop-up
canopy*

*Bounce Houses,
Music,
Corn Hole*

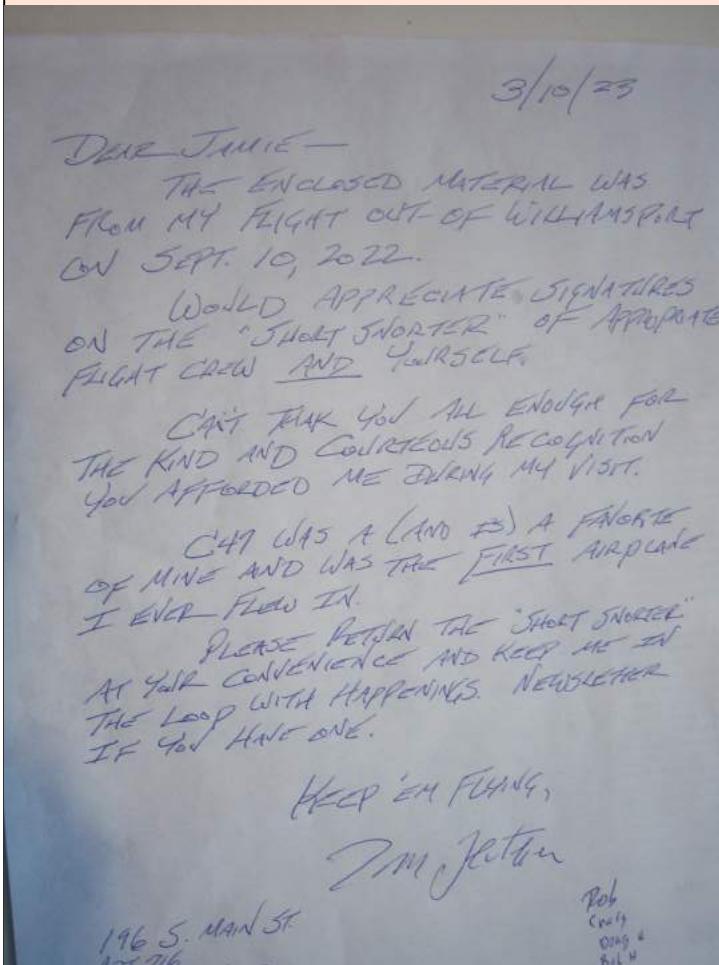
*Limited Seating
available.
Bring a chair
to be safe.*



Veterans One-stop Center of WNY
WE EMPOWER VETERANS

A TALE OF THREE FLETCHERS

By Jamieson Steele



Thomas Fletcher, Lewistown, Pa. requested a favor of us. He had taken a ride on W7 in September 2022 when we were in Williamsport, Pa. His first flight on a C-47 was on February 18, 1946 from Florida to Panama when he was in the 6th Army Air Force after the war.

The co-pilot on that 1946 ride was 2nd Lt. Fletcher from Ohio. The Lt. broke the no fraternization rule between officers and enlisted, by coming from the cockpit to assure the young man that all will be well on his first airplane flight. Nice coincidence of last names, but it does not end there.

Mr. Fletcher's request was that the W7 crew, and others related to his flight,

sign a new dollar bill to create his very own 'Short Snorter'. It was common during the war to make notations, autographs, equator and date line crossings on a dollar bill. I have my Father's from his around the world trip, courtesy of WWII.

He knew about W7 and D-Day, but did not know that the pilot of that famous flight was Leonard C. Fletcher, promoted to Lt. Col. after D-Day. There is no known relationship between the three Fletchers, other than this name coincidence, but that is still pretty significant. He was



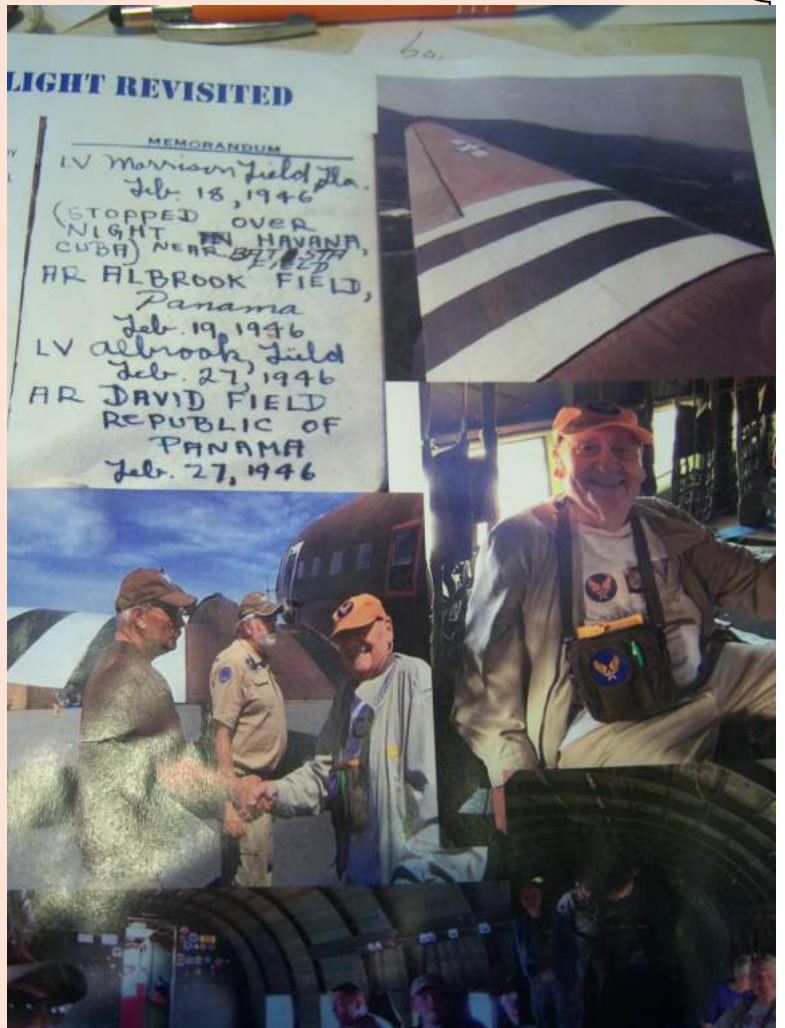
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("A Tale of Three Fletchers" continued)

delighted to learn that fact.

As luck would have it, a Saturday in March brought everyone who should sign this dollar together for our safety day. I realized that four of the five crew members of 'Return to Normandy' were also in the room, and had them sign. I also had Austin and Martha Wadsworth sign the bill, as did I, at his request.

This is an exceptional example of how what we do, touches others. In this case, the positive interaction was made known to us, but how many people we touch, and leave with lasting memories, we will never know. However, as volunteers, be sure to thank yourselves for creating such love.



C-130 UPDATE

By Jay Jones



Hello fellow aviation enthusiasts. I thought I would update you all on the C-130 projects that have been taking place since we put away the paint back in October. Although we haven't had the heavy snow that would hamper most outside aircraft projects, the cold weather has hit us just as hard. The average age of the three of us (C-130 volunteers) tops out at seventy-six, and let me tell you, when the temps drop below freezing, a hot cup of coffee and the easy chair just seem to be a better alternative than crawling around a frigid airplane. So, with the excuses out of the way, what have we been doing?



The two primary endeavors that we've been able to plug away at are the ramp and door hydraulics and the flight deck flooring. Prior to the move of the aircraft from Dulles Airport, some 5 years ago, the hydraulics were disabled and were never reconnected upon arrival. Because of that, the ramp and door has been operated manually with heavy duty winches and chain hoists. Enough of that! We have been attempting to connect the proper fluid lines to the proper reservoirs, to enable us to use the aircraft hand pump in lieu of the winches and hoists. To date our attempts have shown us more

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("C-130 Update" continued)

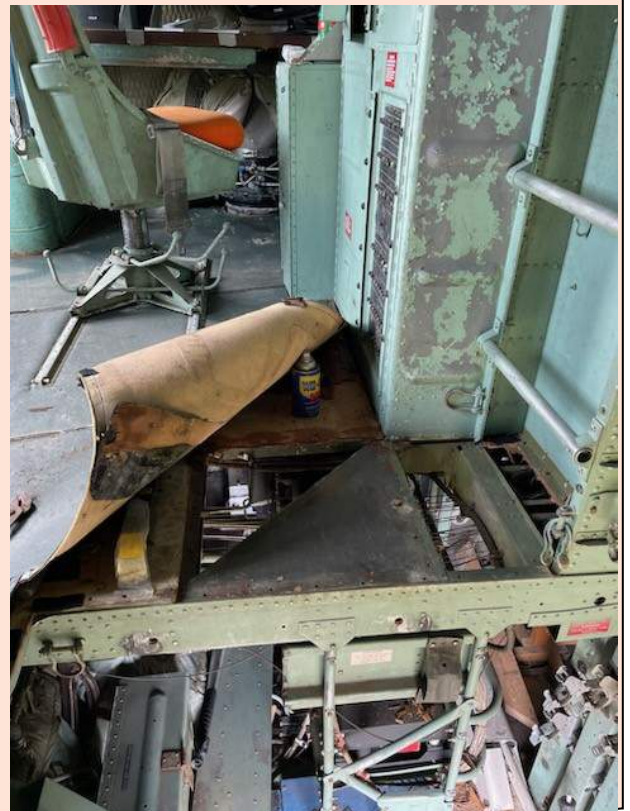
about what not to do than what to do. If you learn from your mistakes, we are now geniuses. The completion goal was prior to the airshow and I feel safe in predicting that the hand pump is up and pumping as you now read this. The second project



was to replace the flooring that had rotted away due to water saturation in the rear of the cockpit. Step one was to stop the water from getting in. This was completed back in late October. The water was coming in through the overhead escape hatch. The hatch's seals had rotted away and they were replaced. Now onto the floor. The vinyl covering was peeled back and the rotted wood cut away. Measurements were taken and material cut. That's where we're at as of today. Hopefully by the time you read this the new floor will be in and the flight deck is once again safely ready for visitors.

Today is 20 March, the first "official" day of Spring so I can't help

but think ahead of warmer weather projects. The major issue in front of us is to get the plane painted, well at least the left side, before the airshow. That may seem like a long time to get it done but with just the 3 or 4 of us working on it, it'll take a little while. As painting isn't all that technical we hope to have some help (I've heard rumor of some Boy Scouts looking to earn a new merit badge). So, just like the mighty C-130 Hercules, we're old and slow but ever steady and are enjoying every minute of it. So, please stop by and visit with us the next time you're at the museum, we'll be here.



A VERY PROUD DAY FOR OUR WONDERFUL DONNA WALKER

By Jamieson Steele

We all know that our office manager, and task magician can't do enough for our people, and all who come in contact with our museum. Many of you may also know that life has dealt her some pretty bad hands, but she has never folded, she just keeps on giving, and going.



Well, the giving to others gene has clearly been passed down to her Grandson, Andrew Walker, now Officer Andrew Walker, of the Coppell Tx. Police Department, as of this March.

When young Andrew was three years old, he saw the K9 units at the State Fair, and announced, in baby talk, that he wanted to be a police officer. During high school years he became a driver, and medic for the Livonia Ambulance Service. He created a very life like, DWI crash and consequences

demonstration for the high school in conjunction with the Livingston County Sheriff's Dept. After high school, he went on to become a Livingston corrections deputy, with the intention of eventually, joining the road patrol division.

For many reasons, Andrew began to look to other states to be in law enforcement, and set his sights on two departments in Texas. He narrowed his search to the Coppell department, though both were seeking him as their own. After much rigorous training at the Tarrant County Police Academy, he did it, he is a Police Officer, and likely the tallest one they have! His Mom, Nicole, pinned his badge on, and proud Grandmother, Donna, was on hand, right up front, and also pinned on the badge at another ceremony for family. I have known him now for over ten years. He's been a volunteer since he was twelve. I, too, could not be prouder of him.



MEMBERSHIPS!

THANKS TO ALL OF OUR MEMBERS WHO ALLOW US TO FLY INTO THE FUTURE!

Memberships are the lifeblood of any museum or organization that offers them. We at the National Warplane Museum are no different. With nearly 800 members, we cannot express the gratitude those of us who volunteer on a regular basis have for each and everyone of you who support our mission financially! In return, we do offer some pretty neat benefits, especially in comparison to other museums!

We have added a new option for your consideration – CLUB 19! We already have members who have upgraded their contributions to a monthly subscription and joined our new Club 19. Only \$19 month, less than 63¢ day, you can continue to help us preserve history here at the National Warplane Museum as well as help keep our flight of aircraft in the air! Club 19 Members receive the same benefits as a Gold Member. Won't you please consider joining today?

Finally, we are in the process of upgrading our membership data base. In the next few weeks, you will be receiving an email enabling you to update your information into your own profile. This will allow us a smoother and more efficient way of maintaining our records and renewals.

Help Keep'em Flyin!

JOIN! The National Warplane Museum's CLUB 19

By donating only \$19 a month to the National Warplane Museum's Aircraft Preservation Fund, you will help us keep our old warbirds in the air!

Membership Has Its Advantages!
Help us preserve history! Become a National Warplane Museum Member!

Your membership helps us preserve history, promote our veterans, and provide educational entertainment to thousands of visitors each year!

STUDENTS 17-21 YRS OLD	SENIOR 60 YRS & OLDER	INDIVIDUAL	INDIVIDUAL-GOLD	FAMILY OF 4 2 ADULTS / 2 KIDS	FAMILY GOLD 2 ADULTS / 4 KIDS	LIFETIME ONE TIME PAYMENT
\$20 YEAR	\$45 YEAR	\$50 YEAR	\$75 YEAR	\$100 YEAR	\$150 YEAR	\$600

Membership Benefits *Won't you please consider joining us?*

All National Warplane Museum members receive:*

- Unlimited "Free" National Warplane Museum admission for you and your guests!
- Free subscription to our informative newsletter "Hangar Tales!"
- 10% Discount on all onsite Museum Store purchases!
- Learning volunteer opportunities to work "hands on" at our museum!
- And the Biggy: Free admission to "The Greatest Show on Turf" Airshow!

* Each membership level yields even more exciting benefits! - See below for more details!

AS ALWAYS – THANKS FOR YOUR CONTINUED SUPPORT!

James E. McGURN, USN ONE OF OUR FIRST, AND FOREVER

by Jamieson Steele

James Edgar McGurn left us on February 16, 2023 at the age of 91. He was a worker bee in the very early museum days when he helped on the restoration of a PT-19. In the late 80's there were rumbles of the fledgling museum moving. With four others, he spent an evening in a boat on Conesus Lake, and vowed to keep a museum alive in Geneseo. The name they chose was based on aviation history, and the date, 1941, painted on the one hangar. Thus, 1941HAG (Historic Air Group) became the new title for the Geneseo site. Jim became a board member, and continued his support for the rest of his life. He was always on the flight line.



He began his early life in Ma., but the family returned to Rochester, and he graduated from Fairport High School, where he was active in sports, and the Glee Club. He then graduated from the University of Rochester, then enlisted in the US Navy from 1952 to 1954. He wanted to fly, but a depth perception issue did not allow that, but he became a pre-flight instructor at various naval air stations in Florida during the Koran war.

His duties were instructing pilots on SNJ (AT-6) cockpit instruments, bail out procedures, blind fold flight simulation, and more. I spoke to his daughter, Heather, about her dad, and she allowed that being a Navy man, they taught many Marines, and would annoy them by playing the Navy song.

After his service he and his wife, Rita Dorothy, went on to have many children,

(Continued next page)

("James E McGurn" continued)

grandchildren, and at his passing, eight great- grand children. His professional life was as a salesman for Moore, and later Mahar business forms. He was very active in his community coaching sports, his American Legion #899, and mostly, his family. Of course, National Warplane Museum remained dear to his heart, and he served many decades on the board of directors.

I cannot leave out his passion for being a proud Scot, never mind his surname is Irish, the Edgar was right from the skirl of Scotland, and Heather said he never let the kids forget that. Seems my children would say the same about me, harping on our Scot connections. Jim did enjoy by ribald Scot jokes, I will miss him, he was one of our first, and strongest, pillars.

Jim's obituary can be found at: <https://www.keenanfuneralhomes.com/mcgurn-james-e/>



This shot was captured by Dave Kolchuk after the Air show meeting on Wed., April 5th

Work Being Done On The WACO

In the last issue we featured a repair on one of the engine fairing sections, from near the cylinders. We had to add a doubler to where the cowling connection had broken. Missing from the story were some before and after pictures of the piece, showing the needed repair, and how it looks now that it is back on the Waco.



Small corner broken off the cowling.



Doubler plate that was riveted to the cowling.



The doubler is in place and ready for painting



Riveted and painted.



New hole was drilled, and the repaired cowling was reinstalled on the Waco.

Replicating Whiskey 7's Pan Seats

A Continuing Story By Brian Trzaskos

This is the second installment in a story we will be following as we fabricate the mounting assemblies for Whiskey 7's "pan" seats. I plan to show you the step-by-step process as we undertake to recreate these seats over the coming months. We have been loaned a set that we have to disassemble and use as patterns in the process.



Full pan seat section borrowed from a static C-47.



They could be folded up while inside the airplane in the event they were used for carrying cargo instead of paratroopers.



Piano hinge is used to attach the front sections to the pan seat, and to attach the pan seat to the mount that is attached to the inside of the fuselage.



A few long pieces of small rod removed, and the sections come apart.

("Replicating Whiskey 7's Pan Seats" continued)



Taking apart the rest of the pieces is a bit harder....



...requiring a bit of spray lubricant, and elbow grease.....



..and even drilling out some of the rivets. A very time consuming process!



This is the main mount piece that attaches to the fuselage. You can see the stiffener inside, and the intercostals along the inside. This is what ours will look like when complete.



Aluminum sheets sandwiched between plywood keeps them sturdy, so they won't bend .



Not heavy just awkward. We didn't want to bend the thin aluminum and cause a crease.



Cutting the pieces to the length we need.



Measure twice, cut once!



Now cutting to the width we will need.

In the next installment, we will start forming the various components. This is a very time consuming, step by step, process. We do not have the luxury of the assembly line and pre-made components! We will be doing it all by hand.

2023 Calendar of Events



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



EVENT	Date	CONTACT
Safety Down Day	3/25	(585)243-2100
W7 at Joint Base Langley	5/5	(585)243-2100
Flightline & Admissions Training	5/6	(585)243-2100
WNFFS Spring Opener	5/6-5/7	Lyle Whitford (716)807-4748
Whiskey 7 at Meadville	5/10/, 5/13-5/14	(585)243-2100
Private Event- Swanson	5/13	(585)243-2100
ROTC Commission-Museum closed	5/15	(585)243-2100
Rides Day	5/20	(585)243-2100
MARS Sport Launch	5/26-5/29	www.marsclub.org
Memorial Day Observance-Fly over	5/29	(585)243-2100
*GENESEO AIR SHOW	6/2-6/4	(585)243-2100
Veterans Family Day	6/10	(585) 200-9742
Wargames Among Warbirds	6/10	wargamesw@yahoo.com
Whiskey 7 at Norwich, NY	6/10	(585)243-2100
Empire State Champion Free Flight	6/16 - 6/18	Lyle Whitford (716)807-4748
MARS Sport Launch	6/24 - 6/25	www.marsclub.org
Rides Day	7/1	(585)243-2100
York Field Days W7 flyover	7/1	(585)243-2100
Whiskey 7 Independent Day Fly Overs	7/4	(585)243-2100
Flying Aces Event	7/12-7/15	David Mitchell(202)744-9345
MARS Sport Launch	7/22 - 7/23	www.marsclub.org
Whiskey 7 Skydive the Falls	7/14-7/15	(585)243-2100
Rides Day	8/5	(585)243-2100
VFW Picnic	8/5	Dennis Staley(585)943-1782
Rochester Air Show	8/11-8/13	coop413@aol.com
MARS Sport Launch	8/12 - 8/13	www.marsclub.org
Whiskey 7 Away D-Day Conneaut, OH	8/17-8/20	(585)243-2100
Yankee Air Pirate Challenge	8/18 - 8/20	Mark C. Rzdca (wnyffs@gmail.com)
Pancake Breakfast	9/4	(585)243-2100
Great Grape Gathering	9/8 - 9/10	Roy Smith aeronut.kos.net
Whiskey 7 Away New Hampshire	9/9	(585)243-2100
Wargames Among Warbirds	9/16	wargamesw@yahoo.com
MARS Sport Launch	9/16 - 9/17	www.marsclub.org
Whiskey 7 Rides & Birthday	9/23	(585)243-2100
MARS Sport Launch	10/7 - 10/8	www.marsclub.org
Rides Day	10/14	(585)243-2100
SUNY Geneseo Cross Country Meet	10/14	(585)243-2100
MARS Sport Launch	11/4-11/5	www.marsclub.org
MARS Friends Gathering	11/5	www.marsclub.org
Veterans Day Observance	11/11	(585)243-2100
Christmas Party	December TBD	(585)243-2100

Dates Subject To Change --Updated 4/8/2023



**NATIONAL WARPLANE
MUSEUM**

3489 Big Tree Lane
PO Box 15
Geneseo, NY 14454-0185

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

newsletter@nationalwarplanemuseum.com

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

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

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

Name: _____ Phone: _____

Address: _____ e-Mail _____

City : _____ State _____ Country _____ ZIP: _____

Occupation: _____

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

Membership fees (Reflects changes as of January:

Please check if New Membership
or Renewal

- | | |
|--|----------|
| _____ Individual (18-59 yrs) | \$ 50.00 |
| _____ Individual (Gold) | \$ 75.00 |
| _____ Senior (age 60 and up) | \$ 45.00 |
| _____ Student (17 and under) | \$ 20.00 |
| _____ Family (Parents and 2 children under 18. Please provide names & dates of juniors) | \$100.00 |
| _____ Family (Gold) (Parents and 4 children under 18. Please provide names & dates of juniors) | \$150.00 |
| _____ Lifetime | \$600.00 |
| _____ Check here if you need a new decal for your car | |