

Hangar Tales

Official Newsletter of the National Warplane Museum



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The 42nd Annual “Greatest Show on Turf” Is In The Books!

Story by Brian Trzaskos
Aerial Photo Courtesy John Frew

The 2023 airshow was a success. Good crowds, dry weather, and lots of airplane noise filled the valley! While not perfect, all these combined to make a great time for spectators and volunteers alike!

While we don't have attendance numbers, aerial photos from Saturday (Cover) and Sunday are impressive! The skies were sunny and clear, with comfortable temperatures for spectators. While the PBY and Corsairs were unable to



Jay Jones Photo

attend, Trevor Rafferty and his Pitts were a welcome addition! High wind gusts prevented the Round Canopy Jump Team from performing on both days. 14 Knots is the RCJT safety threshold, and we had gusts that clearly exceeded that. The winds also made the air too bumpy for “Whiskey 7” to provide rides after the show.

The F-16 “Viper” was awesome! Captain Aimee “Rebel” Fiedler put on quite the show for the spectators. Her high-speed passes and spectacular afterburner climbs were certainly a hit!

Rob Holland, Jason Flood and Trevor Rafferty entertained the crowds with their acrobatic abilities. What these guys can do in an airplane! Manfred Radius showed us the quiet, graceful acrobatic abilities of his H 10



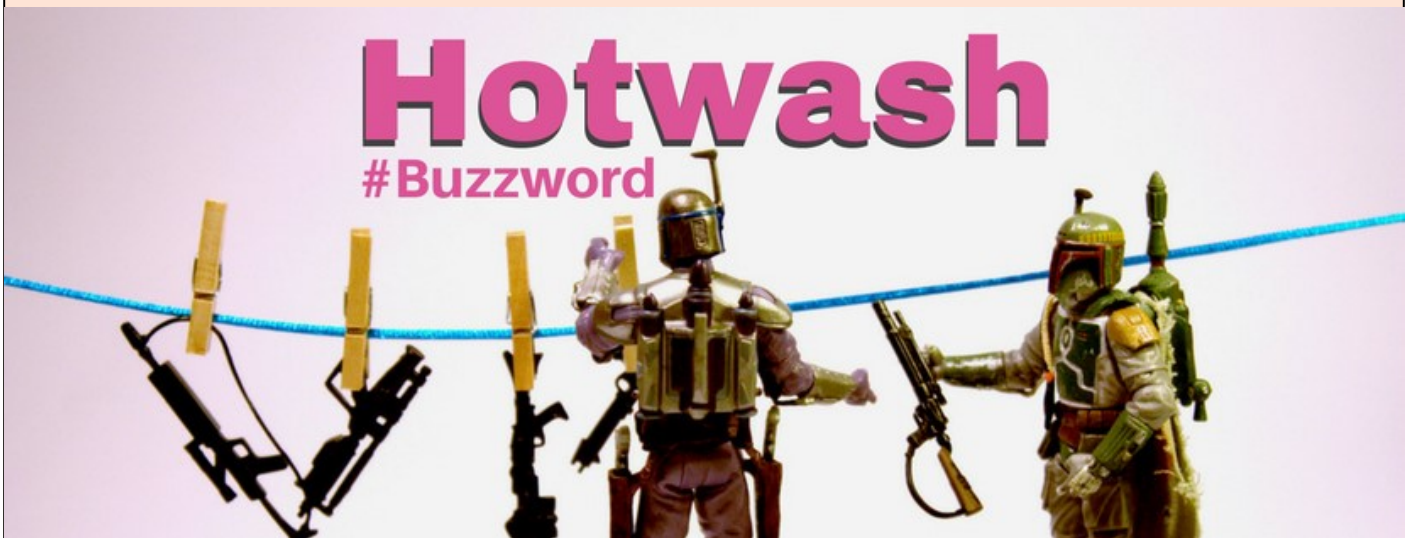
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("The 42nd Annual "Greatest Show on Turf" Is In The Books!" continued)

Salto sailplane.

The P-51's of Lou Horschel ("Mad Max") and Scott Yoak ("Quicksilver") and the P-40 of Thom Richard ("American Dream") graced the skies. These magnificent warbirds were crowd favorites, as usual.

Skipper Hyle's Harvard MK IV "J's Bird" demonstrated the capabilities of this WWII trainer, while the Canadian Harvard Aircraft Association demonstrated their formation flying skills. Rob Gilman's BT-13 Vultee "Valiant" and Steve Nesbitt's PT-26 "Cornell" filled out the field of WWII trainers.



All in all it was a great show! And even as the 2023 airshow is in the rear-view mirror, planning for the 2024 airshow has already begun. On **Saturday, July 29th**, there will be a "**Hot Wash**" debrief session held in Swanson Hall. Directors and Team Leaders should plan on meeting at 9:30 AM. Volunteers and other interested parties will meet from **10:00-11:00 am (ONE HOUR ONLY!)**. If you have any items to discuss, whether they are good, bad, or indifferent, or suggested changes, please forward those comments to Dave Cooper (David.cooper@nationalwarplane.museum.com) and/or Tina Gillmeister (Kgillmeister@gmail.com) for inclusion in the discussion.

So set aside the date. Look for an upcoming email and plan on attending!

What's a pilots favorite breakfast?

(Answer on page 20.)

Behind the Scenes at “The Greatest Show on Turf”

How many volunteers does it take to run an airshow? While this may sound like a joke intro, the answer, according to volunteer coordinator Missy Fuino, is an astonishing 364!

The weeks prior host a frenzy of activity including tents erected, porta-potty delivery, programs printed, vendor, tailgate,



Missy Fuino



Dakota Clay

camping and parking layout confirmation, bandstand construction, sound checks, emergency service drills, cleaning of facilities and receiving a convoy of trucks delivering tons of supplies. As Opening nears, dozens and dozens of good citizens muster for training and assignments preparing to handle the thousands of our Air Show guests. A volunteer feeding station with tents, grills, tables, coolers and cooks keeps the workers fed, and is a favorite spot for weary working members to rest, reacquaint and share stories.

Of the total volunteers, 52 people had multiple roles over the weekend and months of prior planning. Here is the volunteer breakdown for 2023:

Customer Experience (includes Veteran’s Tent, Top Gun Tent, Reserved Seating, Store, Public Camping, Vendors & Concession, Military Vehicles/Jump Team Recovery, Beer Garden, Static Displays, Reenactors, NWM Info Table) -143

Flightline - 47

Maintenance - 12

Traffic/Parking - 7 (plus outside agency)

Ground Operations - 23

Public Safety - 5 (plus outside agencies)

Marketing - 9

Administration - 33



**Phillip and
Maryann Martin**



(Continued next page)

(“Behind the Scenes at “The Greatest Show on Turf” ” continued)

Lego Display – 10

Volunteer Relations (includes parking, camping, registration, assignments, gear, breakfast & lunch) -38

Performer Relations (includes contracts, hotels, rental cars, pilot documentation, demo team and military liaison, courtesy crew) - 16



Air Show Volunteers sign up as individuals, families, organizations and friend groups, and most return year after year; several travel from out-of-state to camp and serve over the long weekend. **Thank you, thank you to all who stepped up and contributed to the success of The 2023 Greatest Show on Turf!**

The Staggerwing Returns!

By Craig Wadsworth

Staggerwing N582 will be returning to Geneseo as a full-time resident this summer! After a full rebuild and time out west (and two trips to Oshkosh) she will be coming to her permanent new home At the National Warplane Museum. Seasoned members will remember her arrival in 2018 and summers here before 2020. Owner, and longtime museum supporter, Granger Haugh has graciously donated the airplane and we look forward to her arrival. Preparations are being made to bring the airplane home and we will be letting everyone know the plan.



Beech Staggerwing (model D-17S, serial number 6704) was produced in 1944 and transferred to the Royal Navy.

Full military history:

3/4/44: Beech UC-43 Traveler 67727 (MSN 6704) from US Navy BuNo 23692.

5/7/44: Ft. Dix, NJ, for shipment to England.

5/14/44: Shipped to England. TOS RN as Traveler 1, s/n FT478, and assigned to 781 Squadron at Lee-On-Solent in Hampshire.

6/45: 701 Squadron at Heston.

Returned to the US Navy as GB-2 BuNo 32876 after the war.

Be looking out for more information as we get her expected arrival schedule.

Fairchild PT-26, “Cornell” 10521

by Steve Nesbitt



Although many of you have seen the bright RCAF yellow colors of the “Cornell” here at the National Warplane Museum since May of 2019, it’s finally making an official appearance in this quarterly edition of “Hangar Tails.” Without further ado, let’s introduce to you N1132N or more commonly known from it’s RCAF training days, 10521, our PT-26 “Cornell”.

History of the Fairchild PT-26, Cornell

Due to the increase in demand for military pilots and aviation training, in the late 1930’s aircraft manufacturer Sherman Fairchild hired Armand Thiebolt to help design a primary training (PT) aircraft that would satisfy the need for the Army Air Corp. The new plane had to be forgiving, safe, feature interchangeable parts, and be constructed of materials that were economical and available (i.e. wood & fabric).

What was developed was the M-62 (Fairchild’s designation for the military PT-19). The M-62 was unique in that it featured a Ranger in-line 6 cylinder engine giving the airframe a sleek and narrow frontal area. As requested by the military, the design also needed to be a monoplane meaning a single wing in contrast to the popular bi-wing Primary Trainer PT-17 Stearman. The low/monoplane wing provided a wide main landing gear base which greatly increased control while taking off, landing and in ground phases of taxiing. In addition, the low wing more accurately reflected the front-line fighters that cadets would later be asked to fly in combat. The design consisted of a steel tubing frame for a strong structure yet the thin plywood and fabric covering allowed the airplane to be light. The only downside was that the wood wings were susceptible to rotting (and eventually critical to the airworthiness) in wet climates.



M-62 (PT-19) National Museum of the USAF (USAF photo)

By September 1939, the M-62 was presented at Wright Field in Dayton Ohio against 17 other Primary Trainer designs. At the “fly off,” the M-62 performed flawlessly and became the U.S. Army’s new Primary Trainer. However, exactly one year later only 12 PT-19’s had rolled off the Fairchild’s Hagerstown, Maryland

(Continued next page)

("Fairchild PT-26, Cornell 10521" continued)

factory line and it was obvious that to meet the increasing demand with America's



Karolina Marek Jetphotos.net (with permission)

entry into World War II, Fairchild would need to seek help from other aircraft manufactures. Howard Aircraft, Aeronca and Fleet Aircraft of Canada (whom produced the majority of the PT-26's) began ramping up production of the PT-19, PT-23 & PT-26 under license and soon there were too many airframes and not enough Ranger engines to outfit.

Specifically, the Fairchild PT-26 is the third in a family of three primary trainer designations (PT-19, PT-23, PT-26). The

basic PT-19 was originally an open cockpit design but it was requested by the Royal Canadian Airforce to add an enclosed canopy so they could operate in cold weather conditions. This version would be known as the PT-26 "Cornell". Most of the PT-26's that were built served in Canada until they were phased out of service in 1947. Together, Fairchild and Fleet built over 1,700 PT-26 "Cornells". (Fleet produced about 1057 PT-26 A/B's while Fairchild built around 670 PT-26 Mk.I's).

PT-26 Specifications

Engine: Ranger L-440-3 6 cylinder, inverted, air-cooled, in-line piston engine producing 200 hp

Weight: 1,845 lbs. empty,
2,545 lbs. max gross weight

Dimensions: Wingspan: 36' 0"
Length: 28' 10"
Height: 10' 6"

Armament: None

Performance: Maximum Speed: 132 mph
Cruising Speed: 106 mph
Range: 480 miles
Max Service Ceiling: 15,300 ft.



CSPhotography

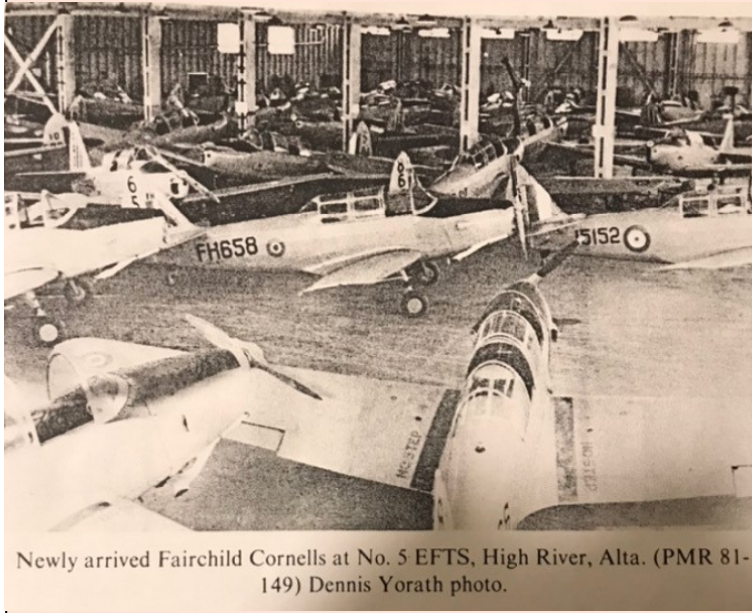
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("Fairchild PT-26, Cornell 10521" continued)

PT-26 10521 History

As the case with many military aircraft, tracking down the history can be quite difficult. Often times you get inaccurate data or information that essentially "non existent" due to poor records keeping. However, this particular airplane does have some interesting records and we can approximate where and when it rolled off the Fleet Aircraft assembly line.

10521's airframe was completed at the Fleet Factory in Fort Erie, Ontario in November of 1942. It was likely stockpiled due to the lack of Ranger engines available as well as some other instrumentation because of supply chain issues. Once it was complete, 10521 was ferried from the Fleet factory to No.4 Training Command in



Newly arrived Fairchild Cornells at No. 5 EFTS, High River, Alta. (PMR 81-149) Dennis Yorath photo.

PT-26's assigned to No5 RCAF EFTS 1943

(Although you can not make out the actual markings of 10521, the likelihood that it's in this picture is high—Steve)

Calgary, Alberta on December 5th 1942. Through research and analyzing aircraft movement cards, it was likely that 3 PT-26's (10520, 10521, & 10522) were transferred within days to the No.5 EFTS (Elementary Flying Training Schools) at High River, Alberta. Although 10521 must have been used in some capacity from December 1942 until about May of 1943, the log book entries were a bit sparse. However, we found that on May 6th 1943 "an accident involving aircraft "Cornell" Mk.2 No. 10521 occurred today. P-O (Pilot Officer) J.C. Leslie, instructor and Corporal Cookx, S.JR. were slightly injured." It was marked as a "B" category crash ("B" meaning serious damage requiring

prolonged repair normally from a civil contractor or at a Repair Depot) due to an engine failure. When turning into the wind, they encountered sleet and ice. The instructor took control and at the same moment, the engine failed. The aircraft hit a ditch, bounced up on it's nose and turned over on it's back. The occupants were trapped in the aircraft as the coupe top was crushed.

By May 27th 1943, 10521 was shipped to M&C Aviation Company in Prince Alberta, Saskatchewan where the airplane underwent major repairs and completed by July 3rd, 1943. Shortly after that, the aircraft was transferred to a "Stored Reserve" with No.2 Training Command meaning the aircraft was used for pilot training off and on

(Continued next page)

("Fairchild PT-26, Cornell 10521" continued)

"as needed." By late 1944, the No.2 & No.4 Training Commands merged so it is likely that 10521 ended up in a Stored Equipment Holding Unit in Estevan, Saskatchewan. Like many other "Cornell"s at this time, these were the first steps toward an inevitable disposal/surplus sale. On August 21st 1946, 10521 was transferred to the War Assets Corporation where it would be sold to one lucky civilian for a total of \$800.00. This marked the end of 10521 and it's RCAF military career.

Once sold in August of 1946, the aircraft was registered in the United States as NC1132N and eventually, N1132N (which it is still registered as to this present day).

While the aircraft has had several engine overhauls, multiple fabric recovering and several different paint schemes over the years, it has also lived all over the U.S. from Montana, Kansas, Nebraska, Texas, Michigan to eventually it's new home in Geneseo, New York.

WAR ASSETS CORPORATION P.O. BOX 8000, MONTREAL, QUE.					
Mr. E. Nicholson, SOLD c/o Estevan Flying Club, TO Estevan Sask.,		SHIP TO Same		HO	
Cash Ex Storage Location		VIA			
TERMS	DATE	PURCHASER'S REFERENCE NO.	SALES ORDER NO.	PROVINCIAL SALES TAX LICENSE NO.	
	Nov 15th/46		4-7081		
ITEM	W.A.C. DECLARATION	DESCRIPTION	UNIT MEASURE	NO. OF UNITS	UNIT PRICE
1.	No Decl.No File C.A.A.C. Ref. File 223-28D-1 (135) Ser X 18864 Sheet 1 Class 101	Cornell II Aircraft RCAF No. 10521 Mfg. Ser. No. FC27 Ranger 6-440-C-5 Engine No. 6419/27720 c/w Wooden Propeller Spark Plugs Batteries Instruments Fire Extinguisher.	each	1	

War Assets Corporation makes no warranty or representation whatsoever as to the condition or suitability of the goods for any purpose other than as to condition or suitability of the goods as shown on the invoice. The buyer shall be responsible for any damage to the goods or for any loss or expense incurred by the buyer in connection with the goods.

CUSTOMER: W.A.C./c/o R.E.M.S. Estevan Sask.,

DO NOT TYPE IN THIS SECTION R.V. 67593-87495

REMIT BY CERTIFIED CHECK OR BANK DRAFT PAYABLE TO WAR ASSETS CORPORATION



Author/Owner's kids

In 2013 N1132N had a complete ground up restoration to bring back her original No.4, No.5 EFTS colors. Over 71 years later, 10521 with a completely restored center section, newly covered wings, brand new Sensenich wooden propeller and 0 time (SMOH) Ranger L-440 3 200 hp engine, was brought back to life.

In 2019, 10521 was purchased with the intent to give it a new home among the current fleet within the National Warplane Museum. 10521 also has the ability to offer authentic air tours over beautiful western New York and the Finger Lakes region during the Spring, Summer and Fall seasons. (Check out the rides page of the NWM website!) The focus is to provide visitors and members of the museum with the opportunity to feel what it was like to be a pilot training cadet in World War II as well as preserve the rich history that this particular Primary Trainer endured. 10521 is a welcome addition to the National Warplane Museum's lineup of rare, airworthy, and restored WWII flying examples!

US NAVY WEATHER SPECIALIST TURNS ARTIST

By Jamieson Steele, Collections & Displays

James H. Joss was in the US Navy from 1945 to 1988, making the grade of Chief. After his Navy career, he took up oil painting of aircraft. His daughter, Sue



Holler, donated the artwork, his uniform, portrait, and other items to our museum. He was weather, WX, specialist in the Navy, but obviously, loved aircraft.

His art, portrait, uniform, and grouping of his medals is now on the wall as you enter the display area. The uniform will be moved to a cabinet, and was only out for the air show. These are very nice variety of paintings, do check them out. We have very little Naval Aviation items to display, other than Terry Swan, so this was a wonderful donation. All kidding aside, Terry helped me with details of the medals, as; he too, is an Old Salt, 'Lifer' in the US Navy in cryptology.

Donations are not just 'stuff', they are a part of someone's life, someone, who served, so we could stay free, and that will never cease.

ROTC Commissioning

By Jay Jones

On May 15 the National Warplane Museum welcomed back the United States Air Force Reserve Officers' Training Corps (ROTC), Detachment 538. They came, that beautiful Monday morning, to commission 10 new Second Lieutenants into the United States Air Force. Detachment 538 is based out of the Rochester Institute of Technology (R.I.T.) campus but encompasses many other local colleges. This graduation class included cadets from Brockport SUNY, Roberts Wesleyan University and St. John Fisher University along with 7 cadets from R.I.T. The Detachment is led by Lieutenant Colonel Christopher Denzer and his staff of two officers and two enlisted troops, all kept running smoothly by Senior Staff Assistant, Mrs. Elizabeth Polmateer.



The ceremony itself lasted 1 hour consisting of the actual swearing in of each cadet, then the pinning on of the merited rank followed by their first salutes. Everyone was then free to visit the museum and walk among the many planes on display. Lt. Colonel Denzer climbed aboard the museum's own C-130 for a brief trip down memory lane as he himself has logged many hours in the Hercules. The day's events finished with photos of the new Lieutenants' in

front of Whiskey 7. How fitting, our country's newest with one of our country's oldest.

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("ROTC Commissioning" continued)

On a personal note, having been commissioned this same way a mere 38 years ago, this is a huge step in these 10 warriors' lives. Their military future is boundless and completely in their own hands. We at the National Warplane Museum were honored to host this event and wish them well. And if their paths should ever bring them back to Western New York, we hope they will stop by and visit us once again. **AIM HIGH!**



United States Air Force Reserve Officers' Training Corps (ROTC), Detachment 538

Lt. Justin Bates

Lt. Jess Beckwith

Lt. Haleigh Freiner-Mess

Lt. Lindsay Gazda

Lt. Brendan Knapp

Lt. Nicholas Rosica

Lt. Jade Staton

Lt. Madeline Szwed

Lt. Ethan Tranfalia

Lt. Alexander Yovanovich

NASHVILLE! LAS VEGAS!

By Larry Jones

Our 2023 Raffle is off to a great start especially after our Airshow ticket sales! Thanks to all who helped sell tickets as well as purchased them! Tickets are available now through September 23rd at the National Warplane Museum gift shop.

Our lucky winner will have their choice of spending 4 nights in Nashville, TN or Las Vegas NV. Trip includes 1) hotel accommodations at the Hyatt Place Resort in downtown Nashville or The Paris Resort in downtown Las Vegas. The National Warplane Museum reserves the right to offer an equal quality lodging choice within these cities. 2) Round trip airfare to and from a major airport in close proximity to winner's home address. 3) Two show tickets within either Nashville or Las Vegas as arranged ahead of time up to \$300 value for the two tickets. 4) A Visa, Mastercard, or American Express Cash card in the amount of \$300 to be used towards anything winner so desires. (Hotel room taxes and fees are also included in this prize.)

National Warplane Museum's 2023 Raffle & Fundraiser

DOWNTOWN NASHVILLE OR THE STRIP LAS VEGAS

or a destination of your choice of equal value!

INCLUDES:

Roundtrip Airfare for 2

Hotel Accommodations

2 Show Tickets

Plus Cash for your trip !

NATIONAL WARPLANE MUSEUM



GENESEO, NY

Travel Arrangements Courtesy

4 Glamorous Nights!

The Paris Resort Las Vegas

- or -

The Hyatt Place Downtown Nashville

Travel must be used by 12/31/2024



Alfred, NY
Dansville NY
Cape Coral FL



Alfred, NY
Dansville NY
Cape Coral FL



\$10

TICKET

\$30

Book of 5

TEN EXCITING SECOND PRIZES!

VINTAGE AIRPLANE RIDES IN:

1943 VULTEE BT-13

1937 FAIRCHILD PT-26

or OUR BELOVED 1943 C47 "WHISKEY 7"

RIDES MUST BE SCHEDULED IN ADVANCED

TICKETS AVAILABLE AT THE NATIONAL WARPLANE MUSEUM 3489 BIG TREE LANE, GENESEO, NY

VACATION PACKAGE IS SUBJECT TO AVAILABILITY AT TIME OF BOOKING

CHANCES OF WINNING DEPEND UPON THE NUMBER OF TICKETS SOLD

RULES AVAILABLE ON OUR WEBSITE

DRAWING SATURDAY, SEPTEMBER 23rd 3489 BIG TREE LANE, GENESEO, NY

MUST BE 18 OR OLDER TO ENTER

NEED NOT BE PRESENT TO WIN

Winner can choose an alternate destination of their own choice up to \$3,000 in value using Alfred Travel Center for all travel arrangements. The trip must be used by

(Continued next page)

("Nashville! Las Vegas!" continued)

travel prize only. The winner is responsible for all income taxes in accordance to state and federal rules and is also responsible for all other expenses incurred that is not specified within the raffle's official rules.

There will be ten (10) names drawn for second prize; 1) an approximate 30 minute airplane ride in a Vultee BT-13 basic trainer, 2) an approximate 30 minute airplane ride in a Fairchild Cornell PT-26 primary trainer, 3) and eight approximate 30 minute airplane rides in Whiskey 7 – our famous C47!

Fight winners will be awarded gift certificates that can be scheduled in advance in the same way other gift certificate holders schedule rides. Due to FAA regulations, weight restrictions apply to all aircraft passengers. Winners of airplane rides must read and sign a Waiver of Consent Form prior to flying and must be in good health to qualify for their flight. If the winner exceeds the aircraft's weight limit or is unable to partake in the ride for any other reason, he or she can transfer their prize to another participant of their choice. There is no cash alternatives for aircraft ride winners.

Raffle rules apply in accordance to NY State Gaming Commission regulations. All raffle entrants must be 18 years of age or older to enter. Ticket prices are \$10 for one ticket chance or \$30 for 5 tickets. Compensated employees of The National Warplane Museum and Alfred Travel Center **are ineligible** to participate. Volunteers and Members of The National Warplane **are eligible** to participate. The drawings will be held on Saturday, September 23, 2023 during our Birthday Bash for Whiskey 7's 80th anniversary approximately around 6:30 PM. Winner does need to be present to win. Original number of tickets printed: 2,500. More tickets may be printed if necessary. Chances of winning is dependent upon the total number of tickets sold.

The next time you visit us at the museum, be sure to purchase your ticket or book of tickets to help keep our beloved Whiskey 7 flying in top form! Who knows, you just may be our lucky winner!

The Air Show and the Boxcar

Story and pictures by Kevin House



This year the Boxcar Boys saw fewer dollars in our donation barrel and fewer visitors to the airplane. While visitorship was down, the enthusiasm and interest was no less than any previous show.

The airplane was manned by Paul, Bob, Peter, Andy and Edy. As in past years, it was an enjoyable experience showing people around the airplane.

This is the second year that we've towed the mobile stairs out to the rear of the airplane to use as an exit. In the past, visitors have had to enter and exit by the crew door. With the clamshell doors open and the stairs up, the flow of was much better and made more sense. The stairs are in fairly rough shape so they will be repaired and painted before next year.



Work continues on the cockpit. Much of the center console between the pilot seats has been refurbished/built. The cockpit side windows have suffered from wind and sun, so we are considering replacing plastic with glass.

Next year the C-119 crew will be back with an even better Boxcar.

University of Rochester Vietnamese Club

By Ruth Henry

Ten University of Rochester Vietnamese Club members toured the National Warplane Museum (NWM) in Geneseo April 8 to see *The Saigon Lady* C-130 Airplane, one of the last planes to escape South Vietnam with civilians before the Communist takeover (Fall of Saigon) in April 1975.

The Saigon Lady spent 28 years at The Smithsonian National Air & Space Museum in Wash., DC, before resettled at The NWM in 2019 for restoration and public display.

U of R Vietnamese Club President, Nguyet “Riley” Nguyen helped coordinate the visit. “When I introduced this trip opportunity to our Club members, most of those interested were born in Vietnam and had grown up with a very different perspective from many Vietnamese Americans. Nevertheless, we all took the trip with an open mind and thought it was a meaningful and memorable experience. Throughout our visit, we were able to look at this complex piece of history from both the American and the Vietnamese perspectives.



URVC Members Riley Nguyen, Linh Tran, Chi Tran, Khanh Le, Nguyen Tran, Linh Vu, Duy Nguyen, Khoi Phan, Lam Pham, Huy Tran, Huong Vu attend the School of Art, Science and Engineering at University of Rochester.
(Photo: Marcia DeMinco)



NWM volunteers Jay Jones, Ray Ingram and Don Wilson, leaders of the C-130 restoration project, chaperoned the student visit. The student’s engagement impressed Jay Jones.

“They asked lots of questions and listened attentively to the presentation. Some had visited Air Museums before but weren’t allowed to sit in the cockpit. They loved sitting in the pilot seat, handling steering controls and pushing buttons!”



“STEM” Day Program

By Ruth Henry

Did you know our NWM hosts an educational “STEM” day program on Preview Day of the airshow? This is typically the day prior to the official airshow date, and it is open to our members. Most aircraft arrive on this day, and some performers practice their routines. Weather permitting, this is a very exciting day! High school students from Pioneer High School in Yorkshire, NY attended our “STEM” day this year.

In addition to watching the planes, students participated in several special sessions fitting and unique to our Museum venue:

Navigation- viewing and learning about aviation maps

Careers in aviation- panel discussion

Aerodynamics- exploring the effects of weight and balance an airplane

Aviation History- a tour of a C-47 that was the lead aircraft of the second wave in D-Day, dropping paratroopers on June 6.

1944, and a tour of the National Warplane Museum.



The students were amazed, engaged and asked many questions during this hands-on adventure and really enjoyed the tram ride tour of the grounds.

United Way “Day of Caring”

Story and Photos by Ruth Henry

Many Hands Make Light Work, and on May 11, thanks to United Way “Day of Caring”, 3 Corporate volunteers mustered for work orders at NWM. Rick Busch of Xerox, Steve Kubiak of Paychex and Jennifer Harvey of U of R



Rick Busch (Xerox)



Steve Kubiak (Paychex)

brought trowels, rakes and muscles to weed, trim and tidy gardens, paint signposts, picnic table and mulch. Our own gardening volunteer, Deb Czerkas helped alongside. Brian gave the workers the W-7 tour, and Austin provided each with a NWM Calendar. Jennifer’s daughter is interested in Aero-nautics, so they had visited the Museum prior. Rick attended airshows years ago as a child and Steve had never been but was WOWED by the planes and vowed to return with his wife and child.



Deb Czerkas



Jennifer Harvey (U of R)



Men of Action and Change

Story and Pictures by Monica Kingston

Men of Action and Change (MAC) is a fraternal service organization, with a local chapter at SUNY Geneseo. MAC members are to uphold the five core principles handed down by their forefathers of Service, Scholarship, Unity, Fitness, and Loyalty when conducting themselves both in private and public.



MAC members (and a friend) recently came down to the Museum to help out. They helped prepare the big hangar for an event, cleaned up two outside areas and organized some of the many boxes of parts in the wood shop. We appreciate their efforts.



What's a pilot's favorite breakfast?

A "plane" bagel!





2023 Calendar of Events

3489 Big Tree Lane, PO Box 185
Geneseo, NY 14454
585-243-2100

www.NationalWarplaneMuseum.com



EVENT	Date	CONTACT
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
Local Flying Aces Event	7/12-7/15	
MARS Sport Launch	7/22 - 7/23	www.marsclub.org
Whiskey 7 Skydive the Falls	7/14-7/15	(585) 243-2100
Airshow "Hot Wash" (10 AM Swanson)	7/29	(585) 243-2100
Whiskey 7 Fly over Canandaigua	7/29	
Rides Day	8/5	(585) 243-2100
VFW Picnic	8/5	
Rochester Air Show	8/11-8/13	
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. Rzadca (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
Living History Weekend	9/23 - 9/24	(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

Rides on the WACO are now available!!!!



Rides may now be booked in the Museum's WACO CSO. The charge is \$325 for 1 or 2 passengers. Bookings will soon be available on the Museum's webpage or by calling the office at 585-243-2100. (Please note: There is a combined weight limitation of 400 pounds.) Enjoy a thrilling open cockpit ride around the Genesee Valley!



**NATIONAL WARPLANE
MUSEUM**

3489 Big Tree Lane
PO Box 15
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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 | |