

# Hangar Tales

*Official Newsletter of the National Warplane Museum*



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## “Whiskey 7” Birthday Bash



On Saturday, September 23<sup>rd</sup>, The National Warplane Museum hosted a day-long birthday party for Whiskey 7. W7 (Whiskey 7) is the crown jewel of the National Warplane Museum’s collection. This C-47A Skytrain, serial #13803, tail number 43-30652, came off the Douglas Aircraft Company’s Long Beach (CA) assembly line on Sept. 23, 1943.

The party marked the 80th birthday of Whiskey 7, a troop transport that flew during the D-Day invasion on June 6, 1944. W7 was the lead plane of “Mission Boston”, the second wave of the Normandy invasion. It dropped H Company, 3rd Battalion, 505 Paratroop Infantry Regiment of the 82nd Airborne on St. Mere Eglise.

The party included airplane rides, re-enactors, a barbecue dinner, and a swing dance featuring the music of the Southern Tier All Star Jazz Band.

The Jazz Band is composed of music professionals and retired teachers and performs at events throughout Western New York. The Genesee Valley Council on the Arts awarded the Museum almost \$4,000 in grant monies to cover the cost of the orchestra, stage and chairs for the event. We very much appreciate their support!



During the band’s break, winners of the NWM 2023 Raffle/Fund Raiser were drawn and announced, See the related article elsewhere in this newsletter.

("Whiskey 7 Birthday Bash" continued)

Dinner was served from 4:30 to 6:00. It featured a menu of pulled pork and pulled chicken, salt potatoes, macaroni and cheese, baked beans, roll and butter. The dinner was prepared by Ron Neidermaier of Groveland.

Prior to the dance, some attendees attended swing dance lessons in the hanger. The lessons were taught by Alla Levi and Marty Steinhauser who teach monthly swing dance lessons at St. Thomas Episcopal Church, the YMCA and at libraries throughout Monroe County. The band performed in the big hangar from 7 til 10 p.m.



Volunteer servers (L to R): Drusilla Hart, Bevin Lynn, Susan Erdle, Stacy Parks, and Gretchen Ippolito



Birthday Party Organizer Christina Swank  
Fund Raiser/Raffle organizer Larry Jones

All will agree that the party, organized by volunteer (and *Whiskey 7* devotee) Christina Swank, was a huge success.

After the war, W7 served as an airliner, a cargo plane and finally a corporate aircraft. It had the World War II-era interior replaced with different configurations. At one time, the interior of the plane included a dry bar and lounge. The National Warplane Museum continues to maintain the aircraft and wishes to keep her flying for years to come. We recently received a \$15,000 grant (see article elsewhere in this issue) that will be used to help restore the plane's interior to accurately reflect its appearance during World War II. The grant will help replace the seats with the pan type seating used during D-Day, as well as restore the radio operator and navigator's stations.

## Additional Party Pictures



The Dinner Tent



Diners, Left to Right:  
Unknown Guest, Diane  
Wilkins, Dave Cooper, Don  
Nicholls, Amy Beechler,  
and Casey Bukowski



Former “*Whiskey 7*” owner, Polly Hill  
and her son, Ed.

(I had hoped to sit down and interview Polly  
for the newsletter but, unfortunately, that  
didn't happen!)

# Additional Party Pictures



Some of our outstanding National Warplane Museum volunteers!



Casey Bukowski and Bevin Lynn drawing the Fundraiser Raffle winners



Casey and his "bevy of beauties"



Casey and Amy Beechler

# Additional Party Pictures



Hush Cocktail Lounge in Hornell served liquid refreshment. (Deer Run Winery and War Horse Brewing also had a presence. See article elsewhere in the newsletter.)



Attendees enjoying the sounds of the Southern Tier All Star Jazz Band.



Pete and Tina Treichler on the dance floor



Our newest Whiskey 7 pilot, Cody Murphy, and his daughter, Haley



One of the basket raffle prizes organized by Jody Beyer

## Additional Party Pictures



The “Birthday Girl” Presides over all the festivities!



### Veterans Day 2023 at the National Warplane Museum



On Saturday, November 11th, the National Warplane Museum will be hosting an Open House for all veterans. At 11:00 AM, a ceremony will be held which will include the playing of “Taps”, a reading of “In Flanders Field”, and the ringing of a bell 21 times. There will be free admission for all veterans.

Whiskey 7 will be participating in a flyover of the Veterans Day Parade in Rochester, also at 11:00 AM.

## A Spectacular Fly-In Breakfast!

By Larry Jones



**WOW!** Our breakfast took in nearly \$2,500 while serving over 200 hungry folks including children. The Fly-Ins were great thanks to the beautiful weather we experienced. Because we were able to use up so much of our inventory on hand we only had to purchase eggs and sausage and a few supplies leaving us with a profit of over \$2,000! A lot of work for a couple of grand, yes. However, in addition we also received over \$100 in general donations, broadcasted our Whiskey 7's Birthday which resulted in extra online sales, and sold over \$1,000 in raffle tickets (thanks John!) We signed up a few new volunteers, allowed for a great rides day and created a wonderful atmosphere for goodwill that was enjoyed by all. Shirt

tailing off a great Veterans Picnic on Saturday where we sold nearly \$1,000 in raffle tickets (Thanks, Holly!) it was all in all a super successful weekend.





## NWM and the Next Generation

Several members were having a casual conversation recently and wondered about the Museum's role in motivating our youth to pursue aviation careers. Our guides and shop volunteers frequently encounter youngsters showing incredible knowledge of the warbirds and great enthusiasm for aviation. C 2C Alex Kenyon, a NWM member for several years, is currently a third year cadet at the US Air Force Academy. He has visited the museum numerous times, flown on Whiskey 7 and enjoyed several of our Air Shows. He earned his PPL several days before graduating from high



Alex in NWM hangar—9/5/2020



Alex in X-59 simulator—6/29/23

school in Bloomfield. This summer in an Academy program he spent time at the Edwards Air Force Base Test Pilot School. He was provided the opportunity to take an incentive flight in a T 38C Talon, the supersonic jet trainer, with a NASA test pilot who had graduated from the Air Force Academy. Some time was also spent in the X-59 simulator guided by the Chief NASA Test Pilot, "Nils" Larson. Alex is majoring in Systems

Engineering and future plans are "flight school and test pilot school."

Alex is the grandson of volunteer Laurretta Kenyon.



If you are aware of any of our young members who have taken the route to a career in aviation we'd like to know about them.

Left - Alex in left seat of a 172 over the Finger Lakes - 6/16/21

Right - T38C with NASA Test Pilot "Dudley" Graham - 6/30/23

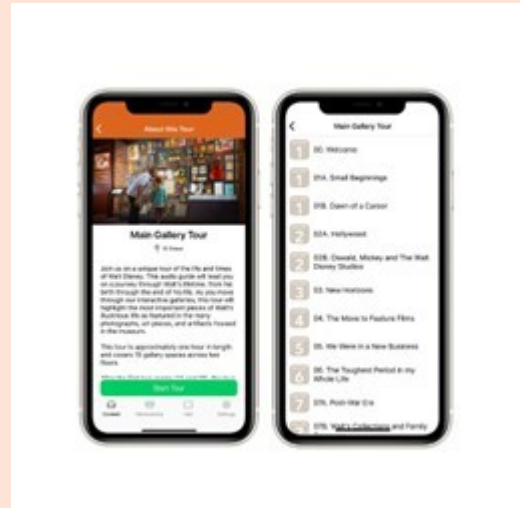


# Audio Tours Update

By John Snyder

Our volunteer, Holly Stettner, announced the NWM Audio App will be up and running soon. After months of collecting photos, videos and audio input from our volunteers, we are almost ready to go live.

Visitors will download the app to their phones upon admission. Exhibits will be labeled and the App will guide them through the museum with pictures and audio to explain what they are looking at. One of the great features of this App is that additional content can be added at any time. The user can then choose to "deep dive" for more information on an exhibit that interests them the most, and skip over what they are less interested in.



Stay tuned for future announcements !

## PLEASE NOTE!!!!

**As of November 1st, the Museum will moving to its Winter Hours schedule!**

**Wednesdays and Saturdays 10:00 AM to 3:00 PM**



### 2023 Calendar of Events

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

[www.NationalWarplaneMuseum.com](http://www.NationalWarplaneMuseum.com)



EVENT	Date	CONTACT
MARS Sport Launch	11/4-11/5	<a href="http://www.marsclub.org">www.marsclub.org</a>
MARS Friends Gathering	11/5	<a href="http://www.marsclub.org">www.marsclub.org</a>
Veterans Day Observance	11/11	(585)243-2100
Christmas Party	December TBD	(585)243-2100

Dates Subject To Change

## SPECIAL WINE & BEER LABELS FOR A SPECIAL PLANE

By Jamieson Steele

Any aircraft that is 80 years old is likely silent in a museum, or in a barn, covered in cobwebs. Well, with the exception of our very own Whiskey 7. She literally flew into her 80<sup>th</sup> year, to the delight of everyone at our W7 Birthday Party and on ride flights that day.

Christina Swank, who is enthralled, nay, obsessed with W7, but in a good way, planned the party. Our special lady was the reason. W7 did five ride flights to the delight of some very happy visitors. Other planes of our fleet also took to the air, while folks toured the museum. Nary a complaint, except that Casey Bukowski stole all the favors of the dancing ladies at the party until the last note, and mind you, he is now 99 !



When W7 returned to Normandy in 2014, the oldest winery on Conesus Lake, Deer Run, removed a generic biplane on their Runway Red wine's label, and the Kuyons asked us to allow W7 to grace the label, and it has ever since. For the 80<sup>th</sup>, Scott Kuyon added "1943-2023, Whiskey 7 Celebrating 80 Years" to the label. He brought Runway Red, and two others for the party, and had to have

his wife come down with more wine, as he was selling out of wine, also a good thing.

After W7 returned from Normandy the air show program had her on the cover, and the crew signed many copies.



(Continued next page)

(“Special Beer & Wine Labels for a Special Plane” continued)

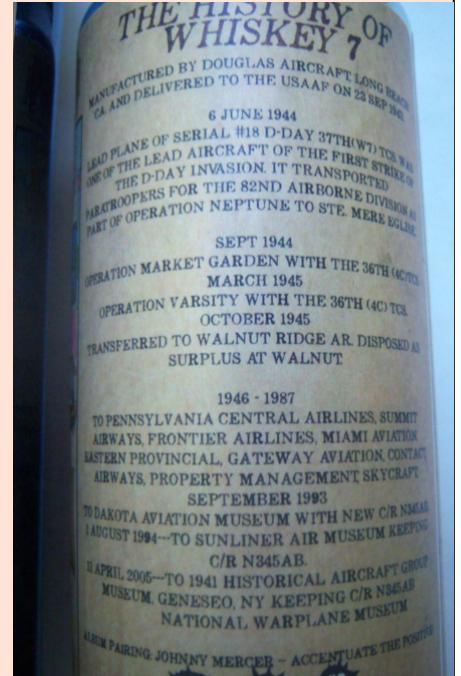
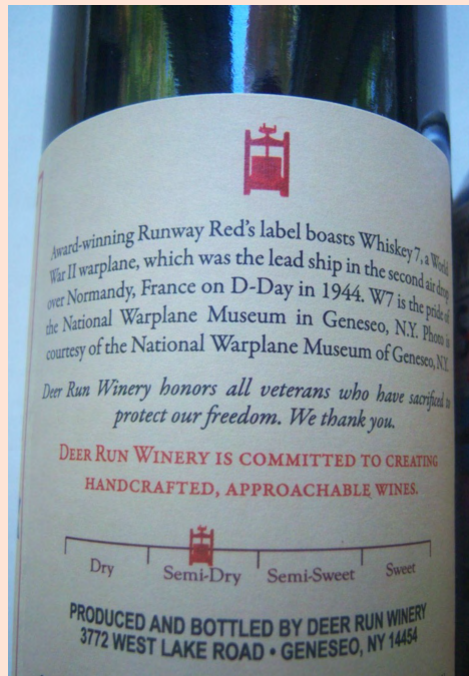
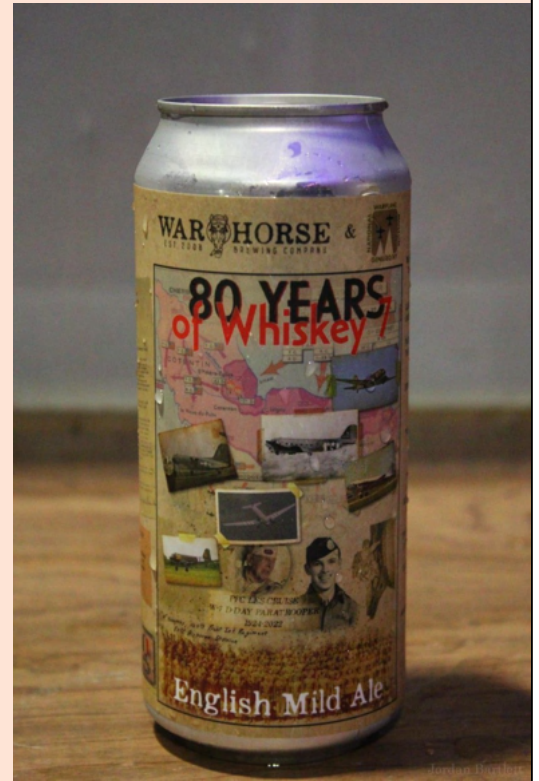
I framed one, and took it to Deer Run, and it is still up on their wall. Thank you Kuyon family!

Meanwhile, War Horse Brewing Co. (Geneva, NY) also had a special can with the history of the plane, pictures of Les Cruise Jr., and various pictures of it over the years. These were gone by night’s end, but still can be purchased at the brewery, collectors item for sure.

A great airplane and a great history, saluted by great wine and beer labels.

Jamieson R. Steele

Collections, Displays, Beer/Wine





## Fundraising News

By Larry Jones

**RAFFLE WINNERS ANNOUNCED!** Saturday evening September 23<sup>rd</sup> during Whiskey 7's Birthday Bash, we drew 11 lucky winners' names for this year's raffle! Our oldest yet most vibrant volunteer, 99 year-old Casey Buckowski from Lancaster, drew our winning tickets! A big thank you goes out to all

who sold and purchased tickets during the year. Ten airplane rides and a trip to Nashville, Las Vegas or winner's choice were the prizes! When the dust all settled, we cleared close to \$2,500 after expenses. Although this is a far cry from the net proceeds of earlier raffles, NY State's stringent Games of Chance rules and regulations instituted only a few years ago for legal raffles have made it extremely challenging for non-profits to sell tickets. Be it as it may, we are still proud to announce this year's raffle winners:

Our grand prize winner proudly goes David Cooper of Geneseo. Dave has been our airshow organizer over the years and is extremely supportive of our museum in all areas. Congratulations Coop and thank you for all you do for us at the museum!

**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 TRAVEL CENTER, Inc.**  
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"  
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 23<sup>rd</sup>  
3489 BIG TREE LANE, GENESEO, NY  
MUST BE 18 OR OLDER TO ENTER  
NEED NOT BE PRESENT TO WIN

Rides Certificates were awarded to the following folks:

BT-13 :Dawn Klemm - Whitesboro, NY	W7: Kaylie Flannigan - New York, NY
PT-26: Jerry Adamski - Rochester, NY	W7: Bob Ellsworth – Hunt, NY
W7: Jeff Neufeglise - Penfield, NY	W7: Mike Mullen – Parish, NY
W7: Floyd Watkins - Livonia, NY	W7: Joann Grice – East Bethany, NY
W7: Dawn Klemm - Whitesboro, NY	W7: Bill Browning – Rochester, NY

Once again, thank you for all who participated in our raffle and congratulations to all of our winners!

## Warplane Museum Receives Grant for Whiskey 7

The Museum recently announced that it has received a \$15,000 grant from the Rochester Area Community Foundation (racf.org). The RACF grant program looks to fund projects that result in the preservation of historical assets with attention to projects that foster economic development and provide opportunities for the community to engage with the region's rich historical assets.

With the grant, the Museum will extend the restoration of its C-47 Skytrain aircraft called "Whiskey 7". Whiskey 7 was the lead plane of the second wave of airborne paratroopers over Normandy. Work will target completing the recreation of the navigators and radio operators stations which were removed in 1946. The cargo area seating will also be enhanced. Original



Radio Operator's Station



Navigator's Station

period equipment will be purchased and installed and the upgrades will reflect what the interior of the plane actually looked like in 1944 during D-Day. This restoration in Whiskey 7 will take us "back in time" and will give Museum visitors a realistic picture of its interior during that critical time in WWII.

According to Museum President W. Austin

Wadsworth, "This is a wonderful opportunity for us to continue the restoration of our flagship aircraft. In addition, as the 80<sup>th</sup> birthday of the W7 approaches, this is a wonderful birthday gift!"

Kudos to volunteers Craig Wadsworth and Logan Gardner for compiling the list of materials needed for the grant - and to Colleen Venturino for submitting the grant!



Pan Seating for the Paratroops

**Save the Date to ROC the DAY!**  
**Tuesday November 28, 2023**  
**Join us and make a difference!**



On **Tuesday, November 28**, the Greater Rochester community will come together to **ROC the Day** and we need YOU to join us in supporting the National Warplane Museum!

It's 24 hours of unprecedented on-line community giving (midnight to midnight) sponsored by United Way to help local organizations--and it's your chance to make a real difference for an organization close to your heart! You helped us last year -- so consider a gift again this year!!

As you purchase your other holiday gifts, please take the time on **Giving Tuesday (November 28)** to support the Museum with a one-time gift-- you can even give a monetary gift "in memory of" or "in honor of" a friend or loved one. What a perfect and thoughtful gift for any aircraft fan!

Stay tuned for more information coming soon.

## Boxcar to the Rescue

By Kevin House

(This article is about the C-119 Flying Boxcar and role it played in Korea during the Chosin Reservoir campaign.)

In 1945 the Soviets and the U.S. divided Korea in two at the 38<sup>th</sup> parallel. The north became Communist, the south a Democracy. Both sides wanted to eventually unify all of Korea. The Chinese saw the U.S. as imperialists and wanted to free the South from American "rule". Assuming the U.S. would not interfere, the North invaded the South in June 1950. Their invasion had the support of both the Soviets and the Chinese. President Truman sent American troops to South Korea to "send a message that the US would contain Communism and come to the aid of its allies."

North Korean armies overran the South with 75,000 troops and armor and took the South Korean capital of Seoul in just 5 days. The Chinese joined the North Koreans in October 1950 with the arrival in Korea of the Chinese People's Volunteer Army (PVA). Through a brilliant move, UN forces came ashore at Inchon on the Korean west coast behind the North Korean forces, and started advancing northward toward China. At this time the US Marine 1<sup>st</sup> Division of about 25,000 men arrived and began military operations. Probably their most significant operation was at Chosin Reservoir beginning in November.

"It is a cardinal rule of military intelligence that contingencies be recommended on the basis of an enemy's capabilities, and not upon his intentions, or what his intentions are perceived or hoped to be." Intelligence reports of Chinese military buildups in North Korea were increasing by October 1950. UN General Staffs, however, did not understand the seriousness of those reports. The UN was unaware that tens of thousands of Chinese PVA forces were massing in the rugged mountains of the North. This breakdown put the Marines in the position of being outnumbered by about 5 to 1 as the Chinese moved in approximately 120,000 troops.

X Corps had been created of the 1<sup>st</sup> Marines, and the 3<sup>rd</sup> and 7<sup>th</sup> Army Infantry Divisions. The Corps was spread pretty thin throughout the northeast of Korea. It was decided to send the 1<sup>st</sup> Marines and a 7<sup>th</sup> Infantry Combat Regimental Team (2,500 men) north along a single lane road to the Chosin Reservoir. The plan was to hook up with the Army 8<sup>th</sup> Infantry Division coming from the west and then continue north



(Continued next page)



(“Boxcar to the Rescue” continued)

driving the Chinese back to China. What the Marines and Soldiers were not told was that the 8<sup>th</sup> had been routed by the Chinese and would never be able to rendezvous. The road to Chosin was very narrow, it was the only road and it twisted



1st Marine Division

and turned through some very rugged terrain. The road was known as the MSR – Military Supply Route. At this time of year the snow was flying, and nighttime temps were dropping to –20 to –30 degrees. On arrival at Chosin after a 75 mile trek from their home base of Hamhung, the Marines and Soldiers split. The Marines occupied the west side of the reservoir, the Soldiers, to cover the Marine flank occupied the east side. Neither one could support the other with firepower and communications between the two forces was poor. As

the Marines advanced, they did not know that there were 12,000 Chinese troops concealed in the mountains around Chosin. The Chinese were waiting for the US forces to come to them.

The Chinese, in order to understand their enemy, had launched limited scale attacks. They learned of American tactics, weapons, deployments and manpower with those forays. The Chinese planned to attack the Marines and Soldiers simultaneously. On 27 November the Chinese secretly moved within striking distance of their adversaries. The first attack was against the Marines at 2100 on the 27<sup>th</sup>. The snow was deep, the temperature was –20. The Chinese attacks were “massively overpowering and attacking without regard to casualties.” The attacks against the Army units occurred just before midnight. Entire platoons were wiped out (about 45 men/platoon.) The PVA tactics were to assault, then withdraw, then assault again. Ground was lost, then regained, then lost again. The Chinese preferred to attack at night. During the day, UN fighter bombers strafed, bombed, rocketed and napalmed Chinese positions. Snow fall inhibited flight operations and night aerial attacks were negligible.

The US forces suffered horribly casualties not only due to combat but also due to frostbite. On the 28<sup>th</sup>, the troops were exhausted and low on food and ammunition. Up to the date of withdrawal – 6 December – the Marines had suffered 4,400 battle casualties and 7,000 other casualties mostly due to frostbite. The Army Regiment had to abandon its positions on the east side of the reservoir and move to the southern end closer to the Marines. Of the original 2,500 soldiers, 1,050 successfully withdrew, with just 385 of them considered able bodied.

(Continued next page)

("Boxcar to the Rescue" continued)

On the 28<sup>th</sup> the Far East Air Force had airdropped 10 tons of ammo to the Marines and 16 tons to the Army. The Marines needed about 400 tons of supplies but the FEAF was capable of just 70 tons per day. Adding all available C-46, C-47 and C-119 aircraft raised the daily total to 250 tons.



A breakout back down the MSR was decided for 6 December. The wounded were dying and US forces were in danger of being overrun. The American forces were harassed by mortar and small arms fire for the entire withdrawal of 4 days on their 75 mile journey. On their way south they came upon a 1500 foot deep gorge. The bridge over the gorge had been blown up by the Chinese. The gorge could have been negotiated slowly by foot but that would

have required leaving all vehicles, tanks and artillery behind. The vehicles totaled 1,500 and there were 46 tanks. It was decided to use C-119s to airdrop bridge

sections for the Marine and Army Engineers to assemble. 8 C-119s each carried an 18 foot long section, each of which weighed 2,900 lbs and was dropped under a 48 foot diameter parachute at an altitude of 800 feet.

One section was damaged during the drop and another was captured by the Chinese. The remaining sections totaled 22 feet in length to span a 29 foot gap. An enlisted Engineer discovered a large number of pre-cut timbers near a power station at the gorge. The timbers were installed at either end of the gap and the bridge sections laid on top.

It was a long slow process to get everyone across. The last of US forces to cross were the tanks. They were held for last because of concerns they would damage the bridge. 40 tanks made it across, the rest abandoned because of mechanical problems or battle damage. After the tanks came hundreds of Korean civilians running from the Chinese advance. The bridge was not the last obstacle the Chinese put in the way. Further down the MSR was an elevated narrow-gauge rail-



Chosin bridge drop

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("Boxcar to the Rescue" continued)

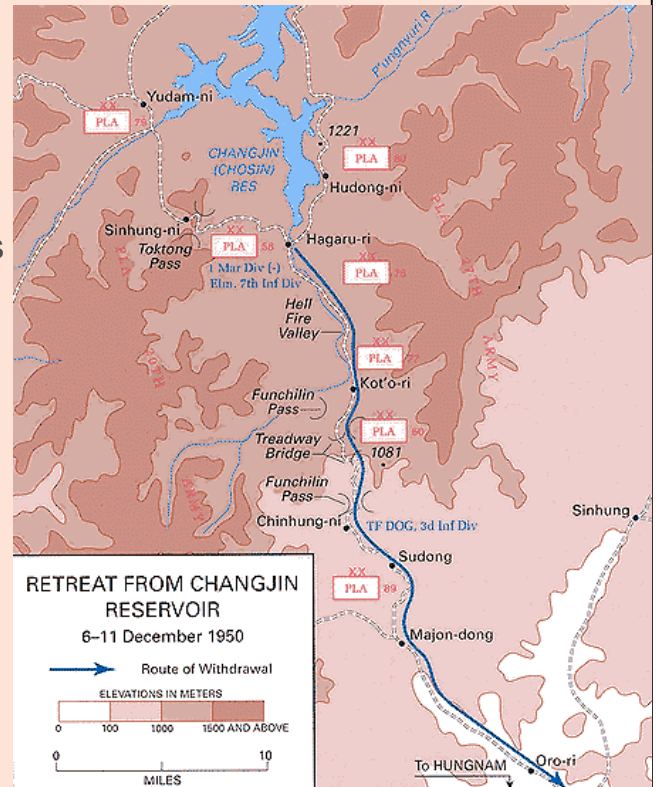
road that ran over the road. The Chinese blew it up causing it to collapse into the MSR. Fortunately, bulldozers were able to shove it to the side of the road.

During the withdrawal, General O.P. Smith, Commanding Officer of the 1<sup>st</sup> Marines, was interviewed by American press. He was asked about his retreat from the Chosin. His reply, "No, not a retreat. It will be an attack in another direction." By the time his words were printed in American newspapers they became, "Retreat Hell! We're attacking in another direction!"

At 0230 on 10 December the first elements of the American withdrawal reached the Marine base. Preparations then began to get the whole division out of North Korea. 193 ships collected the Marines and Soldiers at the port of Hamhung. The port was then blown up. The Chinese entered the port on 25 December 1950.

There were 17 Medals of Honor awarded to Chosin Marines and Soldiers. This number was second only to the Battle of the Bulge at 20.

US losses: approx. 18,000 casualties  
Chinese losses: approx. 50,000 (mostly due to the extreme cold. The Chinese had arrived in North Korea poorly prepared for the weather.)



Korean War – June 1950 to July 1953. The war ended without a victor. A truce was called. In 2021 the war was declared over.

# C-119 “Boxcar Update

By Dave Kolchuk

It has been a while since we wrote but here are some things that have been going on with the “Boxcar”. You may have seen this rainbow photo before but it is such a “lucky” shot it is worth repeating. Taken after an airshow training session at Swanson hall.



Bob Cox. has been maintaining the JLG lift all year around. This summer it had a new battery installed with some advice from Larry J.



Kevin has been continuously working on the Boxcar’s flight deck. He recently upgraded the enter console between the pilot’s seats.



We recently received a bench donation that we passed on to Jamie for use in the 1941 hanger. A lady who worked on our crew years ago gave it to us.

(Continued next page)

("C-119 Boxcar Update" continued)



Professional artist Dave Thelen created and installed the Coat of Arms decals on the flags adorning the aircraft's vertical stabilizers. He had previously hand painted the Union Jacks on them. We now have complete and accurate flags on our aircraft.

Dave Andruczyk, aka "Super Dave", helped us improve the safety of the stairs leading up to the crew door. This idea came from Boxcar Babe Edy who thought of it during the air show. Now it just needs painting.



There are other things going which we will fill you in on later, so stay tuned.



## Herb Entz (Nov. 27, 1927-Sept 7, 2023)



Born in Rochester, New York November 27, 1927 he, along with his twin brother Robert, was the son of German immigrants Emile and Emma Entz. Herbert graduated from Ben Franklin High School in Rochester and enlisted in the US Marines Air Corps in July 1946. Stationed at Cherry Point, NC, he served as an aviation mechanic. He had a lifelong love of airplanes and used to quip that “they used to let me fix the airplanes, but never let me fly them”. After leaving the service he had a brief stint in carpentry and met his beloved wife Doris before he began a long and prosperous career with Xerox

Corp. as an Exhibit Specialist. Herb and Doris spent most of their life in the Rochester community before moving to Maine in 2016. They were married for 67 years when she passed in 2018.

In his free time Herb enjoyed restoring some of the last remaining World War II planes as a volunteer with the National Warplane Museum. He was particularly proud of working on the C47, “Whiskey 7”, which in 2014 flew to Normandy to commemorate the 70th anniversary of the D Day invasion. He spent many years hunting and fishing as a member of the Pinnacle Hook & Shell club and tinkering on gas powered model airplanes. He had a tremendous green thumb and especially enjoyed growing gladiolus, white being his favorite. And of course he always enjoyed his evening martini. Herb touched many lives with his kind spirit, his storytelling and pleasant nature. He will be greatly missed.

For complete obituary, go to

<https://www.bchfh.com/memorials/herbert-entz/5266265/index.php>

(Editor’s note: Herb was one of the founding members of the National Warplane Museum, holding Membership number 6.)

## Members Submissions



**#1) Submitted by Jerry Adamski**

**#2 - 4) Airshow pics submitted by Warren Kingman:**

**Quentin Marty's Stearman**

**Phil Natoli's SNJ**

**C-123 "Provider"**



**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 preservation and display of significant historical and military aircraft and artifacts for the benefit and education of the public. We honor all Veterans for their service and sacrifice.

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 <input type="checkbox"/>
or Renewal <input type="checkbox"/>

- |  |          |
|--|----------|
| _____ 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  |          |