

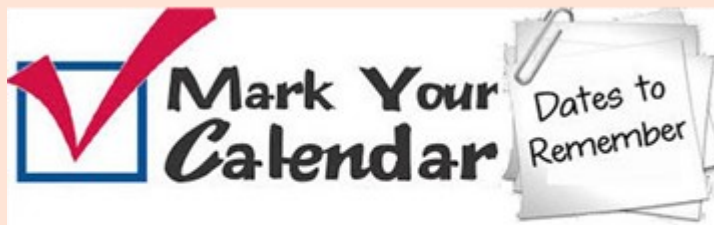
Hangar Tales

Official Newsletter of the National Warplane Museum



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The National Warplane Museum Presents
















THE GREATEST SHOW ON TURF

JULY 13-14, 2024

3489 BIG TREE LN, GENESEO, NY 14454

WHO WILL BE THERE?

AIRCRAFT FLYING:

-  B-17G Flying Fortress
-  F-22 Raptor (USAF Demo Team)
-  Spitfire Mk. IX
-  Hawker Hurricane Mk. VII
-  P-40 Warhawk
-  P-51(C&D) Mustang (4x)
-  B-25J Mitchell (2x)
-  C-47A Skytrain (2x)
-  Rob Holland's MX-RH
-  PT-26 Fairchild
-  BT-13 Valiant
-  T-6 Texan
-  And More...



2024 GENESEEO AIRCRAFT SHOW



NATIONAL WARPLANE MUSEUM
GENESEEO, NY

JULY 13 & 14

"THE GREATEST SHOW ON TURF"

W. J. Schaffler 2024

Meet “Duffy”, Our Newest Pilot

By John Snyder

The National Warplane Museum is thrilled to introduce “Duffy”, our newest pilot, who will become a crew member on our 80-year-old World War II C-47, Whiskey 7. Duffy will also act as our official diplomat to our young fans interested in aviation.



Duffy will fly on each flight of Whiskey 7 and will then enter into his flight log book all the flight hours he has accumulated. He will also explain some of the mysteries of flying and what inspired him to become a pilot himself.

Editor's Note: Duffy's first official act is appearing on banners (similar to the one above) that should be appearing in all Quicklee locations in Western NY. Look for them soon!

When he's not in the air, he will have a place in our store where you can have your picture taken with him. Duffy is joining us at the best time, because we're getting everything ready for our annual air show on July 13th and 14th. We can't wait to have you visit us and have a chance to meet Duffy. We know he's very excited about meeting you!

THERE'S A WAR ON, YOU KNOW

By Jamieson Steele

That was a common phrase during WWII to explain the hardships, rationing, sacrifices, and war related efforts to be victorious. War effort recognition was sought by businesses, factories, farmers, service groups, and others. One way to display pride in the work you, or your group did, was to wear a pin that signified the effort. We have a tray of such pins in our display area that I have collected over the years.



Army-Navy "E" for Effort pins were the most common, and shown is one on top of an envelope that contains one, with a note from the President about the honor. I left the one shown sealed, as it is unusual to find them like that. The picture of the toy gun stock shows the remnants of the 'Army Navy E' decal, so this is a war time toy.

Other pins shown are three WWI bond drive pins, a 1943 steel penny, as copper was needed for the war effort. Army Air Force Air Warning Service pin for those observers, home and overseas, in towers, or high spots, watching for enemy aircraft. AWS was continued after WWII, then watching for Russian planes. I remember a Cub Scout trip to



one outside the village I grew up in, and the ladies were on alert!



One pin has a large 'A' for agriculture effort, but I am not sure if the cows got one too. Also, a USO, United Service Organization, and USS pin, United Seamen's Service, which was like the USO. A very unique, small wing has the Girl Scout

(Continued next page)

("THERE'S A WAR ON, YOU KNOW" continued)

Scout emblem applied to the front. As a long time collector, I have never seen, or heard of such a pin, nor have my collector friends. It was likely made by a jeweler, using a shirt size, actual wing.

Still in the original box, is an ornate pin; 'Telephone Serving for Victory', and remember, telephones were uncommon in rural areas, and were mostly at the general store. If you had a phone in the home, it was attached to a cord, and a mobile phone was only on Dick Tracy's wrist!! Also shown (below), are a few 'Ships for Victory' pins, all made by the American Emblem Co. which was in Utica, NY, and made pins and silver wings.



The small wing with the letters 'NK' and a star in the middle is an odd one. I have several with various colors for the stars. Nash made cars, Kelvinator made appliances, and during the war they teamed up to make a flying boat. My research shows that it was never completed, perhaps not even off the drawing table. They were also made by

the American Emblem Co., and another AE Co. collector friend, thinks they were different levels of effort by the NK employees. The picture of three others I have, and the colored stars are applied separately. You can see on the back how the mounting prongs went through a hole, and were bent to keep the star on. If anyone knows more, do let me know.

There are many other 'Effort' pins and buttons out there because, well, there was a war on, don't you know?



The Eclipse at NWM

by Ruth Henry

Photos by Monica Kingston

The Geneseo skies began to grow dark around 2pm on the afternoon of Monday April 8 as about 100 visitors gathered in the fields at the NWM to watch the solar eclipse. The “Path of Totality”, where the sun was completely blocked by the moon, stretched throughout Western N.Y.. The late, unpublished, decision to open the museum paid off,



The scene at time of “Totality”

according to Volunteer Monica Kingston, with steady tours and gift shop activity throughout the day. “We had a full parking lot of fun visitors from many states as far away as Alabama. Two flew in for their visit. Less clouds would have been nice but didn’t seem to bother many. Several came over to thank us, shake our hands and tell us how much they enjoyed their time in Geneseo at the NWM.”



Our parking lot full of vehicles!



A balloon happened by while we were waiting for the eclipse and landed in a nearby field

TWO VETERANS, TWO HOURS, 197 YEARS OF LIFE, AND COUNTING

By Jamieson Steele

Our beloved Casey Bukowski was asked to speak at the Dansville School, which was coordinated by Bevin Lynn, also one of our helpful members. Amy Beechler



brought Casey from Buffalo for the event. You all know the two talented ladies from their dress up promotions for our Air Shows. Casey's presentation held the kids attention for over an hour, and they had a chance to question him after his talk.

(L to R: Dick Bondi, Amy Beechler, Bevin Lynn, Casey Bukowski, and Jamie Steele)

Then, Dansville resident, Dick Bondi, joined us for lunch. The two gents had never met, but they hit it off in grand fashion, and lunch went past the two hour mark, with those two sharing their WWII tales with great clarity. One at 34,000 feet above the sea, and the other 300 feet below it. .

Most readers know of Casey, a B-17 left waist gunner, who flew with the 381st Bomb Group out of Ridgewell UK. Amy arranged for Casey to return to his old base, now a museum, for his 99th birthday last June. They will return there soon, for his 100th !! Bevin and her Husband will join them, as well. Last year was the first time Casey was back at Ridgewell, as on his 16th mission, his plane was shot down, with only him and three others of the ten man crew surviving. He was basically blown out of the



Dick Bondi (L) and Casey Bukowski (R)

(Continued next page)

(“TWO VETERANS, TWO HOURS, 197 YEARS OF LIFE, AND COUNTING” continued)

plane, causing severe wounds which cost him an eye. He is often at our museum, a true joy germ. Jarod Cummings often brings him in his two seat trainer, as Casey loves to fly.

Dick spent his WWII in a submarine in the Pacific Theatre, where he managed to get in hot water on several occasions, and his mischievous twinkle in his eyes tells you that he is still quite the character, but a mere 98! His scariest moment was when a Japanese ship fired a torpedo at his sub, and they could hear the screw turning, as it came closer, and closer to his crash diving sub. It went over head, missing his sub by only a few feet. He said depth charges didn't bother him much, as if you heard it, you knew the sub was OK, with maybe just some leaky pipes.

The Sunrise Restaurant staff saw their jackets, and gave them a Veteran's discount. Needs no saying, that we bought their meals. It was one of the most moving, and joyful events in my life. Why wouldn't it be, surrounded by two beautiful ladies, and 197 total years of life, wisdom, and infectious humor.



The Fairchild Aircraft Company

By Kevin House

In 1896, Sherman Fairchild was born in Oneonta, NY. Jumping ahead to his involvement in aviation, he developed an in-between-the-lens camera shutter. This was a diaphragm shutter that was mounted between the front and back elements of the lens. Up until this time, aerial photos were distorted because the slow shutter speeds of cameras of the period could not keep up with the speed of the aircraft. In 1920, Fairchild founded the Fairchild Aerial Camera Company. In 1929, Fairchild bought controlling interest in the Kreider-Reisner Aircraft Company and eventually established the Fairchild Aircraft Co.

The Fairchild company set up business in Hagerstown, MD and by 1949 had 4,500+ employees. The company was involved in numerous aviation and aerospace projects. Fairchild built aircraft for the war effort during WW2 as well as civilian aircraft.

Probably their most noteworthy contribution to the Allied cause during WWII was in the PT line of primary trainers, used both in the US military and the Canadian military. Over 7,000 PTs were built between 1938 and 1944. Fairchild was the first aircraft manufacturer to supply monoplane aircraft expressly designed to fill the role of military trainers. This first line of airplanes was the PT-19, a mostly wood aircraft, tandem seating, open cockpit and powered by a Ranger in-line 6-cylinder engine of either 165HP or 200HP. The Canadian version of the -19 was the PT-26, "Cornell". It had cold weather modifications such as a canopy. They were built under license by Fleet Aircraft of Canada for the RCAF. We have a PT-26 "Cornell" in our hangar here at the Museum.



Fairchild designed and built so many different aircraft that I cannot include all of them here. I'll emphasize the ones that, in my opinion, are most important.

The USAF wanted a larger capacity airplane - larger than the C-47 or C-46. Fairchild came up with the C-82 which had its first test flight in 1944. By 1948 over 220 of them had been produced. Used in the Berlin Airlift, they carried graders, bulldozers, and other equipment for the upkeep of Berlin's airports. The big

(Continued next page)

("The Fairchild Aircraft Company" continued)

brother to the C-82 was the C-119 Flying Boxcar. Over 1,000 were built. (There are 568,177 rivets in a -119, by the way!). The Museum has a C-119 on static display. For a comparison of lift ability, 59 C-119s could carry a regimental combat team, versus 147 WWII type cargo aircraft. (A regimental combat team consisted of about 5,000 personnel, artillery, vehicles, a medical company, and a combat engineer company.)



C-119

In 1974, Fairchild won a contract to build aircraft designed from the ground up as close air support. This was the A-10 Thunderbolt, known affectionately as the Warthog. Over 700 were produced and are expected to remain in service until 2028. The airplane was designed around a 30mm gatling gun, and can carry air to ground and air to air missiles. It can also deliver GPS and laser guided bombs.



A-10

In civilian production, a Fairchild FC-2W was selected by CDR Richard Byrd in 1928 as one of 3 aircraft for his Antarctic expedition. When this expedition was completed Byrd had the airplane put in an igloo hangar and, when he returned in 1933 he serviced the airplane, fired it up and used it for aerial mapping. That aircraft is now at the Smithsonian.

A favorite airplane of mine is the Fairchild F-24. It is a single engine, 4 seat aircraft. It's powered by the 6-cylinder inline inverted Ranger engine or the Warner radial. Some were used by the Civil Air Patrol during WWII, others served in the military.



F-24

The Pilatus Porter of Switzerland was built under license by Fairchild. First flown in 1959, it was a great short-field takeoff and landing airplane. It could take off in 300ft and land in 150ft.

Originally produced by Fokker in Holland, the F-27 was built by Fairchild under an agreement to produce and market the airplane in the Western Hemisphere. This was a prop-jet airliner. The first delivery was in 1958 to West Coast Airlines. It was powered by 2 Rolls-Royce engines giving a cruising speed of 300mph.

(Continued next page)

("The Fairchild Aircraft Company" continued)



Other production: B-52 fuselage sections, F-4 Phantom tail assemblies, Space Shuttle stabilizers, and Boeing 747 and 757 wing control surfaces. In 1971 Fairchild produced the Applications Technology Satellite for NASA. This device expanded communications coverage, in particular for Alaska and areas of the Rocky Mountains.

In 1984, Fairchild left Hagerstown. Up until that time the company had employed over 50,000 people in the MD, PA and WV areas. In 2003 Fairchild was bought by M7 Aerospace. In 2010, M7 was purchased by a subsidiary of an Israeli defense contractor. Fairchild no longer makes airplanes. The focus now is on aerospace parts and support services.

Sherman Fairchild died in 1971.



South Africans Visit the National Warplane Museum

By Bob Howard

On Sunday April 21, 2024 ten visitors from the Country of South Africa toured the Museum. The visitors were accompanied by their local hosts, which included Rotary Club members from Canandaigua, Wayland, Avon and Bloomfield.



RFE Group Meets With Jamie Steele in Admin Building

They were a group of Rotary International members who were touring the Rochester & Finger Lakes area as part of a Rotary Friendship Exchange Team. Their entire visit covered twelve days, with three separate hosts, starting in the Elmira area and continuing north to eventually end up in the Rochester area.



With Jay Jones on the C-130

The Rotary Friendship Exchange program gives Rotarians and their families the opportunity to experience other cultures firsthand, by participating in reciprocal visits with Rotarians from other



countries and their families. Introduced in 1984, this program aims to advance international understanding among Rotarians. It provides Rotarians with the opportunity to form personal contacts and make long-lasting friendships while exploring different areas of the world.



NWM Member Bob Howard

The tour was arranged by NWM volunteer Bob Howard with Guide services provided by Jamie Steele and Jay Jones. Two of the team members were hosted in the home of Bloomfield Rotarian Bob Howard and his wife Barb. Another couple were hosted by NWM volunteer Dave Bastine and his wife Anne. Anne is a member of the Wayland Rotary Club.

(Continued next page)

("South Africans Visit the National Warplane Museum" continued)

The visitors were split into two groups, with Jamie, who started with the Museum exhibits and aircraft, and Jay, who started with the C130 Hercules. The groups traded guides later so that they could all see the entire Museum. One of our visitors, Hannelie, worked 30 years as a flight attendant, 10 of which were on a Douglas DC3, the civilian version of the C47. The questions were plentiful and the answers were thorough.

The feedback that I received from the visitors, as well as their tour guides Jamie & Jay, was that everyone enjoyed their tour.



Hannelie at Door of Whiskey 7



Other pictures from the tour



National Warplane Museum Recognizes Support of CP Ward

By Margaret Lee/Livingston County News



The National Warplane Museum in Geneseo recently recognized CP Ward with an award of appreciation for the civil construction company's 20 years of assistance to the museum. "CP Ward has always been there for us," said Austin Wadsworth, president of the National Warplane Museum. Wadsworth said that the museum wanted to give CP Ward President Ken Stewart and the company a plaque to thank them for the work they've done for them through the years and the friendship that they've built. "Whatever we've needed through the years – they had," said Wadsworth. CP Ward is also a sponsor of the National Warplane Museum's annual airshow.

Stewart became president of CP Ward in 2015, moving up after about 26 years of service to the company. Stewart said it is important to him that the company gives back to the community. CP Ward assists Genesee Country Village & Museum in Mumford, the National Warplane Museum, and has sponsored other local events, such as the Genesee Valley Hunt Races.

The friendship between CP Ward and the National Warplane Museum began about 20 years ago between Richard "Dick" Ash and Wadsworth. Ash served as president of CP Ward from 1976 to 2015. During his tenure at CP Ward, Ash believed in the importance of being an active part of the community. "We're more than willing to lend a helping hand," said Stewart, who strives to continue his predecessors goal of community involvement. Ash was also an avid recreational flyer, with thousands of miles under his belt, according to a CP Ward history. Ash flew himself and his wife back and forth from New York to Florida during the 1980s when CP Ward had a construction office in Florida. He also flew across Australia and throughout Europe, in addition to his flights locally. He also flew planes in the air show, according to Wadsworth. Ash was an advisor and helper of both Genesee Country Village & Museum in Mumford and the National Warplane Museum in Geneseo.

CP Ward is the oldest construction company in the region, beginning in 1913. The company is the third oldest member of the New York State chapter of the Associated General Contractors of America. CP Ward does work across the Western New York region and employs upwards of 150 employees in the summer months. The company has done construction work on bridges, roads, culverts, across the region and in 2010 even rebuilt the elephant enclosure at Seneca Park Zoo in Rochester.

THE WAR IS OVER, AT HOME WITH AN EMPTY CLOSET

By Jamieson Steele

When a service person came home, from wounds, rotation, or the war was over, there was a strong desire to let others know that you had served. If you had been honorably discharged, but were still in uniform, you did not want some MP, or officer challenging your status, and throw you in jail. Also, the only clothes you might own were your uniform on your back, so how would anyone know you were not AWOL?



To the rescue was the Honorable Discharge uniform patch, and a civilian lapel button of the same design, an Eagle in a circle. The uniform patch was a triangle with the bird in the circle, and the pin was the same, a gold colored lapel pin. It was an odd looking Eagle, and quickly the GI slang dubbed it; 'The Ruptured Duck'. The uniform patch, worn over the right pocket, allowed the soldier to wear his

uniform for up to 90 days, as he may not have any civilian attire, and after the war, new clothes were hard to find. The lapel pin was for the honor of service, worn on the civilian coat lapel.

The lapel pin actually dates to 1925, when the pin had colors applied, with a banner of 'National Defense' at the top, and that pin was issued up to 1939, but there was no patch. For WWII, the pin did not have colors, and the cloth patch was made in the various colors of uniforms, and was issued from '39



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Canadair CE-133 Silver Star

By Austin Hancock

(Editor's Note: The original article about the museum's Silver Star, written by Kevin House, appears in the March-April '22 edition of "Hangar Tales", which can be found in the "Hangar Tales" archives found on the Museum's website.)

While doing research on our aircraft collection for a database I was building, I learned a lot about our particular aircraft's history. The CT-133 was a Canadian built (under license) Lockheed T-33 Shooting Star. It was used primarily for training fighter jet

pilots in the RCAF. Our Silver Star is s/n 21083, and was built in 1953 at Canadair's Montreal facility.

It was received at #2 Advanced Flying School RCAF Station Portage la Prairie (Manitoba) in Oct 1953, and renumbered as/n 133083. It was redesignated CE-133 in 1994. This meant that it was fitted with radar-jamming and chaff pods under the wings. 133083 served with 434 (Combat Support) Squadron in 1995, at



Canadian Forces Base Greenwood, NS. It was reported as sold in 2001 (or later) to Air Combat Warfare International of Kitchener, Ontario, and registered as N84KK. But this sale apparently fell through. It was stored outside at Canadian Forces Detachment Mountain View, Ontario in June 2005. Registered again as N84KK in November 2008, to Military Aircraft Restoration Corp. (MARC) of Anaheim, California. CE-133 133083 was donated to the National Warplane Museum by MARC in Spring of 2010.



(Photos used with permission
Paradie/Kaehler Archives via CASPIR)

("THE WAR IS OVER, AT HOME WITH AN EMPTY CLOSET" continued)



to 1946. There were private purchase variations, as shown, in silver, bullion thread, and a tie clasp. Individual service branches also had their own logos. Shown (below) are those, arranged



around a war time Utica Club coaster that featured the branches, and stated; 'Honor The Person Who Wears One'. Another UC coaster featured all the various ranks. (Yes folks, they still make UC in Utica, NY. Any who doubt that can just check my cooler to see live ones. I digress, but it was the first beer poured in the US at the repeal of prohibition. They now mostly focus on the Saranac line.)



Perhaps like the T shirt that says; 'My Parents Went to Disney, But All I Got Was This Shirt', the returning vet didn't have much to display for his sacrifice. Pretty much just a discharge form, letter of thanks from the President, and the gold lapel pin. However, that mattered little, as they were just so glad to be back home. Then the Baby Boom began, of which, I am evidence.

Letchworth Central School World Language Club Visit

By Craig Wadsworth



On March 12th, the Museum hosted a group from the Letchworth Central School World Language Club. Thirty four students and adults came to the museum as they prepare to make a visit to France including Normandy over their spring break. "No trip to Normandy would be complete with a preparatory visit to the National Warplane Museum", said Lauren Hurlburt Letchworth High School teacher and leader of the group, "We think it helps to get the students in the spirit as we will be visiting the Normandy memorial sites, beaches and battlefields by giving some background to the men and women who served our country." During their tour, the students and adults heard about the Museum, our trip to Normandy in 2014, and toured our exhibits. In thanks for the experience, the Club provided the Museum a \$1,000.00 donation to help with the continued restoration of W7.

Thirty Years of Support

By Ruth Henry Photo by Don Mills



NWM's John Snyder (L) and Peter Bruckel (R)

National Warplane Museum volunteer John Snyder and NWM President Austin Wadsworth visited Peter Bruckel at his company in Avon recently to present a plaque honoring Bruckel's 30 years of Museum support. An aviation enthusiast, Bruckel has been flying since age 16, and his sons are enthusiasts as well. Pete's father, during his service in the Navy during WWII, rescued a B-29 crew from the water off Tokyo, and movie footage of that rescue is in the Bruckel family archives.

Pete's backing of NWM manifested in 1994 when he donated a building to the Museum. His crew disassembled, loaded, transported, unloaded and reassembled the small original hanger, which at the time provided a tremendous boost to the newly formed Organization. Over the years, his company, P S Bruckel Inc. in Avon, has assisted Air Show and large group gatherings by bringing in lights, signs, traffic control management and generators.

Asked what has prompted his support over three decades, Pete cited his love of aviation, love of airplanes and love of Military Veterans who "fought for this country and deserve more credit than they get." He hopes to see the NWM continue because "it's good for kids to see."

In addition to NWM, several Non-Profit organizations have benefitted from the Bruckel family benevolence, including Toys for Tots and Canandaigua Veterans Affairs Medical Center. Pete's latest initiative, LIVWELL, is a multi-use facility planned in Avon on land donated by his family. Growing up in Avon, Pete's participation in sports helped him connect to the community and learn valuable life lessons which he believes can benefit

(Continued at bottom of next page)

2024 Calendar of Events



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

www.NationalWarplaneMuseum.com



EVENT	Date	CONTACT
Rides Day	5/11	(585)243-2100
ROTC Commission-Museum closed	5/13	(585)243-2100
MARS Sport Launch	5/25-5/27	www.marsclub.org
Memorial Day Observance-Fly over	5/27	(585)243-2100
Airshow Flightline Training	6/1	(585)243-2100
Veterans One-stop Center Picnic	6/8	Bob Wolter (585) 200-9742
MARS Sport Launch	6/8 - 6/9	www.marsclub.org
Wargames Among Warbirds	TBD	wargamesw@yahoo.com
Empire State Champion Free Flight	6/14 - 6/16	Lyle Whitford (716)807-4748
Airshow Flightline Training	6/22	(585)243-2100
York Field Days W7 flyover	7/3	(585)243-2100
Whiskey 7 Independence Day Fly Overs	7/4	(585)243-2100
*GENESEO AIR SHOW	7/12-7/14	(585)243-2100
Rides Day	7/13-7-14	(585)243-2100
Flying Aces Event	7/20-7/21	David Mitchell(202)744-9345
MARS Sport Launch	7/27 - 7/28	www.marsclub.org
Rides Day	8/3	(585)243-2100
Geneseo VFW Picnic	8/3	Tony Gurak (585)489-1698
MARS Sport Launch	8/24 - 8/25	www.marsclub.org
WNY Free Flight-Yankee Air Pirate Challenge	8/16 - 8/18	Mark C. Rzacca (wnyffs@gmail.com)
Veterans One-stop Center Picnic	8/31	Bob Wolter (585) 200-9742
Pancake Breakfast	9/2	(585)243-2100
Rides Day	9/2	(585)243-2100
Great Grape Gathering	TBD	Roy Smith aeronut.kos.net
Wargames Among Warbirds	TBD	wargamesw@yahoo.com
MARS Sport Launch	9/14 - 9/15	www.marsclub.org
Rides Day	9/21	(585)243-2100
Rides Day	10/5	(585)243-2100
MARS Sport Launch	10/12 - 10/13	www.marsclub.org
SUNY Geneseo Cross Country Meet	10/19	(585)243-2100
MARS Friends Gathering	11/3	www.marsclub.org
Veterans Day Observance	11/11	(585)243-2100

Dates Subject To Change --Updated 1/31/2024

("Thirty Years of Support" continued)

development of a multi-generational community wellness center offering indoor and outdoor sports & recreation, community space, and senior programming
www.livwellcenter.org

As with the National Warplane Museum, Pete recognizes the importance of re-investing in the community, for himself, his neighbors, his kids, grandkids and future generations.



**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
- _____ Senior (age 60 and up) \$ 45.00
- _____ Student (22 and under) \$ 20.00
- _____ Family (2 Adults and children under 18. Please provide names & dates of juniors) \$100.00
- _____ Lifetime \$600.00
- _____ Check here if you need a new decal for your car

Mail this application with your check or money order to the address above