

Our Mission: To interpret aviation, particularly that related to New York State, with exhibits and programs that educate, entertain and excite the public

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Winter 2017-2018

BOB VORE RECEIVES “ALEX” AWARD

Bob Vore, ESAM’s Information Technology Coordinator, was awarded the 2017 “Alex” Award at the museum’s Annual Dinner Meeting.

Each year, one or more ESAM volunteer(s) are presented with the “Alex” Award for their sustained and outstanding volunteerism. Named in memory of a truly great ESAM volunteer, **Roland "Alex" Alexander**, the award recognizes the volunteer's service, cooperation, teamwork and a dedicated pursuit of excellence.

Bob has been an ESAM member since 2010. His volunteer efforts touch the entire museum. One of the first things a visitor sees when coming to the museum is our roadside sign. Bob manages the messages that are displayed on the sign. When a visitor pays the entry fee to the museum or buys something in the Gift Shop he or she may do so on the museum’s credit card machine. Bob keeps the credit card system in working order and updates it as necessary. When a new exhibit has a computerized aspect, such as the Beechcraft flight simulator that is currently in development, Bob is involved. When a visitor reads the signage on the exhibits in the galleries there is a good chance that Bob was involved in producing the signage. When the office administrative staff and others use the phone or access email and the internet they do so on systems that Bob maintains. When the museum’s website needs changing, Bob participates in the changes. When the museum’s internal computer system needs upgrading, maintenance, reconfiguration or troubleshooting, Bob is the person who makes it happen. (For example, recently Bob worked with the Restoration Team to put them on the museum’s computer system.) When the computerized collections management system needs attention, Bob provides it for both the Research Center and the Objects Collections.

Bob also volunteers as a member of the Curatorial & Acquisitions Committee and at special events. In particular in 2017, he coordinated the sale of un-built models that generated more than \$1,000 for the museum.



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PRESIDENT'S COLUMN

Dear Friends of ESAM,

It's hard to believe that 2018 is already upon us. Your museum and those members that make things happen around here are already making plans for the year ahead. I hope you are also feeling and seeing our progress, as 2017 was successful in a number of ways for ESAM.



Bud Matthews

Last year, there were five areas I was most concerned with; **Fundraising, Membership, Events Planning and Execution, Advertising and Building Maintenance.** What I've found after a year is this was only the beginning, but here is some feedback for you.

- There was a 65% increase in contributions over the last year. There are some unique circumstances that may have driven that, but by any measure that's not bad.
- We have some terrific new members that are also active volunteers. I see the energy in restorations, the successful educational programs and our outreach efforts generating a lot of interest.
- Our showcase event for 2017 was the 90th Anniversary of Schenectady Airport and visit by Charles Lindberg followed by a Hangar Dance. From start to finish, it was well planned and executed by Peter Russo and Joyce Newkirk.
- We tried some new things with advertising last year that included a traveling display that went to The Empire Plaza and Albany Airport during the summer. We are also rolling out a new Website to draw in new visitors and communicate to over 50 different organizations through social media. Additional money was also spent on typical advertising, but very carefully!
- There were a number of projects that we completed during the year that were planned, but still expensive. The good thing is that we had few surprises, we did spend some more on grounds maintenance during the year and was money well spent.

So for this year, we have to keep the above items in focus and under control, but there are exciting things coming up that will be keeping many of us busy, including:

- Renovating the Gallery 2 Annex, or the WWII Room. This project just continues to excite and motivate the team involved, as everyone seems to have a personal connection to that generation.
- Completing the restoration and installation of the Concorde at the front of the building. This will involve moving the Memorial Park, engineering and construction of foundations and erection of the world's largest model.
- Begin the planning to enhance the outside of our building that will draw in new visitors. Be prepared to hear a lot more about this.

For sure, there are many things going on at your museum that you should take great pride in. Stop in for breakfast on January 20 or any other 3rd Saturday of the month and see the place...you will be impressed!

ESAM'S 2017-18 BOARD OF TRUSTEES IS FORMED

ESAM's 2017-18 Board of Trustees met for the first time on November 20, 2017. New members of the Board are **Richard Bievenue, Tim Clark, Gary Gershon** and **Ryan Macherone**. Following is information about the new Board members.

Rich Bievenue: Rich Bievenue started volunteering at ESAM in 2015 and was initially involved with the restoration of the M42A1 "Duster" tracked anti-aircraft vehicle. He is currently serving as the shop supervisor for ESAM's Restoration group. He has implemented an additional work session for team volunteers in an effort to keep up with restoration's needs. Rich is employed by Precision Valve & Automation in Cohoes, NY. He has a BS in Mechanical Engineering and over 20 years experience working in that capacity. He enjoys doing restoration projects, mountain climbing, and history, particularly American military history. He lives in Galway, NY.

Tim Clark: Tim Clark is a graduate of The Citadel, The Military College of South Carolina, and received his wings as an Air Force pilot in 1973. He attained the rank of Captain flying B-52s before leaving the active Air Force. Clark spent 30 years in the corporate world before retiring in 2014 to pursue his interests in aviation and fly fishing. He holds a private pilot's license. Tim is a living history performer who presents a first-person account of Charles Lindbergh's life. He participated in ESAM's 90th anniversary celebration of Charles Lindbergh's visit to Schenectady and supported ESAM's summer STEM program. He recently moved to Saratoga Springs from Texas.

Gary Gershon: Born and raised in Schenectady, Gary Gershon enlisted in the USAF after graduation. He trained to be an aircraft mechanic on reciprocating engine aircraft, including the C-47, EC-121H and C-54. He was stationed at Otis AFB, Massachusetts; Adana, Turkey; and Lockbourne AFB, Ohio. After the Air Force Gary operated his own Gulf gas station where he specialized in foreign auto repairs, and then became an auto/truck technician for the USPS. In the summer of 2013 he joined the ESAM Restoration Team. A few of his accomplishments with the team are restoration of the Benson Gyrocopter, building a kid-friendly aircraft engine test stand and repairing and painting ESAM aircraft. With his grandson Isaiah, Gary does many outreach and mentoring activities for ESAM.

Ryan Macherone: Ryan Macherone has a bachelor's degree in Criminal Justice. He has been with the Schenectady City Police Department since 2007, currently serving as a Lieutenant. He is very active in inner-city sports programs. He helps to run a community basketball league and supports Special Olympics. He is interested in fostering STEM awareness in the Schenectady City School System. Ryan previously worked for Richmor Aviation and is a self described "wing nut" around airplanes.

Retuning members who have been elected for a follow-on term are **Bud Matthews, Kevin Millington, Sid Ramotar** and **Linda Sheridan**.

Subsequent to the Annual Meeting, The new Board held its November monthly meeting and elected the following officers: **Bud Matthews, President; Peter Russo, First Vice President; Kevin Millington, Second Vice President; Marv Weiss, Secretary; and Joyce Newkirk, Treasurer.**

Congratulations to all of the new and returning Board members and officers.

PLEASE SUPPORT ESAM'S ANNUAL APPEAL

“CHRISTMAS IS IN THE AIR” A BIG SUCCESS

ESAM's December 9th Christmas is in the Air Program was a rollicking success. Santa arrived to a large group of excited children and parents. Crafts and food were abundant. Activities, such as the flight simulator, were available. And the Candy bomber story was enjoyed by many.

Kaylee Gillespie deserves the museum's great thanks for coordinating this event. She had the support of a wonderful group of volunteers: **Sue Gillespie (Bake Sale & Crafts)**, **Donna Esposito (Floater)**, **Lynn Chevalier (Camera)**, **Pat Barrot (Camera)**, **Ian Thompson (Candy Bomber Story)**, **Jack Fox (Candy Bomber Story)**, **Larry McArthur (Candy Bomber Story)**, **John Kolwaite (Crafts)**, **Linda Sheridan (Crafts)**, **Marv Weiss (Crafts)**, **Gary B Davis (Floater)**, **Bud Matthews (Floater)**, **Kevin Millington (Floater)**, **Bob Vasko (Floater)**, **Maria Esposito (Gift Shop)**, **Sarah Jean Adams (Kitchen)**, **Deb Beranek (Kitchen)**, **Joyce Newkirk (Kitchen)**, **Ronnie Quinn (Kitchen)**, **Dorie McArthur (Kitchen)**, **Michael Collins (Santa)**, **John Panoski (Santa's Announcer)**, **Cody Maggs (Santa's police escort)**, **Ron Brack (Santa's Pilot)**, **Bob Newkirk (Security)**, **Paul Gillespie (Security)**, **Tom Walkowicz (Security)**, **Dave Tripp (Security)**, **Gary Gershon (Simulator)**, **Isaiah Gershon (Simulator)**, **Zach Bixler (SRV)**.

ESAM also thanks the following businesses that supported the event: **Market 32, Hannaford, LakeSide Farms, Buhrmaster, Marcella's, Slice of Glenville, Beneventos and Wal-Mart.**



Candy Bomber Parachutes



Santa Arriving



Enjoying the Crafts Room



Assemblywoman Mary Beth Walsh (left), ESAM's Kevin Millington (center) and Town of Glenville Supervisory Chris Koetzle (right)

WORLD WAR II AERIAL BOMBARDMENT STRATEGY AND TECHNOLOGY

In association with ESAM's November breakfast, the museum was pleased to have **Art Harvey** deliver a most interesting presentation on World War II Bombardment Strategy & Technology.

Art began by recalling Billy Mitchell's 1921 demonstration of the effectiveness of aerial bombardment on shipping.

By the beginning of World War II Germany had developed the use of tactical aerial bombardment to support Blitzkrieg operations, using ME-109s, Stukas and 14 variants of the JU-88. Once the battle lines stabilized and the British and Americans started their campaign of strategic bombing, Germany's doctrine of using aircraft to support ground attacks had to be modified to provide protection against the Allies strategic bombing. Although the Allies strategic bombing was not successful in demoralizing the civilian population, once the Allies developed fighter aircraft that could protect the strategic bombers throughout their attacks and once the Allied bombers reached the German's oil fields, the end of the war was in sight.

On display during the presentation were one of ESAM's Norden Bomb Sights and Art's JU-88 German bomb sight. The Norden Bomb Sight was developed at great cost and was equipped with a self-destruct mechanism to keep the technology from falling into enemy hands. During a bombing run, the Norden Bomb Sight would fly the aircraft using input such as wind drift and aerial drag to crab the aircraft so that the bombs could be put on target. While the sight proved to be very accurate during test and development, in actual combat its accuracy was only around 1,200 feet. As a result, strategic bombing shifted to larger targets (for example, cities), saturation bombing and tactics in which the lead aircraft was crewed by the most skilled pilots, navigators and bombardiers and the other aircraft in the formation dropped their bombs upon the direction of the lead aircraft.

Art told the story of how during World War II his father's family had owned a farm near Sola, Norway. When the Germans occupied Norway they built an airfield at Sola and installed anti-aircraft guns on the family's farm. The Germans primarily flew JU-88s from the field on anti-convoy and anti-shipping missions. At the end of the war, Art's father as a child scavenged a JU-88 bombing system from airplanes left at the airfield. The German sight included an automatic dive controller and sensor that measured air pressure, g-force, altitude, automatic release and automatic pullout.

ESAM is pleased that Art intends to loan his German bombing sight to ESAM for display in an updated World War II exhibit, and thanks him for his very well-received presentation.



Art Harvey delivers his presentation to ESAM about World War II bombardment. The two items on the table are Art's JU-88 bombing sight (background) and one of ESAM's Norden bomb sights (foreground).

GUADALCANAL: 75 YEARS LATER

Donna Esposito, Director of the Vander Veer Research Center at ESAM, was the guest speaker at ESAM's Annual Dinner Meeting on October 18, 2017. Esposito spoke about her two recent trips to the Solomon Islands in a talk entitled "Guadalcanal: 75 Years Later." Her slideshow featured historical photos of the World War II

Solomons Campaign, which began with the August 7, 1942 invasion of Guadalcanal by US Marines, contrasted with present-day photos from her trips.

Photos included Henderson Field, the strategically important airfield started by the Japanese and finished by the Americans which became the home of the Cactus Air Force, a group of US Marine, Navy, and Army Air Force pilots flying together. Now the site of Honiara International Airport, the original control tower is still standing. Esposito played an original recording of the Henderson Field air raid siren and anti-aircraft fire. She showed photos of wreckages on display at local museums including P-38,



Donna Esposito with wreckage of a P-38 Lightning fighter at the Vilu War Museum (June 2017; Photo by Andy Giles/Valor Tours)

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Henderson Field Control Tower (June 2017)



Marston matting from runway being reused as a jungle path on Guadalcanal (August 2017)

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P-39, F4F, and F4U fighters and an SDB dive bomber. She also showed photos of the re-use of wartime materials like Marston matting from runways as building materials.

Esposito described war relics on display and offered for sale by local residents, including the data plate from a New York-made Grumman F4F-4 Wildcat fighter that crashed in 1942. The pilot, **Lt. Oscar M. Bate** who flew with top Marine ace **Joe Foss**, bailed out and survived the war.

Esposito, along with **Justin Taylan** of the non-profit organization **Pacific Wrecks**, visited the crash site in the jungle and discovered that some of the wreckage had been illegally salvaged. Esposito highlighted the need to document and protect crash sites, especially as many may still have human remains of missing-in-action personnel associated with them.



War relic salvage yard on Guadalcanal. Note propeller blades, rolls of barbed wire, and mess hall trays (August 2017)

ESAM AGAIN PARTICIPATES IN THE TOWN OF GLENVILLE OKTOBERFEST

As usual the Town of Glenville Oktoberfest was held in September. And as usual, ESAM participated.

Thanks to ESAM volunteers **Dave Tripp**, **Gary Davis**, and **Rich Bievenue** who manned an ESAM tent and displayed the museum's award-winning parade airplane at a rainy Oktoberfest at Ma'alwyck Park in Glenville.



Above left, Dave Tripp, Gary Davis and Rich Bievenue stand ready to greet guests at ESAM's Glenville Oktoberfest tent. Above right, an ESAM aircraft on display at the event.

CONCORDE-THE SUPERSONIC TRANSPORT

by Kevin Millington

As you all know by now, the museum is in the process of acquiring a ½ scale model of a *Concorde* from the Cradle of Aviation Museum on Long Island. The acquisition of this spectacular exhibit - the largest model airplane in the world, weighing 25,000 lbs. - is being coordinated by **John Panoski**, and when fully delivered and re-assembled, it is intended to be displayed on a pylon in front of the museum, and will certainly get the attention of passers-by! As such, I thought I would profile this legendary aircraft - the only supersonic passenger plane operated for other than a short time span.

Design of the *Concorde* began during the early 1950's by a French/British consortium comprised of **Aérospatiale** and **British Aircraft Corporation**. Needless to say, its design presented countless challenges, and there was much debate on numerous elements, such as size, propulsion, wing shape, and the jet intakes, to name a few. It was decided that high supersonic speed could only be achieved with a low drag delta wing, narrow fuselage, and very high thrust jet engines. The prototype *Concorde* first flew in 1969 and this revolutionary design featured many innovations - the first fly-by-wire flight control system, variable computer-controlled jet intakes, and a unique hinged nose section.

With respect to performance, not only was it supersonic, but it boasted a maximum speed of just over Mach 2, or 1,350 mph. While contributing to its high speed, the delta wing also required very high take-off and landing speeds, as well as a long runway - typical takeoff speed was 250 mph, with a whopping landing speed of 170 mph, and a minimum runway length of 12,000 ft. The plane's maximum and cruise speeds were very close, and it achieved its most efficient flight regime with a speed of Mach 2 at an altitude of 60,000 ft. Its four under-wing jet engines provided enormous thrust, and utilized the afterburners for take-off and speeds between Mach 0.95 and Mach 1.7. In fact, since the engines were so powerful, only two were used while taxiing after landing to prevent excessive brake wear, and the aircraft could not remain stationary with all four engines running. Also, since jet engines are very inefficient at low speeds, the *Concorde* would burn 4,000 lbs. of fuel while taxiing for take-off! The delta wing configuration also presented challenges when landing, requiring a very high angle-of-attack, so the nose section was hinged to droop down to provide sufficient forward visibility for the pilots.

The *Concorde* eventually entered operational service in 1976, and only twenty were ever built - six prototypes and fourteen for British Airways and Air France. A number of factors contributed to the *Concorde* never being a financial success, such as high fuel consumption, coupled with high fuel costs during the 1970's; regulations enacted by the U.S. federal government preventing sonic booms over populated areas, which restricted the *Concorde* to trans-Atlantic flights from London and Paris to New York City and Washington, D.C.; and the introduction into service of new, larger, and more economical wide-body planes, such as the Boeing 747. Also, since it featured a relatively small capacity of 92 - 128 passengers, costs were high, with a round trip from London to New York costing \$8,000 during the late 1990's, considerably more than that for other planes.

On July 25, 2000, an Air France *Concorde* crashed following take-off from Paris, killing all 100 passengers and nine crew. It was initially thought that the crash was caused by a metal fragment on the runway which punctured a tire causing it to explode and then puncturing a fuel tank resulting in a fire. Further investigation, however, theorized that the crash could have been caused by a faulty landing gear. In 2003, the *Concorde* fleet was retired.

The *Concorde* was 200 ft. long, had a wing span of 84 ft, and had a crew of three - two pilots, a flight engineer, as well as attendants. Its four Rolls-Royce/SNECMA Olympus 593 after-burning jet engines

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provided a maximum thrust of 39,000 lbs., giving it a top speed of 1,354 mph.

I remember seeing a *Concorde* at an ESAM air show during the late 1980's, as well as one on display at the Intrepid Museum in New York City, and with its streamlined design, it is truly breathtaking to see!

THE CONCORDE MOVE: 3 TRIPS DOWN, 2 OR MAYBE 3 TO GO

ESAM now has its third shipment of the half-size Concorde model from the **Cradle of Aviation Museum** on Long Island. This shipment consisted of wing leading edge sections. Thanks to **John Panoski, Dan Wilson, Frank Hackert** and **Lucia Specialized Hauling** for carrying out the move.

While we had hoped there would be a need for only five trips, it appears that it may be necessary to add a sixth trip. The parts yet to come include the interior wing section, mid fuselage section and aft fuselage section.



**Artist rendering of the Concorde on display in front of ESAM.
Rendering done by ESAM Trustee John Kolwaite**

We continue to raise money for the remaining shipments and to cover the cost of rehabilitating, painting and mounting the model. Your donation will be gratefully accepted. To do either send a check with the notation "Concorde" to ESAM, 250 Rudy Chase Drive, Glenville, NY 12302, or donate through Go-FundMe at <https://www.gofundme.com/help-bring-the-sst-concorde-to-esam?ssid=805516739&pos=3>. Thanks to **Rich Bievenue** and **Mike Kern** who have made recent donations for the Concorde.

UPCOMING LECTURES

ESAM will be presenting after-breakfast lectures in January and February. Hope to see you there!

The January 20th talk will be: "The Man Who Captured Tojo"

Associated Press reporter **Chris Carola** will talk about the life of **Army Lt. John "Jack" Wilpers** of Saratoga Springs and his key role in the capture of Japanese Prime Minister Hideki Tojo at the close of World War II. Breakfast served 8:30-10:30 am; Presentation at 10:00 am. Breakfast: \$8 adults, \$5 kids 12 and under; No charge for presentation only.

The February 17th talk will be: "Sadie's Boys"

Local author **Larry Lewis** will tell the poignant World War II story of his grandmother Sadie's efforts to get her two missing sons back: his uncle, a B-17 navigator in the South Pacific, and his father, an infantryman in Europe. Breakfast served 8:30-10:30 am; Presentation at 10:00 am. Breakfast: \$8 adults, \$5 kids 12 and under; No charge for presentation only.

| ESAM THANKS THE FOLLOWING PEOPLE WHO HAVE ESTABLISHED OR RENEWED THEIR MUSEUM MEMBERSHIPS | | |
|---|---|--|
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C-130 NOSE RESURRECTED

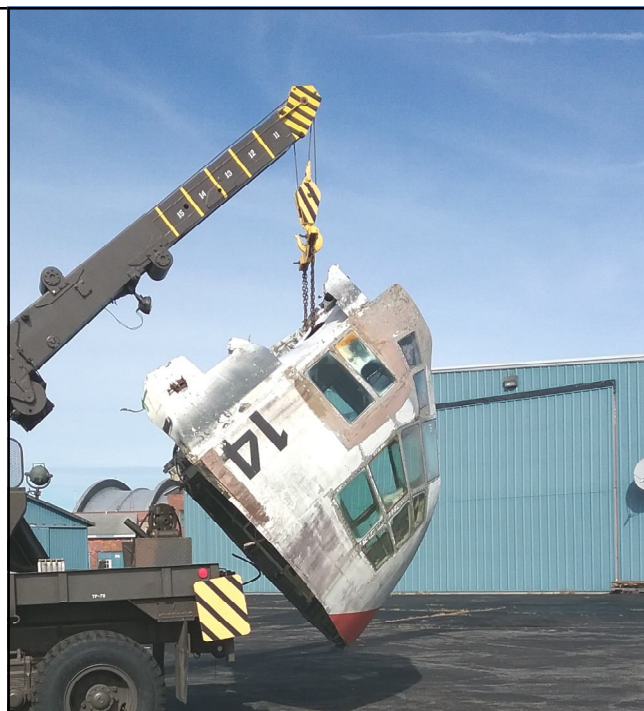
Old timers may remember the US Coast Guard C-130 nose that has been around ESAM for quite a while. Newer volunteers may not have seen it because it has been sitting in the foliage alongside a rarely used taxiway for years.

Well, the Restoration Crew has now begun its resurrection.

We used a truck-mounted crane to take the nose on the first step of its journey toward becoming a museum display.

As seen in the photo to the right, the nose was lifted from its remote resting place and brought to the Restoration Hangar to be worked on.

Work has begun on the interior portion of the nose.



**C-130 Nose Enroute to the Restoration Hangar
(photo by Gary Davis)**



**Rich Bievenue (left) and Gary Davis (right) starting the restoration of the C-130 nose
(photo by Dennis Cusano)**

HANNAY REELS DONATES HOSE REELS TO ESAM

In the photo below, ESAM Restoration Group volunteer **Gary Davis** stands with two brand new hose reels that were generously donated by **Hannay Reels** of Westerlo, NY. The new hose reels will be used for pressure washing the aircraft in the Air Park. Special thanks to Hannay Reels for their continued support of ESAM.



MAJOR CHANGES TO THE WORLD WAR II DISPLAY ARE UNDERWAY

In accordance with a project design created by **ESAM Board Member John Kolwaite** and approved by the Board of Trustees, a major overhaul of the museum's Gallery II World War II room is underway.

The goal of the project is to better tell the story of aspects of the World War II air campaign with an emphasis on strategic bombing and the involvement of New Yorkers. As envisioned, the exhibit will include a B-25 turret mockup, a hands on B-24 Norden Bomb Sight and display cases for artifacts that help tell the story and information on New Yorkers who participated in World War II.

Currently, John is working on the new exhibits and the displays that were in the World War II room have been removed and are in storage. The room is scheduled for cleaning and painting before the new exhibits are installed.

There will certainly be more news to come on this initiative.

OUR SUPPORTERS

RECENT ACQUISITIONS

- **Timothy Burke** donated a 1/48 scale plastic model of a Polikarpov I-16.
- **Arthur Warner** donated memorabilia of Given Hynds and documents related to the history of the Strat aircraft and its loan to ESAM.
- **Joseph Palko** donated seven boxes of model airplane magazines and two boxes of model kits.
- **Mardy Moore** donated a high altitude chart and an Apollo Design Reference Mission IIA poster.
- **Aaron Lauber** donated five aviation books and a runway safety DVD.
- **Heidi Galster** donated memorabilia belonging to Earl A. Bull.
- **Jerry Jones** donated twelve framed aviation prints.
- **Harold O'Grady** donated 51 aviation books, 13 VHS cassettes, two souvenir newspapers from Pearl Harbor and a notebook with a typewritten fiction manuscript.
- **Alan Oppenheim** donated a View sonic XGA LCD projector
- **Anthony Macherone** donated an approximate 1/12 scale model of a North American RA-5C Vigilante, with Air Wing 3, RVAH-9, Sanford, Florida markings.
- **Nora Carnevale** donated 21 slide carousels of flight school training slides.
- **Frank Twist** donated 61 assorted hardcover aviation books.
- **Mary Kuykendall-Weber** donated three boxes of aviation books and early 1900s era airplane photographs.
- **Bonnie Kerr** donated assorted aviation books, posters and model building supplies.
- **Joe Durant** donated a DVD of Operation Highjump, September-December 1946.
- **Robert Gregg** donated a History of Flight paper airplane set, a Beechcraft Musketeer flying model kit, an aeronautical lab kit, a hurricane poster, two aviation calendars, and fourteen aviation books.
- **William Smith** donated a set of "A Century of Flight" aviation DVDs.
- **Ralph McBride** donated flight gear including two helmets with visors and lip mikes, an earcup spacers kit, NATOPS and Flight Crew checklists, a flight suit, two helmet bags, flying gloves, a canvass flare container, and two plastic earplug containers. This flight gear had been used by **Major R. K. Ellis**.
- **John Durant** donated two reels of film, two issues of Naval Aviation News, and three photos.
- **A. C. "Butch" Geissman** donated four scanned glossy prints of photographs of famed-aviator Charles Lindbergh.
- **Tom Osborne** donated assorted newspaper clippings featuring 1982-1986 space shuttle articles.



RA-5C Vigilante model

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OUR SUPPORTERS

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- **Ralph Rosenthal** donated an approximate 1/50 scale metal airplane model of a Fairchild 227 with Mohawk Airlines markings. This rare model had been on loan to ESAM and Ralph was kind enough to purchase it and donate it to the museum.



Mohawk Airlines Fairchild 227 Model

ESAM TREE AGAIN IN SCHENECTADY FESTIVAL OF TREES

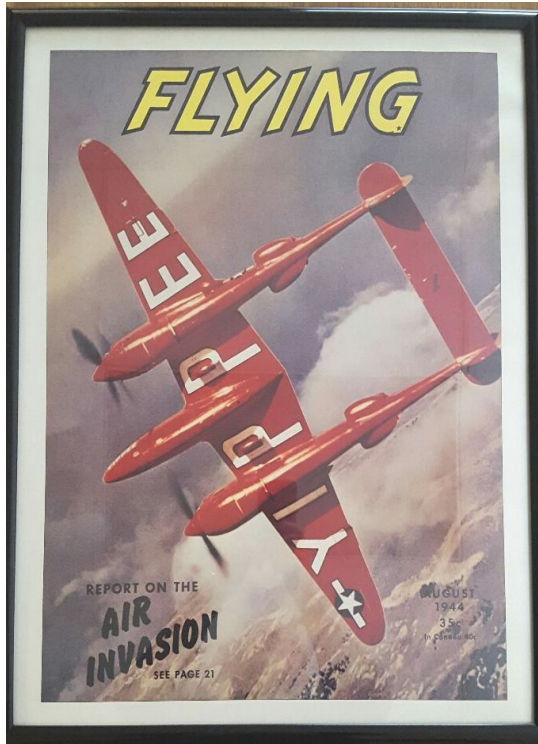
The **Schenectady County Historical Society's** annual Festival of Trees again included a striking ESAM tree adorned with aviation-related ornaments.

ESAM thanks **Hewitt's** for donating the lighted tree. The ornaments and ribbon came from ESAM's model collection and from the tree trimmers. The trimmers, pictured to the right were **Ronnie Quinn** (kneeling in front), **Yvonne DeBellis** (kneeling), **Dan DeBellis**, **Dorie McArthur** and **Larry McArthur** (all standing).



BEAUTIFICATION

Thanks to volunteers **Donna Esposito** and **Larry McArthur** who combined their efforts to add some of the museum's artwork collection to the bathrooms in Gallery II (below). If you feel the need, stop by and see them.



MEMORIAL WALK IS BEING RELOCATED

The following message is from volunteer **Lou Bach**.

In 2018, we will see several changes to our "front" lawn. With the acquisition of the 100 foot Concorde replica, our Memorial Walk will be moved to a better, more convenient place. Right now it is on the wrong side of the road, making it more difficult for visitors to enjoy.

The new location is not yet finalized, but it will be near the fence, by the Restoration building.

In preparation, we have already removed the engraved bricks, cleaned them, refurbished some, and stored them away for the winter. Several bricks were too worn to refurbish and will be replaced. We will continue to accept new applications for memorial bricks (available in our gift shop).

Anyone who would like to get involved with this landscape project will gladly be welcomed.

Lou Bach

ESAM Membership Application

Please check one: NEW MEMBERSHIP ____ RENEWAL ____

ANNUAL DUES:

INDIVIDUAL/FAMILY

- ____ Senior Citizen/Student \$30
 ____ Individual \$35
 ____ Family \$50

VIP:

- ____ Contributing \$75
 ____ Supporting \$125
 ____ Sustaining \$275
 ____ Galaxy Club \$500
 ____ Friend of ESAM \$1,000

BUSINESS

- ____ Supporter \$250
 ____ Patron \$500
 ____ Benefactor \$1,000
 ____ Not for Profit/School \$100
 ____ Small Business \$100

Name _____

Address _____

City _____ State _____ Zip _____

Phone: Home (____) _____

Work (____) _____

E-mail address _____

Please make your check payable to ESAM

**Mail to ESAM, 250 Rudy Chase Drive,
 Glensville, NY 12302**

If your company offers a matching gift program, please contact them with the amount of your gift.

Empire State Aerosciences Museum
250 Rudy Chase Drive
Glenville, NY 12302

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HAPPENINGS AT THE AIR MUSEUM

MUSEUM HOURS –

Winter Hours: Friday through Sunday 10 AM to 4 PM

General Museum Admission – \$8 per adult; \$6 per senior and military; \$5 age 6-16; under 6 free when accompanied by an adult

Simulated Reality Vehicle (SRV) – Ride: \$5

Jansz Vander Veer Research Center/Library Hours – Friday 9 AM to 12 noon & Saturday 10 AM to 12 noon

January 15 Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

January 20, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$8 (\$5 for kids under 12). Menu varies with pancakes or French toast, sausage, eggs, applesauce, juice and coffee. The public is invited to attend.

Pilots: Tower Frequency 121.30; Ground 121.90. Land at Schenectady County Airport and taxi to Richmor Aviation North. Browse the Museum beginning at 10 AM. Museum Admission: \$8 per adult; \$6 per senior and military; \$5 age 6-16; under 6 free when accompanied by an adult.

January 20, Saturday-The Man Who Captured Tojo: 10 AM. Associated Press reporter **Chris Carola** will talk about the life of **Army Lt. John “Jack” Wilpers** of Saratoga Springs and his key role in the capture of Japanese Prime Minister Hideki Tojo at the close of World War II. Free.

February 17, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$8 (\$5 for kids under 12). Menu varies with pancakes or French toast, sausage, eggs, applesauce, juice and coffee. The public is invited to attend.

Pilots: Tower Frequency 121.30; Ground 121.90. Land at Schenectady County Airport and taxi to Richmor Aviation North. Browse the Museum beginning at 10 AM. Museum Admission: \$8 per adult; \$6 per senior and military; \$5 age 6-16; under 6 free when accompanied by an adult.

February 17, Saturday -Sadie’s Boys: 10 AM. Local author **Larry Lewis** will tell the poignant World War II story of his grandmother Sadie’s efforts to get her two missing sons back: his uncle, a B-17 navigator in the South Pacific, and his father, an infantryman in Europe.

February 19, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

March 17, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$8 (\$5 for kids under 12). Menu varies with pancakes or French toast, sausage, eggs, applesauce, juice and coffee. The public is invited to attend.

Pilots: Tower Frequency 121.30; Ground 121.90. Land at Schenectady County Airport and taxi to Richmor Aviation North. Browse the Museum beginning at 10 AM. Museum Admission: \$8 per adult; \$6 per senior and military; \$5 age 6-16; under 6 free when accompanied by an adult.

March 19, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

April 16, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

April 21, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$8 (\$5 for kids under 12). Menu varies with pancakes or French toast, sausage, eggs, applesauce, juice and coffee. The public is invited to attend.

Pilots: Tower Frequency 121.30; Ground 121.90. Land at Schenectady County Airport and taxi to Richmor Aviation North. Browse the Museum beginning at 10 AM. Museum Admission: \$8 per adult; \$6 per senior and military; \$5 age 6-16; under 6 free when accompanied by an adult.