

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

Volume 26, Issue 4

Winter 2016-17

FRANK HACKERT RECEIVES ALEX AWARD

Long-time volunteer **Frank Hackert** received the 2016 “Alex” Award at ESAM’s Annual Dinner Meeting on October 20th. The “Alex” Award is given to a volunteer for sustained and outstanding service to the museum.

Frank Hackert has been an ESAM member in good standing for more than 12 years. During that time he has been a very active volunteer. He is willing to participate in any project asked of him; demonstrates great character and integrity; and has repeatedly put forth the extra effort needed to accomplish improvements to the museum.

Frank has worked on several projects. He and his brother John produced and installed a new, upgraded lunar rover for the Battaglia Space Hall. He has assumed responsibility for maintenance and upgrade of the Simulated Reality Vehicle. He regularly assists in the preparation and operation of computerized audio visual equipment for ESAM special events and presentations. He created a new flight simulator which provides both fun and education. He also participates in ESAM education programs, including the very successful August 2016 week-long STEM program.

Frank does this volunteer work as a donation of both time and money, at no cost to the museum.

Congratulations, Frank!



Frank Hackert (left) receives the “Alex” Award from ESAM Board member Kevin Millington (right)

A e r o N o t e s

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PRESIDENT'S COLUMN

Dear Friends of ESAM

It is my honor to have recently been elected as your new President of the ESAM Board of Trustees. This is my sixth year with the Board, and I hope to represent all of your interests going forward, as we have tremendous opportunities to grow and become an even better community asset.



Bud Matthews

There are many things to do in the coming months as we chart a course, but here are some of the major challenges and opportunities that I see:

Fundraising – we need a dedicated effort in growing our income from grants available at the local, state and federal levels as well as the business community. We are fortunate to have ESAM supporters at all those levels. The Donate button on our web site www.esam.org is also generating benefits to the museum.

Membership – our museum has suffered a decline in members similar to other organizations nationally. In addition, the average age of our members is also going up. We need to understand what motivates people to visit and join ESAM and make the most of that.

Events Planning and Execution – this is something that we do very well, but as an all volunteer organization, detailed planning and follow through on commitments is critical. It will be 90 years since Charles Lindbergh visited and dedicated the Schenectady Airport in 1927. You can bet that we will recognize that event next July.

Advertising – There are a number of ways that we can be effective at little or no cost to the museum. Social media may be our biggest opportunity and how we work with all that's available is key. Advertising for planned events will also become a budgeted item.

Building Maintenance – Last year, we celebrated the 70th Anniversary of the GE Flight Test facility dedicated in 1946. Our challenge is working with a seventy year old structure. Bringing the Concorde to ESAM and displaying it in front of the museum will require major work from the roof to the ground, and everything between.

Of course, all of the other programs that ESAM is involved with day to day, including Education, (and how we support STEM) Exhibits, Research Center and Acquisitions require our constant attention.

We are fortunate to have a dedicated team in place that is focused on the future. Our newest Trustee, **Lynn Chevalier** "hit the ground running" by leading the recent Santa is in the Air event. **Mike Collins** was instrumental in obtaining corporate contributions for the GE 70th Anniversary and **Fred Lee** will keep us in the air! Our Office Manager, **Vina Kaczmarczyk** continues to do a great job with booking and scheduling tours, camps and events. **John Kolwaite** is putting the finishing touches on the gift shop (an amazing

(continued on page 3)

(continued from Page 2)

job there) and is getting ready for the next challenge. **Don Morrett** and his restoration crew are involved in many different projects. **Donna Esposito** continues to impress us in many ways, and we are fortunate to have her. **Larry McArthur** has been our Aeronotes Editor for many years, and it just keeps getting better. If I forgot anyone, please be patient.

Finally, I'd like to thank **Jim Liguori** for his past years as President. ESAM is in great shape thanks to his steady hand, thoughtful positions and getting the job done! Jim will stay on as a Board member and I look forward to working with him.

Best Regards,
Bud Matthews

ESAM HOLDS ANNUAL DINNER MEETING

On October 20, 2016 ESAM held its Annual Dinner Meeting at the **Glen Sanders Mansion** in Scotia, NY. Outgoing ESAM Board of Trustees President **Jim Liguori** welcomed all to the meeting. Then everyone in attendance proceeded to a delicious dinner. After dinner the business meeting was held, including approval of the 2015 Annual Meeting Minutes, the Treasurer's Report, a report on previous year accomplishments, election of new Board members, and presentation of the "Alex" Award. More information about the meeting is included elsewhere in this newsletter or will be included in future newsletters.

At the meeting, three new members and one returning member were elected to the Board of Trustees. The new members are **Lynn Chevalier**, **Michael Collins** and **Frederic Lee**. The returning member is **John Kolwaite**.

After adjournment of the business meeting, **Bill Howard** was introduced as the evening's speaker. In his very interesting presentation, Bill discussed his book *What the RAF Airman took to War*. His presentation, accompanied by slides, elaborated on uniforms, insignia, flight gear, good luck charms, log books, diaries and other items that the Royal Air Force personnel used during World War II.

Bill was kind enough to donate a copy of his book to ESAM. ESAM raffled off the book at the dinner and the winner was incoming Board President **Bud Matthews** who promptly donated the book back to the museum.

Thanks to volunteer **Donna Esposito** for arranging Bill's appearance.



**Bill Howard presenting at the
ESAM Annual Dinner Meeting**

ESAM HOSTS NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION SAFETY COMPETITION

On October 13-17, **Schenectady County Community College**, under the leadership of Associate Professor **Barbara Jones**, hosted the annual 2016 **Region VII Intercollegiate Flying Association SAFE-COM** at the **Schenectady County Airport** and used ESAM spaces for the event.

Flying teams from **Bridgewater State University**, **Delaware State University**, **Farmingdale State College**, the **United States Coast Guard Academy** and the **United States Military Academy** participated.

The teams competed in areas such as Aircraft Preflight Inspection, Aircraft Recognition, Landing and Navigation.

ESAM provided space for the judges, and ESAM volunteer **Jim Rogers** was one of the judges. ESAM is pleased to have again supported this event.



Aircraft participating in the Annual Region VII National Flying Association Safety Competition gather on the Tarmac next to ESAM

ESAM HOSTS FIREBALL RUN

At the end of September, ESAM served as a designated destination for the **Fireball Run** competition. The Fireball Run is both a live-action competition and 26-episode adventure television series distributed by Amazon Prime Instant Video. It is the real story of 40 teams on a quest to America's under-discovered places in search of obscure historic artifacts. It also focuses on the search for missing children.

In the competition, teams of drivers participate in a life-sized traveling trivia pursuit game that has "missions" or tasks framed as trivia.

Three of ESAM's exhibits were featured: the Akagi model, the F-3D Sky Knight and the F-5 Tiger II. Thanks to the volunteers who represented ESAM during this event.

Akagi: **Kevin Millington** and **John Panoski**
F-3D: **Jim Liguori** and **Dave Tripp**
F-5: **Dan DeBellis** and **Jim Rogers**

We were pleased to hear from the event managers that ESAM's stop was deemed to be both interesting and well organized.



A Fireball Run Manager in ESAM's F-3D

THE CRASH OF B-24 #42-51067 ON CAMEL'S HUMP, VERMONT

On Veteran's Day, November 11, Vermont aviation historian **Brian Lindner** delivered a special presentation about the 1944 crash of a Consolidated B-24 Liberator bomber on Camel's Hump in Vermont. Earlier in the year, ESAM received a donation of a Type G-1 oxygen cylinder recovered from the crash site by **Paul Croteau** while a high school student in 1945. Mr. Lindner, who has been researching the crash for many years after seeing the wreckage as a child, was able to confirm that the oxygen tank did, indeed, come from the Camel's Hump crash of B-24 #42-51067 by the serial number stenciled on the tank.

Drawing on photographs, artifacts, documents, and personal interviews collected over many years, Mr. Lindner shared the tragic story of B-24 #42-51067 and revealed a local connection to the accident. The bomber crashed into the mountain late at night while on a training mission, and just one crewman survived. Among the nine men who perished was **Corporal Robert E. Denton** of Amsterdam, NY. Prior to enlisting in the AAF in March of 1942, he worked at the American Locomotive Company in Schenectady, married a woman from Schenectady, and even had flight training with the Aeronautical Patrol based at the Schenectady Airport, now home to ESAM.

We were fortunate to have donor **Paul Croteau**, his son **David**, and many veterans in the audience for this presentation. ESAM extends a special thank you to Mr. Croteau for this important addition to ESAM's collections and to Mr. Lindner for helping us to remember the sacrifices made by the young crew of B-24 #42-51067 more than 70 years ago.

Thanks also to ESAM volunteer **Donna Esposito** for researching the oxygen tank and arranging for the presentation.

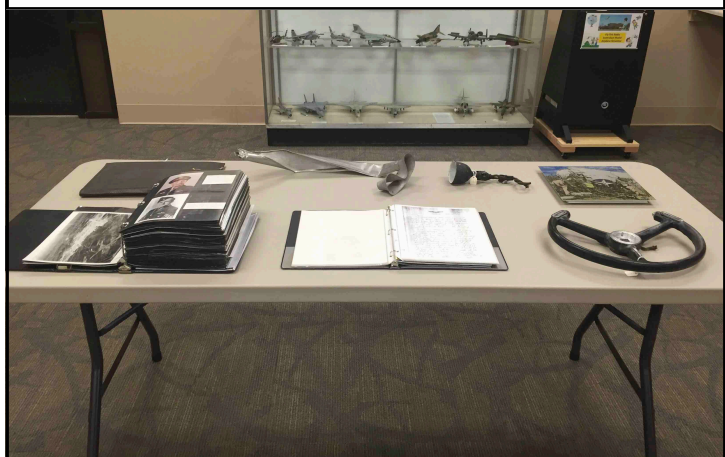


(Above, from left to right) ESAM Volunteer Donna Esposito, Vermont Historian Brian Lindner and Oxygen Cylinder Donor Paul Croteau

(Below) A Display of ESAM's B-24-Related Collection including the Cylindrical Type G-1 Oxygen Tank on the left side of the Table (see arrow)



(Below) A Display of Brian Lindner's B-24 #42-51067 Collection



LOCKHEED'S ATTEMPT AT A SHORT TAKEOFF AND LAND (STOL) AIRCRAFT

by John Panoski

During the waning years of the Carter Administration the Department of Defense put together a plan to extract 62 hostages held in the US embassy in Tehran, Iran. The operation was code named Operation Eagle Claw. Eagle Claw was aborted in the Iranian desert when a helicopter collided with a C-130 tanker resulting in the death of 8 members of the US military.

Within two weeks the military was ordered to attempt a second rescue mission. A new organization called the Joint Test Directorate (JTD) was formed under the Secretary of Defense, combining the US Army, US Air Force, US Navy and the Lockheed Corporation. The code name was Credible Sport.

The JTD's mission was to develop a reliable extraction capability utilizing a large heavy fixed-wing Super STOL, eliminating the need for helicopters. The concept called for a modified C-130 Hercules with an in-flight refueling capability and the ability to land and takeoff in the confines of the Amjadien Soccer Stadium across the street from the US Embassy! The aircraft was modified to be able to on load approximately 150 people including the hostages and the Delta Force rescue team. It was then to fly to the Persian Gulf and land on a waiting US aircraft carrier which had medical facilities available. It was noted at the time that a US Marine Corps C-130 had recently landed on an aircraft carrier thereby proving the capability.

Three MC-130 Combat Talon aircrews from the 463 Tactical Air Wing, all veterans of Operation Eagle Claw, were assigned to the mission. Two aircraft, tail numbers #74-2065 and #74-1683 were assigned to the mission, one serving as a backup. A third aircraft, tail number #74-1686, was to be used for training and testing of needed modifications.

The test bed aircraft was ready for flight on September 18, 1980, just three weeks after project approval! It was delivered to Auxiliary Field #3 at Eglin Air Force Base, Florida for Top Secret testing. The test bed had 8 forward facing rockets for deceleration mounted in four pairs (top left, top right, bottom left and bottom right) aft of the cockpit. It also had downward firing rockets to be fired sequentially while the aircraft was still in the air but close to the ground. The aircraft was also modified with larger ailerons for slow flight and double-slotted flaps that extended 90 degrees to allow for an 85 knot, 8 degree glide slope approach. In addition rockets were mounted on pylons on each wing to allow for low-speed yaw control. For takeoff there were 8 MK-56 rockets mounted on the lower rear fuselage, allowing for approximately 20 feet of ground roll and a 45 degree climbing angle in order to clear a 200 foot obstacle.

All aspects worked flawlessly and a full-profile final test was scheduled for October 29, 1980. During the test, the Lockheed test crew assessed that the command firing computer sequence needed recalibration and elected to manually input the firing commands. The sequence of the rockets for landing was for the upper pair to be fired while the aircraft was at an altitude of approximately 20 to 30 feet, while the lower pair were to be fired only after the aircraft had landed in order to bring the aircraft to an abrupt stop. However, the flight engineer was blinded by the firing of the upper pair of deceleration rockets and mistakenly fired the lower pair of rockets while the aircraft was still in the air. As a result the aircraft airspeed dropped to zero and it made a very hard landing, breaking off the starboard wing between engines #3 and #4 and igniting a large fire. The emergency fire crews that were standing by responded within 8 seconds allowing the crew to escape. The aircraft was then dismantled, removing all high value items, and was buried on-site. Aircraft #74-1686 was then prepared for the mission.

(continued on Page 7)

(continued from page 6)

However, the defeat of President Carter by Ronald Reagan led to a negotiated plan for the hostage's release and the cancellation of the mission.

The remaining aircraft were stripped of the rockets and #74-2065 was returned to airlift service. However, aircraft #74-1686 retained its modifications and was sent to Robins Air Force Base, Georgia to be used for further testing as an MC-130H Combat Talon II. Testing included enhancing STOL performance, avionics and safety margins. The US Air Force redesignated it a YMC-130H. Considering the cost of de-modification prohibitive, YMC-130H #74-1686 was placed on display at the Robins Air Force Base Museum.



YMC-130H #74-1686

YMC-130H #74-1686 has now been offered to ESAM. Acquisition of this unique, one-of-a-kind historic aircraft is pending ESAM's inspection and logistics of the move from Georgia to Glenville, New York. An April 2017 move is tentatively scheduled.

DUSTERMAN JOSEPH BELARDO PRESENTS AT ESAM

On September 17, Vietnam veteran **Joseph M. Belardo** traveled from New Jersey to deliver his presentation "Reflections of Vietnam" to an enthusiastic crowd following the monthly Pancake Breakfast.

Mr. Belardo served in an M42 Duster tank unit in Vietnam from 1967 to 1968 and is the author of *Dusterman – Story of the Last Great Gunfighters*. Using photographs taken during his tour of duty and original military artifacts, Mr. Belardo provided an informative and moving account of his time in Vietnam.

ESAM has an M42 Duster tank on loan from the U.S. Army in its collection, so Mr. Belardo's talk was of particular interest and provided rich historical and personal context for an important macro-artifact. Thanks to ESAM volunteer **Rich Bievenue** for arranging this special presentation and to Mr. Belardo for sharing his story.



Frank Belardo presenting at ESAM about the M42 Duster

ARTIFACT NY: WHAT DO YOU THINK?

Thanks to **Vina Kaczmarczyk**, the museum became aware of an opportunity called **Artifact NY**. Artifact NY is a social media campaign that shows “the history, mystery, and beauty of museums and cultural institutions across New York State by featuring artifacts, objects, and artworks with a fascinating story”. Artifact NY operates on Facebook, Twitter, Pinterest, Instagram and Tumblr. It provides temporary displays of photos and narratives of selected artifacts from New York State museums.

ESAM has decided to submit a proposal for consideration by Artifact NY. Six objects are being considered. We'd like to know which one you think might best represent ESAM by sending an email to us at esam.newsletter@gmail.com. The candidates are:

X-405 Rocket: The X-405 was a liquid-fueled rocket engine that powered the first stage of the Vanguard Rocket during 1957-1959. The X-405 was developed at the **General Electric Corporation's Malta, New York Test Station**. The Malta Test Station was used to design rocket engines and develop rocket guidance technology after World War II, under contract with the US Department of Defense, National Aeronautics and Space Agency (NASA), and other governmental organizations. ESAM volunteers, led by **Jack Keem**, retrieved and assembled the rocket from parts obtained at the Test Station. The rocket is located in the Battaglia Space Hall in Gallery II and is part of the museum's Malta, NY Test Site exhibit on early rocket development. The exhibit was dedicated in August 2016.



F-14 Tomcat: The Grumman F-14 Tomcat is an American supersonic, twin-engine, two-seat, variable-sweep wing fighter aircraft. It was designed to incorporate air combat experience gained against MiG fighters during the Vietnam War. The F-14 was built in Calverton, Long Island. It served as the U.S. Navy's primary maritime air superiority fighter, fleet defense interceptor and tactical aerial reconnaissance platform from the late-1970s through the mid-2000s. In the 1990s, it added the Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pod system and began performing precision ground-attack missions. ESAM's F-14 was built in 1976 and is on long-term loan from the **Museum of Naval Aviation** in Pensacola, Florida. It is displayed in the ESAM's **Agneta Air Park** as part of a Top Gun movie themed exhibit.



Japanese Aircraft Carrier Akagi Model: The Akagi was one of the four Japanese aircraft carriers sunk at the Battle of Midway in June 1942. The Battle of Midway is widely recognized as the turning point of the War in the Pacific during World War II. ESAM's Akagi model was constructed for the 1970 movie *Tora! Tora! Tora!*. It is 36.5 feet long and can be powered from within. It was donated to the museum by **Charles Wood**, one-time owner of the Great Escape Amusement Park in Lake George, New York. The model is a highlight of the museum's World War II exhibits and is located in its own room in Gallery II of the museum.



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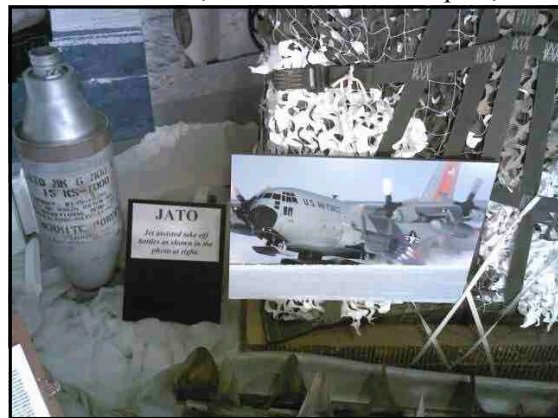
Link Trainer: The Link Trainer is a flight simulator used to train aviators in instrument flying and emergency procedures. It was developed in 1929 by **Edwin Link** of Binghamton, NY. Mr. Link used his knowledge of pumps, valves and bellows to create a flight simulator that responded to the pilot's controls and gave an accurate reading on the included instruments. More than 500,000 US pilots were trained on Link simulators. The Link Trainer has been designated as a Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers. ESAM's Link Trainer was built in 1944 by Link Aviation Devices of Binghamton, New York. It is located in Gallery I of the museum as one of the exhibits recognizing aviation developments in New York State. The Link Trainer on display has movement and was largely reconstructed by museum restoration volunteers.



Norden Bomb Sight: The Norden Bomb Sight was a major improvement in the accuracy of aerial bombing during World War II and was used in the Korean and Vietnam conflicts. The bomb sight directly measured the aircraft's ground speed and direction, which older bombsights could only measure inaccurately with lengthy in-flight procedures. It further improved on older designs by using an analog computer that constantly calculated the bomb's impact point based on current flight conditions, and an autopilot that let it react quickly and accurately to changes in the wind or other effects. Together, these features allowed for unprecedented accuracy in day bombing from high altitudes. ESAM's Norden Bomb Sight was built in 1942 by the Carl L. Norden Company, New York, New York. The bomb sight is a highlight of the museum's World War II exhibits located in Gallery II.



Jet Assisted Take Off (JATO) Canister: JATO canisters were attached to the fuselage of various aircraft to help them take off from snow, ice or water. In the past, JATO canisters were used to complete the missions of the Scotia, New York-based New York Air National Guard 109th Airlift Wing. The Wing operates the world's only ski-equipped LC-130 Hercules aircraft. The Wing supported the Cold War Distant Early Warning (DEW) Line radar sites in Greenland until the sites were shut down in the late 1980's. Currently the Wing provides airlift support to the National Science Foundation's Antarctic research program and to scientific researchers in Greenland. ESAM's JATO canister was produced in 1954 by Aerojet General Corporation. It is located in Gallery I as part of the museum's Arctic/Antarctic exhibit.



Hope to hear from you.

OUR SUPPORTERS

SANTA VISTIS ESAM AT "CHRISTMAS IS IN THE AIR"

ESAM was pleased to host **Santa Claus** at its December 3rd **Christmas is in the Air** program. Santa flew in accompanied by pilot **Jim Rogers** and was escorted to the museum by the **Glenville Police Department**. All of the children in attendance had the opportunity to talk with Santa, to receive a healthy treat and to have their pictures taken with Santa. In addition to Santa, the event included, crafts, the flight simulator, food, access to the museum and the Candy Bomber story.

Thanks to the following volunteers who supported this event: **Sara Jane Adams, Lou Bach, Deb Beranek, Lynn Chevalier, Dan DeBellis, Yvonne DeBellis, Stephen Erickson, Donna Esposito, Rich Fisher (ho, ho, ho), Jill Gernand, Kyle Gernand, Gary Gershon, Isaiah Gershon, Joe Gorman, Jeanne Jadwin, Vina Kaczmarczyk, Bud Matthews, Dorie McArthur, Larry McArthur, Rachelle Meerschaert, Kevin Millington, Bob Newkirk, Joyce Newkirk, Jennifer Oropallo, Julia Oropallo, John Panoski, Jim Rogers, Linda Sheridan, Margaret Sorokey, Ian Thompson, Bob Tomlinson, Dave Tripp, Bob Vore, Tom Walkowicz and Marv Weiss.**

Also thanks to the businesses that supported the event: **Buhrmaster's Orchards, Hannaford's Supermarket, Marcella's Restaurant, Marshall & Sterling Insurance and Ruggerio's Pizza & Deli.**

Finally, thanks to **Maddie Gernand** who won the 50/50 raffle and donated her winnings back to the museum.



Santa talks to the children (top). Glenville Town Supervisor Chris Koetzle (left) and NYS Senator-elect Jim Tedisco (right) greet Santa as he arrives at ESAM (bottom).

OUR VOLUNTEERS

ESAM AGAIN PARTICIPATES IN THE FESTIVAL OF TREES

ESAM is pleased to again be participating in the **Schenectady County Historical Society's** annual Festival of Trees. Thanks to **Hewitt's** for providing the tree and the museum for providing the airplanes and space ships that adorn the tree.

At right, volunteers (left to right) **Yvonne DeBellis, Joe Nicolella, Larry McArthur, Ronnie Quinn, Al Patroni** and **Dan DeBellis** show off the results of their handiwork. Not pictured but also participating were **Dorie McArthur** and Dorie's sister **Roberta Harrington**. Some of the decorators also attended the grand opening of the festival.



The ESAM tree received mention in the Schenectady Gazette as being particularly interesting. It is decorated with airplanes from ESAM's collection of models.

STANLEY GORDON, IN MEMORIAM

Stanley Gordon, a long-time volunteer at ESAM, passed away on August 11, 2016. Born in Amsterdam, NY, Stan was a graduate of Wilbur H. Lynch High School's, Class of '43. He entered the Army Air Corps following high school and served as a crewman on a B-24 Bomber, participating in 45 missions in the Pacific Theater in WWII. He received several decorations for his service, including the Air Medal with three Oak Leaf Clusters, Asiatic-Pacific Campaign Ribbon with six Battle Stars and the Philippine Liberation Ribbon with Bronze Star. After WWII, he entered Syracuse University and received a Bachelor of Civil Engineering Degree in 1951. Stan was employed in engineering by the NYS Dept. of Public Works, the General Electric Co. and the Lockheed Aircraft Co. He was a Registered Professional Engineer in the states of New York, Arizona, Florida and Vermont. After retirement, he became an Advanced Class HAM radio operator (KG2BG), and building and repair of personal computers became a hobby. He became involved in volunteerism and offered time to the Empire State Aero-sciences Museum as a member of the Research Library Committee and to the Glenville Senior Center, where he served on the Board of Directors and Executive Board. His volunteerism was recognized in 2010 by being named, Schenectady County Senior Volunteer of the Year. Mr. Gordon was an active participant of the Union College UCALL Program and served on its Steering Committee.

Stan was predeceased by his wife Jeanette. Our condolences go out to Stan's family.

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OUR VOLUNTEERS

ESAM-REACHING OUT

Outreach is an ever increasing part of ESAM's programming. Here are some great examples of ESAM's recent efforts to reach out to the community. Other outreach activities are presented in more detail throughout this newsletter.

- On November 12 and 13, **Isaiah and Gary Gershon** manned ESAM's flight simulator at the **Museum of Innovations and Science's (MiSci) Annual Science Festival of the Capital Region**.
- On November 18, **Aaron Lauber** and **Larry McArthur** made a field trip to the **Oneida County Historical Society** to retrieve material about **Mohawk Airlines** and other local commercial airline ventures.
- On September 24, **John Panoski, Garry Gershon**, and others took one of ESAM parade aircraft to the **Glenville Oktoberfest**.
- Thanks to a grant from the **Town of Glenville**, in which the museum resides, ESAM held a **Glenville Free Days** weekend on November 12 and 13. ESAM made it a three day weekend by opening the museum on Friday November 11 and giving free admission to Glenville residents. **Kevin Millington** arranged this event. He reports that 150 people attended.
- On December 10 **Gary Gershon, Isaiah Gershon** and **Rich Fisher** took ESAM's flight simulator to **Downtown Schenectady's Hall-iday** at Schenectady City Hall.
- In September, ESAM loaned items from its collection to the **Saratoga Showcase of Homes** for the purpose of decorating a youngster's bedroom in an aviation theme. **John Kolwaite** designed and coordinated this outreach initiative (photo below).



OUR VOLUNTEERS

NEW ESAM OFFICERS AND BOARD GET TO WORK

At the ESAM Annual Meeting on October 20th, three new members and one returning member were elected to the Board of Trustees. The new members are **Lynn Chevalier**, **Michael Collins** and **Frederic Lee**. The returning member is **John Kolwaite** who is returning for a second term.

At the Board's November meeting after the Annual Meeting, the following officers were elected:

President: Bud Matthews

First Vice President: Peter Russo

Second Vice President: Kevin Millington

Secretary: Marv Weiss

Treasurer: Joyce Newkirk

Congratulations to the Board members and Officers.

Besides electing new officers for the 2016-17 year, the Board started event planning for the upcoming year. Events that are being considered include a Car Show and major Book and Model Sale in April, and a commemoration of Charles Lindbergh's 1927 flight into the Schenectady County Airport in July.

THE RP-1 TEST GLIDER IS AIRBORNE AGAIN

Well, things do happen! One morning this past fall our Gift Shop operator was opening up the museum and to her surprise she found that the RP-1 Glider in the Annex to Gallery I had "landed" over night. As it turns out it made a mercifully soft landing on the museum's Gnat when the bracket it was hanging from let loose.

The RP-1 was designed and constructed under the **Rennselaer Polytechnic Institute's** Composite Aircraft Materials Program. It is made of Kevlar, glass and graphite fibers.

The museum's Restoration Team was called in to the rescue. Thanks to restoration crew members including **Charlie Weissand**, **Peter Bergendahl**, **Don Morrett**, **Fred Bloomstein** and **Gary Gershon**, the RP-1 is again airborne. Charlie used his welding skills to construct a new structure for suspending the glider. The new structure includes steel tubing and a strong bracket and chain. Thanks for getting the RP-1 back in the air.

(Above right) A Soft Landing
(Below right) Back in the Air. Pictured are Don Morrett (left) and Charlie Weissand (right)



OUR SUPPORTERS

**ESAM THANKS THE FOLLOWING PEOPLE WHO HAVE ESTABLISHED OR RENEWED
THEIR MUSEUM MEMBERSHIPS**

VIP FRIENDS OF ESAM (\$1,000)

James Liguori

Chester Bud Matthews

Chester & Ann Matthews

Mr. & Mrs. Maurice York

VIP SUPPORTING (\$125)

Steven A. Caine

Rosemarie Eggleston

Matthew LeClair and Family

Mary Ellen & Joe Sampson

Frederick Lee

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Jim & Sandra Buhrmaster

Matthew Mendelson

Francis H. Miner

Eleanor & Gerry Pierce

FAMILY (\$50)

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C. Lynn Chevalier

Clifton Park Halfmoon Public Library

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Michael Corson

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Michael Preddice

Ronnie Quinn

Samantha Quinn

SENIOR CITIZENS/STUDENTS (\$30)

Sarah Jean Adams

Arthur A. Arro

William Bibby

Frederic J. Bloomstein

Jean Cramer

Robert E. Duncan

(continued on page 15)

(continued from Page 14)

SENIOR CITIZENS/STUDENTS (\$30)

John L. Dupier, LTC, USA (ret)	John Durant	Marion R. Hackert
Jeanne Jadwin	Thomas Koehler	Robert Lavery
Theresa Lozier	Joseph Nicolella	Joseph Palko
Aldo M. Petroni	Ronald E. Provost	Peter J. Ryan
Duane Van Patten	James H. Wallace	George Wiederkehr
James E. Wilson	Tony Zuelsdorf	

BRING THE CONCORDE TO ESAM

As previously reported, the Empire State Aerosciences Museum has the opportunity to acquire a half scale replica of the British Airways Supersonic Transport Concorde. This is the same Concorde that was at one time displayed in New York City's Times Square. The 100 foot long replica is in Long Island, NY and ESAM needs to raise money to transport the aircraft 200 miles to the museum's location in Glenville, NY. It's expected to take five trips as the aircraft is disassembled at this point in time. Once it arrives in Glenville it will be restored and displayed in front of the museum's main hangar. Your help and support with this project is extremely appreciated. **Help spread the word! Please email the link below to your contacts!**

<https://www.gofundme.com/help-bring-the-sst-concorde-to-esam?ssid=805516739&pos=3>

We are pleased to have received Bring the Concorde to ESAM donations from the following:

Ray Davis	Clara Dombrowski & Ms. Clark
Sara Cahill	International Plastic Model Society
Leonard Herman	Karen Johnson
James Liguori	Heather & Tom McMahon
Mardy Moore	John Panoski
Ralf Schauer	David Viall
Marvin Weiss	Richard Weiss
Dan Wilson	

ROBERT POSSON, IN MEMORIAM

Long-time volunteer **Robert Posson** passed away on October 16, 2016. Bob graduated from Schenectady's Draper High School in 1942 and, in December of that year, enlisted in the U.S. Army Air Force. He was assigned to the 98th Airdrome Squadron, training in Rapid City, S.D. before deploying to the China-Burma-India Theatre. Bob's World War II experiences included flying over the Himalayas ("the Hump") and driving a six by six cargo truck over the Ledo-Burma Road from India to China. Upon returning from the war, Bob resumed his job at the General Electric Company where he became a designer draftsman and worked 46 years before retiring in 1989. Among his passions, Bob loved sailing competitions on Galway Lake (Snipe Class), fishing, and the Empire State Aerosciences Museum at the Schenectady County Airport where he volunteered for many years, retrieving historical aircraft from around the country and bringing them back to ESAM. In response to Bob's desires, ESAM has set up the Robert Posson Memorial Fund. Donations to the memorial fund may be sent to ESAM, 250 Rudy Chase Drive, Glenville, NY 12302.

Bob was predeceased by his wife Ruth. Our condolences go out to Bob's family.

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

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HAPPENINGS AT THE AIR MUSEUM

MUSEUM HOURS –

Winter Hours: Saturday and Sunday 10 AM to 4 PM

General 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 21, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$8 (\$4 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 23, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

February 18, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$8 (\$4 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 20, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

March 18, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$8 (\$4 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 20, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

April 15, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$8 (\$4 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.

April 17, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

April 29, Saturday - Car Show and Book & Model Sale

July, date to be determined - Commemoration of Charles Lindbergh's Flight to Schenectady NY