

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

Volume 30, Issue 4

Winter 2020-21

PRESIDENT'S MESSAGE

Dear Members and Friends,

THANK YOU!

1st My message is this....Thank you for thinking of this museum in our struggles to keep it alive during this Pandemic. We have never had quite the response to our Annual Appeal as we have experienced. Please, keep it up.

Now, for news to keep you updated.

First, is the Concorde.

We have the 12-ton model ready to be installed in front of the main hangar. **Schenectady Steel** has offered to provide the steel structure to hold the model in place, at no cost to the museum. Our target date for installing will be in April.

Second, is the leaking roof over the offices.

We are in the process of applying for a small mortgage to pay for replacing the roof protection with new materials that come with a 20 year guarantee.

Third, is the front of the main hangar.

Our project manager is **Dan Wilson**, formerly with BBL. We need to replace the "green" covering the glass with a more modern material and painting the arch. We can't have this one-of-a-kind model of the Concorde, placed in front without fixing the front of the hangar. This will require the museum to launch a fundraising effort to pay for this project.

Fourth, our deep felt thanks to **John Kolwaite**.

John has been leading the design work for the Malta project with displays that will knock your socks off. The displays will be used for outside presentations that **Kevin Millington** is anxious to get started. Kevin and **Gary Davis** have teamed up to make presentations to schools, volunteer groups, and Service organizations.

Fifth, Preparing PR for the installation of the Concorde.

I have been working on a plan to involve the media in covering this event and following up with statistics about the Concorde. We want to make a mark that will reach the majority of the people in the great Northeast and beyond.

And lastly, I want to wish all of you a Merry Christmas and a Happy New Year.

Peter V. Russo, Sr.

President



Peter Russo

ESAM GALLERIES TO REOPEN FEBRUARY 1ST

In response to Covid-19 and financial concerns, the ESAM Board of Trustees has decided to pause access to the galleries for the months of December 2020 and January 2021. The temporary pause will help the museum save money on heat during a time of low visitation. In January the Board will reexamine the situation and decide whether to extend the pause for February and possibly March.

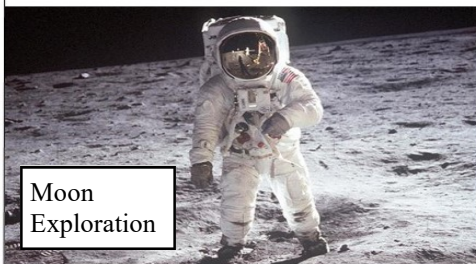
Thank you for your support during this difficult time.

OUTDOOR AVIATION CLASSES FOR STUDENTS A SAFE SUCCESS

During the fall, **ESAM First Vice President Kevin Millington** conducted small group education classes outdoors in the airpark, maximum of six folks, with masks. The courses went really well. Students and parents alike provided very good feedback. Topics included Historical Evolution of Jet Aircraft and Aircraft of the ESAM Airpark among others.



Concorde



Moon
Exploration



US Navy F-14



Helo Ops



US Air Force F-101



Aircraft Carrier Ops

AeroNotes

Published quarterly by the
**Empire State
 Aerosciences Museum**
 250 Rudy Chase Drive
 Glenville, NY 12302
Phone: 518 377-2191
Fax: 518 377-1959
 E-mail: esam.office@gmail.com
 Web site: www.esam.org

Editor

Lawrence McArthur

ESAM is a registered
 charitable organization
 chartered by the N.Y.S.
 Department of Education

President

Peter V. Russo, Sr.

First Vice President

Rich Bievenue

Second Vice President

Michael Collins

Secretary

Marvin Weiss

COO/Treasurer

Joyce Newkirk

Trustees

Steve Borbee
 Timothy Burke
 C. Lynn Chevalier
 Gary B. Davis
 Alfonzo DiBlasio
 Gary Gershon
 John Kolwaite
 Frederic Lee
 Raymond Legere
 Ryan Macherone
 Jack Mallia
 Chester "Bud" Matthews
 Kevin Millington
 Patrick Morris
 John Panoski
 Ralph Rosenthal
 Linda Sheridan
 Dan Wilson

ESAM ANNUAL MEETING IS HELD VIRTUALLY

On October 26, 2020 the Empire State Aerosciences Museum's Annual Meeting was held via Zoom. All Board members and prospective Board members attended. In addition enough members either attended or sent in proxies so that a quorum was established. The Board thanks all the members who participated via Zoom or by proxy.

Board President Peter Russo opened the meeting by thanking the many people who have wished him well on his recovery from cancer.

Board Secretary Marv Weiss presented the minutes from last year's annual meeting. The minutes were approved without change.

Board Treasurer Joyce Newkirk presented the annual financial report. She reported that the museum's financial picture has been severely impacted due to the effects of the COVID-19 situation. Closing on March 16, 2020 made it very difficult to raise the funds that normally provide 60% of our annual income. During the New York State imposed closure, breakfasts, admissions, gift shop sales, tours, and classes were eliminated. On the brighter side, the museum has been able to maintain its office manager Pat, and gift shop manager David with the help of a small Business Administration Payroll Protection Plan loan. Kevin Millington has been able to develop some smaller education programs as well. Over the summer the museum has been open three days a week rather than the normal six days a week. The main building roof is in dire need of replacement. We are currently trying to secure funds to complete its replacement. (Editor's Note: Due to technical difficulties the financial statements were not able to be displayed at the annual meeting, so they are included on pages 11 and 12 of this newsletter).

First Vice President Kevin Millington thanked the reopening-committee for their great job of preparing the re-opening and safety plan, and for overseeing its implementation. He also thanked **Pat Barrot** for the support she provided for the education programs that he ran.

Second Vice President Mike Collins highlighted the acquisition of the Vin Fiz replica and optical equipment that could be used in an astronomy education program.

The Nominating Committee, consisting of **Tim Burke** and **Lynn Chevalier**, placed in nomination the following individuals:

- **Steve Borbee** and **Gary Davis** for new Board members
- **Rich Bievenue** and **Ryan Macherone** for second three-year terms
- **Gary Gershon**, **Bud Matthews**, **Kevin Millington** and **Linda Sheridan** for subsequent three-year terms.

All nominees were elected.

Dan Wilson gave an update on the Concorde project. **Schenectady Steel** has

continued on page 13

The following article was published in the November 2020 issue of Mach 2 magazine.
Formatting has been changed to accommodate Aeronotes

Landing a new home

John Panoski – Acquisitions Director, Empire State Aerosciences Museum (ESAM)

Contributor: Rich Bievenue – Restoration Group Supervisor, ESAM

After the model was removed from Times Square, it faced an uncertain future until, in 2017, it was acquired by the Empire State Aerosciences Museum. John Panoski describes the painstaking process of restoring the model for display.

The Empire State Aerosciences Museum (ESAM) was started in 1984 at Schenectady County Airport. It was conceived of by four aircraft and flying enthusiasts from the area surrounding Schenectady, New York. Their goal was to stimulate interest in aviation, particularly as it related to New York State and the many early contributions it made to the aviation industry.

In 1986, these founding members of the museum began making plans to book the Concorde at The Great Northeast Airshow, held at the Schenectady County Airport. Their planning resulted in the “Flight to Nowhere” with the Concorde the following year. Sold out in less than 24 hours, 100 tickets were sold at \$650 each to take a 100-minute flight in a British Airways Concorde out over the Atlantic and return. That’s where ESAM’s journey with the Concorde began.



Great Northeast Air Show, 1987

ESAM booked Concorde to participate in the airshow, held at Schenectady Airport. The British Airways Concorde that arrived was G-BOAA – whose half-sized namesake would be acquired by ESAM 30 years later.

Photo: The Daily Gazette, dailygazette.com

continued on page 5

continued from page 4



Flight of fantasy

ESAM sold a full plane-load of 100 tickets for a “flight to nowhere” on Concorde, in which G-BOAA took the passengers on a round trip out over the Atlantic and back to Schenectady Airport. *Photo: The Daily Gazette*

A Concorde on offer ...

Thirty years after that flight, sometime during the month of March 2017, I received a phone call from the director of the American Air Power Museum in Farmingdale, Long Island, New York, a museum about 25 miles east of the Cradle of Aviation Museum in Garden City, Long Island. In a conversation about ESAM’s collection, the director mentioned, “Have you heard about the Concorde that the Cradle wants to give away?”

I was immediately stunned! Knowing that at that point all existing Concorde had been given to air museums or municipalities, I had to inquire. It turns out he was talking about the ½ scale model Concorde that had once stood at arguably the most famous intersection in the world, Times Square in New York City.

I made a call to the director at the Cradle of Aviation, who informed me that yes it was true, the Concorde model was in fact up for grabs. Having been removed from its prominent display in Times Square in 2001, it had been donated to his museum, where it had remained in storage for many years. After unsuccessful attempts at getting the necessary permit to display it in front of the Cradle’s museum, the model had been offered to an air museum in southern New Jersey, but their fundraiser did not raise enough money to defray the costs of disassembly and transportation. He then offered me a visit if ESAM was interested. I told him I would inquire with the ESAM executive committee first. After pitching the idea to the committee, it was agreed that more information would be necessary. I called the director back and we scheduled a visit.

The Cradle of Aviation

Upon arriving at the Cradle of Aviation Museum (cradleofaviation.org), the former Mitchel Air Force Base, I was very impressed with the museum, which focuses on the history of aviation on Long Island including its historical events and manufacturers. So many of the exhibits and aircraft on display at ESAM have their roots in Long Island as well.

continued on page 6

continued from page 5

After introductions, I was guided to one of the former USAF hangars where several other aircraft, including an F-105, were under restoration. The Concorde was crowded in the back of the hangar, but it occupied a good third of it. It was massive, measuring 102 feet overall length, 42 feet wide, and weighing in at 24,000 pounds! There was no landing gear. My first thought was the logistics of the move, going through high-density traffic and commercial areas, and crossing bridges from Long Island to Queens. It would be a tall order convincing the folks back at home that we could manage this major move. In the back of my mind I'm also thinking, how is our small group of volunteers from 185 miles away in Schenectady, NY going to pull this off?

After taking some photos and talking to some of the Cradle's volunteers, I was assured that if we agreed to accept the Concorde they would provide full support from their side because they were anxious to clear space for an incoming project, an E-2 Hawkeye.

To my surprise, ESAM's executive committee was extremely supportive of the idea. The thought of getting a model as large and as beautiful as this Concorde was very exciting, but at the same time a bit overwhelming. We immediately began picturing it on a pedestal placed in front of the museum, commanding the attention of everyone driving by. It wasn't long before a letter of agreement was drafted and signed allowing for "as is, where is" and six months for removal.

Preparing for the move

The first task was to disassemble this behemoth into pieces small enough to transport. In the early winter months of 2018, we began taking the airplane apart in segments as it was put together, starting with removal of the vertical stabilizer, then the outboard wing panels, the nose section, the tail section, and finally the center wing and fuselage. The center wing and fuselage was the most difficult and time-consuming, especially since the box section main to outer wing spars were welded together. Ultimately, it took five semi-trailer truck loads and 8 months to transport everything back up to Schenectady. That was the easy part!

A daunting task

The thought of putting her back together seemed like a daunting task. There were no drawings, blueprints, or manuals to work from. Many years had passed since British Airways commissioned L&L Tooling to build it. We were able to dig up an old grainy video taken during the construction, but that didn't help much. There was no indication of where the lift points or center of gravity was on all these awkwardly shaped components. There were no experienced riggers in our small group of volunteers doing the restoration. No, this would be quite an undertaking for our crew and the limited resources of a small, not-for-profit museum.

The first and by far the most mundane step in the reconstruction was to prepare all the major sections for a fresh coat of paint. That

included pressure washing, sanding, cosmetic repairs, and then more sanding. It turns out there is a heck of a lot of surface area on a ½ scale model Concorde! Once the prep work was done, the primer and paint went on relatively quick. The new paint really cleaned it up nice, invigorating us to take on the next challenge ... fiberglass repairs.

The Times Square model's skin was fabricated entirely from fiberglass. During the dismantling of the plane,



Special delivery

Empire State Aerosciences Museum Trustee John Panoski inspects parts of the Concorde model's outboard wing panels and vertical stabilizer as they arrive at the museum. *Photo: ESAM*

continued on page 7

continued from page 6

several of the fiberglass panels were damaged and some were cut in order to provide access to the structural steel skeleton beneath. How to repair these fiberglass panels presented the biggest challenge of the restoration because none of the restoration crew had much experience in this regard. After much laboring over the thought of laying up new fiberglass panels to blend in perfectly with the existing skins, we concluded it was far more expedient, yet still cosmetically acceptable, to clad the fiberglass with thin aluminum panels. Going that route kept the restoration on schedule, allowing the model to be ready for transport to the final staging ground by mid-October, 2020.

At present, ESAM is working through final negotiations to get the Concorde erected in front of the former GE Flight Test Center hangar, now home to ESAM's main gallery. The COVID-19 pandemic has presented its share of challenges in raising the remaining funds and scheduling contractors. The model will be raised onto a steel base and set in an ascending position as it was in Times Square, pitched 15 degrees up with 23 degrees roll. The foundation has been poured. The steel base fabrication is in process. If the stars line up, 2020 will find the Times Square model Concorde finally in its new resting place at the Empire State Aerosciences Museum in Schenectady, NY.



Significant challenges

Top: Empire State Aerosciences Museum Restoration Group supervisor Rich Bievenue fashions supports for the wing attachments.

Above: Volunteers in the ESAM restoration group attach the left wing tip. *Photos: ESAM*

Author's note:

The Empire State Aerosciences Museum wishes to thank all the contractors, suppliers, donors (public and private), and of course the volunteers that made this undertaking possible. Costs were significant, including transportation, engineering, construction, equipment rentals, and cranes. We received many generous donations of time, money, and equipment. We would like to acknowledge the support provided by the following: Schenectady Steel Company, Inc., MRH Engineering PC, Lucia Specialized Hauling, Inc., BBL Construction, Rapid Cure Technologies, and the Town of Glenville, NY.

continued on page 8

continued from page 7



Reassembly completed

Top: The reassembled model. The team have also renovated and repainted it. Above: The volunteers from ESAM pose in the Air Park with the reassembled model. In the background are some of ESAM's other exhibits, including an F-5E, MiG-21, MiG-17, MiG15, F-105G, A-4, A-10, F-4, F-101B, F-84F, RA-5C, Supermarine Scimitar, and a F3D. *Photos: ESAM*

Research at Schenectady

In the years immediately following WWII, Schenectady was a bustling manufacturing town, perhaps best known for the General Electric Company and the American Locomotive Company (ALCO). It was here at the Schenectady County Airport that General Electric (GE) built their Flight Test Center, which operated from 1946 to 1964. GE performed groundbreaking jet engine research and made many aviation advances in the very hangar that ESAM now calls home.



General Electric Test Center

Top: The General Electric hangar, now the main building in the Empire State Aerosciences Museum.

Above: Test aircraft included the first US jets.

Photos: ESAM



Plan for display

An artist's impression of the model Concorde on display outside the entrance of the museum. *Image: ESAM*

Further information

To find out more about the exhibits and activities at the Empire State Aerosciences Museum, please visit the website: www.esam.org ESAM has set up a GoFundMe account for their model Concorde: <https://www.gofundme.com/f/help-bring-the-sst-concorde-to-esam>

Visitors to ESAM's website can also sponsor one of the other aircraft in the Air Park. For details, see: <https://www.esam.org/adopt-an-airplane>

BOEING F/A-18 SUPER HORNET

by Kevin Millington

The Boeing F/A-18 E and F *Super Hornet* are supersonic, carrier-based, multi-role strike fighters, and are currently the backbone of U.S. Navy carrier air wings. The *Super Hornet* is a larger, more sophisticated derivative of the F/A-18 *Hornet*, which has been in service with the U.S. Navy and several foreign air forces since the mid-1980's. While the *Hornet* is an exceptionally capable fighter and strike aircraft, it has limited range and all-weather avionics. Building on the success of the *Hornet*, McDonnell/Douglas (now Boeing) developed a substantially larger, more capable version, known as the *Super Hornet*, which currently



supplements the “legacy” *Hornets* in Navy air wings. The *Super Hornet* is equipped with an extensive array of avionics, and can carry nearly twice as much internal fuel as the *Hornet*, giving it a much greater range, and both single-seat (E) and two-seat (F) variants were developed.

Although expensive, with a \$55 million price tag, the *Super Hornet* is truly a multi-role fighter, able to perform several missions previously undertaken by separate aircraft types, including air supremacy, all-weather attack, close air support, suppression of enemy air defenses, maritime strike, and reconnaissance. The *Super Hornet* is also one of the most stealthy fighters in the world, with a greatly reduced radar cross-section.

The *Super Hornet* is powered by two General Electric F414 turbofan engines, which provide it with a top speed of Mach 1.8 (1,200 mph). With respect to armament, it is equipped with an internally mounted 20 mm Vulcan cannon, and can carry up to 17,000 lbs. of ordnance on eleven under-wing and fuselage pylons, including the very latest precision-guided munitions and air-to-air missiles. The *Super Hornet* entered service with the U.S. Navy in 1999, and to date over 600 have been delivered, equipping 38 U.S. Navy squadrons, and the type remains in production, not only for the U.S. Navy, but several foreign air forces as well. The *Super Hornet* is also the basis of an electronic countermeasures version, known as the EA-18 *Growler*. Boeing recently announced that an even more capable and advanced version is now being developed.

The new F-35C *Lightning* is currently entering service with U.S. Navy carrier squadrons, and there is sometimes a misconception that this 5th generation fighter will replace the 4th generation F/A-18 *Super Hornet*. Rather, the two fighters will complement each other to establish an integrated force capitalizing on the strengths of each plane. The strength of the F-35C is its stealth performance, as well as its sensor fusion – the ability to collect and analyze a huge amount of information, such as communications intelligence and targeting data for the pilot, and the ability to transmit the data immediately to the other aircraft and ground commanders, providing unprecedented situational awareness. On the other hand, the F-35 has a limited weapons load, as its air-to-air missiles and air-to-ground ordnance is carried internally to maintain its stealth performance, while the *Super Hornet* can carry and deliver a much heavier weapons load. For a high value mission, I envision a force of F-35C's leading the strike package, penetrating enemy air space and taking out either enemy aircraft or surface to air threats, with the *Super Hornet* force then attacking designated targets. The same force integration is also being used within the U.S. Air Force, with the 5th generation F-22 *Raptor* and F-35A *Lightning* operating with the 4th generation F-15 *Eagle* and F-16 *Fighting Falcon*.

2019-2020 MILEPOSTS

- ESAM offers its best wishes to **Board of Trustee President Peter Russo** as he undergoes cancer treatment.
- Volunteer **Lou Bach** received the Alex Award for his efforts related to moving the Memorial Park. Lou took on a leadership role concerning raising funds for the project, designing the layout, and organizing other volunteers to help with the process.
- The 2019 Adopt-An-Airplane program was a great success with all of the planes adopted. The requests for planes exceeded the number of planes in the collection.
- **Jack's Place** raffled off a family membership at one of their outings. This organization works to help families in need of housing while visiting loved ones at **Ellis Medicine** and **Sunnyview Rehabilitation Facility**.
- A record number of children and adults visited for the 2019 ESAM'S "Christmas is in the Air" program.
- ESAM received a grant from **Global Foundries/Town of Malta Foundation** for \$3,270 to establish a traveling education program on rocketry and the Malta Test Center.
- In a special appeal during the beginning of the COVID-19 Pandemic, ESAM received \$9,520.
- The Winter Break Program from February 18th to the 23rd 2020 was a great success, with 345 visitors attending programs at ESAM throughout the week.
- ESAM acquired the XFC-130H Credible Sport and a replica Vin Fiz aircraft.
- In 2019, ESAM volunteers donated/worked 10,101.75 hours.
- A Safety Plan was prepared by the Museum Reopening Committee, to meet the new NYS requirements and protocols related to COVID-19, and the museum reopened on July 31st.
- The ESAM on-line presence grew during the COVID-19 pandemic, highlighting a series of oral histories and presentations.
- **Scotia Cinema** partnered with ESAM to show the movie "Onward;" The movie was sold-out every night from September 3rd through September 6th.
- In 2020, the town of Glenville celebrated its 200th anniversary. The **Town Supervisor Chris Koetzle** is developing a video celebrating the anniversary, which will incorporate ESAM.
- **ESAM Trustee Kevin Millington** has been hosting outdoor aviation classes for students during the Fall of 2020. Most of the classes have been sold out.

Prepared by **ESAM Intern Andrea Lurie**.



With continued support from White Industries, another major step was taken in the restoration of ESAM's XFC-130H. The propellers were reattached. The photo shows the work in progress with two of the propellers attached. All four are now attached.

2019-20 FISCAL STATEMENTS

Due to technical difficulties, ESAM's 2019-20 fiscal statements were not able to be portrayed on screen at the museum's Zoom Annual Meeting. They are provided below and on the next page.

EMPIRE STATE AEROSCIENCES MUSEUM STATEMENT OF FINANCIAL POSITION - UNAUDITED SEPTEMBER 30, 2020 AND 2019

ASSETS	2020	2019
CURRENT ASSETS		
Cash & Cash Equivalents	\$28,006	\$69,238
Accounts Receivable	\$105,580	\$106,452
Investments	\$9,064	\$10,308
Other Current Assets	\$39,349	\$5,483
Total Current Assets	\$181,999	\$191,481
 Fixed Assets	 \$524,814	 \$514,485
Due from Fortune Air Aviation	\$79,077	\$79,077
 Total Assets	 \$785,890	 \$785,043
 LIABILITIES AND EQUITY		
Accounts Payable	\$22,657	\$1,877
Other Current Liabilities	\$20,160	\$37,021
Total Current Liabilities	\$42,817	\$38,898
 Equity	 \$743,073	 \$746,145
 TOTAL LIABILITIES AND EQUITY	 \$785,890	 \$785,043

C-130 NOSE IS PAINTED

A long-delayed project has taken a major step toward completion. Led by **Alfonzo DiBlasio** and **Gary Davis**, the Restoration Team has repainted the museum's C-130 nose (photo at right). Work can now begin on the "innards" of the cockpit with a goal of making it a walk-in, sit-down interactive exhibit. The nose fits in the museum's restoration hangar and so can be worked on over the winter.



**EMPIRE STATE AEROSCIENCES MUSEUM
STATEMENT OF FINANCIAL POSITION - UNAUDITED
SEPTEMBER 30, 2020 AND 2019**

INCOME	2020	2019
Membership Fees	\$16,630	\$18,850
SRV Income	\$960	\$3,165
Gift Shop Sales	\$5,104	\$8,279
Admissions	\$14,429	\$27,428
Education Program Charges	\$2,976	\$16,978
Rental Charges	\$1,100	\$1,000
Contributions	\$52,322	\$82,959
Fundraising Income	\$3,162	\$14,436
Grant Revenue	\$45,620	\$29,750
Glenville FBO	\$48,000	\$48,000
Interest & Investment Income	\$418	\$1,028
Other Income	\$1,251	\$1,746
TOTAL INCOME	\$191,972	\$253,619
EXPENSES		
Payroll & Related Benefits	\$34,606	\$41,956
Cost of Goods Sold	\$2,756	\$4,564
Supplies & Materials	\$19,698	\$15,938
Office Supplies	\$1,029	\$1,199
Postage	\$750	\$605
Professional Services	\$35,424	\$56,220
Printing & Publications	\$1,211	\$2,037
Advertising/Promotional/Memberships	\$1,241	\$4,219
Maintenance & Repairs	\$5,642	\$5,365
Food, Meals & Catering	\$0	\$3,266
Travel/Lodging	\$0	\$1,032
Waste Removal	\$2,578	\$3,028
Equipment/Security Expense	\$525	\$525
Equipment Rental/License	\$2,800	\$21,750
Property Rental	\$28,000	\$28,000
Utilities	\$21,792	\$25,927
Telephone & Internet	\$3,917	\$4,025
Insurance	\$25,663	\$27,425
Bank Fees, Service Charges & Intuit	\$948	\$2,116
Property Taxes	\$1,512	\$1,585
Miscellaneous Expenses	\$125	\$125
TOTAL EXPENSES	\$190,217	\$250,907
NET INCOME	\$1,755	\$2,712

DONATION THANKS

ESAM is pleased to acknowledge donations from the following people:

Ms Linda Cioffi	Mr. Andrew Davis	Ms. Jenna Dragoo	Ms Valencia Gell
Ms. Megan Ginsberg	Ms. Aileen A. Hemstreet	Mr. Aaron Lauber	Mr. Peter V. Russo, Sr.
Mr. Gray Watkins	Town of Ballston Community Library		
Mrs. Davene Brown in memory of longtime ESAM member Thomas A. Nobles			
Mr. & Mrs. Michael Lotano (Concorde)		Mr. & Mrs. Marvin Weiss (Concorde)	

The Empire State
Aerosciences Museum is
supported in part by:

Business Benefactors

All Seasons Equipment
AYCO/Goldman Sachs
ALMAC Capital Corp
BBL
Charles White
Curtis Lumber Co., Inc.
1st National Bank of Scotia
Global Foundries
Golub Foundation
Hannay Reels
LoDolce Machine Company

Business Patrons

Capitaland Motors
Richmor Aviation
Zonta Club of Schenectady

Business Supporters

Jessica Berman, MD
Civil Air Patrol
Hannaford
Hildt Aviation Bennington
Price Chopper
Russo Entertainment
Schenectady County
Community College
United Welding
Wal-Mart

Friends of ESAM

The Agneta Family
The Family of Carl Battaglia*
Carol Borthwick
Sanjay Correa
Raymond Davis
The Family of Roger Hannay
Chester & Ann Matthews*
Chester (Bud) & Katie
Matthews
Kevin Millington
David Montana
Mrs. Charles (Mardy) Moore*
Mr. & Mrs. Robert Newkirk
Mr. Ralph Rosenthal
Mr. & Mrs. Marvin Weiss
Mr. & Mrs. Maurice York

Galaxy Club Members

Edward & Roberta Barili
Dr. Nancy Fitzroy
Frank Hackert
John Hackert
James LaDolce
John Panoski
Ralph Rosenthal
The Family of Jansz Vander Veer*

*ESAM Charter Member

continued from page 3

agreed to donate the steel to structurally support the installation. **Lucia Specialized Hauling** (crane supplier) has agreed to donate his time & equipment. Both businesses will donate their services as their business obligations allow. We hope to complete the erection of the Concorde by spring as that will allow the COVID-19 situation to have less of an impact on our installation and celebration of this event.

President Russo closed the meeting with the following thought: Our mission is “. . . *to preserve the past in aviation and to look forward to the future.*”

With no additional business, the meeting was adjourned at 7:30 p.m.

ESAM BOARD ELECTS NEW OFFICERS

At its November meeting, the Board of Trustees elected the following individuals to lead the museum during 2020-21.

President: Peter Russo

First Vice President: Rich Bievenue

Second Vice President: Michael Collins

Secretary: Marvin Weiss

Treasurer: Joyce Newkirk

Congratulations and thank you for your willingness to serve.

ESAM'S ANNUAL APPEAL IS UNDERWAY YOUR SUPPORT IS NEEDED MORE THAN EVER.

PLEASE RESPOND WITH YOUR DONATION

LETTERS LIKE THESE WE LIKE TO RECEIVE

Thank you for the recent donation to the BH-BL Education Foundation. Our fundraiser-although different this year-was a great success thanks to the generosity of businesses like yours. We appreciate your support.

BH-BL Education Foundation

Facebook Post

What a fun place to visit especially for the aero science lover in your family. A LOT of love and care went into building the exhibits. The volunteers are so friendly and knowledgeable. Our visit will be one of our finest memories!

Nancy

OUR SUPPORTERS

RECENT ACQUISITIONS

- **Vincent Wolanin** donated a Genie boom lift, Model S-85-4WD.
- **Robert Barnell** donated a celestial globe, a moon globe, various space related DVDs, a Toshiba SD-27000 DVD player and an HP Officejet Pro in memory of **Ronald Barnell**.
- **Richard Fullam** donated the book *The Wright Brothers* by David McCullough and two US Army Air Corps filtered camera lenses with case.
- **Kathleen Mack** donated uniform items and two USAAF flying suits belonging to **Bertram "Bert" Raymond Decker, Jr.**, a lifelong resident of Schenectady, NY.
- On behalf of **Richard Murphy**, **Arthur MacAloney** made two donations. One donation was comprised of a framed artist proof of a First Warbirds print depicting five American World War I flyers including Eddie Rickenbacker (see below) and 49 Smithsonian Air & Space and The World at War DVDs. The second donation was comprised of 15 books and 20 manuals.
- **Nicholas Solomos** donated his NY Air National Guard uniforms including an overcoat, a dress uniform, a summer dress uniform, a fatigue uniform, belts, belt buckles, a cap and insignia of rank.
- ESAM member **Bob Tomlinson** donated an Epson WorkForce WF-3620 printer/copier/scanner/fax/device



OUR SUPPORTERS

We are pleased to acknowledge and welcome the following
NEW and RETURNING MEMBERS

Friends of ESAM

Mr. & Mrs. Chester (Bud) Matthews

Galaxy Club

Mr. Ralph Rosenthal

VIP Sustaining

Mr. Steven Borbee
Mr. James Conlon

Ms. Carol Borthwick
Mr. Andrew Nakushian

Mr. Timothy Burke
Mr. Joseph Sampson, Jr.

VIP Supporting

Mr. & Mrs. Daniel Grygas

Mr. Matthew Mendleson

VIP Contributing

Mr. Gerardo Balsa

Libraries

Town of Ballston Community Library

Voorheesville Public Library

Family

Mr. Gary Davis
Mrs. Becky Kencsan
Mrs. Rachelle Meerchaert
Ms. Katie Pustolka
Ms. Christina Shepley
Ms. Rebecca Whalen

Mr. James Feuerbach
Mr. Kevin Krall
Ms. Gulnora Perera
Mr. Peter V. Russo, Sr.
Mr. Robert Vermilya
Mr. Lawrence Wilder

Mr. & Mrs. Gary Ginsberg
Ms. Diane Martin/Claesgens
Mr. Marc Platt
Mr. Shane Sebro
Mr. William Wales
Mr. Mitch Weise

Individual

Ms. Linda Sheridan

Hon. James Tedisco

Mr. Kevin Tung

Student

Ms. Andrea Lurie

Ms. Eva Von Dell

Senior Citizen

Mr. Peter Bergendahl
Mr. Brent Coon
Mr. John Durant
Mr. Harold Goldman
Ms. Jeanne Jadwin
Mr. Joseph Palko
Mr. James Wilson

Mr. Frederic J. Bloomstein
Ms. Jean M. Cramer
Mr. Brian Flynn
Mr. Joseph Gorman
Mr. John Kolwaite
Mr. Ron Provost
Mr. Anthony Zuelsdorf

Ms. Linda Cioffi
Mr. John L. Dupier
Mr. Thomas Fusco
Mr. Ernest Henson
Mr. Joseph Nicoletta
Mr. Duane Van Patten

Business Patron

Capitaland Motors

Business Supporter

All Seasons Equipment Inc.

Jessica Berman, MD

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

NON PROFIT ORG.
US POSTAGE
PAID
ALBANY, NY
PERMIT # 793



HAPPENINGS AT ESAM

MUSEUM HOURS

Museum: The museum is currently scheduled to reopen on February 1, 2021

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

free admission to active duty military personnel and up to 5 family members

Simulated Reality Vehicle (SRV) – currently not in operation because of Covid-19

January 18, Monday - Board of Trustees Meeting: 7 pm.

February 15, Monday - Board of Trustees Meeting: 7 pm.

ESAM Membership Application

Please check one: NEW MEMBERSHIP _____ RENEWAL _____

ANNUAL DUES:

INDIVIDUAL/FAMILY

_____ Senior Citizen \$35
_____ Student \$35
_____ Individual \$45
_____ Family \$60

VIP:

_____ Contributing \$80
_____ Supporting \$135
_____ Sustaining \$285
_____ Galaxy Club \$500
_____ Friend of ESAM \$1,000

BUSINESS

_____ Supporter \$285
_____ Patron \$500
_____ Benefactor \$1,000
_____ Not for Profit/School/Library \$60
_____ 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,
Glenville, NY 12302**

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

Matching Gift Company _____