



AERONOTES

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

Volume 31, Issue 1

Spring 2021

WE'RE OPEN AGAIN!

ESAM is very pleased to announce that the museum reopened on April 2nd. For the time being it is open Fridays, Saturdays and Sundays from 10 am to 4 pm. Starting June 15th it is expected to be open Tuesdays through Sundays from 10 am to 4 pm.

We thank the volunteers who have kept things going while we were closed and who have readied the museum for reopening. We're pleased to have **Dave Hall** back at the Admissions Desk and we appreciate **Pat Barrot's** efforts to help keep the office operating while we were closed.

Masks are required to visit the museum. We have stationed volunteers in the galleries and the Air Park to monitor social distancing. We are allowed to admit visitors up to 50% of capacity per room inside the museum and up to 75% of capacity in the Air Park. We will adjust capacity limits in accordance with government directives. Some interactive exhibits are closed.

We are hoping to resume Saturday morning Fly-In breakfasts, STEM camp and other activities during the summer.

Volunteers and staff are required to certify that they do not have Covid-19 symptoms before coming to the museum. They are doing a good job of sanitizing the museum between openings.

We hope you'll visit soon!

EXHIBIT UPGRADES ARE UNDERWAY

Museum Trustee **John Kolwaite** recently took over as Chair of the Exhibits Committee. John is a great selection for this responsibility as he has already demonstrated the skills needed to present meaningful and entertaining exhibits, and has been the driving force behind recent efforts to renovate the Gift Shop, develop travelling exhibits and totally replace the museum's World War II exhibit.

In his first action as Exhibits Chair, John invited museum leaders to accompany him on a walk-through of the museum's interior exhibits with an eye toward improving the visitor experience by evaluating whether to fix, improve or remove them. He used the ESAM Docent Manual as a guide to prepare for the walkthrough.

Based on the input from the walk-through, John has set two general goals for Exhibits work. The first is to emphasize Science. What are the physics and engineering involved in flight and flight instrumentation? The second is to emphasize Human Interest. What are the stories of the people who flew in or invented in the aviation and aerospace fields?

These goals will be pursued by improving and replacing existing exhibits, and by consistent messaging through improved signage, graphics and hands-on interfaces.

PRESIDENT'S MESSAGE

Dear Members:

I recently attended the funeral of **Ernie Tetrault**, who died on April 8th and was the last member of the 4 men that founded this museum. The other members were **Steve Israel**, **Carl Battaglia**, and **Jim Delmonico**.

I'd like to take you back to 1987, when, in January we were preparing to get everyone on the committee ready for the Air Show in August. I had read in National Geographic a story on the Concorde's flying to Africa in a "trip to nowhere" and back to London or Paris. I contacted British Air in NYC and they were enthused to have a trip to nowhere in the USA. They sent a rep to look us over and discuss what we had to do to "get ready."

I presented the idea to the committee and got an overwhelming response to "go ahead." In April of 1987 we had a press conference at the Ramada Inn with 2 pilots from British Air and a stewardess to announce our trip to "no-where", in August at the air show. British Air required a fee of \$60,000.00 To raise that amount, we sold out the 100 seats by charging \$600 per seat and raising the \$60,000 in less than 24 hours.

In June of 1987, Ernie made arrangements for himself, a cameraman from Channel 6 and me to fly to Miami to board a Concorde to promote the Air Show in August. The trip from Miami to Washington, D.C. took less than an hour and we reached a height of 60,000 ft. at a speed of 2,000 air miles per hour. The cameraman was able to film our landing at Dulles Airport, from the cockpit with Ernie.

The Air Show was a tremendous success and was attended by the commissioner of NYS DOT who asked Steve Israel and myself to run an air show at the airport in Newburgh, NY in 1988. We agreed to do so with the assist of the Chamber of Commerce. This turned out to be the largest air show on the east coast with over 250,000 people.

Ernie was a pilot and loved flying, especially in a Concorde. I think, if he was asked to take a ride in a rocket to the moon, he would be more than willing to do it. He will be missed, but, not forgotten.

Peter V. Russo, Sr.

President



Peter Russo

**Ernie
Tetrault 's
Founders
Stone
in
ESAM's
Memorial
Plaza**



AeroNotes

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ESAM CO-FOUNDER ERNIE TETRAULT, IN MEMORIAM

ESAM Co-founder Ernie Tetrault, died on Thursday, April 8, 2021. He is survived by his wife, Ann; son Ernie James; daughter Ellen June and granddaughter Kendyl Aurora.

Ernie was born in Watervliet, NY, grew up in Troy and is one of Catholic Central High School's outstanding alumni. He served in the Naval Air Corps during World War II and attended St. Lawrence University and Cornell. When the war ended, Ernie completed his college work at Siena College in 1951.



In 1951, Ernie joined the pioneer television station in Schenectady. He hosted a well-received morning show with Eileen Flynn called "Home Fare" and did newscasts. In 1967, following the 6-day war, Ernie, Ann, EJ, and Ellen traveled to Israel. Ernie captured the incredible trip on camera and upon return home, he scripted it and showed it on evening television from Monday through Friday. Ernie has been an active broadcaster in the Capital Region for more than sixty years. He was named to the Broadcasters Hall of Fame and achieved the honor of longest tenured broadcaster at WRGB, Channel 6. One of his well-remembered assignments was a trip to South Vietnam where he interviewed many local servicemen. In 1988, one of the highlights of his work on WRGB's Evening News was a much-heralded series on the homeless in the Capital Region. He assumed the role of a homeless man and lived on the streets of Albany unrecognized by the thousands of pedestrians who watched him deliver the news each night. In 1990, Ernie was the first local television news person to fly with the American troops to Saudi Arabia. There he reported firsthand, on film and by satellite on Capital Region residents' involvement in the Gulf War.

In 1993 Ernie was the commencement speaker at St. Rose College where he received a Doctor of Humane Letters.

Since retiring from WRGB in 1993, Ernie has served as an advocate for hearing impaired and helped found the Air Museum in Glenville that brings aviation enthusiasts to Schenectady from all over the world. Memorial contributions may be made to the Empire State Aerosciences Museum, 250 Rudy Chase Drive, Glenville, NY 12302 in memory of Ernest C. Tetrault.

ESAM RECEIVES COVER STORY

The Empire state Aerosciences Museum is pleased to have been the cover story of the April 1-7, 2021 issue of TICKET, a local Arts & Entertainment Guide distributed by the Daily (Schenectady) Gazette. The two-page article written by Bill Buell and titled Reopening with Big Plans is reproduced here, minus the photos.

Reopening with Big Plans

ESAM looking to install Concorde replica in front of museum,
has added Hawker GR-1 and C-130 Hercules planes
and looks ahead to more education programs.

Things barely got off the ground last year at the Empire State Aerosciences Museum in Glenville, but officials there are hopeful that 2021 will be a much different story.

“We wanted to be extra cautious last year so we only opened up in the late summer into the early fall,” said Kevin Millington, a past president who now coordinates the educational programming at ESAM.

“When the bad weather started we had to close again. With our inability to host large groups indoors and our high utility costs, we couldn’t stay open.”

Like every other museum throughout the country in 2020, ESAM was shut down for much of the year due to the Covid-19 Pandemic. On Friday [Editor’s note: Friday, April 2nd], however, the facility, just off Route 50 next to the Schenectady County Airport and Sam Stratton Air National Guard Base, will open up for the first time since September.

Over the past six months, however, Millington and the ESAM staff have been busy making improvements to the complex, which during World War II served as the General Electric Flight Test Center.

“We took the opportunity to work on some ongoing projects, including installation of our huge replica of the Concorde,” said Millington. “That’s been progressing very well and people have been able to look at it. It is assembled. What we’re hoping to do sometime this spring or summer is to put it on the three pylons right out front of the museum facing Route 50. It will be welcoming all of our visitors.”

The real Concorde, originally flown by British Overseas Airway and Air France, came to the Schenectady County Airport in August 1987. The plane first flew in 1969 and was in commercial operation between 1976 and 2003.

It came with the label of being the first transcontinental supersonic passenger jet, but its popularity began to wane after other manufacturers started building bigger planes. Also, tragic events such as the 2000 Concorde crash in Paris that killed 109 people added to its demise, as well as the general decline in flying following the terrorists attack of 9/11.

The replica, built in the 1990s, was donated to the Cradle of Aviation Museum of Long Island almost 20 years ago. Weighing about 20 tons and measuring around 100 feet, it is half the size of the airplane itself.

In May of 2017, ESAM announced it had acquired the replica and since then has been at work reassembling it.

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“We will be initiating a fundraising effort to secure the museum in 2021, once the Concorde is installed in front of the hangar facing Route 50,” said ESAM President Peter Russo. “Since the virus, the museum, as well as other businesses, has not been able to generate any income and is at a loss, so the need to raise funds is necessary.”

Along with the model of the Concorde, ESAM has plenty of real aircraft on display. One of the newer additions to the museum is the Hawker GR-1, also known as the Harrier. Donated to ESAM by AVMATS Corporation in St. Louis, it was used as a prototype for the United States Marine Corp.

Another relatively new arrival is the Lockheed C-130 Hercules.

“The Harrier is a light-attack bomber, a very unique plane, and the C-130 Hercules, which was going to be used for the rescues of the Iranian hostages in 1981, is also a very unique plane,” said Millington. “the mission was called Credible Sport, and with the Hercules you had the ability for short take-offs, and they were planning on landing it on the soccer field across the street from the U.S. Embassy. It had 30 rockets and plenty of aerodynamic improvements but they never had to use it because the hostages were released. There were two prototypes built and one crashed during testing. We have the other one.”

Along with its collection of planes ESAM has a number of exhibits in the museum, an aviation library available to the public, and a large model of the aircraft carrier, Akagi, used in the 1970 film, Tora!, Tora! Tora!” which depicted the Dec. 7, 1941, Japanese attack on Pearl Harbor.

“We have been building new exhibits, improving the ones we already have, and we will have two new hands-on exhibits for children,” said Russo.

Along with regular visitation to ESAM, Millington is looking forward to doing more in the way of educational programming.

“We hope to be able to gradually increase our group tours and our educational programs,” he said. “We did have some classes last summer, mostly for kids between 9 and 14, and I thought it went very well. We did it all outside, stayed six feet apart, and the class size was small, probably around a half dozen kids. We’re definitely hoping we can do more of that this summer.”

Millington is convinced that once the replica of the Concorde is out front, it should catch the public eye and attract many new visitors to ESAM.

“Our volunteers have completed the reassembly and have repainted the Concorde,” he said. “once it’s out front resting on those three pylons with the nose tilted up, it’s quite something to see. It’s a spectacular plane.”

While ESAM will be open every Friday through Sunday from 10 a.m.-4p.m. the museum hopes to extend those hours this summer. For more information visit www.esam.org or Facebook.

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THE V BOMBERS

by Kevin Millington

I've always felt that the United Kingdom has produced some of the most interesting and unique aircraft designs over the years. I am taking this opportunity to highlight not one particular plane, but three collectively known as the *V Bombers*. Following World War II and the advent of the Cold War and jet-powered aircraft, the UK Air Ministry issued a requirement for long range, strategic jet bombers to serve as a nuclear deterrent. Rather than seeking one design, Britain opted to procure three different aircraft types, which was seen as somewhat controversial at that time. Subsequently, development began on these bombers, known as the *V Force* or *V Bombers*, in the early 1950's, and which emerged as the Vickers *Valiant*, Avro *Vulcan*, and Handley Page *Victor*, which entered operational service with the Royal Air Force between 1955 and '58. All three aircraft had similarities, as well as radically different design elements. All were powered by four turbojet engines housed in the wing roots, all had five-man crews, a range of 4,000 to 6,000 miles, a top speed of 567 to 646 mph, and all three would go on to serve in the strategic reconnaissance and air refueling roles. Beyond that, they featured very different design features, with the *Valiant* having a more conventional slightly swept wing, the *Vulcan* having a large delta configuration, with the *Victor* having a crescent shaped wing.

By the end of 1958, all three types were in service and equipped a total of fourteen RAF bomber squadrons. With their primary mission being nuclear strike, and given the high tensions between the NATO countries and the Soviet Bloc at that time, the V bombers were kept on high alert. With the relatively small area of the United Kingdom, the force would be dispersed to twenty-six air bases and airports during a crisis period. In addition, a number of these bombers would be kept on ready alert at their RAF bases, fueled and armed for a Quick Reaction Alert, or QRA, and able to take off within four minutes (the estimated time between detection of an incoming Soviet missile and impact).

With advances in surface-to-air missiles in the early 1960's, the mission profile switched from high altitude to low level strike. As a result, structural fatigue problems began to appear, resulting in the gradual phasing out of the V Force, and by 1969 the nuclear strike mission was replaced by Britain's Polaris missile armed submarines, and the remaining V bombers were used for conventional bombing, strategic reconnaissance, and air refueling duties.

With respect to the individual aircraft, the Vickers *Valiant* was the first to enter service with the RAF in 1955, and had the most conventional design, with a swept wing configuration. The *Valiant* was seen as insurance in the event that the more radical designs of the *Vulcan* and *Victor* failed to achieve their anticipated performance, and a total of 107 were built for the RAF. In addition to carrying a nuclear weapon, the *Valiant* could carry up to 21,000 lbs. of conventional bombs. With the switch to low-level operations in the early 1960's needed to avoid radar detection, the increased turbulence resulted in wing spar cracks, and a decision was then made to retire the entire *Valiant* fleet in 1965. Besides its role as a bomber, the *Valiant* served as the RAF's primary air refueling tanker, as well as performing photo reconnaissance and electronic jamming missions. The *Valiant's* only actual combat occurred during the 1956 Suez Crisis, dropping conventional bombs on Egyptian ground targets. The *Valiant* was powered by four 10,000 lb. thrust Rolls-Royce Avon turbojets, which gave it a top speed of 567 mph and a 4,500 mile range.



Vickers Valiant

Next to enter service, and perhaps the most futuristic and advanced design, was the Avro *Vulcan*, featuring a huge delta wing (with a 4,000 sq. ft. area), with a small protruding fuselage, and a tailless

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design. It resembled a flying wing, and was certainly one of the most distinctive aircraft designs ever. A total of 136 were built, and the last were retired in 1984. In their only attack missions, a small force of *Vulcans* bombed the Argentine-occupied Port Stanley airport during the 1982 Falklands War. In addition to its role as a bomber, a small number were converted for use in the maritime radar reconnaissance and air refueling roles. The *Vulcan* was powered by four 11,000 lb. thrust Bristol Olympus turbojets, which gave it a top speed of 627 mph and a range of 3,400 miles. The *Vulcan* could carry either a nuclear weapon or up to 21,000 lbs. of conventional bombs. While at graduate school at the University of Nebraska in Omaha in the mid -1970's, I remember seeing a *Vulcan* on approach to nearby Offutt Air Force Base while walking across the campus – what a sight!



Avro Vulcan

The third, and last, V bomber to enter service was the Handley Page *Victor* in 1957. The *Victor* also featured a radical design, with crescent shaped swept wings, a distinctive bulged nose chin, housing its radar, and a swept dihedral tailplane, and 86 were built for the RAF. Like the other V bombers, structural fatigue caused by low-level operations ended its career as a bomber in 1969, but these very capable planes would go on



Handley Page Victor

to serve in the photo reconnaissance role, as well as replacing the *Valiant* as an air refueling tanker. The *Victor* had a huge bomb bay, which allowed it carry either a nuclear bomb or up to 35,000 lbs. of conventional bombs, the most of all the V bombers. With its advanced design, the *Victor* was quite maneuverable for such a large aircraft, and could actually perform loops and barrel rolls! *Victor* tankers served in the 1991 Gulf War, and shortly after, in 1993, were retired as the last of the V bombers. The *Victor* was powered by four 15,000 lb. thrust Armstrong Siddeley Sapphire turbojets, which gave it a top speed of 627 mph and a range of 5,200 miles.

ESAM RECEIVES STEWART'S HOLIDAY MATCH GRANT

ESAM is pleased to announce that it has received a \$750 grant from the **Stewart's Holiday Match** program.

The money will be used to help reestablish the Summer Youth Aviation STEM Program at ESAM. This program had to be cancelled in 2020 because of the pandemic. The program will consist of hands-on-activities such as developing a flight plan, presentations by experts on such topics as forces of flight and weather, flight simulations, visits to local aviation sites, and, with parental approval, a flight in a small aircraft. It will be a weeklong half-day program provided in two sections: one for older teens and one for younger teens and preteens. If demand arises a second weeklong program will be scheduled. The money will be used to purchase supplies, purchase fuel for the flights, provide snacks, provide transportation to off-site venues, and provide scholarships to children in need. Trustee and Education Director **Kevin Millington** will be overseeing the grant.

WHIRLIGIG MEETS ICE EATER!

ESAM Exhibits Chair **John Kolwaite** announces the imminent opening of the renovated Whirligig. The opening is planned for early May.

Visitors will soon be able to fly in Antarctica while piloting the renovated whirligig. You will be able to sit at the controls in the "Ice Eater": a cutaway cockpit of a 109th Airlift Wing C-130 Hercules. Your ski-equipped C-130 model flies in a circle above an icy landscape and you try to land on the ice. If you overshoot the runway you'll be swimming with the penguins in the ocean. Ouch!

You'll find this fun interactive exhibit in Gallery 1 at the museum.

John himself is doing the renovations on the Whirligig.

Give it a whirl!

Whirligig meets
Ice Eater --



ZOOMING WITH THE BRITISH

On April 14th, ESAM volunteer **Larry McArthur**, with technical assistance from volunteers **Bob Vore** and **Jim Salvino**, conducted an international Zoom presentation with a group of senior citizens in Great Britain. The presentation was made from the museum's Community Room. The topic of the presentation was Landing an Airplane on an Aircraft Carrier. During the presentation Larry related his carrier experience as a Naval Aviator. The presentation was taped and is in the process of being copied for ESAM.

ESAM AND SCHENECTADY COUNTY COMMUNITY COLLEGE TIES GET CLOSER

ESAM and the aviation program at Schenectady County Community College have long had a mutually-supportive working relationship. The museum and college have regularly exchanged aviation expertise and, notably, the museum has provided a venue for the Region VII SAFECON sponsored by SCCC.

The two organizations are currently in the process of expanding their working relationship. The aviation program is in the process of transferring the flight portion of its program to ESAM spaces. ESAM is pleased to be involved in this effort and further information about it will be included in a future issue of Aeronotes.

LETTERS LIKE THESE WE LIKE TO RECEIVE

4-1-21

Dear Kevin,

Enclosed is your article in today's Gazette and a small donation for the museum.

I well remember your talk at the Amsterdam Free Library in 2012. The book for our Amsterdam Reads that year was Unbroken by Laura Hillenbrandt. It was the story of Louis Zappone-a delinquent-an Olympic runner-B-24 bomber pilot and survivor. Your talk made the book real with your description of the plane.

Have you read The Wild Blue The Men and Boys who flew the B-24s over Germany by Stephen Ambrose? Roger Moran, Amsterdam native has recently passed. He was a B-24 pilot and was at your talk. My uncle Paul Farone was navigator-bombardier who went down over Trieste. The found his dog tags many years later.

Hope to visit museum soon-all the best.

John Naple

[Editors' Note: The article that Mr. Naple refers to in the first sentence of his letter is the article on pages 4 and 5 of this newsletter.]

OUR VOLUNTEERS

SPOTLIGHT ON OUR VOLUNTEERS

Joe DeSimone

What is your hometown? - Malta, NY

What is your previous/current occupation? - Production Supervisor

What inspired you to volunteer at ESAM? - My love of aviation to start. But also my desire to give back to the community. I've always enjoyed meeting new people through volunteering as they share your passion.

What current/previous projects are you involved with at ESAM? - Currently fabricating some permanent jacking stands for the aircraft landing gear in the air park. This will extend the life of the tires and help prevent future airframe corrosion.

What do you enjoy most about volunteering at ESAM? - Meeting new people and also working on the aircraft. Where else can you work on fighter jets!

Any other hobbies or interests? - I'm an avid private pilot, hiker and sports car enthusiast.



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The Annual appeal raised \$7,160 and the Covid Appeal raised \$11,645.

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*ESAM Charter Member

LT COL RONALD VOLUNGUS, IN MEMORIAM

Lieutenant Colonel Ronald Volungus passed away on February 8, 2021. Ron served honorably in the United State Navy as a pilot from 1964 to 1969. He retired from the Knolls Atomic Power Lab in Niskayuna as a nuclear engineer having worked for both GE & Martin Marietta for about 40 years. After retirement, he became involved with the Town of Clifton Park's CERT Team, Civil Air Patrol and Coast Guard Auxiliary Reserves as he returned to the skies as a private pilot. He was also an active communicant of St. Mary's Church in Crescent where he served as a Eucharistic Minister and Lector. Ron was a great supporter of ESAM, particularly museum youth events, and designated the museum to receive memorial contributions in his memory. Our condolences go out to his wife Carol and their family.

SIDNEY BROWN, IN MEMORIAM

Sidney Brown, award winning photojournalist, Troy brewpub founder, civic activist and ESAM member died on January 29, 2021. Sid served as a paratrooper in the Army of Occupation in Japan from 1945-47. While in Japan he received pilot's training at the 11th Airborne School of Aeronautics and became interested in photography. Over the years he would combine the two skills. Sid began his career in photojournalism at the Schenectady Gazette in 1948 and was chief photographer from 1960 until his retirement in 1991. While at the Gazette, Sid won more than two dozen prizes in the New York State Associated Press (AP) news photo competition and was first prizewinner in a United Press International worldwide photo contest. He was action photo winner in the Eastern League Baseball Writers Association contest, sports photo winner with New York UPI in 1981, won four New York State Fair news photo contest awards, and won regional awards in the National Press Photographer Association competition. Sid's photos appeared in publications including the New York Times, The Daily News, Life Magazine, World Book Encyclopedia and Journal de Montreal. His photos were shown in exhibitions at colleges, universities, historical societies, art galleries and museums. He was the recipient of the first annual AP Bruce Cromie Award for his photo series of the New York State Thruway bridge collapse. Sid was often called upon by the police department to document crime and accident scenes, and archived new store openings and market centers for the Golub Corporation. Sid pursued his interest in flying throughout his life. He logged many hours and took photos from his Cessna 150, N1689Q. He was a life member of the Empire State Aerosciences Museum, sharing his love of flying by giving plane rides to inner-city children in the museum's summer youth programs. After Sid retired from the Gazette, he became involved with helping his son Garry develop an old building on Troy's waterfront into the first microbrewery in the Capital District in 1993. During his life he was active in the former Woodlawn Reformed Church, the Hudson Mohawk Industrial Gateway Museum, the Central Park Rose Garden Restoration Committee, the Woodlawn Neighborhood Association Restoration Project and the American Theater Organ Society. Our condolences go out to Sid's wife of 69 years Doris and their family.

OUR SUPPORTERS

RECENT ACQUISITIONS

- **Jerome Hall** donated US Air Force dress uniforms, cap, raincoat, winter coat and fatigues.
- **Sandra Koralchick** donated a Type F-8 15" aircraft camera with case.
- **Michael Carey, Jr.** donated a 2001 Ford F-550 4X4 utility truck with an attached Dura-Lift telescopic articulated material handling bucket.
- **ESAM Trustee John Panoski** donated two pilot's guide manuals: Rockwell/Collins FDS-2000 Flight Display System and Rockwell/Collins TWR-850 Turbulence Weather Radar System 92nd Edition.
- **ESAM Trustee Lynn Chevalier** donated a Brother laser printer.
- Well-known local artist **Len Tantillo** donated a signed gleece print of a J2F-4 Grumman Duck circa 1942 (see below). The title of the work of art is "Duck out of Water". We have a model of a Duck in our Made In New York display and tell the story, in the WW2 exhibit, of a famous Duck that was used to rescue downed flyers on the Greenland Glacier.



ATTENTION AMAZON CUSTOMERS

Did you know that by signing into **Amazon Smile** for every purchase you make at Amazon, Amazon will donate 0.5% of the sale to a charity of your choice! Go to **smile.amazon.com** and select: "Empire State Aerosciences Museum" as your preferred charity. Then you can shop away, knowing that ESAM will get a portion of your sale! Thanks for helping us out!

C-130 COCKPIT RESTORATION CONTINUES

Work continued through the winter months on the C-130 cockpit restoration in the Holbrook Restoration Building.

Standing in front of their creation are ESAM Restoration Group volunteers **Gary Davis** (left), **Rich Bievenue** (center), and **Fonz DiBlasio** (right).

The C-130 cockpit interior is decked out with all new flooring, blacked out windows, restored C-130 seats and flight control sticks, and newly fabricated instrument panels.

This cockpit will be an integral part of the revitalized 109th Airlift Wing exhibit in Gallery 1. Gary, Rich and Fonz plan to move the cockpit into Gallery 1 later this year.

The C-130 cockpit had been awaiting restoration for quite a while. It is great to see that it will soon be on display for all to enjoy.



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

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HAPPENINGS AT ESAM

MUSEUM HOURS

Museum: The museum is open!
Friday-Sunday 10 am - 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
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

May 17, Monday - Board of Trustees Meeting: 7 pm.

June 21, Monday - Board of Trustees Meeting: 7 pm.

July 19, 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 _____