

***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 2

Summer 2021

THE CONCORDE IS UP!

FUNDRAISER IS UNDERWAY TO COVER THE COST OF COMPLETING THE CONCORDE PROJECT

On Friday June 18th, after a four year effort, the largest model in the world, a half scale model of a British Airways SST Concorde, was erected in front of ESAM! Things moved quickly in the month of June. The steel supports were delivered. The supports were erected on the previously constructed reinforced base in the lawn in front of the museum. On the 17th the Concorde was moved from its location in the Air Park. And on the 18th the 12 ton model was lifted into place. The following week some visual enhancements and lighting were installed. Follow on work to provide more security is now in progress.

The museum received support from many businesses over the course of this effort. We particularly want to recognize: **BBL Construction, Carey Electric Inc., Chandler Excavation, D.A. Collins Companies, Lucia Specialized Hauling Inc., MRH Engineering PC, Rapid Cure Technologies Inc., and Schenectady Steel Co.** We also want to recognize the support of the **Town of Glenville.**

ESAM President Peter Russo expressed his great pleasure at this major accomplishment, and reiterated his hopes for a \$200,000 fundraising campaign that is in progress to cover the costs of erecting the Concorde and painting the front of the Main Hangar building that provides a backdrop to the display.

These dramatic additions will wonderfully enhance the appearance of the museum and attract the attention of people from far and wide.

The Concorde by Night

(photo by Marvin
Weiss)



PRESIDENT'S COLUMN

Dear Friends and Members,

This is the one time when miracles do happen. After four long years, the model of the supersonic Concorde has been placed in front of the main hangar, facing Route 50.

At the June Board of Trustees meeting, I had everyone there give thanks and special recognition to those who were present and had the most to do with acquiring, transporting, fixing, and painting the model.

Those who we want to recognize: our project manager (**Dan Wilson**), our initial contact man and transportation specialist (**John Panoski**), our artistic director (**John Kolwaite**), A man for all seasons (**Gary Davis**), The brains behind the scene (**Rich Bievenue**), The one who gets the job done (**Fonz DiBlasio**), Keeping everyone on their toes (**Marv Weiss**) & Every man needs a...(Joyce Newkirk) to keep things running.

I know we may have forgotten someone, or two, but, our heartfelt thanks go out to everyone who had a part to play in this four year effort.

Your President,
Peter V. Russo



Peter Russo



**On June 18th the Largest Model in the World,
a half-scale model of the SST Concorde,
was lifted into place in front of the Empire State Aerosciences Museum**

AeroNotes

Published quarterly by the
Empire State

Aerosciences Museum

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ESAM SUMMER STEM PROGRAM SCHEDULED FOR AUGUST

ESAM's annual summer education program is scheduled for Tuesday, August 24 – Friday, August 27, from 8:30am – 12:00pm each day. This year's program will feature a few changes from our past programs - class size will be limited to 20 students, with appropriate spacing, and several classes will be conducted outdoors. The program will, however, be fun and instructional as always, and will offer topics such as the history of aviation, the forces of flight, learning the different parts of a plane, guest speakers, and use of flight simulators. More information is forthcoming, so be sure to contact the museum and visit our web site.

FLY-IN BREAKFASTS RETURN TO ESAM

Monthly breakfasts will return to ESAM on July 17th. Breakfast will run from 8:30 am to 10:30 am in ESAM's Community Room. Costs are \$10 for ages 15 and up, \$8 for ages 6-14 and free for children under 6.

The breakfast speaker will be **Stephen Davies**. Mr. Davies is a UK-born aeronautical engineer who enjoyed a varied career at Roll-Royce, British Airways and General electric. Now retired, he lives in the Capitol District and works part time as a flight instructor. He will speak about his experiences riding in the Concorde.

MILITARY VEHICLE SHOW COMING AT ESAM

In association with the Hudson-Mohawk Chapter of the NY-Penn Military Vehicle Collectors a Military Vehicle Show will be held at ESAM on Saturday August 21st from 10 to 4 PM (rain date August 28th). The show is open to the public. Admission is \$10 for adults age 17 and over, \$7 for children 6-16 years of age, and free for kids under 5. Admission is free for those showing military vehicles.

More details:



ESAM will host a breakfast fundraiser from 8:30 till 10:30, open to the public and show attendees. The cost of breakfast is \$10.00 for ages 15 years and older, \$8.00 for children 6-14 years of age and free for kids under 6. Those displaying military vehicles eat for free (up to 2 people per vehicle).

Hot dogs, hamburgers, snacks, and beverages will be served from noon till 4:00 for a small fee.

Portable toilets will be available in close proximity to military vehicle displays.

For questions or to register vehicles for display, please contact:

Rich Bievenue – Empire State Aerosciences Museum

Mobile: 518-867-7330. Email: rbievenue@nycap.rr.com

A WELCOME TO ESAM

New signage and a model have been installed to greet visitors as they enter Gallery I of the museum.

The large sign and the suspended model depict the SST Concorde.

The sign emphasizes ESAM's historical and current relationship with the Concorde.

On August 29, 1987 a Concorde landed at the Schenectady County Airport in conjunction with ESAM's 1987 Air Show. In connection with the show, the Concorde took 100 passengers on a "Flight to Nowhere". This was the only "Flight to Nowhere" that the Concorde conducted in the United States.

Fast forward to 2021 and ESAM has placed its half scale model of the Concorde on pedestals in front of the museum as a greeting to all.

As a matter of coincidence, the tail number of the Concorde that came to Schenectady in 1987 is the same number as that on the museum's model. It seems as though fate has intervened to keep the Concorde alive.



FRANCIS "FRAN" MINER IN MEMORIAM

Francis H. Miner, retired Chief Operations Officer of ESAM, passed away peacefully on June 24th at age 95. Fran was born in Glens Falls, NY and raised in Hartford, NY on his family farm. Following high school he proudly served his country in WWII as a US Army Infantryman from 1943-1945. As part of Operation Anvil, Fran saw intense combat with the Germans in Southern France and the Colmar region. During this period he was captured by the Germans and held as a prisoner of war for several months. For his service Fran received the Purple Heart, Silver Star, and Bronze Star.

Following the Army, Fran attended Becker Junior College in Worcester, MA. and worked at General Electric in Schenectady as an accountant for 39 years. He married his beloved late wife Damasita A. Miner on November 23, 1974. Together they shared many wonderful times until her passing in 2007.

For many years Fran resided in Charlton, NY and was very active in town activities. He also raised and maintained sheep on his farm in Charlton. He faithfully served as a Mason for 74 years. Following retirement he obtained his pilot's license and was very active with the Empire State Aerosciences Museum. Above all, he enjoyed the time he was able to spend with his family and will always be remembered for farming, family, faith and flying. Interment with full military honors took place at Gerald B. H. Solomon Saratoga National Cemetery.

Fran generously designated the Empire State Aerosciences Museum to receive memorial contributions in his name. Memorial contributions may be sent to the Empire State Aerosciences Museum, 250 Rudy Chase Drive Glenville, NY 12302.

WOW!



1. Receiving the Steel



2. Erecting the Steel



3. Loading the Concorde for Transit



4. Positioning the Concorde



5. Liftoff

OUR SUPPORTERS

THANK YOU CONCORDE FUNDRAISER DONORS

The Empire State Aerosciences Museum is grateful to the following people who have already responded to its Concorde fundraising appeal. With your help the Concorde model was put in place on June 18th.

Floyd & Janice Adams	Mr. Rodger O. Anderson	Barbara Armstrong & Robert Coppola
Phil & Linda Arony	Bonnie Ausfeld, in Memory of my cat "Pumpkin"	Lou Benaquisto
Bob & Karen Berrian	Roberta Blackmer	Ted & Mary Brant
Terry R. Bryant	Thomas Bulman	Sanjay M. Correa & Carol A. Hyde
Mr. & Mrs. James T. Czech	Philip Davis	Lewis M. DeFilippo
Patty DeLorenzo	Susan & John Donahue	John & Dawn Dworak
S. Larry Feldman	Frederick Fink	Leonard R. Forgette S/SGT USAF 59-66
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Mr. & Mrs. Richard Tripp	Meg & Walt Urbanski	Mick & Gail Valentino
Kirk E. Vanderbogart	Lorraine Walkowicz	Earl & Monica Welshhans, Jr.

ENGLISH ELECTRIC CANBERRA

by Kevin Millington

As a continuation of profiling famous British aircraft, I am highlighting what I consider to be one of the greatest, most versatile, and longest serving planes of all time, the English Electric *Canberra*. Originating from a United Kingdom Air Ministry requirement in 1944 as a replacement for the legendary de Havilland *Mosquito* of WW II for a high speed, high altitude bomber, the *Canberra* made its first flight in May 1949, and subsequently entered service with the Royal Air Force in May 1951. Throughout the 1950's, it could fly higher than any aircraft in the world, except for the secretive Lockheed U-2, with a normal ceiling of 48,000 ft., although it set an altitude record of 70,300 ft. in 1957. With a top speed of 580 mph, the *Canberra* was also faster than most fighters of the day, and like the *Mosquito*, did not carry a defensive armament.

The *Canberra* also proved to be quite versatile, and shortly after entering service, it was developed for photo reconnaissance, with a modified nose section fitted with seven cameras, as well as a longer wing span. The PR.9 version had an exceptionally long service life, and was eventually retired in 2006, ending a 55 year career! From 1955, with introduction of the long range, four-engine Vickers *Valiant*, the *Canberra's* mission



Electric English Canberra

began to switch from high altitude tactical nuclear bombing, to low level strike. As a result, it incorporated several modifications – the ability to carry up to 7,900 lbs. of conventional bombs and ordinance in its internal bomb bay, as well as on under-wing pylons, and a ventral gun pack of four 20 mm cannon.

A total of 1,352 *Canberra's* were built, including 900 in the UK. In addition, it was built under license in the US by Martin, which built 403, designated the B-57, and in Australia with 49 delivered. In service, the *Canberra* participated in numerous conflicts, including the 1956 Suez Crisis, the Indo-Pakistani wars, the Malaysian conflict, and the 1981 Falklands War (in which it was ironically operated by Argentina against British forces). In addition, the American B-57 saw extensive service in Viet Nam, utilized for ground attack missions.

The *Canberra* was manufactured in twenty-seven versions, operated by eighteen foreign air forces, and would equip thirty-five RAF squadrons. With its sleek lines, circular fuselage cross-section, trapezoidal wings, and distinctive wing-tip fuel tanks, I think the *Canberra* was one of the most beautifully designed planes ever. With its wing configuration, providing a relatively low wing loading, the *Canberra* was also very maneuverable, almost like a fighter. Currently, three RB-57s remain in service with NASA for high altitude meteorological research.

The *Canberra* was powered by two Rolls-Royce Avon turbojets, each providing 26,700 lbs. of thrust mounted in a mid-wing configuration, which gave it a top speed of 580 mph. A real legend of Cold War aviation!

OUR VOLUNTEERS

SPOTLIGHT ON OUR VOLUNTEERS

Eva VonDell

What is your hometown? Watervliet, NY

What is your previous/current occupation? I recently graduated from the University of Hartford with a Bachelor of Science in Engineering. I majored in Acoustical Engineering and Music.

What inspired you to volunteer at ESAM? I have always loved airplanes. I saw a newspaper ad looking for new volunteers for the museum and I thought that it would be a fun opportunity to learn more about planes and use my skills to help out the community.

What current/previous projects are you involved with at ESAM? Lately I have been creating stencils for the F-4 and F-84. I am also the coordinator for the volunteer picnic.

What do you enjoy most about volunteering at ESAM? I really enjoy how friendly everyone is and how willing they are to tell their stories and share their knowledge. I have learned so much by talking to everyone and I really appreciate how welcoming everyone has been. The restoration group really does feel like a family.

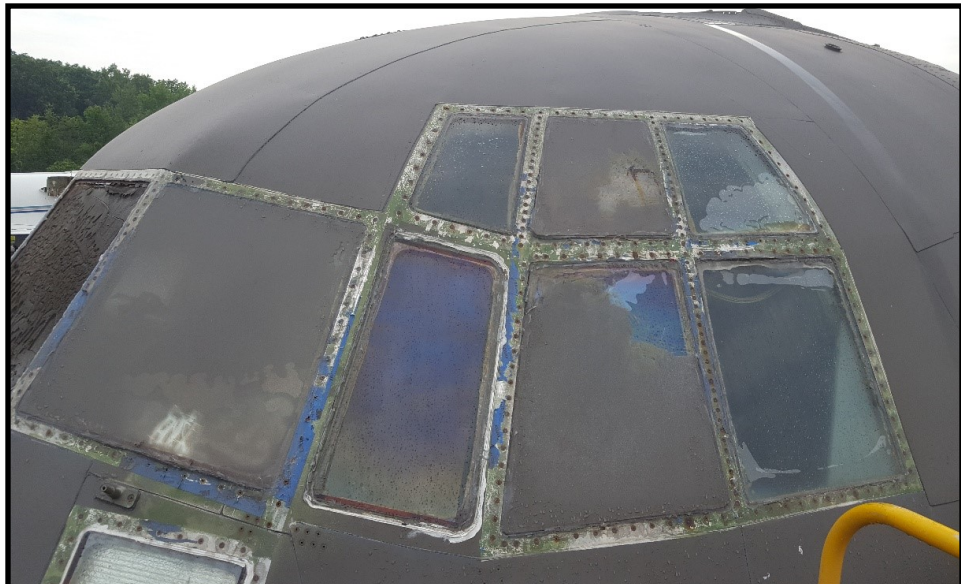
Any other hobbies or interests? I enjoy hiking, traveling, reading, playing trombone, and playing video games.



PROGRESS CONTINUES ON THE YMC-130H INCLUDING HELP FROM OUTSIDE VOLUNTEERS

Work continues on revitalizing ESAM's YMC-130H. Recently a group of five youth from the **Schenectady High School Junior ROTC Program**, led by program coordinator **Fabio Ritmo**, worked on removing windows from the plane. Also working on the plane were two volunteers from the **New York Air National Guard 109th Airlift Wing**.

ESAM's own Restoration crew also continues to work on the aircraft.



Window Restoration in Progress on the YMC-130H

LETTERS LIKE THESE WE LIKE TO RECEIVE

Editor's Note: This series of emails was generated in response to ESAM's request to advertise its Youth Aviation classes on WYBN TV 14.

May 7, 2021

Dear ESAM,

We will put this event on our web page. Yournews.com etc & our Facebook. WYBN TV 14 loves this type of item to support.

I am a 26 year veteran (retired) of the USAF plus NY Army (DMNA)

I proudly will underwrite the \$ 120. (ten students @ twelve dollars a student.) at this event. I will go up to 20 if you want to !!!

Please e mail confirm & send me a bill etc. . Please also confirm that the students are mixed across demos, sex, & needs etc.

We need a strong aviation industry & these items are core.

Off we go into the wild blue yonder !!

Dan Viles

General Manager

May 12, 2021

Dan – I can't thank you enough for your support. I have forwarded this to Ryan Macherone, an ESAM Board member, who is with the Schenectady Police Dept.'s community outreach program – he will forward this to city schools, so hopefully economically distressed kids will attend these classes. We have also noted this assistance on our web site. Again, thanks for your generosity. We'll be sure to keep you informed.

Kevin Millington

May 17, 2021

Good morning everyone,

Dan, I wanted to begin by thanking you for your generous donation. I know that it will have a tremendous impact on some students from throughout the Capital Region. MANY years ago, I was a young high school student who became disengaged in math and science. Nothing seemed to capture my attention. Somewhere along the way, a business teacher gave me the opportunity to shadow employees at Fortune Air, an FBO that operated right here in the same building as ESAM. I learned the physics of how planes flew and the mechanics of propulsion in that short time, which transitioned to taking flying lessons and a love of aviation. I will always credit that real-world application of math and science for re-engaging me, which generated momentum that carried me throughout college, my career, and now graduate work.

I share this brief story, because I have seen the same fascination I had back then in some of our youth today, as they are exposed to aviation for the first time. And, I can attest to the fact that sometimes it just takes someone to give you an opportunity you may not have known existed. Our area has students with tremendous potential who sometimes lack the financial means to participate in activities outside of school, and your donation will certainly help. I have reached out to our middle school guidance counselor, along with a social worker, to help identify students who could benefit from this program. I know we will have some soon. On behalf of ESAM, myself, and the students that will soon benefit, thank you.

Ryan Macherone

ARTWORK IN THE OFFICE

At the direction of **ESAM President Peter Russo**, some of the museum's works of art that had been in storage have been put on display in the ESAM Office. Thank yous go to **Pat Barrot** for picking out the pieces, and to **Larry McArthur** and **Bob Vore** for mounting them.

Two of the pieces are Amelia Earhart prints, one by Kenneth Fox and one, titled *Down in the Pacific*, by William J. Reynolds.

A third piece (below right) is a large painting of a flight of ten Martin B-10 bombers. This painting commemorates the 1934 mass flight to Alaska of the Army Air Corps' new type all-metal monoplane bomber. Ten B-10s, under the command of **Lt. Col. H.H. Arnold**, left Bolling Field near Washington, D.C., on July 19, 1934. Flying by way of Winnipeg and Edmonton, they arrived safely in Fairbanks, Alaska, on July 24. For the next month they made numerous exploratory flights over Alaska, including missions for aerial photography of 23,000 square miles of territory in only three days. The planes took off from Fairbanks on August 16 and returned to Washington, D.C., by way of Seattle, Washington, and Omaha, Nebraska. They landed at Bolling Field on August 20, completing a round trip of more than 7,000 miles, much of it over uncharted wilderness. For commanding this flight, Arnold won the 1934 MacKay Trophy. The flights not only proved the feasibility of sending an aerial force to Alaska in an emergency, but also was excellent training for personnel flying across isolated and uninhabited areas.

The fourth piece is a painting by a past ESAM volunteer, **John De Neuville**. John did other artwork around the museum and regularly worked the ticket desk at the museum's fly-in breakfasts. John's painting is of **Colonel Russ Agneta's** World War II B-26 "Old Betsy" in flight over France in 1944. Russ was a strong supporter of ESAM and the museum's Air Park is named in his memory.



THE FIRST MALTA ROCKET TEST

Editor's Note: The following article was written by **Paul Perreault**, the Malta Town Historian. It was brought to my attention by ESAM's retired Office Manager **Vina Kaczmarczyk**.

On Christmas morning, December 25, 1945, the residents of Malta were startled by a loud noise coming from the heart of Luther Forest. It was not the clatter of Santa's reindeer on the roof but instead America's race to the Moon had begun.

Toward the end of World War II the American Army became concerned about the V-2 missiles Germany was raining on London so they asked that engineers from the Schenectady General Electric plant go to Europe and interview the captured German scientists and select the papers, drawings and actual rocket parts to be shipped back to America. A team, under the direction of Dr. Richard Porter, went to Peenemunde and Nordhausen where the rockets had been developed. They interviewed Wernher von Braun and his team, confiscated "tons" of papers and drawings, as well as actual rocket parts. The team identified which scientists and engineers should be brought back to the States. The campaign was code named "Operation Paperclip".

Simultaneously another G. E. team was tasked with finding a convenient but secluded spot to build a test facility. They found it tucked among the towering pines of the Luther Forest Preserve, a 7,000 acre forest sanctuary in the towns of Malta and Stillwater that had been developed by the Luther family. The Army took 165 acres of the vast forest by eminent domain and later added a "security zone"-a one mile easement from the main facility in which "No one can inhabit, stay overnight or carry guns." Here, the Malta Rocket Test Station was constructed and from 1945 until the mid-1960s, rocket engines were assembled and put through "stationary" ground tests, i.e. the engines were harnessed to a large gantry. No flight tests were ever conducted at the facility. The results were heard as far away as Clifton Park and Ballston Spa while nearby residents still describe how plates rattled on the kitchen table.

The operation was named Project Hermes, after the messenger of the Greek gods. At first the rockets were exact copies of the German V-2 rockets but soon the program truly became American. Among the missiles and satellite programs that were tested here were the Bumper, Vanguard (first to lift a satellite into orbit), Vega, Discoverer, Centaur, Polaris and Skybolt. In addition to the rocket motors, work was done on various liquid fuels and heat resistant materials for nose cones.

In 1964, the site was sold to the New York State Energy Research Authority which still occupies a building on the grounds. In 1972, a portion of the complex was sold to the Wright-Malta Co., composed of former G.E. employees who continued with ordnance testing and energy related research throughout the 1980s.

The Empire State Aerosciences Museum, located on the grounds of the Schenectady Airport in Glenville, has a wonderful interactive display that gives the feel of what it must have been like to witness a 50,000 horsepower motor being tested nearby.



**Launch Control Panel
in ESAM's Malta Display**

OUR SUPPORTERS

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

	VIP Sustaining	
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Mr. Alfonzo DiBlasio	Mr. Thomas Koehler	Mr. Frederic Lee
Mr. Carl Linkhoker	Mr. Preston Van Patten	
	VIP Contributing	
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North Greenbush Public Library		
	Senior Citizen	
Mr. Lawrence Boutillette	Mr. Robert Creatura	Mr. Lawrence Krug
Ms. Patricia Renna	Reverend Moonhawk River Stone	Mr. Charles Weissend

ESAM RECEIVES LOAN FROM THE MUSEUM OF INNOVATION AND SCIENCE

The Museum of Innovation and Science (miSci) in Schenectady New York has loaned ESAM a General Electric J33(I40) aircraft gas turbine cutaway display, circa 1946 (pictured at right); a World War II era General Electric aircraft turbo-supercharger; and a General Electric aircraft auxiliary power unit.



Thanks to **Chris Hunter** at miSci and ESAM volunteer **Frank Hackert** for facilitating this loan.

OUR SUPPORTERS

RECENT ACQUISITIONS

- **Mr. Isaac Naser** donated a Beechcraft B50 Twin Bonanza with log book and spare parts.
- **Ms. Crystal Elliott-Hoag** donated a USAF cold weather field coat formerly belonging to **Chief Master Sergeant Roger Buchanan**.
- **Richard Fullam** donated five books: Jimmy Stewart-Bomber Pilot, Forgotten 500, Nightmare's Prayer, Dogfight and Tuskegee Airmen

ESAM RECEIVES LOAN OF THREE WORLD WAR II JAPANESE MODEL AIRPLANES

ESAM Board member **Tim Burke** has loaned ESAM three World War II 1/48 scale, models of Japanese Imperial Navy airplanes. Tim put together the models himself.

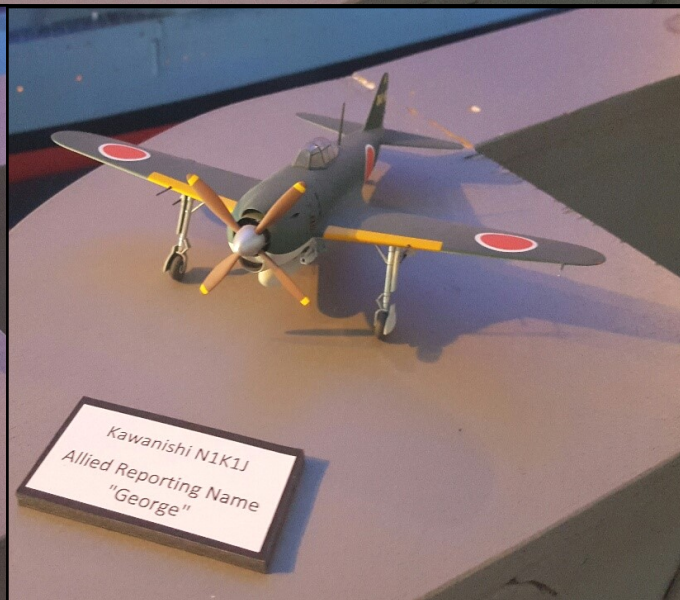
The models are a Mitsubishi J2M3 "Jack" (top right), a Nakajima A6M2-N "Rufe" (bottom left) and a Kawanishi N1K1J "George" (bottom right). The models have been placed on display in the Akagi Room in Gallery II.

The "Jack" was a land-based, single engine fighter that made its combat debut during the Battle of the Philippine Sea.

The "Rufe" was a single pilot float plane based on the A6M Zero. It was used to support operations in the Aleutians and the Solomon Islands.

The "George" was originally built as a pontoon float plane but later, with the pontoons removed, served as a fighter over Formosa, the Philippines and Taiwan late in the war.

The museum thanks Tim for the loans.



The Empire State
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supported in part by:

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*ESAM Charter Member

OUR SUPPORTERS

ESAM ENHANCEMENT FUND BUY A BRICK

You can be a part of history and help continue the museum's collection by purchasing an engraved brick. Your brick, along with many others, will be set in ESAM's newly relocated Commemorative Walk and Flight Plaza. You can create a lasting memory by having your name, your dedication or your message placed in a permanent setting of the walk and flight plaza on the museum grounds.

- Commemorate a family member
- Honor a military veteran
- Pay tribute to an outstanding citizen of the community
- Create a memory for yourself

Your purchase of a brick will contribute to ESAM's Enhancement Fund. This fund helps expand museum capacity to accommodate additional exhibits and aircraft, preserve and add library resources, sustain educational programs for youth and provide for the rehabilitation of ESAM's infrastructure.

The bricks come in three sizes: 4" x 4", 8" x 8" or 12" x 12". Prices range from \$50 to \$250.

For more information, email us your questions at esam.office@gmail.com. To place an order using a credit card, please call the ESAM office at (518) 377-2191 ext. 10. You may also download a copy of the Order Form at esam.org/buy-a-brick. Mail the completed Order Form to ESAM, 250 Rudy Chase Drive, Glenville, NY 12302.

2021 ADOPT-AN-AIRPLANE PROGRAM

The 2021 Adopt-An-Airplane Program opened on May 1st.

Adopting an airplane greatly helps the museum keep its planes in displayable condition. Adopting an airplane entails pressure washing the aircraft once a year, general upkeep of the grounds surrounding the airplane, and possibly painting parts of the aircraft. All work is done under the supervision of a member of the ESAM Restorations Team. ESAM provides cleaning and painting supplies, a pressure washer and brushes.

ESAM will post a sign with the adopters name in front of the adopted aircraft.

The cost of adopting an airplane is \$15 for individuals, \$50 for not-for-profit organizations and \$200 for businesses. The cost does not include museum membership.

For more information contact the museum at esam.office@gmail.com, call the office at 518-377-2191, ext. 10, or talk to Adopt-An-Airplane Program Manager **Gary B. Davis**.

ESAM'S COLLECTIONS MANAGEMENT POLICY IS UPDATED

The Empire State Aerosciences Museum is chartered by the New York State Board of Regents. One of the chartering requirements is that the museum have a written collections management policy. ESAM's Collections Management Policy was first adopted by the ESAM Board of Trustees in 1999. It includes a section that calls for periodic reviews. The policy was previously reviewed and updated in 2003, 2010 and 2018.

At the June meeting of the ESAM Board of Trustees, the Board approved a new update to the museum's Collections Management Policy Manual. The 2021 update includes the following changes:

- Clarifies that the ultimate authority to Accession or Deaccession a collection item rests with the Board of Trustees. This procedure is already in operation but it is now clarified in the policy document.
- Specifies that collection records are now kept electronically rather than in a "log". ESAM uses a professional museum software program named Past Perfect to maintain its collection records.
- Specifies that new Incoming and Outgoing Loan Agreement forms need to be filled out when loans are extended beyond the original loan periods.
- Adds the following sentence to the museum's Temporary Custody and Deed of Gift forms: "The Museum's Mission Statement and Collections Policy are available on the Museum's website at: <https://www.esam.org/about-esam>."

The added wording contained in the last item, plus placing the policy on the museum's website, gives potential donors the opportunity to review the policy before deciding on whether to make a donation, in conformance with New York State Museum Law.

Thanks go to the volunteers **Bob Vore** and **Larry McArthur** for their work on the update, and to Board member **Tim Burke** for his valuable support.

ESAM Membership Application

Please check one: NEW MEMBERSHIP _____ RENEWAL _____

ANNUAL DUES:

INDIVIDUAL/FAMILY

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

VIP:

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HAPPENINGS AT ESAM

MUSEUM HOURS

Summer Hours: Wednesday through Sunday 10 AM to 4 PM

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

Blue Star Program runs from May 24th through September 2nd:
free admission to active duty military personnel and up to 5 family members

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

July 17, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$10 for ages 15 and older, \$8 for children 6-14, free for children under 6. 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.

July 17, Saturday - Breakfast Speaker Brian Davies: 10 AM. Topic: the Concorde.

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

August 21, Saturday - Pancake Breakfast: 8:30-10:30 AM. All you can eat: \$10 for ages 15 and older, \$8 for children 6-14, free for children under 6. 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.

August 21, Saturday - Breakfast Speaker Michael Collins, ESAM Second Vice President: 10 AM. Topic: Investigating the Kobe Bryant Crash Report

August 21, Saturday - Military Vehicle Show: 10 AM-4 PM. Admission \$10 for ages 15 and over, \$8 for children 6-14, free for children under 6. Food available from noon to 4 PM.

August 24-27, Tuesday-Friday - ESAM Summer STEM Camp: 8:30 AM-12:00 noon. Call ESAM for details.

September 20, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room