

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 2

Summer 2022

ESAM HOSTS AIR FORCE FIREFIGHTING TRAINING

On June 24th, ESAM hosted the **109th Fire and Emergency Services** from the **Stratton Air National Guard Base**. The purpose of the visit was to use one of ESAM's C-130 aircraft to train staff on ground emergency and aircrew egress/extrication and search techniques, along with shutdown procedures. ESAM was pleased to work with **Master Sergeant Christopher M. Meyer, NYANG** on this successful project.



109th Air National Guard Fire and Emergency Services conducting training at ESAM



ESAM President Dan Wilson (left) poses with the 109th Air National Guard Fire and Emergency Services after a good day of training

PRESIDENT'S COLUMN

Dear Friends and Supporters of Empire State Aerosciences Museum (ESAM)

Greetings to all.

ESAM has made several building improvements recently. These improvements have been made possible by donations, grants and increased membership and events. We have formed a committee to upgrade our kitchen from a residential design to a commercial design. This would give our community room many more possibilities for future events. Still our greatest challenge is to seek and acquire funding for new roofs on buildings 1 and 8.

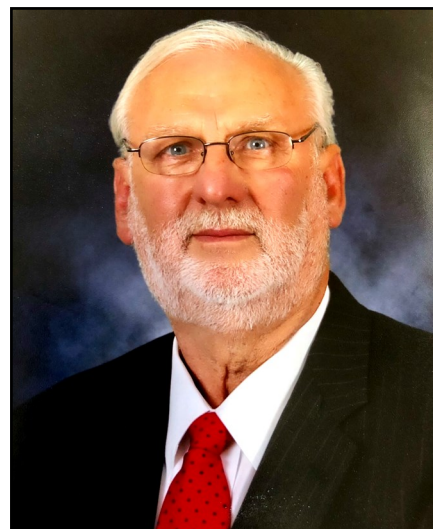
Our membership and visitors will be very pleased with the renovation of Gallery 1 and we anticipate a grand re-opening of this area. I think it looks outstanding.

I still want to personally thank our volunteers who make it all happen: the engine program, gallery renovations, repainting of aircraft, newsletters, and monthly breakfasts with guest speakers. There are many talented people dedicated to keeping this Museum a main destination for upstate New York. I am encouraged to see the enthusiasm with our volunteers. This fall we plan a bus trip to the Intrepid Museum, in NYC. ESAM presently has five aircraft that came from the Intrepid. We enjoy a great working relationship with that Museum. Work continues on the two C-130s with new glass.

This fall we expect a special visit from British Airways UK, as they have read about the "Times Square" Concorde on Route 50.

With the price of fuel, ESAM is getting busier as people visit local attractions.

Daniel P. Wilson, President
ESAM Board of Trustees



Dan Wilson



Next up for Restoration: T-2 Buckeye

AeroNotes

Published quarterly by the
Empire State

Aerosciences Museum

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FLY-IN BREAKFAST PRESENTATIONS CONTINUE

Thanks to the efforts of **Trustee Mike Collins**, interesting and informative presentations continue to take place at ESAM's monthly Fly-in Breakfasts.

An interesting talk was presented in February by **Jay Fuller** about his experiences with Army and Air Force flight training.

Joe Hathaway followed in March with a talk and book signing about "Ski Birds", adventures of the 109th Tactical Air Wing in Glenville.

On April 16, **Dan Swift** talked about flying the A-10 "Warthog" in Kosovo. The Saratoga Springs resident is retired from the USAF and Delta airlines. (See article on page 14.)

On August 20th as part of National Aviation Week, **Jim Lloyd** will relate his experience flying the Vin Fizz II on a re-creation of the first transcontinental flight of **Cal Rogers** many years ago. His plane is in restoration at ESAM.

Also on the list of future presenters are **Paul Jendzeizk** with a book signing and talk about the 22nd Bomb Group in WWII, **Dan Brown** on building a Glasair 3, and **Joe Zarzinski**, underwater archeologist, on recovering an RAF Wellington bomber from the frigid depths of a lake in Scotland.

Mark your calendars now, third Saturday of the month. C U there.

ESAM RECEIVES GOOD NEWS AWARD

At a ceremony on April 13th, the **Chamber of Schenectady County** presented a Good News award to ESAM. The award is presented to organizations that have shown exceptional growth; constructed or renovated a building; reached a milestone anniversary; shown extraordinary support for the community; launched a unique product or service; or been a true success story.

Displaying the award at right are **Town of Glenville Supervisor Chris Koetzle** (left), **ESAM President Dan Wilson** (center) and **ESAM Chief Operating Officer Joyce Newkirk** (right).



HANGAR DOOR IMPROVEMENTS UNDERWAY

The hangar doors to the Main Hangar are being improved. The addition of metal plates along the bottom of the doors is addressing rusting that has occurred over the years. Also, the doors have been primed.



Improvements to hangar doors on the Main Hangar are underway

2022 ADOPT-AN-AIRPLANE PROGRAM IS OPEN

The 2022 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.



Adopters of ESAM's A-7E at work

ESAM will post a sign with the adopter's 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**.

LETTERS AND EMAILS LIKE THESE WE LIKE TO RECEIVE

Email received April 25, 2022
Dear Kevin~

Thank you so much for the experience provided to our students last Saturday! I saw the pictures and I just shared about the experience in our social media (Facebook, [Instagram](#), [LinkedIn](#), [Website Blog & News](#)).

I plan to bring my whole family in May. I'll let you know when, and I hope to see you.

On a side note, this is my last year leading Rise High. Rise High Inc will transition into Rise High at Clarkson. It is an exciting step that the program will now be under the umbrella of Clarkson University. A new director

will be in place as I step out of the role to pursue new opportunities. All the contact info on our partners has been recorded for the new leadership to be able to reconnect with our past partners. Once again, thank you for your willingness to facilitate experiences that enrich the lives of our youth. I'll still be around. You can reach me at {Editor's Note: email address and phone number redacted}. I'm sure I'll see you soon!! Thank you again!

Omayra L. Padilla De Jesús, PhD, MBA
Executive Director
Rise High, Inc.



Rise High C-130 cockpit briefing

Online review by Daniel Wray

A true gem. And potentially the best kept secret in Capital District. The planes, history and staff exceeded expectations. The Saturday breakfast lecture with the Thunderbolt A-10 pilot was simply amazing. The authentic aircraft, cockpits and simulator will entertain all ages. This place is a MUST to visit. Highly Recommended.

Online review by Adam Ross

This was an absolutely lovely experience. Our toddler is very interested in aircraft currently and we went on a whim some Sunday afternoon. Great collection of exhibits. Great collection of aircraft. Plenty of cockpits to climb into with buttons and knobs galore. The layout is easy to navigate and they don't mind if you sit in {some of} the planes while making engine and machine gun noises. The staff is super knowledgeable and friendly. Our child stole a rock from their driveway. I am happy this place survived the pandemic and hope they continue to get funding and support.

Online review by Ada Berrios

Excellent place to see all kinds of planes and memorabilia. My 2 year old grandson loved it.

OUR VOLUNTEERS

ALEX AWARD NOMINATIONS DUE BY SEPTEMBER 12TH

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

The ESAM Board of Trustees is actively seeking applications for this year's nominees for the Alex Award. The Board of Trustees welcomes applications, which may be sent to the ESAM office. Applications must be received no later than September 12, 2022.

The application should clearly describe why the individual deserves the award, and must be from ESAM members who have worked with the individual. Therefore, the application is based on personal experience, rather than second-hand information. The application can be hand-written, typed or submitted through email, and must provide the following information:

- The name of the nominee and a statement that he or she is an ESAM member in good standing
- The dates of the volunteer's service (must have been an active volunteer for a minimum of five years)
- A description of the personal qualities of the individual that demonstrate the characteristics of his or her pursuit of excellence
- A list of the activities in which the individual has been a participant
- A list of the individual's accomplishments supporting the development, operation and enhancement of ESAM and its mission
- The names of at least two ESAM members in good standing who have worked with the individual in an ESAM volunteer setting and who are making the nomination. The application must be signed and dated by the two members making the nomination.

The final choice of the recipient is a difficult one as there always are a number of outstanding representatives of Alex's qualities. We look forward to the challenge and the reward of recognizing another outstanding volunteer at the annual meeting in October.

ESAM HOLDS SUCCESSFUL VOLUNTEER RECRUITMENT DAY

The May 7th volunteer recruitment event was excellent! Several new volunteers signed up for a variety of activities, and I think we set a one day record for new memberships. Special thanks to **Rich Bieve-nue** who organized the event, to **Joyce Newkirk** who set up the Community Room with handouts, and to all of the Trustees and volunteers who participated and made it such a success. It was a very good reflection on the museum. If you missed the event and are interested, in being a volunteer, call us at 518-377-2191.

ESAM TO CELEBRATE NATIONAL AVIATION WEEK

From Friday August 19 through Saturday August 27 ESAM will celebrate national Aviation Week. With the help of a \$2,500 grant from **Schenectady County**, the museum will be providing movies, children's activities and group tours. The museum will also be hosting speaker **Jim Lloyd** who will relate his experience flying the Vin Fizz II on a re-creation of the first transcontinental flight of **Cal Rogers** many years ago. In addition, ESAM's summer STEM camp will be running that week. It will be a great week to visit ESAM!

WE WOULDN'T WANT YOU TO MISS OUT ON AERONOTES!

Please let us know if you move or change your email address, so we can get Aeronotes to you. Thanks.



Becoming A Young Aviator

August 23 - 26, 2022

In Partnership with Schenectady County Community College

Students, **ages 10-17**, will spend the week at the Empire State Aerosciences Museum, located at the Schenectady County Airport in Glenville, learning about aviation and what real pilots do on the ground and in the air. In this hands-on class, students will learn about the history of aviation and aircraft design, the forces of flight – how airplanes fly (thrust, lift, drag and flight control), learn about the different parts of a plane, and learn about how helicopters fly. Students will also have an opportunity to interact with guest speakers and have a guided tour of the museum's incredible exhibits and airpark, which features more than 20 historic military aircraft. Students will be able to get into the cockpits of some of these legendary fighter and attack aircraft. Students will also have the opportunity to work with the Experimental Aircraft Association (EAA) Chapter 602 to become Junior EAA members, which includes a half-hour flight in an airplane.

Register at: <https://sunysccc.edu/About-Us/Workforce-Development-and-Community-Education/WFD-CE-Course-Registration/WFD-CE-Course-Registration-Form.html>

For questions, call Maria Kotary at 518-595-1101



REGISTER NOW—CLASSES FILL UP QUICKLY

250 Rudy Chase Drive, Glenville, N.Y. 12302

(518) 377-2191

Web: www.esam.org Email: esam.office@gmail.com

OUR VOLUNTEERS

ESAM RESTORATION CREW INSTALLS HARRIER TAIL ASSEMBLY

ESAM's Restoration Crew has installed the tail assembly on the museum's Harrier. Two rear views of the completed work are shown below.

The Restoration Crew participating in this effort included **Mickey Lavicska, Dave Tripp, Fonz DiBlasio, Gary Davis, and Peter Bergendahl**. Bravo!





RPI Engineering Ambassadors and ESAM *present*
Summer 2022 Aerospace Discovery Saturdays
for students entering grades 7, 8, 9 in Sept. '22

Dates: Saturdays, July 30 & August 6 and August 13

Time: 10 am – 12 noon

Location: Empire State Aerosciences Museum (ESAM)
250 Rudy Chase Drive, Glenville, NY 12302

Website: www.esam.org

Total Cost: \$85.00 - *scholarships available upon request*

Program: Each week the participants will learn different engineering aspects of aerospace technology beginning with general aircraft design and flight, application of composites and smart materials, and the assessment of the structural integrity of vehicles using sensors. The classes will be followed by a short tour of ESAM, focusing on the material presented.

To register, please contact: Patricia Barrot - ESAM

Ph: 518-377-2191 OR Email: esam.office@gmail.com

Registration deadline – Wednesday, July 20 or until class fills up.



INTERVIEW WITH GE TEST PILOT GEORGE OTTENDORK

In May, some ESAM members were privileged to participate in a Skype call with retired test pilot **George Ottendork**. George spent his career in flying, and was a test pilot at the **General Electric Flight Test Center** from 1951 to 1957.

The museum now occupies the buildings that were the Flight Test Center. What is now the museum's Community Room was the Machine Shop. What is now Building 10 served as the Control Room for the test cell, though George says most of the controls were in the test cell itself. The lift-up door in the hangar was installed to accommodate the B-29s that were flown at the Test Center. George says that when the B-29s were put in the hangar, they were always backed in.

Approximately 110 people worked at the Flight Test Center. All were highly qualified and licensed. George says the Center tried to maintain a low profile because of the classified work being done there.

Over time, the Flight Test Center had six B-29s (only one at a time) and one B-17. The B-17 was used in an infra-red test program. The B-29s were used as the platform to test various jet engines: TG-180 (J35), J47 and J73. The jet engines were attached to a retractable mount that could retract them into the bomb bay, which had fairings but did not totally close. Retraction could be done manually if needed. Jet fuel for the jet engines was stored in the B-29. Most test flights were 1.0 to 1.5 hours.

A focus of the jet engine tests was how well they could perform at high altitude. It took awhile for the B-29s to get to 50,000' altitude and consideration had to be given to keeping the cylinder heads cool. Other than the rudder, the B-29's flight controls were not boosted and at high altitude the aircraft responded slowly to turn controls. According to George, the jet engines never fully powered the B-29s by themselves, but the B-29 propellers were feathered for the test. Everyone wore oxygen masks. Daily test reports were submitted to Wright-Patterson Air Force Base.

Frank Hackert, who arranged the meeting on behalf of ESAM, asked about the 1953 B-29 fire. George said it occurred at about 2 PM while the aircraft was in the hangar for a calendar inspection. The engines were not being worked on at the time. The fire occurred in the flight engineer's compartment and the cockpit. It was lit off by the spraying of cleaning fluid while ground power was inadvertently still on, creating an electrical fire. Everyone on site was called to fight the fire. Personnel had been trained in firefighting, and fire suits and equipment were available. Also, a fire truck was parked in the corner of the hangar (The current Fire House, Building 8 hadn't been built at the time.) George helped man a hose and had to be sent to the hospital for smoke inhalation. George said the fire was almost out by the time they got the aircraft out of the hangar. He also said the fire did not affect the testing gear, which they were able to retrieve and reinstall in another aircraft.

ESAM thanks George for making himself available for a most informative discussion.



Overhead view of General Electric Flight Test Center

AVRO LANCASTER

by Kevin Millington

Continuing a series on aircraft of the United Kingdom, I am profiling the Avro *Lancaster*, universally recognized as the greatest and most successful British bomber of World War II. The *Lancaster* was designed by Roy Chadwick of Avro, and evolved from the twin engine *Manchester* bomber, developed during the late 1930's. The *Manchester* was plagued by engine problems, and quickly withdrawn from service with the Royal Air Force. Utilizing the basic *Manchester* design, however, Chadwick developed a larger, four engine bomber powered by the reliable Rolls-Royce Merlin



Avro Lancaster

engine. Thus, from a failure was born one of the most successful aircraft of all time, the *Lancaster*.

First flown in January 1941, the "*Lanc*" entered operational service with the RAF during February 1942. It would go on to be built in greater numbers than any other British bomber, with nearly 7,400 manufactured. Its design was quite distinctive, featuring a large greenhouse canopy and twin vertical fins. Unlike the American B-17 with its tubular fuselage, the *Lancaster* had a slab-sided fuselage with an enormous unobstructed bomb bay, enabling it to carry a very heavy bomb load (the B-17, in contrast, had a relatively small bomb bay and light bomb load).

During the war, the American and British military had much different strategies for conducting the air war against Germany. The American effort was based on precision daylight operations. The British, on the other hand, felt these types of missions were too dangerous, and favored night operations using incendiaries for area bombing. The result, however, was a complementary strategy of round-the-clock missions, which devastated German industry and cities. The *Lanc* typically carried a 14,000 lb. bomb load of either high explosive or incendiary ordnance. Its large bomb bay, however, allowed it to carry a wide variety of weapons, such as the 9,000 lb. barrel-shaped "Upkeep" bomb, used to successfully attack dams within the Ruhr River industrial region, as well as the massive 12,000 lb. "Tall Boy" bomb, and the even larger 22,000 lb. "Grand Slam".

The *Lancaster* was flown by a crew of seven, and unlike American bombers, was operated by one pilot, instead of two. The *Lanc* was powered by four Rolls-Royce Merlin engines, which gave it a top speed of 282 mph, a cruising speed of 200 mph, and a range of 2,500 miles. With respect to defensive armament, it was equipped with eight .303 inch machine guns in nose, upper, and tail turrets. In addition, it featured one of the most advanced communications systems, with radar for navigation, as well as to locate attacking fighters. In terms of deficiencies, the *Lanc* was not equipped with ventral guns, and many were shot down by German night fighters attacking its underside, and over 3,200 were lost in combat.

Following WW II, the *Lancaster* was gradually phased out, and finally retired from the RAF in 1953. From the *Lancaster*, the upgraded Avro *Lincoln* evolved, along with the long-serving *Shackleton* maritime patrol aircraft. Besides the Royal Air Force, the *Lancaster* served with nine other air arms, and the last were flown by the Royal Canadian Air Force for photo reconnaissance and mapping duties as late as 1962.

OUR SUPPORTERS

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

	Galaxy Club	
	Ms. Maureen Sauter	
	VIP Sustaining	
	Alfonzo DiBlasio & Cheryl Cummings	
	VIP Supporting	
Mr. Michael Cole	Mr. Daniel Grygas	Mr. Carl Linkinhoker
Mr. Douglas Sargent	Ms. Victoria Ricard	
	VIP Contributing	
Mr. Vance Barr	Mr. Daniel DeBellis	Mr. Joseph Gullo
Mr. Ryan Macherone	Mr. Dean Ostrander	Mr. & Mrs. Paul Quantock
	Libraries	
Bethlehem Public Library	Castleton Public Library	Clifton Park-Halfmoon Li- brary
North Greenbush Library	Poestenkill Library	
	Family	
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Mr. Thomas Dercole	Mr. Mike Dietrich	Scott & Kristin Fulk
Mr. Gary Gershon	Ms. Aimee Hadleigh	Ms. Jody Harens
Ms. Becky Kencsan	Mr. Ben Lazarus	Mr. Eric Lustgarten
Mr. Yves Nollet	Mr. Stephan Priebe and Family	David & Amy Posner
Mr. Stephen Schmidt	Carol & Richard Stafford	Mr. Larry Vanderveen
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Mr. Robert Pollack	Ms. Patricia Renna	Rev Moonhawk River Stone
Mr. Paul Scholtz	Mr. Anthony Sesto	Mr. Paul Stambach
Mr. Charles Weissend		

HAPPY BIRTHDAY, MARV

Thanks to Donna Weiss who made a donation in honor of **ESAM Trustee Secretary Marv Weiss's** Birthday.

OUR SUPPORTERS

RECENT ACQUISITIONS

- **Robbin Hodge** donated a US Army Air Force Type D-8 Bomb sight in memory of his father **Charles A. Hodge**.
- **Vincent Smith II** donated a P-40 model, powered ear phones, a mechanical flight computer, a slide rule, other flying tools, military uniforms and travel equipment.
- **Ronald Smith** donated General Electric technical specifications for the Atlantic Missile Range Precision Trajectory Measurement System.
- **Robert Di Stasi** donated space-related books and photos, and a child's custom "Airplane" tricycle along with its construction plans.

AVIATION MAGAZINES AVAILABLE

ESAM recently received a generous offer of historical aviation magazines from ESAM member **Bob Parmeter**, but was unable to accept it because of storage considerations. Bob is now offering the magazines to anyone who wants them. His large aviation magazine collection is free for pickup **as a lot, not individual sets**, to the first taker. The collection includes Air-Britain Digest/Archive/News 1973 - current; Air Classics 1965 - 2010; Air International (Air Enthusiast) 1971 - 1995; Airpower/Wings 1971 - 2006; Aviation Letter 1967 - 1998; Air & Space 1988 - current; AOPA Pilot 1958 - 1973 (16 bound volumes); Flypast 1981 - 1997; indexes; and many more. If you are interested in this collection, please contact Bob at (607) 638-9343 or beech18@stny.rr.com. Bob is located an hour from the Capital District, half way between Albany and Binghamton in Schenectady, NY, just off I-88. He suggests that anyone who accepts his offer could, if they choose, make a donation to ESAM.

MODEL BUILDING MATERIAL FOR SALE

As noted in an earlier issue of Aeronotes, what had been a model making room was rented to the Schenectady County Community College Aviation Program as a place for instructors to conduct preflight briefings with their students. Model making activity in the room had ceased years ago, but there were still model making supplies in the room. If you are interested in buying a supply of Monokote, propellers or other modeling items, please contact Larry McArthur or Bob Vore through ESAM's office telephone, 518-377-2191, to arrange a time to look at the items. If you know of someone who might be interested, feel free to have them contact the office.

ESAM RECEIVES VIP VISITOR TO GALLERY I RENOVATION

On June 18th, 2022, **Brigadier General Karl Doll**, Retired USAF (at right in photo) was the first member of the NYANG 109th Air-lift Wing to visit the ski display in Gallery I at ESAM. **ESAM First Vice President Rich Bievenue** (at left in photo) gave the tour.



The Empire State
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supported in part by:

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RETIRED AIR FORCE PILOT RECALLS FLYING THE “WARTHOG” OVER SERBIA

Adapted from an article by **Stan Hudy** in the April 17, 2022 issue of the
Sunday Gazette

Dan Swift, of
Saratoga
Springs, joined
the Air Force
because he
wanted to fly.
The retired
Colonel had his
eyes set on the
A-10 Thunder-
bolt II, also
known as the
“Warthog”.



ESAM'S A-10

“I guess when I
first saw the
gun, I don’t
know what im-
pressed me
about it, but I was up at [General Electric] in Burlington on a field trip, I
went in and saw the gun,” Swift said. “Holy cow! That’s really some-
thing.”

The A-10 houses a 30-mm GAU-8/A cannon, or Gatling gun, in the nose
of the aircraft, capable of firing 50 rounds during the first second of trig-
ger action and then 70 rounds per second thereafter.

According to Swift, the A-10 weapons package can also include up to
16,000 pounds of mixed ordinance, including 500-pound “dumb” bombs
with no internal guidance systems, Sidewinder and Maverick missiles,
and more. Swift said the Maverick missile can go through an armored
tank, as well as 8-foot thick concrete.

Dan was the guest speaker at ESAM’s April Fly-in Breakfast. He talked
about his experience flying the A-10 in combat. He flew 40 combat mis-
sions, starting with the Gulf War in 1991, then Operation Deliberate
Force in Serbia in 1995, and the air war over Serbia and Kosovo in 1999.
The air war over Serbia in 1999 is credited as the first air campaign that
produced a victory without the use of ground forces.

With a maximum speed of Mach .75, the “Warthog” was often painted
with teeth on the nose cone, adding to its aggressive nickname.

Swift served 15 years in the Air Force, followed by 10 years in the Air
National Guard along with overlapping 20 years with Delta Airlines fly-
ing Boeing 727, 737, 757 and 767 passenger jets, retiring as a Captain in
2019.

“I flew the A-10 for 20 years, I never got tired of it,” Swift said.

ESAM RECEIVES INSTRUCTION FROM THE 109TH ON C-130 CARGO DOOR OPERATIONS

ESAM is now powering its C-130 #74-2065 with a generator donated by **All Seasons Equipment** of Glenville. One of the potential uses of that power is to operate the C-130's rear cargo door. In order to become familiar with cargo door operations, the museum tapped into the expertise of the **109th Airlift Wing**, stationed at **Stratton Air National Guard Base**, across the Schenectady County Airport from ESAM. The museum is grateful to the 109th for the guidance they provided in cargo door operations.



Interior of ESAM's C-130 #74-2065 with cargo door open

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 _____

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

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HAPPENINGS AT ESAM

MUSEUM HOURS

Summer Hours: Wednesday through Sunday 10 AM to 4 PM
Winter Hours, effective October 14: Friday through Sunday 10 AM to 4 PM

General Museum Admission – \$8 per adult; \$6 per senior and military; \$5 age 6-16;
under 6 free when accompanied by an adult
Simulated Reality Vehicle (SRV) – Ride: \$5

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

July 16, 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/tea. 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 16, Saturday - Speaker: approx. 10AM. **Joe Zarzinski**, underwater archeologist. Recovering an RAF Wellington bomber from the frigid depths of a lake in Scotland.

July 18, Monday - Board of Trustees Meeting: 7 PM. ESAM Community Room

July 30, August 6 and August 13, Saturdays - RPI Engineering Ambassadors: 10 AM-12 noon. \$85 for three sessions on July 30, August 6 and August 13. Aerospace Discovery Saturday. Registration required. Contact Pat Barrot at the ESAM Office, 518-377-2191.

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

August 19, Friday-August 27, Saturday: National Aviation Week

August 20, 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/tea. The public is invited to attend.

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August 20, Saturday - Speaker: approx. 10AM. **Jim Lloyd** will relate his experience flying the replica Vin Fizz II

August 23, Tuesday-August 26, Friday: Becoming a Young Aviator STEM Camp: 8:30 AM-12:00 noon. Registration through Schenectady County Community College required. Contact Maria Kotary 518-595-1101 ext. 4 or kotarymc@sunysccc.edu for questions.

September 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/tea. The public is invited to attend.

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