A Message from NEAM’s Board Chair

I am deeply inspired by the sense of community I have witnessed as we collectively address and contend with the challenges of a serious pandemic. NEAM members, visitors, and volunteers are foremost in my thoughts and your safety and security are of greatest concern.

As an organization we will take any measures available to us to help slow the spread of Covid-19 and safeguard the health of our own community. We are closely monitoring guidelines regarding public gatherings; we have thoroughly cleaned and disinfected our exhibit spaces and we have closed our doors to the public for the first time since the tornado of 1979. Together we survived that disaster, and we will survive this as well.

Our staff continues to work tirelessly, taking care of our facility and aircraft, planning future events, developing educational programming, and preparing for the moment when we can open our doors to the public once again.

It is in times of uncertainty that we find strength in community. Today, as always, I am proud to be part of the NEAM community. I look forward to welcoming you back to the New England Air Museum very soon.

Be Well.

Scott E. Ashton
Board Chair, New England Air Museum
C. A. H. A.

C.A.H.A. owns and operates the New England Air Museum, which is located at Bradley International Airport, 36 Perimeter Road, Windsor Locks, CT 06096. Corporate headquarters for the organization is located at the Museum and can be reached by phone at (860) 623-3305 during business hours. Visit our website at: www.neam.org.

Membership in C.A.H.A. is open to anyone with an interest in aviation. Benefits include free admission to the museum during regular hours of operation, discounts on gift shop purchases and on fees for special events and programs, receipt of the NEAM news, the monthly e-blast and voting privileges at organizational meetings.

Contributions of original articles, news items and/or photographs, in addition to suggestions for the improvement of NEAM news are solicited and welcome. Design and layout of NEAM news is provided by Tom Bittel.

Please direct membership problems which might include errors or changes of address to Debbie Reed, Executive Director at the Museum. The NEAM Research Library is open by appointment only. The research staff can be reached at Library@neam.org for online queries.

Our Mission
The New England Air Museum is committed to presenting the story of aviation, the human genius that made it possible, and the profound effects that is has had on the way in which we live.

We achieve this by preserving and presenting historically significant aircraft and related artifacts engaging our visitors through high-quality exhibits that help them understand aviation technology, history, and the stories of the men and women who built, flew, and made history with these famous machines inspiring students through our innovative and hands-on education programs that allow them to discover and reflect on aviation history and its ties to social studies, science, geography, and technological advancements.

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From the Executive Director

When I originally sat down to prepare my remarks for this newsletter, the world was a very different place. As we all work together to try to slow the spread of COVID-19, the New England Air Museum is doing its part. We closed our doors for the first time since the 1979 tornado. We cleaned every inch of our hangars. We are following CDC guidelines regarding social distancing, and we are working hard to bring NEAM into your homes through new online content. In the meantime, we want to thank you, our members, donors, and volunteers, for your continued support as we continue to fulfill our mission. None of what you’ll see in this newsletter would have been possible without you. From our NEAM family to yours, I wish you health and peace during these unprecedented times and look forward to welcoming you back to the museum soon.

2019 was the first full year with full-time staff and all of us working together as a team. I’m proud of this “new” staff and what we accomplished last year. As I look back, I’m amazed at the success we had as a team to execute new exhibits, aircraft moves, reaching new audiences with our rental program, educating school children and visitors, and being creative with new events. I won’t go into detail what everyone has achieved, their year-end reports will follow mine. But I would like to highlight some outstanding accomplishments.

1. Moving airplanes? Sounds like fun though the planning can take up to 4-5 months. In our case, the Military and Civil Aviation hangars were re-configured.

2. New exhibits included the 50th Anniversary of the Apollo moon landing; the 40th anniversary of the 1979 tornado; the exhibit around the Goodyear Blimp car was completed; and the Robert Davis antique toy exhibit was installed.

3. There was yet another annual increase in the number of students and scouts served the Education Department.

4. We hosted a fundraising event for the New England Women in Aviation exhibit that will be in the connector between the Military and Civil Aviation hangars.

5. Many of the staff took part in in-studio TV and radio appearances and podcasts.

6. New events included 50th Anniversary of the Apollo moon landing, FIRST Robotics Day, Haunted Hangar Trick or Treat, and in conjunction with the U.S. Customs Department, we hosted two Passport Days.

7. Last year’s Women Take Flight and Easter Egg events brought in their largest attendances to date.

8. The Education Department branded our longstanding weekend family programs as Flights of Family Fun, added new Family tours to their programming slate, and expanded our annual Soar into Summer programming series.

9. Film crews from China spent two days filming “Jack’s Hack” and learning more about the 58th Bomb Wing; the curator and a film crew filmed aircraft from our collection that flew off the USS Intrepid; and National Geographic filmed the B-29 for an episode of their series “Drain the Oceans”.

10. We received proclamations from Gov. Ned Lamont’s office recognizing 40 years of preserving aviation history and recognizing Women in Aviation.

11. Along with Lt. Governor Susan Bysiewicz, we celebrated Amelia Earhart’s birthday, recognizing women in leadership roles.

12. We hosted the D-Day Squadron before they departed to Europe to celebrate the 75th anniversary of D-Day.


14. We were pleased with the success of interns Sarah Sparks, Lauren Geary, and Jonas Otto and what they completed for us.

15. The outdoor exhibit signs were replaced with stainless steel signs donated by Circuit Breaker Sales NE of Seymour, Conn.

16. Business After Hours was a success with three events.

17. Rental business has more then doubled, with NEAM becoming a wedding venue.

18. We brought back our Museum Travel Program.

19. Upgraded our internet service.

And, I must acknowledge our amazing volunteers! This is Merriam-Webster’s definition for volunteer: a: a person who voluntarily undertakes or expresses a willingness to undertake a service: such as b: one who renders a service or takes part in a transaction while having no legal concern or interest c: a person who does work without getting paid to do it.

My definition? Men and Women, we can’t do without. I strongly believe that our volunteers are the best in the world. They’re selfless, dedicated, willing to do anything we ask of them, and they’re always here!

Without their assistance in everything we do here at NEAM, this museum would not be the success that it is. The workmanship that the restoration group can produce amazes not only me, but the visitors and students who can see their work firsthand. Our docents are the BEST, as we constantly get letters, emails and Facebook posts from visitors about their experience with this wonderful group. Our library volunteers continue to catalog and update our incredible collection. All the volunteers that assist in our special events and after-hour rentals; the craftsmen who create, build and paint, their work is first-class; and the volunteers who clean the exhibit hangars once a week, their compliments we get on how clean our museum looks continue to come in. Our staff may be small, but our volunteers are mighty!

Finally, none of this would be accomplished without the support of you, our members and supporters. I’m proud to be a part of this wonderful organization and I look forward to what 2020 has in store.
2019 Contributions
*denotes corporate match

Total contributed income to the Museum from all sources in 2019 was approximately $620,000
The following is a listing of the donors.

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Continued on page 6

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*denotes corporate match

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- David and Nancy Malick
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The Development Department held several diverse events this year for our current and future donors. The Business After Hours Series that began in 2018 continued through 2019 with three great speakers: Kevin Michaels - Managing Director of AeroDynamic Advisory, Mary Ellen Jones – Pratt & Whitney Vice President, Commercial Engines Sales, Asia/Pacific & China, and Retired Four Star General Lloyd “Fig” Newton. This series has brought many first-time visitors to the museum, bringing useful and interesting information to those interested in aviation and aerospace.

In April, we held our first Legacy Giving luncheon, for those who may be interested in supporting the museum in the future through a bequest or other planned gift. Similar events will be held in 2020, and anyone interested in attending, or learning more about planned giving in a private meeting, can always call the development office for information.

For the first time in two years, the museum held an opening night reception for a new exhibit commemorating the 1979 Tornado. As the museum begins to implement its plans for new and updated exhibits, these member and donor preview receptions will become more frequent.

2019 also saw the launch of a fundraising campaign to make the New England Women in Aviation exhibit a reality. Years in the planning, this exhibit will shine a spotlight on many of the women from here in New England who made major contributions, or hold significant accomplishments, in the world of aviation. With $76,000 raised by the end of the year towards a goal of $150,000, we expect to start working on this exhibit before the end of 2020.

Finally, our Individual and Corporate Giving programs raised $133,000 and $136,000 respectively, helping to ensure that we can continue delivering on our mission to preserve, engage and inspire. Over $100,000 in education grants helped support our SOAR for STEM and Inspiring Future Aviators programs. Grant funding was also received to complete two ongoing restoration projects; a grant from the William and Alice Mortensen Foundation is enabling the completion of the Burnelli CBY-3, and the John G. Martin Foundation has funded the interior restoration of the DC-3, the final step for this classic aircraft.

Ron Katz
Director of Advancement and External Affairs

Legacy Giving at the New England Air Museum

At the New England Air Museum, Legacy Giving plays a key role in our ability to preserve and maintain our collections so that we can share them with future generations. In these days of rapidly changing technology – the new digital world – we know how vital it is that the real, tangible artifacts of yesterday and today are shared with future students, visitors and aviation professionals. This history is too important to lose. By including the Museum in estate plans, anyone who supports the museum can have an impact that extends far into the future. Here are a few examples:

Isaac Morris was a member of the 59th Bomb Wing responsible for B-29 flight testing. He and his wife Marjorie were donors to the New England Air Museum for over 20 years, until Marjorie passed away in 2017 (Isaac had died several years prior). The Estate of Marjorie B. Morris included a Legacy Gift to the Museum that will continue to support the 58th Bomb Wing archives for decades, preserving the memory of the men who served in this unit.

Similarly, Denny Pidhayny was a also a member of the 58th Bomb Wing, and through much of his adult life served as the group's historian. He also was an engineer so dedicated to his work that he did not retire until well past his 90th birthday. Prior to his passing, Denny made an estate plan that included gifts to several organizations dear to him, including the New England Air Museum.

Gary Gudinkas and Mary Adams of Suffield are long-time supporters, and Gary is one of the Museum's most active volunteers. They also run a farm for miniature horses, which they raise, care for and show. In their estate planning, they have continued their tradition of support for the Museum, after first ensuring that their beloved horses will be well cared for.

Leaving a bequest is a great way to make sure that the museum can continue to preserve historic aircraft, inspire and educate youth, and share the history of aviation with enthusiasts of all ages, long into the future. If you would like to learn more about how easy it can be to leave a bequest for the New England Air Museum, please call Ron Katz, Director of Advancement and External Affairs, at (860) 623-3305, ext. 317.
Education Department 2019 Year in Review

From travel programs and special events to field trips and scout programs, the NEAM Education Department provided high quality museum experiences to visitors of all ages in 2019.

Over 4,300 students were served by NEAM school programs in 2019. This number includes students visiting the museum for our longstanding grant funded SOAR for STEM and Inspiring Future Aviators programs, as well as an ever-growing number of schools relying on the museum for field trips and offsite outreach programs. These field trips and outreach programs generated just under $20,000 in revenue in 2019.

The Education Department also served over 800 scouts, leaders, and family members in 2019. Our Overnights and Scout Workshops continue to sell out months in advance, drawing visitors from across Southern New England. In total, NEAM’s scout programs netted over $52,000 in revenue in 2019.

The Education Department also served over 800 scouts, leaders, and family members in 2019. Our Overnights and Scout Workshops continue to sell out months in advance, drawing visitors from across Southern New England. In total, NEAM’s scout programs netted over $52,000 in revenue in 2019.

Education Department special events including Women Take Flight, SPACE EXPO, and Homeschool Days also contributed to a successful year, collectively serving over 1,800 visitors and netting over $23,000 in 2019. The department also supported six local community partner events in 2019, interacting with over 1,000 people.

The Education Department re-launched the museum’s member travel program in 2019 with a four-day trip to Newport, RI that served 14 members and netted just over $1,800 in revenue.

The Public Programs Team also had a successful year in 2019, providing family friendly activities, tours, and demonstrations to over 10,000 visitors. As part of the museum’s efforts to increase visitation, the Education Department rebranded its longstanding weekend activities for families into Flights of Family Fun. This programming series led to increased visitation on non-special event weekends. Our annual Soar into Summer programming also received a rebrand in 2019 to much success.

In closing, none of this success would be possible without the wonderful women and men of the NEAM Education Department. With backgrounds ranging from military service and classroom teaching to students just starting their professional careers, the NEAM Education Team helps the museum fulfill its mission by engaging visitors, inspiring students, and sharing the story of aviation and its profound effects on the way we live.

Looking ahead to 2020, the Education Department will continue its efforts to provide visitors with meaningful opportunities to engage in the history and science of aviation.

Amanda Goodheart Parks, Ph.D.
Director of Education

The Staff at NEAM
Left to right:
Robert Vozzola
Ron Katz
Deborah J. Reed
Nicholas Hurley
Karen F. Giroux
Jeanie Rozbora
Amanda Goodheart Parks, Ph.D.
Erin Sniffen
2019 Curatorial Department Report

2019 was a year of incredible progress for the Curatorial Department. With the hiring of a full-time Curator, NEAM’s exhibit and collections management programs have been reinvigorated and expanded, and a great deal has already been accomplished.

Exhibits

If you passed through Bradley Airport’s main terminal at the end of July, you probably saw NEAM’s temporary display near the TSA checkpoint promoting our space artifacts and our Apollo 11 commemorative event. This was a sneak peek of the larger exhibit that opened at the museum on the July 20th anniversary. “Apollo and Beyond: A Connecticut Company’s Contributions to Spaceflight”, located on the Civil Aviation Hangar Mezzanine, tells the story of Hamilton Standard and its role in the U.S. space program and showcases many of the artifacts we received from Collins Aerospace over the past year, including an original Apollo-era spacesuit worn by astronaut James Irwin.

Another major project this year was “8 Minutes: Bradley Air Museum and the 1979 Windsor Locks Tornado”, a brand-new lobby exhibit that educates visitors on the tornado that struck the museum on October 3, 1979. It opened to the public on the fortieth anniversary of the storm and was very well received.

We ended the year by opening yet another new exhibit. After almost three years of negotiation, planning, and research, the Robert Davis collection of antique aviation toys is now on display for all to see. The exhibit, located on the Civil Aviation Hangar Mezzanine, showcases several very rare aviation-themed toys and games produced between 1900 and the beginning of World War II, collected by Mr. Davis for the last several decades. Many of these items have been generously donated to the museum, and others are on loan to us for the duration of the exhibit.

There have been significant updates to the “look” of the museum as well. Last summer, the entire staff spent several months planning a reconfiguration of our Military Aviation Hangar. The project, which ultimately involved moving all but four of the aircraft in that building, was completed between August and November with no injuries or damage to museum property. The B-25, AH-1S Cobra, and OH-6A Cayuse were able to be brought out of storage and put on display, and the sixth rotor blade was finally attached to the Sikorsky Skycrane once it was moved into its new position. The result of this reconfiguration exceeded all of our expectations and wouldn’t have been possible without the hard work of our volunteers, who carried out the physical aircraft moves.

Collections

In terms of growing the collection, we were fortunate to acquire two new major artifacts this year.

A PW6000 high-bypass turbofan jet engine, generously donated to the museum by Pratt & Whitney in November of this year. Designed to power the Airbus A318, the PW6000 dates to the early 2000s and represents our first “modern” jet engine in the collection. It is now on display in the Military Aviation Hangar.

NEAM took possession of a Rockwell Sabreliner 65 business jet in December of 2019, bringing our total number of aircraft in the collection to 114. The aircraft is in great shape inside and out and was flown into Bradley International Airport before being turned over to the museum. Once it is transported down Perimeter Road to the museum, it will join our outdoor aircraft display.

Interns

Two interns joined us for the summer season. Sarah Sparks, who is now working towards her Master of Library and Information Science (MLIS) degree at Simmons College, spent several months processing the 57th Fighter Group records, a collection that hadn’t been touched since the exhibit was installed back in the late 1990s. Later in the summer we were joined by Jonas, a naval cadet and university student from Germany who assisted me in reorganizing the curatorial files for all our aircraft. Thanks to his efforts, information on our aircraft can now be retrieved quickly and efficiently.

Grants/Initiatives

One of our biggest accomplishments this year was NEAM’s acceptance to the Collections Assessment for Preservation (CAP) Program. As participants in the 2019 CAP Program, we received $7,000 to hire three outside experts (two architects and a conservator) that conducted a full assessment of our artifact collections, buildings, and building systems, as well as our collections care policies and procedures. Their two-day site visit took place in September, and we received the final written report in November. This useful product now serves as a “roadmap” for our future success, outlining priorities and suggesting ways that we can improve our collections care and facilities programs.

Like 2019, 2020 will be a year of improvement and change as we continue to build on the successes of the last twelve months. In terms of exhibits, there will be several new installations, and several displays that have been in place for years will get some much-needed renovation and updating. Behind the scenes, the great work already being done in terms of collections management and care will be continued, and while these efforts aren’t always glamorous or visible to the public, it’s going to enable us to build better exhibits, make more of the collection accessible, and ultimately provide an even better visitor experience in the long run.

Nick Hurley
Curator
2019 Visitor Services Report

The name of the game is LOGO Merchandise. This past year and continuing into this year the theme for the shop is museum recognition. My goal is for the visitors to be seen wearing their New England Air Museum t-shirts, sweatshirts, and hats as they go about their days in our local communities. We tested the waters in 2019 with new clothing styles, new artwork, and new vendors and our initial buy in on such goods was enough to let us know that we are on the right track. Museum sales are really about the impulse and memorable merchandise to remind them of their experience. With our new softline merchandise as well as new toys, models, mugs, and quick grabs, the shop has taken on much more of a “gift” shop feel with things you cannot get in most big box stores.

Our Birthday Parties are the new cool thing to do in this area! In 2019 we celebrated 44 birthdays at the Museum. We profited $14,526.00 with these three-hour weekend time slots! We have expanded the parties to include a new scavenger hunt to keep the kids busy and engaged in our collection throughout their experience. Parties have taken on a life of their own with our generous room size and hands on adventures, and we have been praised for the memories we help make. We will continue to work hard and have fun with the groups, and we look forward to beating our goal in the upcoming year.

Our Jets and Vettes Car show had a solid turnout with 137 cars; the Touch a Truck event in October gained more than 150 additional guests over the previous year; and our newest addition the Haunted Hangars was very well received by our trick or treaters! We increased our attendance with the November Veterans Day Tribute, and December’s Santa festivities showed higher visitation as well! We have been steadily growing our events into new and exciting programs that are really taking off! We are excited to build even bigger and better programs in the months to come. Giving more opportunities for visitors to come and experience what the museum has to offer.

Jeanie Rozbora
Visitor Services Manager

2019 Private Events Report

As we look back at 2019, I cannot believe how much the Private Events Department has accomplished. My first year as a full-time employee dedicating my time to rentals, we brought in $77,515 in sales with an additional 3,400 people visiting us who may never have come before. The Private Events Department hosted 70 events last year. We held 29 daytime corporate rentals for companies such as Collins Aerospace, Pratt & Whitney, Wilson Firearms, Blake Equipment and many others; and the remaining 41 events were in the evening that included private, corporate and five wedding receptions.

I’m excited for 2020 and all the opportunities it will bring! Already we start the year with a full calendar of museum events and more wedding receptions are scheduled for the fall! Make sure to remember us for your next corporate meeting or special function, we’d love to party with you!

Erin Sniffen
Private Events Manager

Docent Rich Jensen explains how the Curtiss Bunce Pusher operates to students from Smith Vocational & Agricultural High School, one of our Inspiring Future Aviators program partners.
2019 Restoration Annual Report

The year 2019 was extremely successful due to the efforts of our skilled volunteers, the assistance of some industry and military partners, and the awarding of several critical grants and major donations.

We have completed multiple aircraft moves within the museum. We rearranged several displays and aircraft in the military hangar. We mounted the 6th blade of the CH-54 Tarhe helicopter with the help of the Connecticut Army National Guard and moved the aircraft front and center of the Military Aviation hangar. We moved the B-25 from storage into the spot formerly occupied by the CH-54. We moved the A-4 and the Fokker D.1 triplane into storage and the Cobra and the Cayuse helicopters back into the military hangar from storage. We moved the Mustang from storage into the Civil Aviation Hangar and rearranged the racing aircraft into a racing corner in the Civil Aviation Hangar. The storage hangar has been rearranged and organized to hold the current inventory most efficiently. In addition, many weekends were spent on the consolidation, cleaning, clearing and organization of extensive holdings in the museum’s cold storage area.

Working with the curator, Nick Hurley, and a team of docents and restoration volunteers, we have put together a long-range engine display plan. In support of the plan, we have begun rearranging multiple engines within the museum to better interpret the engine story. In addition, we received and unloaded, with the assistance of the Connecticut Air National Guard, a turbofan P&W 6000 engine donated by Pratt & Whitney and moved it into the military hangar.

The Burnelli crew accomplished the large-scale reassembly of the CBY-3 this year, some parts haven’t been attached to the fuselage for 50 years. The team completed all sheet metal repair; completed new application of fabric on all the aircraft control surfaces; applied final paint on the interior and the exterior fuselage in its final finish coats of silver, red and deep blue; remounted the landing gear and put weight on wheels for the first time in five years; mounted the empennage and its rudders and elevators for the first time in about fifty years; mounted the both engines on the fuselage; acquired, restored and assembled the two vintage Hamilton Standard propeller sets; restored the control panel; and began work on installing new aircraft flooring. Our thanks go out to the William and Alice Mortensen Foundation for its continuing support in the restoration of the Burnelli CBY-3. The Burnelli team plans to complete restoration in time for the aircraft’s 75th anniversary in July 2020. NEAM needs to solve housing for the finished aircraft by that time so we can exhibit the amazing, one of a kind aircraft.

The A-10 crew has put in many hours on the paint preparations for the Warthog exterior to ensure that final painting will be high quality. We received funds for painting preparations and equipment from the same grant from the Mortensen Foundation described above for the Burnelli. In addition, we received a donation of paint kits from PPG. We requested and received the wartime history of this aircraft from the Air Combat Command History Office. Due to the level of preparations needed to do the job properly, the final painting of the A-10 will not be completed until warm weather returns in the spring and summer.

The multi-year B-25 restoration efforts included the cannon and gun systems in the nose, as well as the other machine gun systems. After several years in storage, we towed the B-25 back into the military hangar next to the A-26. Efforts will continue on the gun systems and windows. We are also investigating the possibility of installing a more accurate top turret.

The HOK Kaman helicopter restoration continues. In addition to the NEAM engine study, the engine team restored the HOK engine mount, restored the engine and painted and mounted the exhausts and cowlings. The transmission was repainted. The HOK team restored the cyclic and collective control system. The interior was made ready and partially rewired and painted. The crew manufactured and riveted in place new forward roof panels. The HOK restoration received records support from tech reps from Kaman Aerospace. Restorations on the HOK will be highlighted during this year’s Helicopter Day.

This year’s activity involved refurbishment of various interior sections of the Museum’s DC-3. The restoration is ongoing in the cockpit, passenger compartment, hydraulic compartment and lavatory. The team spent many hours and reconfigured the passenger seat frames to achieve a 1940’s appearance. In September we were approved for a grant from the John G. Martin Foundation for interior restoration. We selected a vendor to complete the seat upholstery and they are now working on the task. Work continues with interior painting and headliner and cabin refitting. We hope to have the interior restored to allow tours to visitors to travel back to early passenger air travel in Connecticut.

Minor improvements and repairs were made to the B-29 display and rockets were added to the Navy fighters in the rear of the hangar. We hope to add additional aircraft back into the B-29 hangar as storage areas are consolidated in 2020.

The Saturday crew replaced worn landing gear components on both the F-4 and A-4 in the military hangar. Tires are an issue with many of our aircraft on display and will need to be addressed in the future. Thanks to L3 Harris Technologies for their donation of tires and tubes.

This year, restoration assembled a team to address the stabilization of the aircraft that are displayed outdoors. In the spring detailers from Pro & Local Detailing donated their time and completed exterior cleaning of multiple air-

Continued next page
craft. Since then our restoration team prepared a plan on how to scope and prioritize the stabilization effort. The first aircraft that is being addressed is the Coast Guard Albatross flying boat. Efforts to seal the wing and fuselage are complete, exterior door seals and hinges were replaced, and now we are addressing interior flooring and moisture issues. Work was started on repairing some of the fabric control surfaces. In addition, signage for the outside displays was improved.

A Sabreliner 65 was donated to the museum late in 2019. Thanks go out to the generous donor. The restoration team was involved in the planning and preparations for the movement of the aircraft from the active airfield at Bradley to the museum grounds in early 2020.

The Restoration team planned and executed New England Air Museum’s 2nd Annual Helicopter Day, which was held in June. This year was a very successful event, that was attended by over 1200 people from throughout Connecticut and the New England region.

The craftsmen worked behind the scenes on many of the displays throughout the museum. They built the viewing platform for the VS-44 Sikorsky Flying Boat. They planned the layout, moved the artifacts and built out the displays in the airship corner of the Civilian Hangar. The craftsmen mounted the pictures and aircraft profiles along the walls of the Civil Hangar mezzanine. They provided multiple signs and display cases, including the case for the mechanized Gnome engine. They were also involved in the disassembly of several of the older displays that are removed to make room for new displays.

Restoration volunteers also spent many hours on thankless tasks: operating vehicles, welding and machining parts, moving displays, providing building and vehicle maintenance, supplementing the docents on events, and picking up materials and equipment. Finally, I would like to give special thanks to the key project team leaders in restoration that provided the ideas, direction, and organization to the multiple restoration efforts that make the New England Air Museum a hidden gem in Connecticut.

Robert Vozzola
Restoration Coordinator

Veterans Day at NEAM

Left: Connecticut Veterans Association representative Illianne Corona.

Right: A representative from Soldier On a veteran’s organization from Western Massachusetts.

Below left: Serene Hackle, guest speaker sharing the book her husband wrote, “Skipper Goes to War”

Below right: Veterans and Volunteers – Ken Benson and Jim Skiff, F-4 pilots, share their experiences with visitors and each other.
John W. Ramsay Research Library
2019 Annual Report

We continue the evolution of our collection and space as the John W. Ramsay Research Library. We support staff needs for research and serve the museum’s mission: Presenting the story of aviation, the human genius that made it possible, and the profound effects that it has had on the way in which we live. While we are closed for re-organization, research staff will continue to support public inquiries via reference@neam.org.

During this time, our major focus has been on computer indexing and cataloging our multiple collections. Our goal is to make our entire catalogue available to the public online. The ultimate goal is to digitize our materials and make them available online facilitating use by the general public. Since we currently do not have sufficient equipment and staff to digitize all our material, most items will have to be used in the library or sent out as fee-based photocopies or scanned images. With the public knowing specifically what is uniquely available here, their trip to the library will be fruitful. A typical search on a topic might yield the location of books, videos, artwork, periodicals, technical drawings and manuals, art prints, archival material, audio tapes, scrapbooks, photos, and reference file names.

As part of this team effort, Melba Griffin and Dave McChesney have finished cataloging hundreds of art prints previously not accessible at the item level. Carl Stidsen is annotating those same prints using his aviation expertise. Carl has set up a Ready Reference library shelf in the library conference room to assist in answering reference questions we continue to handle. This is really helpful now until we move into our new space as our collection is in storage. Outside of the library, Carl continues to spread his expertise with briefings to the Willimantic Vets Coffee House, USS Tolland Men’s Club, Dayville’s Vet’s Coffee House and the Washington Lodge on the Aviation and Army Logistics of the AEF Forces in France during WWI. Carl was also our go to person for identifying new photos for our unique and expansive collection of aviation photos. Carl Stidsen, with help from others, handled 12 (36 in 2018) email reference inquiries.

Brent Leveille continues to index our massive technical manual collection that covers aircraft and aircraft engines including the museum’s collection and beyond. Meanwhile, Tom Morehouse continues to provide technology and research support. He manages our ResourceMate collections database system, online search procedures, personal and corporate archive materials, and digitization of documents and photographs. He entered all our museum specific aircraft and engine tech manuals, periodical titles, and artworks into the ResourceMate database. Those materials, in addition to art prints, books, library artifacts, blueprints, scrapbooks, audio-video files, and archives, can now be identified and located by searching a single database.

With the invaluable help of Sarah Sparks, our summer intern from the Simmons College Master of Library Science program, Tom followed the lead of the Smithsonian Air and Space Museum by adding all the file headings from our vertical reference files and aviation photograph files into the ResourceMate database. This could not have been done without Sarah’s dedication and assistance.

Tom also coordinated the identification of audio and video materials (films, recordings, etc.) prior to review for a digitization grant proposal. One exciting aspect of this project is the preservation of lectures given at NEAM by people such as Igor Sikorsky and Tom Crouch, and test-flight films from the Doman Helicopter archive. Part of this project required the location, acquisition, repair, and use of 1960s technology such as 35mm slide and 16mm film viewers, reel tape recorders, and audio cassette players.

In addition, Tom provided materials and research for museum staff and visitors, including information on our Burnelli CB-Y (original photographs), our Douglas DC-3 (static discharge), our B-29 (insulation materials), our Gyrodyne XRON-1 Rotocycle (engineering details), our Benson B8 Autogyro (history), the Doman Helicopter Company (records), the Granville Brothers R-1 SuperSportster (engine details), Vought F6U-1 Pirate (design), and a Grumman Widgeon (crash reports).

Finally, Joe Frantiska provides technical support for our Access databases covering accessions, donors and technical manuals. He works on indexing our engine and aircraft tech manuals when he is here and on the accessions database when he is at home. Joe also continues to scan in all NEAM newsletters so both the old and new issues can be searched by keyword.

There have been several improvements to the physical library space. New lighting in the Conference room, a viewing window in the conference room so we can be alerted to walk-ins, new desks and chairs from Collins Aerospace, and a new artwork storage rack has been installed. All of this progress is due to our six dedicated volunteers who worked 1,001 hours (up from 817 hours with 7 volunteers in 2018).

Respectfully submitted,
Director, Dave McChesney
Associate Director, Tom Morehouse
Women Take Flight

This year’s Women Take Flight was bigger and better than ever with over 150 women in aerospace from twenty-five different organizations on-site engaging with our visitors. Keynote speaker Commander Rebecca J. Waddington of the NOAA Commissioned Corps gave visitors an inside look into life of a Hurricane Hunter pilot, and just over 600 people attended the event, including many young women and girls.

Above: Pratt & Whitney’s Women’s Council was one of this year’s exhibitors.

Left: Ready for take-off!

Director of Education Amanda Goodheart Parks, Ph.D. and keynote speaker Commander Rebecca J. Waddington of the NOAA Hurricane Hunters

HORST Engineering, a sponsor of the event, made biplanes with visitors.

Above: Pratt & Whitney’s Women’s Council was one of this year’s exhibitors.

Left: Ready for take-off!
February’s Drone Day

Mike Gearin and Paula Sullivan of Photo Flight Aerial Media operate NBC-30’s Drone Ranger

Steve Sladyk explains the drones displayed on his table.

Member Jason Ortin owns and operates On Course Drones

Marilyn Pearson, an FAA Aviation Safety Inspector, presented a program on the non-commercial use of drones.

Santa!

Right: Santa arrives for the annual Breakfast with over one hundred people in attendance.

Far right: Santa listens carefully to a young visitor.

Gone West

Frederic A. Parasch

Frederic A. Parasch, 87, of Simsbury, Conn. died on April 1, 2019. Fred spent 42 years at Otis Elevator becoming Manager of Service Engineering. Fred was a docent at the museum for over 10 years and enjoyed sharing his engineering knowledge about the collection. Fred is survived by his wife Frances, his two daughters and family in Luxembourg.
While visiting with dad, these young visitors are ready to become pilots!

Our neighbors at Embraer stopped by to present a check in support of our SOAR for STEM program.