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C. A. H. A.

The Connecticut Aeronautical Historical Association, Inc. is incorporated under the laws of the State of Connecticut as a non-profit, educational institution. All contributions to C.A.H.A. are tax-deductible for Federal Income Tax purposes.

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 Web Site 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 and bi-monthly Bulletin and voting privileges at organizational meetings. Members are also eligible for the Volunteer Program.

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.

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.

Our Mission

Please direct membership problems which might include errors or changes of address to Debbie Reed, Interim Director at the Museum.

The NEAM Research Library is closed for visitation during renovations. The research staff can be reached at Library@neam.org for online queries.

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NEAM Staff

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This past summer was the first year for air-conditioning in the exhibit hangars. This made for a pleasant experience for the public, our program people and docents. Between the HVAC and new lighting, we received positive feedback from many visitors.

With the recent changes here, we have established a great staff (see page 9) and continue to bring you the programs that you, our members, look forward to. We will continue with the Speaker Series and announce the 2019 program and dates in January. We have finalized our speakers for the Women Take Flight program on March 9th and we have secured retired astronaut Joseph Tanner for our annual Space Expo on April 6th. We are committed to bringing you the best in programs and events.

On the cover I’ve shared a picture of children dressing up as future aviators and a picture from our Inspiring Future Aviators program. IFA provides a platform for students from technical schools to visit the Museum, and then tour sponsor Bombardier to become aware of aviation careers. We’re proud of the education programs we provide through the Museum and outside companies.

We’re proud to announce New England Women in Aviation, a new exhibit that will begin fundraising in 2019. Peggy Loffler, from the Connecticut Section of the 99s, was awarded from The National Aviation Hall of Fame a gift to bring this exhibit to the Museum. We will be working with Peggy and her volunteers to support her fundraising efforts assist with creating and building this exhibit that will become a permanent display in the museum. (see pictures)

I personally would like to thank all of you who continue to support the Museum. As I move into my 30th year at NEAM, I’ve come to realize that what we do here cannot be achieved without your continued support in many ways.

From the Board of Directors, the staff and our wonderful volunteers, we wish all of you a wonderful holiday season. And don’t forget to visit us during our Holiday Vacation Activities from December 26th – December 30th!

Debbie Reed, Interim Director
Bill Costen, Master Hot Air Balloon Pilot and Former Footballer, Opens New Exhibit in Hartford Public Library

One corner of the new exhibit on the third floor of the Hartford Public Library is reserved for its creator. A few poster-boards attempt to tell the story of Bill Costen, a seven decades-long saga of hot air balloons, professional football and archiving better told by the man himself.

Costen’s exhibit runs through December 14. Titled “In Honor of African American Veterans: The Costen Cultural Exhibition,” it commemorates the Tuskegee Airmen, Buffalo soldiers and a long history of African Americans serving in the U.S. military — and it represents just a fraction of Costen’s collection of artifacts and memory, what he calls “history that’s going on right now.”

“What you see is 10 percent of what I have,” he said in an interview. “Probably less.” Hartford Architect, Tuskegee Airman, Remembered For Ability To ‘Clear Hurdles In Life’

Costen, who lives in Bloomfield, came to Hartford not long after being drafted by the Buffalo Bills, a 14th round pick out of Morris Brown College in the 1970 draft. A 6-foot-5 defensive tackle, he played in a handful of preseason games before being cut. He was relegated to the Bills’ farm team, the Hartford Knights. A native of Omaha who went to college in Atlanta, Costen arrived in Hartford dejected, wondering how life had led him here.

“Total disappointment,” he said. “Little dump town. Turned out, it was the best thing that ever happened.”

At night, he practiced at Dillon Stadium with a few dozen other men eyeing NFL comebacks. They all worked full-time jobs, Costen recalled, he as a property casualty underwriter at Travelers. While working at Travelers, Costen’s cousin approached him with an idea. A friend had seen a hot air balloon off the Jersey Turnpike and pulled off the highway, transfixed by the billowing bulb of cloth and heated air. Did Bill want to join them and start a ballooning club?

Costen, his cousin and four friends pooled some funds and bought a balloon. They flew the balloon recreationally, and in 1975, Costen bought his own balloon for $4,800 and launched Sky Endeavors, which he ran for 42 years. He estimates he’s taken thousands of people up, mostly over the Farmington Valley, always at sunrise or an hour before sunset.

In 1977, Costen was profiled in Ebony magazine, which reported that the 29-year-old was one of two licensed “black aeronauts” in the United States. Costen says he is the first black pilot to hold a commercial balloon license.

Costen was recognized in 2016 as an “Ed Yost Master Pilot,” named after the founder of awarding group, the Balloon Federation of America. Its president, Cheri White, said he was the first African American pilot to receive the award.

“Forty-two years, everything’s happened,” he said. “I’ve landed on the Jersey Turnpike — twice. I’ve landed on buildings, on houses, in a swamp, on I-84.”

Bill Costen, of Bloomfield, has an exhibit, In Honor of African American Veterans: The Costen Cultural Exhibition, at the Hartford Public Library.

Continued on page 10
Burnelli CBY-3 Restoration Diary


Fuselage Exterior
A major milestone in the CBY-3 restoration was reached in August with the start of the exterior painting of the fuselage. After several years of painstaking restoration of the aircraft’s skin and structures and countless hours of sanding and preparation, the first coat of primer has been applied to the lower surfaces.

The top photo at the right shows the CBY-3 as seen in July 2014 as it was rolled into our restoration hangar to begin the restoration of the fuselage. The lower photo is from August 2018 after the fuselage received the initial coat of white primer. (The vertical posts on the top support a temporary safety cable. Crew members working on the top surface are required to wear a safety harness and tether to the cable.)

Now that the lower fuselage has been primed work continues on the preparation of the top surfaces. While sanding the upper left engine nacelle several rows of rivets that were weakened by corrosion were discovered. These rivets were part of an alteration or repair made when the aircraft was still in service, probably in the early 1960s. All of the weakened rivets were drilled out and replaced.

The previously assembled empennage has been taken out of storage and has been prepared to receive a coat of finish paint.

Interior Painting
The interior of the cargo bays had been painted in two colors - the ceiling and upper two thirds of the walls and bulkheads in a semi-gloss white and the lower third of the walls and bulkheads a deep blue. The finish white painting has been completed and we are now in the process of masking the interior in preparation for applying the finish coat of the blue on the lower walls and bulkheads.

Ceiling Mounted Interior Lighting
We have completed the installation of the 16 interior dome lights and the 12-volt LED power system which replaces the original 28 volt system. The LEDs will operate at a cooler temperature and allow for better reliability and efficiency when the aircraft is on display.

Cockpit Windows
As mentioned in earlier updates, none of the cockpit windows survived the CBY-3’s abandonment in Baltimore and all had to be fabricated from scratch. Additionally, much of the mounting and operational hardware was missing. Great progress has been made in redesigning and fabricating these components. The two windshields and two corner windows have been fabricated and put aside for future installation. We have completed fabricating and installing the left and right-side sliding windows and operating hardware.

Engines, Cowlings and Mounts
Continued next page
Our engine restoration crew, led by team leader Connie Lachendro has assembled the components of the two engine packages which includes engines, engine mounts, engine cowlings, cowl flaps and exhausts. This is Connie’s area of expertise having had a 35-year career with Pratt & Whitney working on both reciprocal and jet engines. He and the museum’s all-volunteer engine crew have restored many of the engines on display in the museum.

We will now begin the final painting process for the engine packages prior to mounting on the fuselage.

**Flight Control Surfaces**

The flight control surfaces - ailerons, elevators and rudders - were fabric covered. While the process of applying new fabric had begun some time ago, this work was suspended due to space limitations in our restoration hangar. Work has now resumed on these components under the leadership of volunteer Tom Palshaw who has extensive experience in this area. Tom has pulled together a team of six volunteers and is making rapid progress on this highly specialized process.

Once the fabric has been applied, it is glued into place through a Ceconite process using a plasticized lacquer of nitrate and butyrate dope that stiffens and waterproofs the fabric. Several methods for further securing the fabric to the ribs can then be employed, including stitching, screws or rivets. We have elected the riveting process which is consistent with the CBY-3’s history. Once the riveting has been completed, protective fabric tape will be applied over the rivets and edges and glued into place followed by several coats of dope and aluminum paint.
This month the team began the re-construction of the DC-3’s buffet. The unit was completely disassembled. Corroded sheet metal was replaced with new stock, and all access panels/drawers re-covered with period correct Formica laminate. Material for the missing beverage dispensers has been ordered and the dispensers will be fabricated when all material has been received. Missing beverage dispenser holders will be fabricated as well.

The lavatory door was stripped, repaired and re-covered with new Formica laminate.

A replacement sink was purchased, and a replacement toilet was fabricated.

Cabin sheet metal located under the starboard windows was cleaned and re-installed.

Measurements of all material required to finish the cabin and lavatory were made. Some material measurements went out for quote. Our findings will be compiled in a proposal to solicit funds for the project.

All electrical components were re-furbished. All lights (cabin, lavatory, cargo area, ‘Passenger Reading’, ‘No Smoking/Fasten Seat Belt sign’), cabin chime, hostess electrical panel and more were restored. The new electrical system will be brought up to current electrical standards. All wiring will be replaced. All light bulbs will be changed to Light Emitting Diode type (LED). This will provide a lower power draw.

Restoration of the cockpit door was started. The completed unit will be re-hung on the cabin side passageway (original design).

The starboard baggage rack was stripped and primed before painting.

Both front cargo area’s painted surfaces were stripped of all paint and replacement sheet metal fit to the overhead in these areas.

The rear cargo area’s painted surfaces were stripped and overhead sheet metal replaced.

The Airstair door paint and all carpet was removed from the inside surface. The inside will be painted and vintage decals applied.
Tom Palshaw Receives the Charles Taylor Master Mechanics Award

On Tuesday, August 28, 2018, Tom Palshaw, New England Air Museum Restoration Volunteer, was given the Charles Taylor Master Mechanics Award by the U.S. Federal Aviation Administration.

The award is in honor of Charles Taylor, who served as the Wright brothers’ mechanic and is credited with the designing and building the engine used in their first successful aircraft. It is the most prestigious award given by the FAA to persons certified as aircraft mechanics. The FAA description of this award states: “This award...[is] to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years in the aircraft maintenance profession as ‘master mechanics.’”

Pictured is John Feliciano, Manager, Bradley FAA Flight Standard District Office (FSDO), who presented the award; Tom Palshaw; Lee Boulanger, General Manager, Bombardier Hartford Service Center. Tom worked at Canadair, which became Bombardier Aviation Services, for 31 years after his service in the U.S. Army.

We at NEAM congratulate Tom!

Jack Connors Award Presentation

On Thursday, October 25, The Hartford Section of ASME presented Jack Connors (center), the author of The Engines of Pratt and Whitney: A Technical History, with the ASME Engineering Historian Award. The Museum was honored to host this award presentation to Jack who was not only a long-time Pratt employee but also a volunteer at the Museum and assisted with the Museum’s extensive aircraft engine collection. Congratulations, Jack from everyone at NEAM.
NEAM Welcomes New Staff

Visitor Services Manager
In July, Jeanie Rozbora joined the staff as Visitor Services Manager. In her role, Jeanie’s main responsibility will be to oversee the Museum’s Gift Shop and Museum Admissions. Jeanie has extensive experience in Retail Management, having most recently worked to open a Carhartt Store in Evergreen Walk South Windsor.

A military wife, Jeanie and her husband, Tony, have two children and reside in Simsbury.

Private Events Manager
Early October Erin Sniffen joined the staff as Private Events Manager. In this new role in the museum, Erin will be in charge of any private or corporate event rentals. Erin has experience with both event planning and museums and is excited to have both passions in one job. When Erin is not at the museum she is often seen out and about with her dog, Peyton.

Please contact her with any rental questions and learn how you can have your next party at the New England Air Museum.

Ron Katz has joined the staff of NEAM
Late October Ron Katz joined the staff as the Director of Advancement and External Relations at the New England Air Museum. In his more than 25 years of experience in the nonprofit world, Ron has helped many organizations achieve their financial and operational goals through a variety of development positions and for several years has served as a nonprofit consultant. Most recently, Ron provided executive leadership for the Connecticut Invention Convention, a statewide educational program teaching science and engineering through the process of invention.

Ron was directly responsible for the successful completion of the $42 million campaign to build the Connecticut Science Center in Hartford and was instrumental in the successful completion of the campaign to build the Connecticut Children’s Medical Center.

Prior to his nonprofit work, Ron began his career in state government, serving as a public policy analyst, state budget guru and lobbyist for the nonpartisan CT Policy and Economic Council.

Ron holds an MBA in Finance from the University of Connecticut, a BA in International Relations from the Maxwell School at Syracuse University, and is SCUBA certified by the Professional Association of Diving Instructors (PADI).
“Our” C-7 Caribou

The C-7 Caribou you have on display (188) was assigned to the 458 Tactical Airlift Sq. at Cam Ranh Bay, during the Vietnam War.

During the 1968 Tet Offensive, it flew a night, tactical emergency mission to Dalat Cam Ly airfield. The field was under total control of the North Vietnamese/Viet Cong. The mission delivered small arms ammunition and water to a squad of US Army MPs that were under siege in a small compound at the field. The ammunition enabled the squad to hold out until the siege was broken the following day. While the landing, off-load, and takeoff occurred under fire, no hits were sustained.

Don Borowski

From emails and on Facebook, information and stories are shared with us about the aircraft in our collection.

Bill Costen

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The exhibit includes hundreds of photographs and items, like this Tuskegee airman figure, from Costen’s collection.

Costen gave up piloting this year, but he has not shelved another pursuit that, like hot air balloons, approaches obsession for the 70-year-old. He was always a collector, he said, starting with coins as a 10-year-old. In the 1980’s, he began visiting weekend baseball card shows. He was less drawn to the cards than the memorabilia: gloves, balls, helmets, equipment, the things touched by people who made history.

He noticed, though, that there were plenty of white kids at these weekend shows and no African American kids. Costen created a traveling exhibit of sports memorabilia and brought it to some Hartford schools. But he realized sports were too narrow. Not every kid was interested. At the time, he was also becoming interested in old postcards. He started a collection of postcards depicting the African American experience, including, he said, the “negative, Jim Crow-type cards.” He collected them all: Ku Klux Klan and segregationist imagery, but also cards depicting black musicians, organizers, writers and poets.

His collection, he said, chronicles the entirety of African American history, memorialized in artifacts, photographs and memorabilia. He has the leather flight jacket of Lemuel Custis, a Tuskegee Airman and the first black police officer in Hartford. He has shackles, rusted and twisted now, that clanked on slaves building the nation’s first railroads.

As a child, “there were black people in Omaha,” he recalled, “but there was no black history on the books at all.” A sliver of his own family history went undiscovered for years; in the 1960’s, Costen worked as a porter on the Omaha-headquartered Union Pacific Railroad. Years later, he learned his grandfather had been a porter for the same railroad. Costen’s portrait and that of his grandfather are both on display in the library.

“I always wanted to have a museum,” he said. “That’s what I’ve been trying to do, all these years. It takes money, it takes time. Takes money.”

And so, his daughter, who graduated from Howard University with a degree in film, has been filming a documentary for the last seven years about her father’s life. It is a museum of sorts, a monument to his life. Costen expects it to be produced soon. Another dream is to see his ballooning equipment placed in the Smithsonian’s National Museum of African American History and Culture.

“Kids don’t see this in their curriculum in their schools,” he said, gesturing to the artifacts that line the library hallway. “Martin Luther King and Malcolm X, OK. What about Bill Costen? He did a few things.”

Bill Costen has been on the Museum’s board of Directors for 29 years. This article was taken from the Hartford Courant on November 5th.
Jets & Vettes: The 2nd Annual Jets & Vettes car show was held in September with a record number of cars participating.
May 30th was the official opening of “Kaman – A Legacy of Innovation” the Museum’s newest exhibit. Over 100 guests attended this event including Igor Sikorsky, Jr. and Drake Klotzman retired General Manager from Kaman.

At left, NEAM Board President Scott E. Ashton addresses the audience.
Veterans Day

On November 11th the Museum honored Veterans Day with many special guests.

Top left: B-17 pilot Vincent W. “Bill” Purple presented a program of a bombing mission he flew during WWII.
Top right: Visitors and veterans enjoying time together. Bottom: One of many displays for the visitors.
Above: NEAM Docent Don Boccaccio recently gave a presentation to docents and restoration team members about his experiences volunteering with Fifi, a flying B-29 Superfortress that is owned and operated by the Commemorative Air Force.

Right: Volunteer Erich Lichtsteiner’s granddaughter Lucette enjoying the view of the B-29.

Below: In June docents got an up close and personal visit with “Fifi” by Don Boccaccio.
Gone West

Joseph Bogucki

Joseph “Grampa Joe” Bogucki, 96, of Middletown, Conn., died on October 7th. Over the years Joe worked at Sikorsky, Chance-Vought and retired from Pratt & Whitney. He spent many happy days working on various aircraft restoration but was proud of his sheet metal work on the B-29 Superfortress. He proudly wore his B-29 restoration baseball cap. He is survived by his children, grandchildren and great-grandchildren.

Edward E. Phillips

Edward E. Phillips, 85, from East Windsor, Conn., died April 17. He was an Army veteran and a volunteer at the Air Museum for over 10 years. He is survived by his wife, children and grandchildren.

Sheldon N. “Mickey” McKee, Jr.

Sheldon N. “Mickey” McKee, Jr., 90, from Danbury, Conn. Died April 3rd. Micky worked on many restoration projects including the P&W J-57 cutaway engine, the F-104C Starfighter and the Burnelli CBY-3 Loadmaster. Mickey is survived by his wife, children and grandchildren.

Russell E. Magnuson

Russell E Magnuson of Southington, husband of the late Carolyn Louise Stange Magnuson, his beloved wife of 59 years, died November 21, 2018. Born in New Britain, Sept 2, 1928, and moved to Southington in 1957. He was the son of the late John A. Magnuson and Julia M. (Barrett) Magnuson.

He attended schools in New Britain and graduated from E.C. Goodwin Tech School, as a craftsman. Russell was a proud U.S. Army Veteran of the Korean War as a Field Radio Repair Man, serving in the 24th Signal Service Battalion stationed at the U.S. Air Force Base in Thule, Greenland.

He was a Life-Long member of the First Lutheran Church in New Britain and was a long-time member of the senior choir and the men’s Wenerburg Choir. He and Carolyn were married on Dec 16, 1950 and 3 weeks later, he left for the military service. Following the service, he worked 35 years for the New Britain Machine CO., later a division of Litton Industries, retiring in 1990 as a Senior Design Engineer.

He is survived by his 3 children, Carol of Greenfield, MA, Peter of Warwick, MA, Patricia Burkett of Los Angeles, CA, and his brother in law Gene of Bristol, CT. Also 6 grandchildren, 10 great grandchildren, and many wonderful friends and neighbors. He was predeceased by 2 sisters Helen and Gladys, and a son in law, Kenneth Burkett.

Always interested in aviation, he learned to fly at age 16. He later met Carolyn after giving her a ride in his plane. Russell was a long time member of the New England Air Museum, a docent and a restoration volunteer.

He was the crew chief, instrumental in restoring a rare WW2 Navy Blimp Gondola, a 23-year project.

Donations may be made in Russell’s name to the First Lutheran Church, or to the New England Air Museum, Attn: Ron Katz, 36 Perimeter Road, Windsor Locks, CT 06096. We would like to give a huge thank you to all the staff at Mulberry Gardens in Plantsville, CT for all their care and love they showed to Russell during the 2 years he stayed there and to all of Russell’s many friends whom he loved so much. We will miss all of you!
NEAM at NEMA!

Director of Education Amanda Goodheart Parks, Ph.D., Curator Nick Hurley, and former Public Programs team member Rachel Panasci Lima presented a session at the New England Museum Association's 100th Annual Meeting in Stamford, CT. The session focused on the next generation of museum leaders and was well received by conference attendees.