FAA Honors Pascal for Safe Operation

Gil Pascal has been recognized by the FAA with the prestigious Wright Brothers Master Pilot Award. Elbert Bush, the FAA’s Baltimore Flight Standards District Office manager, presented the award at the Museum’s Wings Over Maryland dinner in September. Pascal is the second Museum member to earn this honor, which recognizes 50 or more consecutive years of safe flight operations. Joe Toskes received the Wright Brothers award in 2013.

Pascal, shown with wife Ernestina, a fellow pilot, joked the award comes after he has logged 52 consecutive incident-free years in the air. It’s just that he was slow getting around to finishing the paperwork.
Letter from the Director

Busy Year Heads to End on Wings of Dinner

Whew! Another busy year is winding to a close, capped by another successful dinner/silent auction. This year the Museum took the event a step further by holding the event in a hangar at Martin State Airport. A special thanks goes out to all the people who made it possible.

The dinner gave the Museum an opportunity to pay tribute to those whose support makes everything better. Jack Breihan, Gene Regester and Guy Walsh, our honorees, are first-class individuals who make everything first rate. Gil Pascal received the FAA Wright Brothers Master Pilot Award for more than half of century of incident-free flying. And don’t forget our scholarship winner, Gabriel Wach, who plans a career in aerospace.

This year, we have been part of a museum coalition, Homefront to Warfront, marking the 70th anniversary of the end of World War II. The Museum was the East Coast site of a tribute August 15 as part of the nationwide Spirit of ‘45 celebration that honored the Rosie the Riveters and veterans who helped win the war. The remembrances continued the next month, as the Museum joined the Liberty ship John Brown as we honored the people who helped win World War II.

The Museum has also been active in spreading the word as it hosted several groups—including Morgan State University transportation students and Middle River Aircraft Systems summer college interns—plus political leaders and hundreds of others from all over the world. Once again, the Open Cockpit days have been a popular draw and the bus shuttle has made everything work more smoothly. This year, we scheduled six Open Cockpit days, but are considering pulling back next year to conserve our resources. The Blue Angels plan to be back next October!

Our volunteers have always been our greatest asset, and we had another potluck lunch that gave everyone who volunteers a chance to visit without a paint brush or tool in hand. Volunteers and others also arranged a trip to the Air Mobility Command Museum in Dover, Del. Some came back suggesting we could put a whole museum in their C-5A.

We are already planning a busier and better 2016. Please join us, because it’s our members who make it happen.

Board Chair Jane Michael presents Purple Martins to Gene Regester (left photo) and Jack Breihan (right photo). The awards, named after the highest Martin Company award, honor exceptional service to the Museum.

New Members Since Last Newsletter

Earl Malvitz
Charles Powers
Kathleen Webster

Donors

Joe Cortéal
John and Lois Easton
Mildred McDaniell
MRAS

Visit Us:
701 Wilson Point Road
Hangar 5, Suite 531
Middle River, MD 21220

www.mdairmuseum.org

www.facebook.com/glm.marylandaviationmuseum

twitter.com/MdAirMuseum

Contact Us:
(410) 682-6122
martinmuseum@gmail.com

Highlights from June Board Meeting

At the Board of Directors meeting on June 24, it was announced that Bob Byrnes, executive director, will retire effective May 2016 and that newsletter editor Ruth Sadler will also retire effective May 2016 (after the Summer issue).
Volunteer Spotlight

Joe Corteal, Mister Versatility

Joe Corteal joined the Museum in 2004 and became a volunteer in 2012. He very quickly became a major contributor to the Wednesday morning Aircraft Team work sessions. In the summer of 2013, when the paint team started working on the F-4 Phantom, Joe was a dedicated team member, doing any job and filling in for team leader Gene DiGennaro when he was out of town. Joe continued with the paint team in 2014 and 2015, helping refresh three more planes.

Joe has also volunteered for most of the special events that the Museum has had over the past four years, including Open Cockpit days, the annual dinner and silent auction, and the Blue Angels and Commemorative Air Force visits. He has also attended many of the Board of Directors meetings and has shared new ideas and researched problems for possible solutions. Joe has become a volunteer jack-of-all-trades and an important contributor for the Executive Committee.

In his own words (from an email):

“I became a member of the museum in 2004. While I was a member and was still working I would periodically receive a letter from the museum asking me to volunteer. Therefore, about six months after retiring I stopped by the museum and asked the docent that day (Jane Michael) about volunteer possibilities. She explained that on Wednesdays the volunteers gather at the museum. So the next Wednesday I started volunteering. That was in February 2012.

“I really enjoy being with people and working together on a common project or goal. I need to stay busy and also to do something that produces tangible results.

“If there is one thing that I would like to be remembered for as my contribution to the museum it’s that I was a team player who showed initiative and was complimented as being a leader as well.

“I worked for the federal government for 42½ years beginning with two years served with the Army. I then worked for the Internal Revenue Service for eight years and after that I worked for the Department of Health and Human Services for 32½ years in both the Medicare and Medicaid programs.

“I volunteered initially because my dad, Anthony J. Corteal, Sr., worked for the Glenn L. Martin Company, (also, the Martin Company and Martin-Marietta) for 25 years. Growing up about 6 miles west of the company, it was a big part of our lives. I remember going to the company’s open house. As a kid during the ’50s and into the ’60s I was fascinated with aviation and aerospace. I have stayed involved as a volunteer the last 3½ years because it has given me a purpose in my retirement, and, as I told a friend a short time ago in answer to her question about being paid, ‘I am getting paid,’ as I pointed to my head and my heart.

“For anyone who would like to give volunteering a try, I would encourage them by saying that they have an opportunity to preserve a rich history in Middle River of Glenn L. Martin, a true pioneer of aviation.”

Intern Brittney Falter Gives Archives Boost

By Karen Armacost

In the past year, the Museum was most fortunate to welcome Brittney Falter as a student intern working in the archives. Under the guidance of archivist, curator and author Stan Piet, Brittney reached her personal goal of scanning 1,000 images. The project was another step forward in digitizing historic images with the goal of making the Museum’s extensive collection more accessible.

Brittney grew up in Middle River and went to Chesapeake High School, following the engineering pathway. In high school she heard about the Museum because of the rich history of the Martin and Lockheed companies. By the time she went to college, she had decided to study history. As part of her studies, she worked on a paper about the impact of women at the Martin plant during World War II. During her research, she was officially introduced to the Museum’s archives. Brittney started volunteering in December and was able to get college credit for her archival work throughout the spring semester. In August, she stopped working at the Museum to start a master’s degree in history at George Mason University.

In a thank you email to Stan Piet, Brittney said: “I definitely leaned a lot and am more confident about wanting to work in a museum or archive as a career. I am going to apply to get a certificate in Digital Humanities along with my Master’s Degree. It is a new certificate program this year and I am really excited to take those classes. ... I will be interviewing for a job to be an Archival Assistant in Special Collections at the GMU library. I am certain that they would not even interview me if I had not had the experience in the past year. Thank you very much for the opportunity to volunteer at the museum.”

Stan was similarly thrilled to be working with Brittney, saying: “If I had 10 more like her, the archive would be top-notch. She was very productive and quite dedicated to getting a task completed.”

The Museum wishes Brittney all the best in her college career and beyond.
A-7 Stands Out in Camouflage Paint Scheme

A new paint scheme, besides brightening up the Museum’s A-7D Corsair II (69-6197), has taken it back to its Vietnam War-era roots. It was manufactured in 1969 and saw service with the USAF 354th TFW, 355th TFW, 4525th FWW and back with the 354th before it transferred to the Air National Guard. It was with the Arizona ANG 152nd TFS, South Carolina ANG 157th TFS (169th TFG) and finally assigned to the Virginia ANG 149th TFS (192nd TFG) from 1984-1990.

Thanks to Gene DiGennaro, Joe Corteal, Dave King, Marty Levin and Stan Marzec, the A-7 now sports Vietnam War-era camouflage and markings. The group decided on its new paint scheme, which is in sharp contrast to its former Virginia ANG incarnation.

The A-7 came to the Museum in December 1994 via U.S. Army Chinook helicopter from Fort Meade. According to DiGennaro, it took a curious round trip to the Martin State Airport grounds. It originally flew into the Maryland Air National Guard area of the airport, but why is unclear. DiGennaro said he was told the aircraft had a broken wing spar. Bruce Tuxill, Guard commander at the time, recalls that the A-7 was on its way to Aberdeen for weapons testing but does not recall why it stopped in Middle River.

Meanwhile, the Museum had gotten an RB-57 from Aberdeen that arrived, after much red tape and paperwork, airlifted by a Chinook from the Army Reserve in Harrisburg. DiGennaro requested other aircraft from Aberdeen, and during one of these discussions, Aberdeen asked if the Museum could deliver the A-7 to Aberdeen. A Chinook from Harrisburg delivered the A-7 to a field in Aberdeen, where it joined about 15 other Virginia Air National Guard A-7s.

“About a year later, Aberdeen asked me if our museum would like to have the same A-7,” DiGennaro recalled. “I said yes. So I set up the whole operation again, only this time we had to obtain use of a Chinook helicopter from the U.S. Army at Fort Meade.”

Vietnam Workhorse

The A-7 is best remembered as the workhorse aircraft of the U.S. Navy and Air Force during the Vietnam War. The A-7A entered combat in 1967 and became the Navy’s primary ground support aircraft. The A-7A was followed in 1968 by the A-7B.

The Air Force version, the A-7D, was derived from the A-7B, and deliveries began in December. Production of the A-7D ended in 1976. It was designed primarily as a ground attack aircraft and had limited air-to-air combat capability.

The Air Force began assigning its A-7Ds to Air National Guard units in 1973. The last A-7Ds were retired in the early 1990s.
**Aircraft Committee Report**

**T-33: Joining the Guard, circa 1960s**

By Ted Cooper

The big project this summer has been painting the A-7. The team has done a great job, and most of the decals are now on. (See more on the A-7 on Page 4.) The paint team has started on the T-33, which will be painted as a Maryland Air National Guard T-33 that it flew in the 1960s. The next one to be painted will be the Huey (sometimes called “238”) in mid-fall. We have made progress on the Huey and have a few more things to finish before it goes on display at IZ Maryland (website: [http://vietnam.mpt.org/](http://vietnam.mpt.org/)).

Hay has brought us a unique Christmas card—yes, a Christmas card. The hand-made artwork of the post-Christmas celebration contingent at Atlantic City that flew coastal patrol as the 12th AS squadron during World War II. The hand-made artwork of the post-Christmas celebration contingent at Atlantic City that flew coastal patrol as the 12th AS squadron during World War II. The hand-made artwork of the post-Christmas celebration contingent at Atlantic City that flew coastal patrol as the 12th AS squadron during World War II. The hand-made artwork of the post-Christmas celebration contingent at Atlantic City that flew coastal patrol as the 12th AS squadron during World War II. The hand-made artwork of the post-Christmas celebration contingent at Atlantic City that flew coastal patrol as the 12th AS squadron during World War II. The hand-made artwork of the post-Christmas celebration contingent at Atlantic City that flew coastal patrol as the 12th AS squadron during World War II. The hand-made artwork of the post-Christmas celebration contingent at Atlantic City that flew coastal patrol as the 12th AS squadron during World War II.

The wing tips are now on the Beech 18 and the last parts of the tail should be done soon. A team is also working on the inside: floor and seats are done, but carpet, walls and cockpit still need work. It will be painted (perhaps as early as this fall) as a C-45H that was flown by the Maryland Air National Guard in the 1950s. We are also working on the F-4 cockpit and hope to have it open to view by next summer. The team is always fixing our ground equipment at Strawberry Point. The stairs, the Tugs, the generators and other tools always need work. We cleaned much of the bird droppings off the planes for Open Cockpit days. We have some heavy-duty cradles for AM-1 Mauler parts and a trailer to move large items now. So we hope to get the AM-1 parts moved down to Strawberry Point this fall.

Work continues in our C-Basement storage and restoration area. We work inside only on hot, cold or rainy days, so these projects go slowly. The engine team (which usually works on Saturdays and is always looking for new volunteers) has sorted and rearranged the stuff in C-Basement storage and has started to dissemble and restore one of our Martin 2-0-2 Pratt & Whitney R-2800 engines. The team has two P&W R-4360s and two P&W R-2800 engines and a P&W J48 jet engine in storage waiting for restoration.

If you would like to join our new engine team, let us know (410-682-6122).

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**From the Archives**

**Technical Data from ’20s, ’30s in Cleveland**

By Stan Piet, Archivist

Although new donations have slowed, we are still receiving some great and unique material to add to our growing collection. From Bob Nightingale in Ohio we have been fortunate to acquire his father’s collection of technical data from his time as an engineer at Martin/Cleveland starting in the late 20s. Among the items are large bound collections of McCook and Wright Field Technical Circulators and early NACA reports beginning in 1919, personal drawings and technical information on 1920s and 1930s aircraft, including Martin designs, photos, engineering books, including one that belonged to chief engineer Ken Ebel. Quite a windfall!

From William Kluttz we have a World War II-vintage scrapbook, Martin sheet music, World War II pay slips and even a ration card for a child. Robert Snyder has loaned his framed front-page “Pearl Harbor attacked” Baltimore Sun headline. At the same time we received from volunteer Dorsey Boyle the same headline but from the News-American and the companion headline for VJ Day. These are now on display in the Museum’s World War II exhibit.

A follow-up donation from Nancy Bets-Hay has brought us a unique Christmas card given to her father Joshua Rowe, who commanded the Maryland Air National Guard and talked to the staff about their bird-proofing problems. We are continually trying to find new solutions to the problem of the starlings nesting in and destroying our planes.

New acquisitions include technical reports (left) and a World War II G-suit.

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The Museum celebrated the 70th anniversary of the end of World War II on August 15, the national Spirit of '45 Day, which honored the men and women of the World War II generation. The event in the Lockheed Martin auditorium drew about 75 people, including 13 World War II veterans. The event began with Severna Park homeschooler Charlize Lefler, 11, singing the Star Spangled Banner; she had answered a posting I posted seeking a singer. Jim Rafferty, who was the emcee for the 70th anniversary kickoff in December, returned as emcee and joined in reading memories of Martineers and other Marylanders. Also in attendance was Hugo Keesing, an infant in the Netherlands in 1945, who explained how he and his fellow citizens were kept from starvation by the B-17s which dropped food supplies; he is eternally grateful to the crews and the people, many of them women, who built the aircraft. Anne Montague from Thanks! Plain and Simple discussed her organization's mission, which includes preserving the legacy of Rosie the Riveter. We thank the veterans and their families for attending.

Rosies Offer High School Grants

For the 2015-16 school year, the American Rosie the Riveter Association, and its Baltimore chapter, is offering $100 grants to students in grades 9-12 who are willing to research, prepare and present a program about Rosie the Riveter. Possible presentation formats include PowerPoint, original video, display, music and play. The Baltimore chapter of the American Rosie the Riveter Association is pleased to support this way of preserving and sharing Glenn Martin’s legacy of hiring the first women to work on an industrial assembly line for World War II production. To qualify for the grant, the program must have at least two public presentations, such as at a school, library, community organization or museum. The GLMMAM is always interested in showcasing student projects, and its archives contain much Rosie information. For additional information on these grants, contact Debi Wynn at GLMMuseumPR@aol.com.

The YouTube Version

If you enjoy watching YouTube videos, you can add the Glenn L. Martin Maryland Aviation Museum Newsreel Channel to your list of favorites. This is another resource for sharing Museum news, so check out the videos promoting the hangar dance, volunteering and birthday parties.
Images from Hangar Dance: Party Like It’s 1945
Visitors to the August Open Cockpit were treated to a spray-off between two fire trucks of the Martin State Airport Fire Company. It was the second time they demonstrated how they would handle a fire at the airport.

The spring and summer Open Cockpit season (second Saturday April through September) were held in mostly good weather and attendance was more than 550. The Aircraft Team works hard to make the planes look good for these events, and most team members are there to show the planes and tell visitors about them. Two fire trucks from the Martin State Airport Fire Company were at Strawberry Point for two Open Cockpits, and their crews explained how they would handle an aircraft accident at the airport. Everyone enjoyed the trucks and their display. New this year was a bus to take visitors from the museum to the Strawberry Point aircraft display. The bus made the loop about every 20 minutes, ensuring a smooth and fairly quick trip to the aircraft. There is one more 2015 Open Cockpit scheduled — on October 10.

Your museum membership card is more valuable than ever. Now that the Museum charges per visit, you'll always get in free, so you'll be saving at least $3 every time. You still enjoy a 10% discount on all purchases in the museum shop, and members save on the cost of special events. A member who took the bus to the Smithsonian and purchased two tickets to the Fall dinner/silent auction saved $40. The Museum newsletter, The Maryland Flight Log, a member exclusive, is worth another $10.

The savings can really add up as we work with other organizations to increase the value of your membership. Stay tuned for updates on the power of your membership. And don't forget to sign up for the digital edition of the newsletter, which has bonus material. For more updates, sign up for our email newsletter, which includes special events and new exhibits. Your membership card is

Members Benefit

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