

GENESEO AIRSHOW 2008 FLYING TIGER REUNION



Announcing !!! The celebration of the 70th Anniversary of the Curtiss P-40 and what may be the largest gathering of P-40's to fly together anywhere in the world since World War II. The 1941 Historical Aircraft Group Museum proudly announced its theme for the July 11-13, 2008 Geneseo Airshow which is being called the "Flying Tigers Reunion". For the last several months, Aircraft Co-coordinator Frank H. Schaufler has been in contact with the owners or museum representatives of every known flying P-40 in North America, and invited them to the Geneseo Air show, also known as "The Greatest Show on Turf". This will be the 29th consecutive show. In recent years the annual event has been listed among "North America's Top 10 Air Shows" and each year gets bigger and better attended. The annual war bird themes often change but this year's ...Hawks anniversary may very well be the definitive and most acclaimed get-together of any one type of airframe, at any one location, anywhere in the world in all of 2008. Out of the 13,738 P-40's produced at the Curtiss Factory in nearby Buffalo, New York, only about two dozen are still flying or are under restoration in North America; Of the original American Volunteer Group pilots, only a half-dozen are still alive, including 92 year old Dick Rossi who has been invited as an honored guest. Information on other veteran P-40 pilots and aircrew from other Theaters of Operation is also being sought. Canada's highest scoring P-40 Ace, "Stocky" Edwards is also expected to attend.

Not just a top rated war bird show; the Geneseo Airshow always has something for everyone. Besides the scheduled P-40's, other heavy metal types like the P-51 Mustang, Corsair, Spitfire and Hurricane, B-25, Avro Lancaster and B-17 "Memphis Belle" will all once again be present. Transports include the C-130 "Hercules", C-45, C-50 and the 1941 HAG's, own flagship C-47, a D-Day veteran. War bird trainers from biplanes to PT's, BT's and AT's will be there as well as L- Birds and Classics from the "Golden Age of Flight". In recent years the skies over Geneseo's 4800-foot grass airstrip have been filled with military jet flybys, high-energy aerobatic routines, a flying farmer and a wing walker. Specific performers in these categories will be announced as they are confirmed. Additional information can also be found on the 1941 Group web site: www.1941hag.org. The entire week preceding the Geneseo Airshow will be dedicated, once again, to the week long Biplane Rally called "Olde Aerodrome Days". In the past, vintage biplanes and classic aircraft from the 1920's, 30's, and 40's have been in attendance and an entire week, beginning July 4, 2008 will be dedicated to aerobatic and formation flying, flour sack bombing, competitions, etc. and fly-outs to other New York Aviation Alliance Museums. Several war birds come early for the show and are on the field that week as well. Saturday, July 12, 1941 HAG group will host its annual USO show "Memories" and ticket information should be found on the web site. Also during the week, on Thursday and Friday, the HAG Museum will once again continue its "Tuskegee Airmen" educational seminar program for "at risk" students from the Rochester area. Tuskegee Airmen Dr. Roscoe Brown and Lee Archer have been invited to attend. Re-enactors will once again be bivouacked around the field and an Antique Car Show that weekend rounds out the activities.

Any potential sponsor who would like to help make this Airshow a success by sponsoring one of the West Coast P-40's please contact Frank Schaufler at (585)-392-4859 or (585)-766-9474 (cell). E-mail: avgrAIRfix@hotmail.com. Any biplane or war bird pilot who has never attended Geneseo and would like to be included on the invitation list, please contact Frank at the above numbers or send your registration information to: Frank Schaufler - Co-Coordinator, 251 Lawrence Rd, Brockport, NY 14420.

GENESEO'S JULY 5-13, 008 ANTIQUÉ & CLASSIC BIPLANE RALLY



When Geneseo's Airshow in 2000 began a new Millennium, so did Geneseo's Biplane Rally begin a new era. In that year biplanes from every decade of the 1900's were represented in what became the "History of Flight" airshow. They joined at the flight lines of what has continuously been, since 1980, a predominantly Warbird show. Present was the 1908 Curtiss "Silver Dart" on loan from Hammondsport's Glenn Curtiss Museum. The World War I era was represented by two Fokker Dr-1's, two SE-5a's, a Fokker D-VII and Nieuport 28 from the Great War Flying Museum in Brampton, Ontario. In other years they were joined by Old Rhinebeck's SPAD VII, two Sopwith 1 1/2 Strutters and a Nieuport 17. Examples of the 1920s and 30's "Golden Age of the Flight" had an assortment of WACO's, Fleets, Stampes, Travel Aires and Staggerwings. In keeping with the warbird theme in those earlier years, most of the attending biplanes were the trainers of World War II like the Stearman, the DeHaviland DH-82 "Tiger Moths" and an N3N. As many as three Antonov AN-2's have been at "Olde Aerodrome Days" at the same time, as well as many more modern E.A.A. types including the Marquart "Charger", Steen Skybolt, Hatz and Acros. Aerobatics during these years were performed by Roger Hadfield in his Stampe SV-4. The Red Barons Stearman's Squadron, the father and son Pitts Special's aerobatic team of Tim and Andrew Boyd, and more recently, Rob Holland in his "Ultimate Biplane".

By 2006 the growth of the event exceeded all expectations and became big enough to stand on its own. By making the 2007 Biplane Rally a week-long event preceding the Geneseo Airshow, many attending pilots now had more time to fly their aircraft off Geneseo's 4800 foot grass airstrip without the confines of time limitations placed on them during the waived airshow. It gave the 1941 Historical Aircraft Group's long-distance attendees (some come from as far away as Washington State, California, Florida Georgia, Kentucky, Maine and Vermont) more time to get to the Airshow and less worries about weather. Event Co-ordinator Frank Schaufler modeled the nine-day fly-in after the 35 years of success enjoyed by the National Stearman Fly-In at Galesburg, Illinois which he attends every year. Olde Aerodrome Days include fly-outs for breakfast or lunch to other aviation museums, some flying competitions, and activities on the field, including just kicking back and enjoying the ambience and camaraderie. That year Geneseo set some first-time records. They included the arrivals of, for the first time in its 28 year history, a Pitcairn "Mail Wing", North America's only flying DeHaviland DH-83 "Fox Moth" and a wing walker. Carol Pilon performed her wing walking routine during both the Biplane Rally and the Geneseo Airshow, piloted by Rob Holland, who also performs.

This year between July 5 to July 13 the ninth consecutive "Olde Aerodrome Days" won't be a Rally just for biplanes but for those monoplane classics of the 1920's and 30's as well, like Bob McCorkle's 1935 Kinmer "Sportster", Doug Wallbridge's 19 -29 Curtiss "Robin" and George Jenkins' 1930 Bellanca. Fly-out locations will be similar to last year's destinations. Plans to include a winery tour and a moonlight dinner excursion aboard a Paddle Wheeler on one of the Finger Lakes is in the planning stage. The highlight for the 2008 event is the celebration of the 90th Anniversary of the First U.S. Air Mail. Some early biplanes which actually carried the mail in the 1920's and 30's are planing to be at the aerodrome mid-week for the three city re-enactment flights. There will be more about this on the 1941 HAG web site (1941hag.org) or through this publication as the time draws near. "Atlantic Flyer" will again use Geneseo as a location for an air to air photo experience with Gilles Auliard for the winner of this year's photo contest.

Registration forms for this event are on the HAG web site. Please note they must be returned to Co-ordinator Frank Schaufler no later than June 30, 2008 to ensure a place on the flight lines, a place to lodge, and all the I.D. credentials needed to participate in this event. You can call Frank at (585)-392-4859 or, if you e-mail him at avgAIRfix@Hotmail.com, be sure to include your phone number.