



“READY ROOM” NEWSLETTER

Volume 8 : Issue 12

Our Mission is to increase the public's awareness of aviation through the flight of historical aircraft, while supporting our local children's hospital.

2018 Year in Review & A Look Ahead

2018 may have been the most successful year in Museum of Flight history. Due to the joint effort of members and volunteers, the museum was able to reach unparalleled heights. In 2018 we expanded the member base, the outreach program, the catalog of aircraft, and the aid to both our local and national community. A huge thank you is warranted to each and every person that helped the museum become the flourishing organization that it is today. With December now behind us, we set our sights on the blue skies, airshows, and bursting opportunity that 2019 offers.







Maintenance & Safety Stand-Downs



As the winter months wear on, the museum continues to focus on the most important aspect of aviation; safety. During the reprieve from airshows and public appearances we have gathered to improve our practices as well as inspect and maintain the aircraft. The completely disassembled C45 is pictured. Peyton Dehart and Ben Gillam have lead the charge by leading classes on communication and personal protective equipment.





Museum of Flight

WWW.MOFTS.ORG
423.228.2FLY (2359)



James Howard



Ninth Annual Open Hangar Gala

RMG April 20, 2019

Dress

- *Military Dress Mess or Dress Blue
- *Civilian Cocktail Attire
- *Museum Blazer & Tie

Reception

1800 - 1900



Anna Shaw
Children's Institute
Silent Auction

The silent auction benefits the Anna Shaw
Children's Institute and the museum
1800 - 2030

The Main Event

1900

- Invocation
- USMC Color Guard
- Brief Program
- Dinner Catered by *Old Cymer Rome*

Dance The Night Away

2000-2230

- Dancing By THE BEATERS
- DJ & Sound BY
Matrix Music



Let Us Capture You



In A WarBird Cockpit
Pictures By Amilia



304 Russell Field Road NE Rome, GA 30165 - 423.228.2FLY (2359)

www.mofts.org

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Rome Area Tourist Bureau



The Rome Area Tourist Bureau partnered with the Rome Area Chamber of Commerce to film a PSA with Gil Epsy and Peter O'Hare for both the gala and the museum of flight visitors.

Relief Bottle

Matt Fox graciously donated a circa 1950s relief bottle. It has been mounted on the wall near the bent prop bar to be used in case of emergency toasting.





The Tool Trailer



Kevin Duncan is leading the charge on emptying the tool room. The tool room was emptied and into the new tool trailer, where everything is now cataloged and organized.

New Tires

Sgt Sowers and Sgt Tuns of the 1160 Transportation Company were instrumental in picking up the 2152 Howitzer to replace the tire. Charlie Boozer from Ricky's Tire Service then changes the inner tubes and tires on both the tug and the Howitzer.



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Museum Spotlight: Frank Davey

On behalf of the staff and members of the MOF we offer our thoughts and prayers to the family of Capt. Frank W. Davey, after his passing on January 7th. The following was written by Peyton Dehart, detailing a journey to Virginia Beach with Davey. Davey was a true adventurer who will be deeply missed.



Following a string of "firsts" for Hixson Flight Museum... on Monday 10 June, our Maintenance Officer, Gary Franks, ably assisted by Frank Davey and Dan Payne, set out from Hixson, bound for Naval Air Station Oceana, Virginia Beach, VA. The trip through scenic mountains, rolling hills and tidewater landscape was made more memorable by torrential rains throughout the ten-plus-hour drive. All to pick up a T-34C Turbo Mentor.

The T-34C turboprop is a Navy primary trainer aircraft. It is still being flown by Navy training squadrons in Corpus Christi, TX but is on its' way out; currently being replaced by the T-6 Texan II.

At 8am on the 11th of June, Mike Settlege of Engility Corporation drove to the Oceana main gate to escort the crew on base. Peyton DeHart joined up at the building that houses Engility; where a process known by the acronym "SARDIP" takes place. The Stricken Aircraft Reclamation and Disposal Program scavenges and recovers usable parts from aircraft that are obsolete, or excess, or somehow damaged beyond repair.

When Settlege and his fellow technicians get an aircraft that is going to be "struck" from the Navy's inventory, they tow it to their space, defuel it, drain every other fluid and compressed gas, recover salvageable parts that can still be used by Active Duty units and then demilitarize it (read: render it unflyable, usually by cutting some of the main wing spar), according to a standardized set of procedures. They also prepare it for shipment; which in this case meant removing the wings and horizontal tail surfaces.



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Providing backdrop soundtrack to the loading effort, F/A-18 Hornets blasted off a nearby runway, as flights of two took to the blue morning sky. They'd return some time thereafter, coming in for the "break" and making vapor on the top of their wings as they pulled G's and bled off speed prior to landing.

Gary has moved all manner of airplanes on trailers over the decades and his preparation and expertise paid off with swift situating and tie-down of the T-34C. Arriving with preconstructed wooden bracing forms, his custom trailer proved perfectly suited to accepting the fuselage in one lift from the forklift. Each wing was strapped alongside, the tail and some bit parts were stowed, and it was ready to roll.

Though a thorough inspection of the aircraft's log books will reveal where, and with whom, our bird served, the thumbnail sketch indicates that it was built in 1978. It ended its' flying life about a year ago and sat outside, with five other sister ships, on an out-of-the-way piece of flight line at Oceana.



So if it was a trainer aircraft, what was it doing at a front-line fighter base like Oceana? Three missions have been mentioned by those in the know. It was used for low-cost instrument check rides for Hornet pilots; at units that would have been hard pressed to accomplish that mission in their own single-seat F/A-18's (with no place for the check pilot to sit). It was also used by pilots to refresh spin recovery techniques; again, tough, expensive and dangerous to perform in a Hornet but benign in a trainer plane. Lastly, they were used as safety observer aircraft on the bombing ranges Oceana squadrons use. As the jets would practice dive bombing a bulls-eye target, the T-34C would orbit the area at 10,000'. Any Hornet that descended below the T-34C's altitude would be commanded by radio to "knock it off," discontinue the run and begin the recovery climb to their initial "perch" (the high altitude from which they dove).

Once cinched up on the trailer and the paperwork signed, the Turbo Mentor was officially on permanent loan to us from the Navy.



Davey (pictured in the shorts) poses for a photo with the other MOF members.



2019 Calendar of Events

<u>DATE</u>	<u>EVENT</u>	<u>LOCATION</u>	<u>STATUS</u>
January 5	Safety: PPE, Tool Control and Mx Safety	Museum	Completed
January 12	Safety: Aircraft Ground Handling	Museum	Completed
January 19	Passenger Safety & Pre/Post Fit Briefing	Museum	Completed
January 26	Pancake Breakfast	Museum	
January 26	Security: Aircraft, Airport, Visitor & Personal	Museum	
February 2	MX of Older Aircraft Presentation	Museum	
February 9	Inadvertent IMC Entry: Flight Safety I	Museum	
February 16	Inadvertent IMC Entry: Flight Safety II	Museum	
February 23	Pancake Breakfast	Museum	
February 23	Pilots Meeting (All Pilot Training Session)	Museum	
March 2 or 9	Tentative Date: History of the T-28	Museum	
March 16	Rosie the Riveter Day	Museum	
March 16	History of the Museum's Aircraft	Museum	
March 23	Pancake Breakfast	Museum	
April 20	Open Hangar Gala	Museum	
April 27	Pancake Breakfast	Museum	
April 27-28	MCAS Beaufort	Beaufort, SC	
May 25	Pancake Breakfast	Museum	
June 8-9	Great Tennessee Airshow	Smyrna, TN	
June (TBD)	MOF Open House	Museum	
June 22	Pancake Breakfast	Museum	
July 27	Pancake Breakfast	Museum	
August 24	Pancake Breakfast	Museum	
September 28	Warner Robbins Thunder Over GA Airshow	Warner Robins, GA	
September 28	Pancake Breakfast	Museum	
October 26	Pancake Breakfast	Museum	
November 2-3	Moody AFB	Valdosta, GA	
November 8-9	NAS Pensacola	Pensacola, FL	
November 23	Pancake Breakfast	Museum	
December 28	Pancake Breakfast	Museum	



LIFETIME MEMBERS

Shawn Barber
George Barron
Jeanne & Tony Bass
Voron Baughan
James Beaver
James Brown
Ray Bell
Ernie & Nancy Betancourt
Ed Callahan
Thomas Calvanelli
Phil Cataldo
Dr. Donald H. Chamberlin
Nancy Coddington
Ronnie Cox
Dr. James Creel
Richard Dean
The DeHart Family
Ron Dobbs
Scott Ducker
Mike Ellis
Vance Engle
Phil Gilliland
Deming Gray

James Greene
Robert Henninger
Mark Homen
Larry Jarrett
Chris Keefe
Frank Kalinowski
David Lawson
Jennifer Leach
Anne Lewinson
Christine M. Lewis
Arthur Matthews
Pamela McAllister
Brian McNiece
Spencer Morgan
Scott Murray
Tony Neal
Peter & Susan O'Hare
John Osterhage
Clarence Greer Parramore
Time Rhyne
Gerad Riester
Peter Serodino
Dr. Daniel Serrato

Don Shepard
Woodrow Smith
Sol Snyder
John Sullivan
Jorge Veridas
Wayne Vick
Kim Watkins
David Wells
Brent Westfall
Terri & Doug Woodruff

Gone West:

Joan Beaver
Lloyd Blackwell
Dr. Gary Caldwell
Ronnie Cox
Frank Davey
Mark McAllister
Grady McDowell
Patricia O'Hare
Conrad Schalk
Sylvia Wygoda