



“READY ROOM”

NEWSLETTER

Volume 6: Issue 8

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

Museum President Doug Woodruff appointed to Solicitor General

On July 26, 2016, Georgia Governor Nathan Deal appointed Doug Woodruff, Museum President, to solicitor general.

Doug earned a bachelor's degree from Southern Adventist University and a law degree from University's Law School. Before being appointed as solicitor, he served as chief assistant public defender for the Lookout Mountain Judicial Circuit. Doug's new office will be located in Catoosa County, Georgia.

Congratulations, Doug! This is an incredible opportunity and The Museum of Flight wishes you the best on this new adventure.



Doug and his wife Terri pose for a photo with Governor Nathan Deal.



**WWII 1940'S
HANGAR PARTY**

****WWII COSTUME DANCE PARTY****
Costume Encouraged But Not Required
****September 30, 2016 • TIME: 6-9 P.M.****
DJ-FOOD-DRINKS-DANCE FLOOR
COSTUME CONTEST-PRIZES
****LOCATION: Museum of Flight****
304 RUSSELL FIELD RD NE ROME, GA 30165

ENTER FOR A CHANCE TO WIN A FREE 1 YEAR MEMBERSHIP

(423) 800-3466

Mark your calendars and plan to join us for our WWII 1940's Costume Dance Party on **Friday, September 30**, from 6:00 p.m. - 9:00 p.m.

Food and drinks are included along with a performance by the Ladies of Liberty and Costume Contest.* Prizes will be awarded for the best costumes!

*Costumes are recommended but not required.

Location: Museum of Flight
304 Russell Field NE, Rome, GA

Price: \$50 Per Person

T-28A: The Forgotten Mission

By: Ernie Betancourt

In many ways the T-28A is the Rodney Dangerfield of military trainers - it gets no respect. In fact it was perfect for its original mission of mimicking the takeoff performance of the early jets; then it filled an unsung training role during the Vietnam War. According to the [North American Trainer Association website](#), the T-28A, Alpha as we call it, was out of the U.S. Air Force Training Command inventory by 1956. What they fail to say is that many of the Alphas went to the “boneyard” at Davis-Monthan AFB in Tucson, Arizona. In the mid 1960s, many were put back in service. The initial goal was to help train Vietnamese pilots, but the U.S. Air Force had a real need for helicopter pilots. A program was created to allow some young men (the times were what they were) to learn to fly the Alphas before moving on to helicopters. Many of the students were volunteers from other USAF careers. How do I know all that? Well, 50 years ago I was one of them.

Apparently, almost no records remain from the program. I would love to find a syllabus, but I am sorry to say that other than the class picture and orders to class 67B/H the only thing I have left is memories. Since most of them are kind of fun, I will try to bring them back for your entertainment. Although I was fascinated with all things aviation growing up, I didn’t volunteer for pilot training initially because I had a motion sickness problem. I was sure I couldn’t handle the aerobatics that went with normal pilot training. I joined after college and was assigned to the Air Force Audit Agency. When I found out about a helicopter program, I thought, “hey I can do that, helicopters can’t fly upside down.” Ah youth. So I discovered that, sure enough, I could go to helicopter school. I didn’t realize until it was too late that helicopter school started in an Alpha; and it did go upside down... a lot!

I will be eternally grateful that I learned to fly in this program. Most of the instructors were heavily experienced pilots near retirement. They were laid back, friendly, and extremely knowledgeable. Rules were mostly suggestions. So what was the program like?

As you might expect it started with academics for about six weeks, maybe a little longer. Then learning to fly the basics. I took a little longer than the syllabus “norm” to solo, about 30 hours if I remember right. The syllabus was maybe 24 or 28? After solo the real fun began. I believe I did a quadrillion spins, three turns, roll out within 10 degrees of entry heading. My most vivid memory of spins was coming out of one, nice recovery, but the airplane wasn’t acting right. RPM, manifold pressure, OK, sound not right, slowing down... looked around and the fuel shutoff valve was off; reached down and turned it on. Everything looked good again. Instructor in his always calm, pleasant, Texas accented voice comes on, “I wanted you to see what happens with a constant speed propeller and a supercharger. The instruments don’t tell you much.”

We did aerobatics, two-ship formation and instruments. The Alpha programs were at Randolph AFB in San Antonio, Texas. Morning fog was sometimes an issue. One morning we were going up for two-ship formation training. The fog was pretty bad – maybe 200 and a quarter. So single ship IFR takeoffs with VFR on top join-ups. The solution was simple, my instructor told me to take the rudders (I could see from one stripe to the next) and he would take the stick and do an instrument takeoff. That was sort of the normal thing in the program; do whatever, rules must be for others. When we came back it was still pretty bad, but they had precision radar approaches; we broke out at about 100- 150 feet, well below minimums of course. As we rolled out the tower asked when we broke out, the response was “200 ft.” The training part was “always take care of your wingman, if we told tower it was below minimums he couldn’t get in.”

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The instrument training was partly in the modern (in the 40s) Link trainer and in the back seat of the Alpha under the “bag” a canvas hood that closed off the outside world. Lots of basic instruments and ADF (wasn’t called NDB then); loops were required under the hood as confidence builders. On my instrument check ride I completed the required maneuvers early. The check pilot, an “older” lieutenant colonel asked if I knew what an aural null approach was, and I said I did. So he asked me to do one. I have to be one of the last active pilots to fly an approach while manually pointing the ADF needle (that’s what they were before they got converted to bearing pointers) with the left/right switch based on the eight-degree aural null I set with the volume control.

Some random memories of the program might be of interest. The old tube type ADFs were really pretty good. One flight toward the end of the program, I fondly remember was on an extremely hot afternoon. I was pretty confident by then and my solo flight to the practice area was supposed to be more aerobatic practice. Instead I climbed to 9,500 feet, opened the canopy and found music on the ADF. The perimeter of the training area was the exact distance I needed to use up my time.

There were two prohibited maneuvers in the program: Split S and snap roll. I asked my instructor what they were, and he described the Split S as, “well you are flying along and want to lose some altitude, so you roll over on your back and pull hard.” There are two somewhat important steps left out of that description of course, pull the nose up to slow down and pull the power off. I started mine from 9,000 feet, at cruise, as described. It finally occurred to me to pull the power off as I was starting to grey out from the Gs while trying to slow the airplane down. After that, the idea of “pulling full back stick and adding full rudder” for a snap roll wasn’t all that appealing. Until my final dual ride prior to the check ride. I demonstrated everything to my instructor’s satisfaction fairly quickly and he asked if there was anything else I wanted to do. Of course, a snap roll. His response was, “remember what I told you?” Once again from cruise! A very quick two and a half rolls later I was disoriented, upside down and confused. My instructor was laughing too hard to help.

Passed the check ride, on to helicopter school and a tour that encompassed “long range aircrew recovery” (rescue) in North Vietnam and Laos. Came back to the states as flight instructor at the Air Force Helicopter School.

And then came the sequel to this story. The Air Force decided that we weren’t real pilots because we hadn’t flown jets; we were going back to pilot training in the T-38 and then a fixed wing assignment. Almost a third of the Helicopter School instructors were in this program, and all but one tendered resignations. The negotiations resulted in a special T-38 program just for us. The three-star general sent to solve the problem asked about our prime concerns. After dancing around the topic, he was told: “Sir, the Air Training Command B--- S---, sir.” He fixed it well. That’s an even funnier story best told for another time, but for those of you who went through a “normal” undergraduate pilot training program, how do you think a bunch of combat experienced pilots would have reacted to those programs? One of my tablemates was “Jim” James P. Fleming, a Medal of Honor winner with a great sense of humor. Of the 120 or so pilots that got their wings this way, some didn’t make it back, some left the Air Force, but most made it through the T-38 program and flew other stuff. I suspect that the medal count is pretty high, one of my classmates got a Silver Star, and several got Distinguished Flying Crosses. The rescue mission most of us flew was a magnet. In the 37th ARRS where I went after pilot training a pilot (Gerry Young) was awarded the Medal of Honor, another (Ralph Brower) the Air Force Cross (posthumously), several received Silver Stars and/or Distinguished Flying Crosses in the year I was there.

The T-28A did a good job, even if it is forgotten.

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Memorial Flyby for the Fallen Five

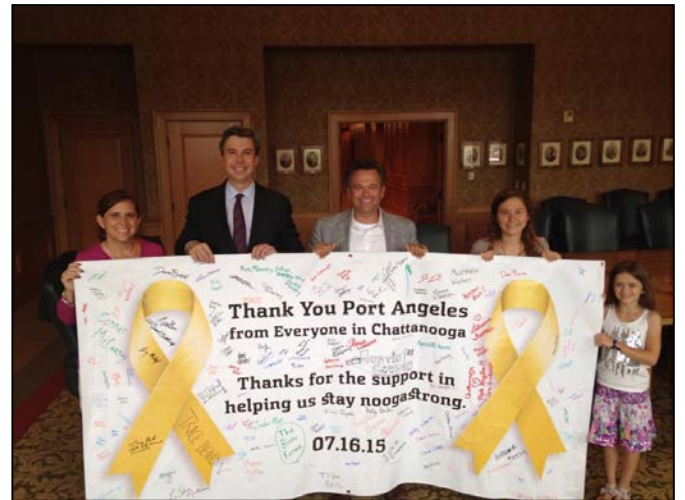
On July 16, The Museum of Flight preformed Memorial Flybys as part of a one-year memorial of the shooting in Chattanooga, which killed four Marines, one Navy Officer and injured one Marine Recruiter.

As bells rang throughout the city at 11:00 a.m. (the approximate time of the shooting), the museum tasked by the Navy preformed the flyby. Museum member James Howard flew to Port Angeles, Washington to thank them for all their support during the tragedy.

At 12:00 p.m., the T-28s preformed another flyby over the Chattanooga National Cemetery in support of the NoogaStrong motorcycle ride honoring the Fallen Five. All proceeds from this event went to support Wreaths Across America.

Additionally, all of our flights this day had Marines in the backseat from the 'Mike' Battery, 4th Marine Division, Chattanooga which was attacked last year.

No matter how much time passes, the Fallen Five will always be remembered as they gave the ultimate sacrifice.



Exciting New Additions to the Museum

On July 19, the museum received a Huey helicopter on loan from our sister museum, Army Aviation Heritage Foundation (AAHF). Museum director Christine Lewis and Board Vice President Peyton DeHart traveled to Tara, Georgia, where AAHF is located, to retrieve the tail boom.

The fuselage will arrive soon. The museum is very excited about this new addition and it will look great on our brand new helicopter pad outside the museum!



On July 18, the Marine Corps Mike Battery donated a 152mm Russian Howitzer to the Museum of Flight. Corporal Aaron Lewis, son of Christine Lewis, worked diligently for two years with the Battery Command to obtain this donation.

Member Nick Gross used his roll back to bring the Howitzer back to the museum. Peyton DeHart was waiting for its arrival at the museum.



Terry Madden volunteered to be the restoration coordinator for this project. The Howitzer was manufactured by the Russians, sold to the Iraqis and captured by the Marine Corps during the first Gulf War. Both Cyrillic and Farsi can be found on the Howitzer authenticating its history. Board Member Peter O'Hare is working with the Marine Corps to obtain the full history of the artillery piece.





Museum member Terry Madden handles the pressure washer while members Phil Gilliland and Gil Espy assist with restoring the new Russian Howitzer.

On July 2, The Museum of Flight performed a flyby at the Floyd County Wildlife Association celebrating the 4th of July.

Welcome New Museum Members James Green and Fred "Ammo" Amicangioli



Our newest T-28 Pilot, James Green, also flies as a 747 Captain for Atlas Aviation. You can also see Terry Madden in the background.

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2016/2017 SCHEDULE OF EVENTS

<u>DATE</u>	<u>EVENT</u>	<u>LOCATION</u>	<u>OWNER</u>	<u>STATUS</u>
Jan 5 - March 5	Aircraft Conditional & Annual Inspections	Rome Hangar	William Bannister	Complete
March 26	Grand Opening	Rome Hangar	Christine Lewis	Complete
April 9	Open Hangar Gala	CHA Wilson Air	Pete O'Hare	Complete
April 16-17	Thunder in the Valley Air Show	Columbus, GA	Pete O'Hare	Complete
May 14	Good Neighbor Days	PDK, Atlanta, GA	Pete O'Hare	Complete
May 30	Memorial Day Event	Coosa Valley Fairground	TBD	Complete
June 4-5	Great Tennessee Air Show	Smyrna, TN	TBD	Canceled
July 3-4	Independence Day Fly-In	Chattanooga, TN	TBD	Complete
August 13	Member's Only Cocktail Party	Rome Hangar	Bob McKenzie	Complete
September 9-10	Crossville Air Show	Crossville, TN	Pete O'Hare	Complete
September 17	LaFayette (Barwick County) Fly In	Lafayette, GA	Pete O'Hare	
September 30	1940's Hangar Dance	Rome Hangar	Christine Lewis	
October 8-9	Wings Over Golden Isles Air Show	Brunswick, GA	Pete O'Hare	
October 15	Rome Block Party	Rome, GA	TBD	
October 29-30	Wings Over North Georgia	Rome, GA	Pete O'Hare	
November 10	Mess Night	TBD	Pete O'Hare	
November 17	Toys for Tots	TBD	Christine Lewis	
Jan, Feb & March 2017	Annual Safety Stand Down and Conditional Inspections	Rome Hangar		
TBD	Annual Hangar Open House	Rome Hangar		
March 31-April 1	Defuniak Springs FL Airshow	Defuniak Springs, FL	TBD	
April 8-9	Columbus GA Airshow	Columbus, GA	TBD	
April 15, 2017	Annual Open Hangar Gala	Rome Hangar		
April 21- 23	PDK Airshow	Peachtree-DeKalb Airport		

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LIFETIME MEMBERS

Fred Amicangioli	Peyton Dehart	Pete and Susan O'Hare
Fred and Don Bailey	Ron Dobbs	Scott Pilkington Sr.
Shawn Barber	Scott Ducker	Don Shepard
Voron Baughon	Phil Gilliland	John Sullivan
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Logan DeHart	Scott Murray	Doug Woodruff