



“READY ROOM”

NEWSLETTER

Volume 7 : Issue 9

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

The New Volunteer Incentive Program

We have a very exciting announcement! It is widely known that the Museum of Flight has the best volunteers. So, effective December 16, 2017, in conjunction with the start of the aircraft inspections, the museum will launch its new volunteer incentive program. Each incentive level coincides with a milestone in U.S. military aviation history, from World War I to Vietnam. To be eligible the sweat equity log must be filled out to account for the number of hours volunteered. This will assist the museum with maintaining accuracy with the American Alliance of Museums, the National Naval Aviation Museum, the Smithsonian, and other various entities that help us maintain our non-profit status. If you would like to become a docent we are in need of help! Ask Johnny Shook if you want more information. This is a great way to fast track volunteer hours. *We are also in need of a Volunteer Coordinator, and a Motorpool Coordinator.*

Museum Patch~ 10 volunteered hours

WWI life expectancy of a pilot was 10hrs

Challenge Coin~ 25 volunteer hours

WWII pilots had to fly 25 missions to home

Museum Hat~ 50 volunteer hours

Korean War pilots had to complete 50 mission to go home

Tee Shirt~ 75 volunteer hours

The Vietnam Conflict ended in 1975

Lunch with the Director~ 100 volunteer hours

A Pilot had to fly 100 missions to return home from N. Vietnam

Flight in the C-45~ 200 volunteer hours

MiG Alley was 200 miles

Flight in the T-28~ 300 volunteer hours

300 was the total average number of missions flown during Vietnam Conflict



Museum of Flight

423.228.2FLY (2359)

SAVE THE DATE



OPEN HANGER GALA

When: Saturday, 14 April 2018

Where : Museum Hangar (RMG)

304 Russell Field Rd. NE, Rome, GA 30165

Call early to make it a weekend - special lodging rates

The F-14 Tomcat Update!



The F-14 Tomcat is finally making the long journey to join us at the Museum of Flight. If you wish to learn more about our newest addition, I encourage you to consult previous newsletters, as well as [the Aviation Geek Club](#), and [the Richmond Times](#). We are so lucky to be able to host the last F-14 to land on an aircraft carrier, since it was displaced due to the closing of the Virginia Aviation Museum. The aircraft first began its passage home by being cleared for disassembly and travel from Richmond, Virginia to Rome, Georgia. The Air Force CDDAR out of Maryland and F-14 Tomcat maintainers; Raymond Noe, John Ronkartz, Jeff Branch, Matk Stiegler, inspected and began panel removal. Parts came off the Tomcat faster than imaginable, a big thanks is also our technical expert Ray Noe and his team!

The F-14, named “Sweet Little Miss” will flesh out our catalog of aircraft, helping our museum graduate to the jet age. It is hard to emphasize just how helpful the F-14 will be to further our mission, and in turn how much we can assist the history behind the F-14. Yet, this addition will not come free, as the cost of transporting the F-14 is astronomical. If you can donate to help the museum cover these expense please donate to our [GoFund Me page](#). If you want a special reminder of the piece of history you helped to protect, AircraftProfilePrints.com is offering a commemorative special edition print of the F-14. 100% of proceeds will be donated to the museum to help cover the shipping costs and protect her for generations to come. Click [here](#) to get yours!



A Crossville Adventure



Shook and DeHart

Recently, after the Crossville fly-in Peyton Dehart, a TigerFlight pilot, took Johnny Shook, Museum of Flight docent, on a flight that was as much of a part of the past as it was of the present. The story is retold by Dehart, and goes as follows . . .

“The last time I was in an Ercoupe, my friend bet me that I couldn't spin it. I knew I could, so I took the bet.”

“Oh really?” I said as we purred along at 4500' over Tennessee, headed for home; Rome, Georgia. “When was that?”

“1947.”

“Seventy years ago was your last flight in an Ercoupe?”

“Yep.”

We'd just spent the day supporting a fly-in at Crossville, Tennessee (home of Trade-A-Plane). The whole town had turned out for the event that had something of interest for all age groups; inflated bouncy houses for kids, pristine Corvettes and other muscle cars on display for bigger kids, a P-51 and B-25 were big draws, as were two T-28's and one C-45 (military version of the Beech 18). I'd flown N5464F, an Alon A2, there.

My copilot, Johnny Shook, is a docent for Museum Of Flight, Rome (the group that brought the T-28's and C-45). He spends a good portion of every week greeting visitors, explaining planes and conducting cockpit tours of everything on display there. At the end of the Crossville event, I approached him and said, “I flew up this morning with no copilot, so there's a seat open if you are up for it. It was smooth earlier, but it'll probably be a little bumpy on the way back due to afternoon air.”

“I'm 92. I've been in bumpy air before,” Johnny laughed.



"What were you doing before that last Ercoupe flight?" I asked after we took off and started our climb.

"I had joined the Army during the war and was a cadet at Gunner School, learning to shoot from the B-24. We were based at Buckingham Field in Fort Meyers, Florida and shot at towed targets pulled by AT-6 Texans out of Naples. The war ended and I was discharged in 1946 as a PFC; a higher rank than Cadet. After the war I went on the road; playing trumpet."

"Really?" I said.

"Yes. ...also had enough time to take some lessons in a J-3 Cub and get my pilot's license. One day I flew twenty miles east, from home in Scottsboro, Alabama to Fort Payne. There I met up with a CAA man (the FAA was called the CAA back then), who said: "I see you made it here, let me sign your log book." That was it! I was then a licensed pilot."

"So what happened?" I pressed.

"When?" Johnny asked.

"When you took up the Ercoupe to spin it."

"Well, I pulled the nose up as high as it would go toward a stall and made the right spin inputs on the controls..."

"Yeah?"

"The nose would yaw off, but I couldn't get it to spin; no matter how much I tried."

"Wouldn't spin?" I continued.

"Nope," Johnny answered, "dang plane cost me five dollars. I lost the bet!"



Written by Peyton DeHart

Happenings at the Museum

The *Rome News Tribune* featured the Museum of Flight in a recent publication.



Jason Beaver, model man extraordinaire, donated his Marine Corps Rolls Royce powered spitfire to the Museum of Flight. It is displayed proudly in the ready room for all to see.



Do you have a story or a picture you want to share?
Contact Savannah O'Hare
6787648019 or savannah.eohare@gmail.com

Trains and Tracks Expo

The Trains and Tracks Expo in Summerville Georgia had its best year in 5 years. We were glad to have been there to witness it. Although, the expo was intended for ground transportation the museum made for quite the attraction. We even made the news, it isn't usual that a T-28 is towed for three hours with a two car police escort.



The T-28 being towed en route to the expo.



Museum Spotlight: Peter “Wheeler” O’Hare

We found it very appropriate to feature Peter O’Hare in the wake of his recent birthday, which was celebrated in thanks to many Museum of Flight family members. There is something infectious about Wheeler’s unwavering energy. As one of the founding members of the Museum of Flight he is a dreamer that still somehow manages to keep both feet firmly planted on the ground. He helped us grow from a few people with aspirations for the future to an exponentially growing aviation museum. We are thankful to Wheeler for his tireless dedication and unique talents that he offers not just the museum as a whole, but each and every individual.



Left: Wheeler at his Museum of Flight Birthday Bash



Wheeler is a man from a diverse background that helped him become a modern day renaissance man. He was born in Brooklyn, New York and was raised in Springfield, Pennsylvania. If you’re lucky he may slip and you may hear his Brooklyn accent, but he says that with each passing year he becomes more and more of a southern gentlemen. Wheeler is a Marine and a patriot, he bleeds the Corp’s colors, scarlet and gold. Wheeler’s love of aviation did not begin during his military career however, even as a small child he was fascinated by aviation and the mechanics behind planes. When O’Hare wasn’t occupied with the Marines he was busy building his career with Hewlett Packard. If you have a question on anything from Facebook to coding, he can most definitely help.



O’Hare can fly anything with wings, he has spent more time in the air than on the ground. Yet, with his many years of experience and a variety of different aircraft, Wheeler loves flying the war birds, often choosing them over something newer, and, frankly, easier. War birds are more than just metal with wings, in their cockpits they carry an important history. Although they do not breathe, they are very much alive. These metal birds have inspired Wheeler, he wanted to do everything in his power to ensure that the history they carry would be preserved for the next generation. We thank him for his generosity of spirit.



2017 SCHEDULE OF EVENTS

<u>DATE</u>	<u>EVENT</u>	<u>LOCATION</u>	<u>STATUS</u>
March 11 th	Open House	Rome Airport	Complete
March 24-26 th	Airshow	Brunswick	Complete
March 31-April 1 st	Airshow	DeFuniak Springs	Complete
April 8-9 th	Airshow	Columbus	Complete
April 15 th	Open Hangar Gala	Rome Airport	Complete
May 27 th	Flyby	Chattanooga FC	Complete
June 3 rd	Fly-in	Madison County Open House	Complete
June 10 th	Airshow	PDK Good Neighbor	Complete
June 17 th	Fly-in	Calhoun	Complete
July 1 st	Fly-in	Floyd County Wildlife Club	Complete
July 3 rd	Flyby	Pops on the River	Complete
July 4 th	Flyby	Chattanooga FC	Complete
July 10 th	Stemco Corporate Even	Museum hangar	Complete
September 23 rd	Airshow	Lafayette, GA	Complete
September 30 th	Airshow	Crossville, TN	Complete
October 20-22 nd	Airshow	Rome Airport	Complete



LIFETIME MEMBERS

Shawn Barber
 Jimmy Barron
 Jeanne & Tony Bass
 Voron Baughan
 James Beaver
 Ray Bell
 Ernie Betancourt
 Thomas Calvanelli
 Phil Cataldo
 Donald H. Chamberlin
 Nancy Coddington
 Ron Dobbs
 Scott Ducker
 Mike Ellis
 Vance Engle
 Deming Gray
 James Greene
 Robert Henninger
 Mark Homen
 Larry Jarrett

Anne Lewinson
 Christine M. Lewis
 Arthur Matthews
 Pamela McAllister
 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
 Terri & Doug Woodruff

In Memory of:
 Dr. Gary Caldwell
 Ronnie Cox