



“READY ROOM”

NEWSLETTER

Volume 7 : Issue 5

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

F-14 Tomcat Update

The fundraiser to bring home our very own F-14 Tomcat is already underway. During the span of the thirty-four years of service, the F-14 Tomcat established an enduring legacy of being a supreme fighter. Because of the aircraft's versatility and capability, concerns arose that after their retirement they would be illegal sold or traded to enemy powers. Iran acquired F-14s from the US in the 1970's when relations were still good, and then developed an F-14 based air force. Supposedly, they are still being flown today, though it is reported that they cannot carry out a full mission. F-14s then began being destroyed by the Department of Defense and other government powers to stop the progression of the Iranian forces. Now the only surviving F-14s are owned and operated at museums.



Our chance at an F-14 comes after the Virginia Aviation Museum in Richmond closed, leaving their F-14 Tomcat's fate up in the air. The Tomcat was commissioned by the Navy in February 1992. It flew combat missions in Operation Iraqi Freedom and the Second Gulf War. It was also on the USS Abraham Lincoln during George Bush's "Mission Accomplished" speech and was the last F-14 to ever land on an aircraft carrier. To bring our F-14 home from Richmond \$40,000 needs to be raised to cover the transport cost. In just a short time over a thousand dollars have already been donated. Thank you to everyone that donated their hard earned money to bring a big piece of history a little closer to us. Any small amount helps to reach a goal of such a large proportion. Click [here](#) to donate!

Museum Box Truck Replacement

As small as it may seem compared to the C-45, and the T-28s the box truck is just as vital to any air show. Without it, we wouldn't be able to haul gear, our tent, or the ground displays, which help teach the public about our aircraft and aviation history. The ground displays also attract people to buy memberships and merchandise that we sell. En route to an air show the box truck, sadly, broke down for the last time. To continue to inspire future generations and connect with generations of the past, we need to purchase a new one. Click [here](#) to donate!



Good Neighbor Day Open House

The museum had a better than good day at the Good Neighbor Day Open House Air Show hosted at the DeKalb-Peachtree Airport. The open house celebrates its centennial, from its early beginning as a World War I Army training base to what is now Georgia's second busiest airport. The airport was full of exhibitors, performers, and attractions. Appearances were made by; Gary Ward, Tiger Air Shows, and Team Aeroshell. Our team at the museum was right in the middle of the action. Everyone was busy giving cockpit tours, selling apparel, and flying the T-28s. Thank you, Gil & Sandi Espy, Fred Amicangioli, Larry Jarrett, Matt DeVille, Jay DeVille, Jason Beaver, Johnny Shook, Russell Cope, Tony Neal, Trevor Neal and Michelle Neal for all your hard work this weekend sharing the museum and history with our visitors!



Calhoun Fly-in

The museum scorched the Calhoun Fly-in! Even with blazing temperatures the members awoke before dawn to attend a pre-flight briefing before both the T-28 Alpha and Bravo flew into the Calhoun airport from Rome. The C-45 arrived later to complete the static display. The members braved the heat for hours on end to give tours, sell merchandise, memberships, and mingle with the public. A huge thanks to all of the members that helped the event run seamlessly; Gil & Sandy Espy, Garrett Bennett, Shelly & Mike Ambler, Becky McAllister, Don Trammell, Matt DeVille, Tony & Trevor Neal, Johnny Shook, Larry Jarrett, Jason Beaver, Nick Sharman, Shawn Baber, Peter O'Hare, Peyton Dehart, and everyone else that keeps the aircraft flying!



TigerFlight flies in formation over the T-28.

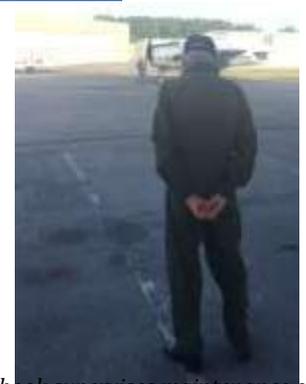


Nick Sharman directs the C-45 into position for the static display.



Member Spotlight

Each newsletter will now feature a member spotlight. No one deserves to be featured more than Johnny Shook, one of the most familiar faces seen around the museum. From a young age, Mr. Shook familiarized himself with both bravery, and sacrifice for country. A month short of turning eighteen Mr. Shook took the Army's cadet exam, he passed on the spot and began training for the aviation cadet program, part of which included ten weeks at the University of North Carolina for college training. But Shook found himself blindsided, just after the United States gained control of France the cadet program was cut. Shook knew that because his position was cut, there was a probability that he would be moved to infantry, but Mr. Shook has loved aviation since he was old enough to fly a model plane. Shook approached his colonel, offering to act as a gunner. The colonel accepted his proposition since there was a heavy need for gunners in the invasion of Japan.



Shook supervises maintenance on the T-28.

Mr. Shook had to complete another training program to qualify for the position. On one of Shook's first flights as gunner, Colonel Tibbets dropped the Atomic Bomb. His major made the announcement over the plane's intercom, and the flight was immediately directed to return to the base. Mr. Shook has experience in a variety of aircraft. He flew in the beast known as the T-6 during the aviation cadet training program. Although, he didn't complete training in it he was familiar enough with it to know that he loved it. He also flew in the BT-13, which looks like the T-6, but is less practical because of its sixth gear. As Shook recalls its sixth gear makes it operate like a flying washing machine.

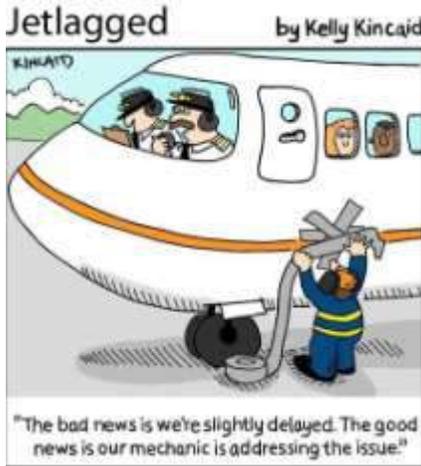


The BT-13

Yet, Shook had a booming career outside of the Army. A talented trumpet player, he made all-state the spring before he joined the Army. Even once he joined the Army, every base had an off duty band that was usually staffed with musicians from big named bands that had enlisted. This is where Shook says he really learned to love jazz. He promised himself that once he got out of the Army, he would tour as a professional trumpet player, and he did just that, touring from 1946 to 1953. He returned from war and immediately went on the road. He began playing jazz for names like John Edward, Jimmy Dorsey, and Tommy Dorsey. It wasn't until he met his wife that he decided to stop touring and put roots down. He became a teacher and taught for over thirty years, he spent twelve years teaching in Alabama, twelve years at West Rome High school, before opting for a change and teaching seven years of theater school. One of his former students is a professor of music at Berklee in Boston and even toured with Natalie Cole on her last tour. Although Shook was busy teaching music he never stopped playing it. He played in both a Georgia band called the Georgians and our local Rome Symphony for over forty years.

Now ninety-two years old Shook continues to live a life full of action and adventure. After attending the Rome air show last fall he immediately became a member at our Museum of Flight. He can be seen many Thursdays out at the museum giving tours to guests and visitors. Maybe it's just in his blood? After all, a man that rode his motorcycle through every US state and Canadian province must live for adventure.

Tales of an Aircraft Mechanic



My Fellow Aircraft Nuts;

Another month has passed without any major maintenance issues.

There are still a few Preventative Maintenance issues on the books and I will be relying on your help to get these jobs done in the coming months.

I would like to start out by listing the jobs already completed and thanking those who helped:

1. T28-A is now fully operational thanks to Larry and helpers. The engine was installed and the aircraft has now completed a couple of income earning flights.
2. Larry has also replaced the seals on T28-A's port landing gear.
3. David B has fixed the Transponder on T28-B and it is now fully operational.
4. David has also fixed the noisy intercom on-B.
5. The altimeter knob in the C45 has been fixed (the nut behind the knob was loose, not the nut behind the wheel)
6. Jason B and I changed the nose wheel tire on T28-B, a great deal of muscle was required, thank you, Jason.
7. The battery on T28-B was replaced

Jobs still to be completed:

1. Most important:- C45 needs some preventative maintenance in the form of corrosion control and paint preparation. I will be calling on you all to volunteer your time to help out next month. Also during this work let's look to see if there is a reason for the engine oil leak.
2. T28-B needs both main tires replacing.
3. Wing to fuselage seal needs to be replaced on T28-B. The seal can be cut from an old inner tube.
4. C45 still has some screws and static discharge wicks missing.
5. The tow bar for the C45 needs repairing.
6. I would like someone to make a couple drip trays for the C45.

Thank you all once again for your good work and hope to see you in the hanger soon.

Tony Sommer, Maintenance Coordinator

The Other side of the Hangar

Our hangar neighbors, the TigerFlight Foundation, are busy as bees, flying to and from various events and performances, many of which we also attend. The following article is written by Peyton DeHart depicting TigerFlight's experience at the Calhoun fly-in, giving us an insight into what our talented neighbors are up to. . .

The many advantages of attending an air show or fly-in close to home were on display, just as much as the muscle cars, on 17 June 2017. Tiger Flight wheeled Alon A2's out of home field hangar in Rome, Georgia. Pilots Cataldo, DeHart, Gillam and Hafner climbed into the cockpits in coordinated unison, fired up, ran up and then flew thirteen miles northeast to attend Wings and Wheels Day, Fly In and Car Show in Calhoun, GA. Just across a ridgeline.

Weather was spectacular. Clear and calm. The two airports are almost in each other's traffic pattern, so the chance of running into unexpected weather enroute is nil.

It goes without saying that since our aircraft sip fuel at about four gallons an hour, the cost to fly to another airport so close rings up at a "you want fries with that?" price point. We extended the flight time somewhat by conducting formation flight training enroute and when all goals had been met, continued to destination. Staying high on Downwind, Base and Final gave us time to snug up a right echelon in order to execute a mid-field left break (or pitch-out, as many call it).

Smoke on. Hand signal. Lead broke left; wingmen followed at five second intervals. Each plane's pilot hit the mark abeam the numbers and arced down for individual landing.



After rolling to the ramp, exiting and pushing the aircraft into our assigned corner, we confirmed that we were so close to home that we were still among our usual friends. Had there been a maintenance issue, we'd have easily caught a ride back to home plate. But the planes worked perfectly, so we were at liberty to hobnob with friendly folks, look at old cars kept in sparkling condition (it being the South, most had a motor that exceeded the combined horsepower of the entire Tiger Flight team), and watch the lone P-51 Mustang in attendance beat up the pattern for a while.



One pilot was heard to say, "The P-51 sure sounds good... but it doesn't have smoke!"

By mid-afternoon, all hamburgers had been eaten, lemonade guzzled and backs slapped. The fly-in folded up, we winged home, washed the bugs off the leading edges and the Alons were parked in our WWII-era hangar's interior before the sun was even over the yardarm. An easy day! A great day!



Rich Hafner and Ben Gillam ready for their close-up

Peyton DeHart,
TigerFlight Foundation

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

Gunny's Flight in the C-45

On a crystal clear Saturday in early June we flew Ronnie "Gunny" Cox, our cherished member who has cancer for a final flight in the C-45. The day was filled with countless smiles as Gunny was again surrounded with what he loved to be doing. We ask that you continue to keep Gunny and his family in your thoughts and prayers. This day took a whole team of people to make happen. Thank you, pilots, Don Shepard, Tony Sommer, Larry "Oscar" Jarrett, and David Ball for making this formation flight possible. A big thank you is also due to Matt DeVille, Jim Beaver, Tony Neal, and Jason Beaver for coming out to support Gunny, the mission and flying with him. Thank you, Lynn and Terry Reynolds for bringing Gunny the three hour round trip so we could do this for him. Finally, thank you, Andy Butler, for your amazing photography, and giving us great pictures that we will always treasure. Check the museum's [Facebook page](#) for a heartwarming video.





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	
September 30 th	Airshow	Crossville, TN	
October 20-22 nd	Wings Over North Georgia Air Show	Rome Airport	

LIFETIME MEMBERS

Jeanne & Tony Bass
 Michaela Baswell
 Voron Baughon
 Garrett Bennett
 Jim Beaver
 Ernie Betancourt
 Bob Brodie
 Daniel Byrnes
 Dr. Gary Caldwell
 Phil Cataldo
 Dr. Donald Chamberlain.
 Nan Coddington
 Ronnie Cox
 Dr. James Creel
 Erich DeHart
 Logan DeHart
 Peyton Dehart
 William Diaz

Charlie Dickens
 Phil Gilliland
 James Green
 Jeffery Hatcher
 Thomas Henegar
 James Henthorn
 International Aviation Services
 Dave Johnston
 Larry Jarrett
 Frank Kalinowski
 Chris Keefe
 David Lawson
 Christine Lewis
 Art Matthews
 Dawn Miller
 Spencer Morgan
 Bjorn Nelson
 Scott Murray

Pete & Susan O'Hare
 Sonny Padayao
 Don Shephard
 Woodrow Smith
 Sol Snyder
 Anthony Sommer
 John Sullivan
 Stratton Tingle
 Jorge Verdias
 Wayne Vick
 Brent Wade
 David Wallace
 Kim Watkins
 David Wells
 Sanford White
 Jody Whitmire
 Judy Wilson
 Ed Wood
 Doug Woodruff

