



"READY ROOM"

NEWSLETTER

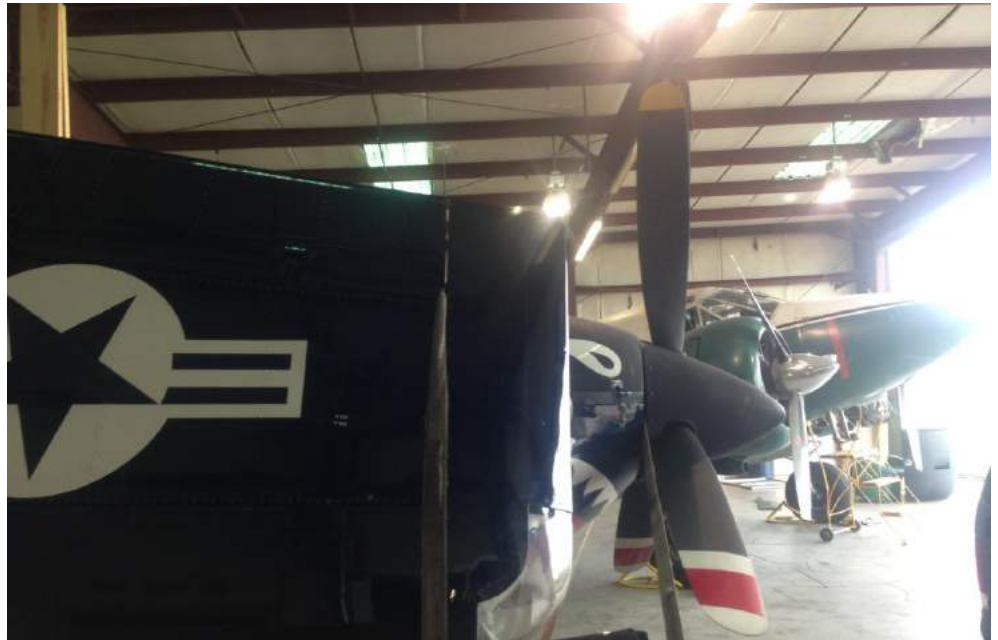
June/July, 2013

MEMBERSHIP AND TOURS HOLY SMOKES!!! With all the actives you will read below we have added 16 new members to the museum for the month of June. DON'T FORGET -PLEASE RENEW YOUR MEMBERSHIP WITH OUR TREASURER. Lots of exciting things are in store over the next few months **SEE THE CALENDAR BELOW.** 13 members of the Signal Mountain SEA CADET division worked tirelessly on many aspects of the facilities and aircraft and several had the opportunity to fly.

NEW FACE IN OUR HANGER

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.



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. F/A-18's thundered overhead, seemingly in aerial salute, as our T-34C made its way slowly to the Air Station's main gate and the road ahead... leading to a new home.



RIVERBEND 7 flyovers were performed by **Gary Franks** and **Spencer Morgan** in T-28s 750 & 751 to open the event everyday, while the crowds cheered below. 752 was nestled in the event while Event Leader **Rick Reddick** and members **Eddie & Betty Stanfield**, **Sylvia Wygoda**, **Wayne Belk** **Dan Payne** **Jim Beaver** **Art Mathews** **Tim Warren** **Chris & Kirsten Beaver** with BOD member **Judy Wilson** talked about the aircraft and assisted those donors with 'cockpit' tours. Of course the trip was not complete without an amazing logistical move across the Market



Street Bridge of the aircraft lead by Jim Beaver. The escort was performed by **Chris Beaver** on motorcycle **Andreas Montgomery**, **Tony Bass** **Shawn Woodward** **David & Deb Lawson**, **Mickey Stewart & son**, **Michael Feick** **John Baker** **Gary Franks** **Sally Bast** **Devan Standish** **Daniel Buxton** **Wayne Belk** and his granddaughter **Autumn** **Oswaldo**

Armas There was Great news coverage on radio and television: http://www.wdef.com/news/story/Fly-the-Friendly-Skies-Over-Riverbend-Brought-to/20hA_g7eMEGKZhOHU6uFmA.cspX The team is sure that this is the first time in the 100 year history of the Market Street Bridge that an Aircraft was towed across – the tail fit by <18 inches by the drivers best guess.



WORKING PARTY

C45H Plane Captain **Daniel Buxton** and **Devan Standish** wrestle with the aileron trim control cable. **Swiftworks** at the Dayton Airport (2A0) donated their hanger space and lots of nuts and bolts, rivets and expertise for a week while Andreas Montgomery coordinated all the work on the aircraft.



1955 MERCURY PETTYBONE TUG is being restored for our use. **Eddie Stanfield** and **David Lawson** pictured here working hard to make it happen. Seen Eddie if you care to support this project.



ART'S GOLF COURSE. If you look very carefully in the sea of green grass behind the “gravel bunker” you can see **Art Mathews**. He artfully created an expeditary apron to park the C45H and its support equipment at the entrance to the hangar



HAND BIKE EVENT TAC AIR

TAC Air sponsored the national Hand Bike Association inviting the Hixson Flight Museum to display our aircraft and vehicles in front of Hanger 2 at Chattanooga Airport (CHA). The bike Competitors had the opportunity to get up close and personal to the displays that were set up in their honor

<http://www.wrcbtv.com/category/264691/2013-us-pro-cycling-championships>

UPDATED EVENTS SCHEDULE FOR 2013 (updateable at any time due to maint, weather or other reasons):

March 16-17 Columbus, GA - **completed**
March 23-24 Punta Gordo, FL - **canceled**
April 13-14 Open Hangar Gala and Huey Cobra Ride - **completed**
April 27-28 MCAS Beaufort, SC - **canceled**
May 3 Chattanooga Armed Forces Day Parade **completed**
MAY 6 – Talladega Fly Over – **completed**
May 14 – Hess Jet Event - **completed**
May 11 Auburn, ALs – **canceled**
May 24 Hand Bike event TAC Air **ompleted**
June 1-2 Rockford, IL – **canceled**
July 10-27 – AT-11 Project – **IN PROGRESS**
August 17 - Kangaroo court
August 31 – September 1 Patuxent River NASW
September 14-15 Wings & Wheels
September 28, 29 Hamilton County Fair
October 6 World's Biggest Little Air Show – Dallas Bay Sky Park
October 12-13 Wings Over North Georgia, Rome, GA
November 7 Mess Night
November 23 Toys for Tots – Hixson Flight Museum
December 2-5 ICAS - Las Vegas, NV
December 20 Chattanooga Santa Fly In – TAC Air

KANGAROO COURT & PEDIATRIC INTENSIVE CARE DONATION. is scheduled for August 17, 2013 at 1130 in the Ready Room. Charges have been brought up on **Spencer Morgan, Doug Woodruff, Daniel Buxton, Calum McCloskey, Sally Bast. Eddie Stanfield, Art Matthews, Wayne Belk, Tony Bass** Charge Sheets are available at the ODO desk in the Ready Room. Prosecuting Attorney will be **Tim Warren** with **Chris Beaver** as the Defense Attorney – heaven help you all.

SOCIAL NETWORKING if any members have any information they would like to see on the web site, Twitter or on Facebook please contact **Kinsey Elliott** at kinseyelliott@gmail.com. She is currently working on updating the web site with all the current and planned events at the museum it is a lot of work.



CAN ANYONE FIND MY ¾ INCH WRENCH?

Please send email to MANAGER@HIXSONFLIGHTMUSEUM.ORG if you care to contribute anything for the READY ROOM.