



"READY ROOM"

NEWSLETTER Oct/Nov, 2014

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

Down Wind : by President Doug Woodruff



What a year we're having! From the somber fly-over at Engel Stadium to honor the passing of our friend, Luther Massengill, to flights for our young friends with terminal illness, to giving a 93 year old WWII Ace a chance to sit in the cockpit of a warbird again, to the more mundane but equally important polishing of props and maintenance details; the accomplishments of this outstanding organization are nothing short of AMAZING! THANK YOU!

Work continues on the search for our home while we hanger several of our aircraft at KRMG. Several promising venues have presented themselves and the Museum leadership is actively engaged in the decision-making process.

On another note, if you, or someone you know, is interested in serving in a leadership role on the Museum's Board of Directors you should contact Peyton Dehart or me.

Once again, heartfelt thanks to each and every one of you – let's keep up the ~~good~~ ~~great~~ ~~awesome~~ FANTASTIC work!



COMMUNICATION



These have been some busy weeks for the Museum. There have been fly-bys for football games and an especially special one for the memorial ceremony at Engel Stadium for radio legend Luther Massengill.



To view the video of the memorial service goto

<http://www.onenewspage.us/video/20141023/2182249/Luther-City-Wide-Memorial-Service.htm>. A second trip to New York for the BTD1 Destroyer project and we thank **Christine Lewis, Ronnie “Gunny”**



Cox, John Sullivan, Nick Gross and Justin Goss for their time and efforts. Hopefully, one more trip will take care of transporting all of the parts. There have been opportunities to speak to civic groups, Peter O’Hare did a presentation to the Chattanooga Engineers Club. A great number of newspaper interviews, and some long, involved conversations with the Georgia State Patrol and the U. S. Department of Transportation. These conversations are in order to transport the “752” static T-28 from Tennessee to

Rome, Georgia, where some transformations are in the works! Thankfully, everything seems to now be in order and we are hopeful that we will be going for a chance to be included in the Guinness Book of World Records!

Please remember that should you wish to submit something to the Newsletter, please send it to me at Communications@hixsonflightmuseum.org by the 15th of the month.

ROME AIR SHOW



Justin Goss, Christine Lewis, Jim Ambler, Big Mike Ambler, Stephen Hudson, James Blankenship, Philip Jenkins and the Civil Air Patrol cadets . A great many cockpit tours were conducted and those who attended the show seemed very interested in our display and about the Museum. One special little boy visited with us. His name is **Seth Lodge** from Rome, Georgia, and he is seven years old. He is pictured with **Shawn Barber**, who made certain he enjoyed his tour. A very nice thank you was received from the parents, Chris and Paige Lodge, of a very special little boy.



Another visitor of note was **Mr. James McCurvin**, a World War II veteran who had flown a T-28 during his military career. He was delighted to be back in the cockpit of our T-28 and this 90+ year old gentleman climbed in as agilely as any young man did that day! During his experiences, he shot down nine German aircraft and had been captured and been in a POW camp. He had also piloted a P-51 and lost two planes. He regaled some of our volunteers with his experiences and we all were so very happy to have made the acquaintance of this wonderful person. Thank you for your service, James! He has promised us some items that we can display at our Museum, including a **book** he has written! A HUGE thank you to **Doug Woodruff** for some fantastic photos he took of the actions at the Air Show in Rome!



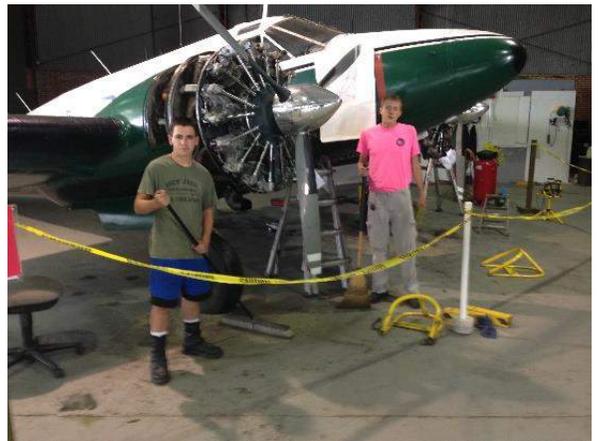
We wish to thank **Jorge Verdias** for the beautiful paint job he did on the Corvette and had it ready to display at the Air show. We also want to extend our great appreciation to **Mike Matthews**, the RMG Airport Manager for all of the direction, guidance and information he provided for us. And another thank you to our sponsors and to the donation of cash from **John Cowman** who is the airshow coordinator. The same goes to all of those on the RMG Airport Commission.



AIR SHOW PREPARATION THANKS



A very special thank you to **Shelly Ambler, Steven Hudson, Jim Ambler, Big Mike Ambler, Mark McAllister, John Ambler** who all worked so tirelessly to ensure the work area around the C-45 was safe by painting the equipment, organizing the tools and cleaning the oil and maintenance debris from the hangar floor so that Justin, Ed and John can safely complete the work on the Expeditor.



WEB SITE UPDATED



If you have not checked out the website recently, you need to do so. Thanks to the efforts of **Becky McAllister**, it has been given a new look and feel. Especially nice is that there is a version for an app and a note book. Thanks for the hard work, Becky!! <http://www.hixsonflightmuseum.org/>

MAINTENANCE



Members **John Little, Justin Goss, Ed Chambers, Eddie Stanfield and Ronnie "Gunny" Cox** enjoy (Yeah, right!) a MRE while working on the Apache and Jeep. For all but John Little, this was a new experience. No one liked the crackers!

In September, there was a lot of work from **Andreas Montgomery, David Lawson, Jay Wilson, Dan Payne, Ronny Cox, Eddie Stanfield, John Little and Justin Goss** and a host of others. The Apache

was towed out, run up and taxied. (The first steps in the QA process.) The next steps were servicing and replacing the tire tubes – then Airborne!!



John Little, Justin Goss and Ed Chambers tirelessly worked to get the Apache airborne. Pictured is the third successful landing on the numbers.



The inspection, lubrication and basic maintenance complete on the C45, **Justin Goss, John Little, and Ed Chambers** lead a team replacing old hoses, clamps, and will improve on the damage repair after the air show. Thanks to **John Sullivan**, the nose art is now on the sides of the C-45. Having done such a great job with the T-28's, **Justin Goss** was "volunteered" to do the same great job on the C-45!



A comprehensive detailing of work which is needed on all of our aircraft and vehicles has been prepared and volunteers are needed to take ownership of these chores. If you are interested, please contact Justin Goss at Justin.gossamt@gmail.com and he will be happy to forward you the information and see about giving you an opportunity to work on these great pieces of equipment.



Pictured is **Larry Jarrett** of the Northeast Georgia Technical College as he works on the T-28 (shown displaying the nose art beside him!). He did an amazing job on the Alpha 751 T-28 prop governor and regulator. He is a genius! Thanks to Larry and all his hard work we have one of the last registered T-28 Alphas. Because of the difficulties in finding parts (Pete O'Hare got a BAD case of Florida Pepper Bush rash climbing through Trudeau Warbirds back yard looking for the needed parts) most Alpha owners have converted to the three blade Bravo model.

RUNWAY PROJECT AT DALLAS BAY



In case you haven't noticed, there has been extensive work done at the end of the airport runway at the Thrasher Pike area. Thanks to a grant from the Great State of Tennessee, we have been able to install fencing and have been able to clear and trim trees which were becoming a safety factor. A number of our volunteers put in a great deal of time and labor on this project and we greatly appreciate the efforts of **Art Matthews,**



Ronnie "Gunny" Cox, Jay Wilson, John Osterhage, and Jim Beaver.

GLASSAIR I DONATION TO MUSEUM



Dr. Gary Caldwell is donating a 1980 Glassair I to the Museum. The aircraft is #622 off the assembly line. It took the doctor eight years to complete, and is fully aerobatic with retractable gear. SHE IS BEAUTIFUL !!! Some members spent most of a day with Dr. Caldwell and his wonderful bride recently, reviewing the documentation, pictures, notes, and, of course, the aircraft, itself!

The Glassair I is a unique piece of Americana. The composite aircraft was introduced at Oshkosh EAA in 1980. The model being donated to the museum was purchased in 1984, completed in 1992 and operated out of the KCHA airport, since. The aircraft is out of current inspection, and has been for quite some time. However, Dr. Caldwell is committed and eager to pass on



all the knowledge he has obtained on the maintenance and operation of the aircraft to museum pilots and maintainers in order to return to flight and to keep the aircraft flying.

Our first step was to identify Museum maintainers interested in learning about the systems and maintenance of the experimental composite aircraft. **Justin Goss** will be in the lead and one of the three who will be spending several days intently and initially to

inspect and service the aircraft in order to return it to service. Dr. Caldwell will continue to be available for any questions and plans on being an active member of the Museum.

For his donation, Dr. Caldwell will receive a life membership of the Museum. The Museum will digitize all of the meticulous notes, documents and pictures he created during the process. A video of Dr. Caldwell and the inspection, servicing and his memories will be made for the Museum You Tube Channel. All the information will be made available to all segments of the educational, experimental and general aviation organizations.

MESS NIGHT

Our yearly mess night will be held on 4 November, 2014, at the Doubletree Hotel in Chattanooga at 17:30.

SMITHSONIAN VISIT



On 11 November, representatives from our Museum will be visiting the Smithsonian Institution. Organizations in good standing with this museum are allowed to share in the vast collection from the “nation’s attic” by taking objects on loan from the Smithsonian to display locally. Hixson Flight Museum enjoys that status of good standing and the Smithsonian Institution has granted our request to be loaned some aviation-related artifacts.

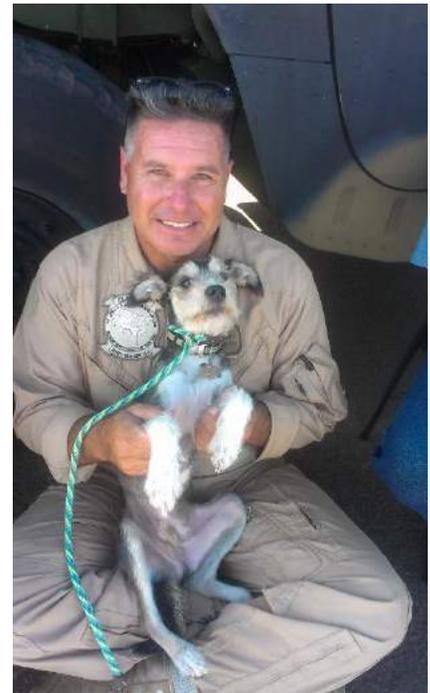
In the process of picking up these items, we will have some access to the National Air and Space Museum’s Paul E. Garber Facility in Suitland, Maryland. Not only will there be interesting things to be seen, but going through the process once gives everyone a better feel for what is achievable in future months.

Travel time will be 11 November and items will be picked up on 12 November, with a return to Hixson later that day. Picking up flight suits, an Anti-G suit and a main parachute will not require strenuous activity.

BARBER’S POINT TRANSPORTS HUEY



Many of you are acquainted with **Brad Hayes** who is at the Barber’s Point Museum in Hawaii and was a part of the team that put thousands of parts together in order for us to now have “752” as a part of our Museum. Recently, Brad and his crew transported a Huey to Hickam for an event. In this case, they didn’t tow it as we have with 752. Their group transported it by “sling”. We thought you would like to see some photos of their efforts. Neither way is easy! He didn’t sound enthusiastic about the return trip and insisted he needs a vacation!



CALENDAR OF EVENTS

5 November Static T-28 752 Tow to Rome, Ga (Guinness Book of World Records Event)

7 November Rome Symphony

11 November Smithsonian trip

27 November Happy Thanksgiving to all our members!!!

6 December Toys For Tots Drive

13 December Blood Drive, Chattanooga Blood Bank

LIFETIME MEMBERS

Jeanne and Tony Bass

Voron Baughon

Jim Beaver

Dr. Donald Chamberlain

Nan Coddington

Dr. James Creel

Peyton Dehart

Larry Jarrett

Frank Kalinowski

Chris Keefe

David Lawson

Art Matthews

Scott Pilkington, Sr.

John Sullivan

Wayne Vick

Brent Wade

David Wells

Jody Whitmire

Ed Woods

Jorge Verdias

Dr. Gary Caldwell

Doug Woodruff

Judy Wilson

Stratton Tingle