



# “READY ROOM”

## NEWSLETTER

August, 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.*

### KANGAROO COURT



laughter and fellowship instead of coming to donate their blood, sweat and tears. This group of people we are recognizing are greatly appreciated and we cannot thank them enough. The following have been given their “call signs”



This past month, the Hixson Flight Museum held its fifth Kangaroo Court to pay recognition to its hard working volunteers. This is a “fun day” where we recognize the countless hours that these devoted individuals have given to work on our aircraft, facilities, and vehicles. It is a day when we ask them to come together for some time of



(which they are guaranteed not to particularly like!). Our newest group is John “Stalker” Sullivan, Shawn “Thud” Barber, John “Viper Breath” Barber, Jimmy “Splash” Johnson, and our Corporation Board President, Doug “Crash” Woodruff.



## AUGUST 9 WORK DAY – ROME, GEORGIA



Thanks to **Dan Hill, Phil Cataldo, Mark McAllister, Larry Jarrett** and his students from the Georgia Northwest Technical College: **Steven Hudson, Jim Ambler, Phil Jenkins, and Jim Blankenship**. In addition, we thank **John “Stalker” Sullivan, Aaron Lewis, Maddie Teems, Ronnie Cox, Shawn “Thud” Barber, Doug Woodruff, Bob McKenzie, James Willston, Jimmy “Splash” Johnson, and Robert O’Keefe, and Ricky Lecroy.**



It was a great day with more than 24 members, new and existing, attending to work, play and fly. The entire C-45 has been prepared for inspection. The T-28 Alpha was degreased and ready to identify the oil leak.

Five Museum members flew and



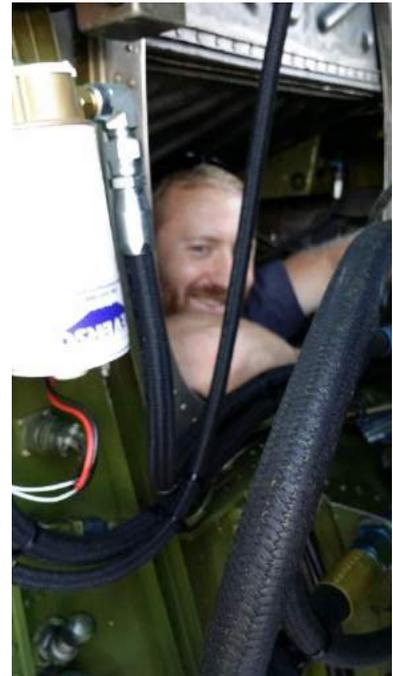
more than \$100.00 in donations were received in RMG with ten members of the community visiting for tours!

Plus, we will be having more work days in preparation for the Air Show in October!!

## AUGUST 16 WORK DAY – ROME, GA



It was another great day of maintenance on the planes. Congratulations to new members **John Little** and **Joshua Pikula** and **Justin Goss** who have now passed their certification to be an A & P!! Hats off to **Larry Jarrett** and those at Northwest Georgia Technical College. Check out the photo of John looking into the T-28 and that is Justin's face as he peers out from where he is working inside!!



## AUGUST 23 WORK DAY – ROME, GA



Another work day was scheduled for the following weekend. Volunteers were treated to BBQ pork, beans, and cole slaw. The Kangaroo Court was continued along with aircraft maintenance and having a great time. There is still plenty of work to do on the planes. Please come and join us! If you have any questions, feel free to contact Christine Lewis at the Museum. Attending the work sessions were **Pete O'Hare, Shawn Barber, Andreas Montgomery, Christine Lewis, John Little, Matt Lea, Joshua Pikula, Larry Jarret, Ronnie Cox, Kristine Smith, Jim, Philip, James, and Steven, Phil Cataldo, Chris Lewis, Ricky LeCroy, and Justin Goss** having completed the T-28 Alpha generator oil seal engine test. The second photo shows **Larry Jarrett and Janice Hudson-Huff** of Northwest Georgia Aviation School as they demonstrated digitizing the T-28 Alpha and maintenance and IPB manuals of the Museum.



### **SCHEDULED APPEARANCES FOR THE AIRCRAFT**

GPB-TV from Atlanta televised the Milton High – Norcross High football game on September 5<sup>th</sup> and our T-28 did the fly-by.

Schnellecke Logistics had an event scheduled for September 6<sup>th</sup> and we were requested to be a part of it with participation of a fly-by. We had the 752 there, as well as our tent with various items for sale.

20 September at the LaFayette, Georgia, fly in.

25 October fly-by at the 6<sup>th</sup> Cavalry Museum Veterans event at Fort Oglethorpe, Georgia.

8 November fly-by at Auburn, Alabama, for their home game.

### **"752" TRAVELS, AGAIN**



Our T-28 Static Display (752) traveled again to “meet and greet” the public for the Schnelecke event which took place on September 6<sup>th</sup> at Camp Jordan. This was the longest trip the plane has made thus far and provided many challenges. Our thanks to the great crew who volunteered their time: **Jim Beaver** as the project chairman, **Rick Reddick, Chris Beaver, Hal Randle, and Tony Bass**, plus no less than FIVE escorts from the **East Ridge Police Department** who assisted in a superior manner through the City of East Ridge. Thanks, guys!! The crew met at Dallas Bay Sky Park at midnight on Thursday night and arrived at Camp Jordan at 2:51 A.M., having traveled at a whopping ten miles per hour as an average speed. Each of the East Ridge officers got a cockpit tour as a special thank you! **Hal Randle** gets credit for the terrific for the excellent photos that he took for us!! “752” was returned to Dallas Bay on Sunday night. We want to thank **Jim Beaver, Chris Beaver, Tony Bass and Jon Baker** (with the Medal of Honor Museum), his friend **Judie Job** and those great members of the **East Ridge Police Department**.

## SCHNELLECKE EVENT RESULTS



Despite the fear of thunder showers, our participation in the Schnellecke event at Camp Jordan was a success. **Pete O'Hare, Art Matthews, and Dan Payne** performed the fly-over with our member **James Howard** acting as Master of Ceremonies and our Manager **Christine Lewis** coordinating the timing. Assisting with the booth and cockpit tours was **Mark McAllister, Eddie and Betty Stanfield, and John Sullivan**. Cockpit tours

were conducted by **Mark McAllister, John Sullivan,, and Jim Beaver**. It was a great day!



### GLIDER REMOVED FROM HANGAR

This past month, the glider which has been on the roof of the former Museum hangar was carefully removed and transferred down to the site of where our static displays are located on Thrasher Pike. A huge thank you to B&B Crane Rental for making it happen!



Rental for making it happen!



## NOSE ART ON T-28'S

Pictured is the nose art which is now on the T-28's being applied by **Justin Goss**. The design was the creation of **Grady McDowell**, who died of a heart attack on May 5 of this year. Look for a future design which will be upcoming for the C-45H!!



## VERY SPECIAL DAY



August 14<sup>th</sup> was a very special day for the Museum. **Roger**, a terminally ill patient, was taken up in the Comanche with **Pete “Wheeler” O’Hare** for an unforgettable ride on a beautiful day to fly. You can tell by the photos that everyone enjoyed the experience and we are all keeping him in our thoughts and prayers. Days like this are very special! Roger had come by with his caregiver and spoke of his days in Viet Nam, then taken for a flight.



## OUR STATIC DISPLAY – THE BEECHCRAFT T-34 MENTOR

Last month’s issue featured information on our newest acquisition, the BTD-1 Destroyer. This month, we are featuring our T-34 Mentor. The Beechcraft T-34 Mentor is a propeller-driven single engine, military trainer aircraft derived from the Beechcraft Model 35 Bonanza. The earlier version of the T-34, dating from around the late 1940’s to the 1950’s, were piston-engine. These were eventually succeeded by the upgraded T-34C Turbo-Mentor, powered by a turboprop engine. The T-34 remains in service more than six decades after it was first designed.



The T-34 was the brainchild of Walter Beech, who developed it as the Beechcraft Model 45 private venture at a time when there was no defense budget in a new trainer model. Beech hoped to sell it as an economical alternative to the North American T-6/SNJ Texan, then in use by all services of the U. S. Military.

Three initial design concepts were developed for the Model 45, including one with the Bonanza’s signature V-tail, but the final design that emerged in 1948 incorporated conventional tail control surfaces for the benefit of the more conservative military (featuring a relatively large unswept vertical fin that would find its way onto the Travel Air twin-engine civil aircraft almost ten years later). The Bonanza’s fuselage with four-passenger cabin was replaced with a narrower fuselage incorporating a two-seater tandem cockpit and bubble canopy which provided greater visibility for the trainee pilot and flight instructor. Structurally, the Model 45 was much stronger than the Bonanza while the Continental E-185 engine of 185 horsepower at takeoff (less than a third of the power of the T-6’s engine) was the same as that fitted to contemporary Bonanzas.





Following the prototype were three MODEL A45T aircraft, the first two with the same engine as the prototype and the third with a Continental E-225, which would prove to be close to the production version. Production did not begin until 1953, when Beechcraft began delivering T-34As to the United States Air Force (USAF) and similar Model B-45 aircraft for export. Production of the T-34B for the United States Navy (USN) began in 1955, this version featuring a number of changes reflecting the different requirements of the two services. The

T-34B has only differential braking for steering control on the ground instead of nose wheel steering, additional wing dihedral and, to cater for the different heights of pilots, adjustable rudder pedals instead of the moveable seats of the B-34A. The T-34A production was completed in 1956, with T-34Bs being built until October 1957 and licensed B45 versions built in Canada, Japan and Argentina. Beechcraft delivered the last Model B45s in 1959. Total production of the Continental engined versions in the U.S. and abroad was 1,904 aircraft.

In 1955, Beechcraft developed a jet-engined derivative, again as a private venture, and again the hope of winning a contract from the U.S. military. The Model 73 Jet Mentor shared many components with the piston-engined aircraft, major visual differences were the redesigned cockpit which was relocated further forward in the fuselage and the air intakes for the jet engine in the wing roots, supplying air to a single jet engine in the rear fuselage. Both the Air Force and Navy rejected it and the Model 73 was not put into production and the sole prototype is displayed at the Kansas Aviation Museum.

The first flight of the Model 45 was on 2 December 1948, by Beechcraft test pilot Vern Carstens. In 1950, the USAF ordered three Model A45T test aircraft, which were given the military designation YT-34. A long competition followed to determine a new trainer, and in 1953 the Air Force put the Model 45 into service as the T-34A Mentor, while the USN followed in May 1955 with the T-34B.

After extensive testing, the USAF ordered the Mentor into production as the T-34A, in early 1953. The first production T-34A was delivered to Edwards Air Force Base, California, in October 1953 for evaluation, and deliveries to the Air Training Command (ATC) began in 1954. The T-34A commenced service as USAF's initial primary flight trainer at "contract" pilot training air bases across the southern United States, replacing extant North American AT-6 Texan trainers. Following training in the T-34A, USAF pilot trainees would advance to the North American T-28 Trojan for intermediate training.

As the U.S. Air Force replaced the last of their T-34A's at the beginning of the 1960's, their role taken over by the propeller-driven T-41 Mescalero and the T-37 Tweet primary jet trainer in UPT, those T-34As not allocated to USAF aeroclubs or marked for foreign military sales or transfers were turned over to the USAF Auxiliary, the Civil Air Patrol, for use as search aircraft. However, the T-34As low wing limited its ability as an aerial search and rescue role, and maintenance issues, particularly expensive wing spar repairs that became apparent in the late 1990s, resulted in the last of the former USAF T-34As being withdrawn from CAP service by 2003.



## VITAL STATISTICS OF THE BEECHCRAFT T-34A

Role	Trainer aircraft
National Origin	United States
Manufacturer	Beechcraft
First Flight	2 December 1948
Introduction	1953
Primary Users	United States Air Force United States Navy Japan Air Self Defense Force Philippine Air Force
Produced	1953-1959 1975-1990
Number built	2,300+
Developed from	Beechcraft Bonanza



### Survey Monkey

Don't forget to take the museum survey. We want to here from you our members. Just click the link and answer 5 questions.

<https://www.surveymonkey.com/s/BYCT8Q5>

### CALENDAR OF EVENTS

- 5 September Fly-by Milton High / Norcross High game televised by GPB-TV, Atlanta.
- 20 September LaFayette Airport Fly-in and fly-by, LaFayette, Georgia
- 17-19 October Rome Air Show, Rome, GA RMB
- 8 November Auburn Fly-by, Auburn, Alabama
- 6 December Toys For Tots Drive
- 13 December Blood Drive, Chattanooga Blood Bank



## Lifetime Members

Bass	Jeanne & Tony
Baughan	Voron
Beaver	Jim
Chamberlain	Dr. Donald
Coddington	Nan
Creel	Dr. James
DeHart	Peyton
Kalinowski	Frank
Keefe	Christopher
Lawson	David
Matthews, Sr.	Arthur
Pilkington, Sr.	Scott
Sullivan	John
Tingle	Stratton
Verdias	Jorge
Wade	Brent
Wells	Dave
Whitmire	Jody
Wilson	Judy
Woodruff	Doug

