



# “READY ROOM”

## NEWSLETTER

Volume 9 : Issue 1

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

## Glassair Freedom Flight

**By Pete O'Hare and Joel Megginson**

The mission was to fly the museum's Glassair from Rome, Georgia to Laconia, New Hampshire so a new life museum member can take advantage of winter weather flying. Flying is what Dr. Caldwell wanted his airplane to do! Having been freshly annualed by Justin Goss and flown locally 5.5 hours-approximately the same flight time it would take at 180 knots to cover nearly 900 nautical miles. One special local flight included some pattern work with Dr. Caldwell's grandson which was the first time he had flown in it.



During that time we worked off the post inspection gripes and along with Joel Megginson, a member of the MOF Board of Directors and pilot began to plan the route.

“You know, Pete if we plan this right, we could potentially enjoy one of the greatest scenic flights our great country has to offer!” Joel said as both of us were heads down on our iPads looking at potential routes.

He was right...it was.

Also, this is one of the last opportunities to truly fly “freely.” Next year with the advent of ADS B-out some of the freedoms that we've enjoyed in the decades since we started flying will be curtailed due to wider government surveillance of flying. So, we chose to fly the route under visual flight rules and entirely in uncontrolled airspace. We were not constrained and could modify our route and altitude as we saw fit to maximize safety and scenic beauty while simply monitoring local frequencies. Both the pilots and the aircraft were instrument rated which added flexibility to our plan and helped mitigate some risks, but our mission was to complete this flight in clear, blue skies.

As if the plane was talking to us telling us to stay on our toes, when Joel and I first started her up she ran a little rough which we attributed to the fact we refueled in the rain the day before even though the sumps were clear that cool morning. After a few minutes the I/O 360 started singing like a sewing machine.



Departing Rome nestled in the foothills of Appalachia, we flew just slightly west of the Great Smoky Mountains. At 5500 feet, the view was breathtaking-literally. The most used word on each leg as we watched God’s handiwork sprawl around us was a breathless “WOW!” The visibility was CAVU (old school weather speak for Clear And Visibility Unlimited) revealing mountain valleys encircled in mist and peaks prominently pointing heavenward. In the distant east we could make out silhouetted mountain peaks rising above an overcast deck.

That’s just where we wanted to keep the mix of clouds and mountains- way over there. As much as we liked to gawk at the landscapes clipping by, we also had our work cut out for us. The Glasair is intentionally a slippery plane by design. Joel and I took turns flying, managing aircraft systems, navigating, updating weather and checking our plan. We backed each other up with new decisions when the plan changed which it did- frequently.

Part of our planning process was to stop after the first hour to check fuel & oil consumption so that we could confidently maximize flight legs. The weather at our first stop was worse than forecast. So, we used our hip pocket plan and deviated 28 miles northwest into bourbon country, found a fair weather landing strip and touched down alongside the Kentucky bluegrass. We had only burned 13 gallons in 1.1 hours and used barely a drop or two of oil.

Armed with that information we decided stretch our next leg to 260 miles going through Kentucky, West Virginia and landing in Pennsylvania. All over West Virginia and southern Pennsylvania the sky was crystal clear and the vistas were breathtaking.

The airport we chose to land was on a high plateau in the Pocono Mountains with an absolutely beautiful view of the surrounding Lehigh Valley. With both sandwiches that Joel’s bride made consumed, twenty gallons of fuel later and a check of the oil, we decided to again stretch her legs in order to make the last leg to Laconia (328 nautical miles ) still leaving an hour of fuel in the tank after landing.

As we continued our trek north eastward through the Poconos, Catskills and into the Adirondack mountains the visibility and vistas were miraculous. God really doesn’t paint in straight lines.



Knowing that to the east of our route was a stationary cold front and a fast-moving very unfriendly Canadian cold front was bearing down from the northwest we monitored the weather and pilot reports and forecasts intently.

Originally, the planned route was to take us between Ithaca and Albany but listening to the various AWOS and receiving inflight weather from STRATUS 3, we looked to the north of our route to get around the lousy weather but that would put us right in front of the fast-moving cold front coming in from the northwest, both having reports of icing from the surface. We were stuck between a cold rock and a cold hard place. Laconia was definitely not happening that day.

After several discussions and gathering much more information we decided to land in Elmira, New York which fortunately had Delta connection service, maintenance on the field, hangar space available and affordable gas. We decided that would be the right place for us to overnight and look at the weather the next day. Christine, the Museum Executive Director stepped way out of her role and did a great job of arranging for us hotel, hangar space and fuel, while updating everyone on the plans which changed by the minute. Thank you, Christine. We owe you one.



The next day, Sunday was supposed to be VFR and broken ceilings at 3500' east of our original route- at least the forecast at 5amsaid so. When we got to the FBO early in the morning we were greeted by snowflakes. The hills around the field were completely obscured. We couldn't will good flying weather, but we did try. The weather was schizophrenic. Throughout the morning and afternoon we thought there might be some hope and we planned a new route for us and the white rocket around the forecast hazards. Eventually, the observations and reports trickled in indicating a fair amount of icing along all of our routes and “honking” winds at Laconia. Sometimes discretion is the better part of valor. It was time to punt. The bad weather was there to stay. Christine found the Glasair a cozy, warm hangar for a few days and we left for work and home.



Joel and I met back up in Elmira five days later. It took that long for the wintery weather to mostly clear out. We still had winds to contend with and now runway contamination was factor. After spending several hours pre-fighting and flight planning we decided that we would take off to the east go around a small snowstorm that was directly to our north for the one hour and 30 minutes into Laconia New Hampshire.

They should have sent a poet..... Or at least Peyton Dehart our museum VP who writes like Hemingway.....

Honestly, anyone’s words would pale to the grandeur of that leg. That experience had to be breathed to be appreciated truly.

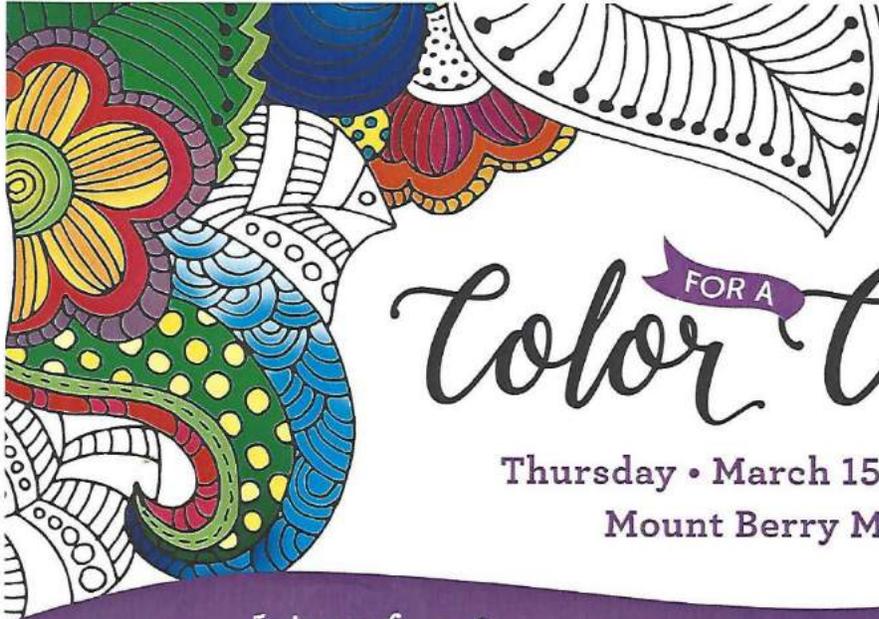
Dividing the pilot duties, during this leg I was pilot monitoring while Joel was the pilot flying which meant I had my head down checking the instruments, navigation and frequency flipping the radio. “We’re keeping clear of the icing and the clouds- if we pick up at 060 heading and climb to 7500 feet”, I said. All I got back was “Wow!” from a smiling Joel who’s head was outside the cockpit. Looking up I saw the most beautiful sight. Five days of snow had freshly dumped on the Catskills. The highest point in the northeastern US, Mount Washington stood stately in the distance presiding over the lily white valleys, snow covered frozen lakes, late afternoon glistening hamlets and ski resorts. Light was dancing and shadowing- reflecting and glinting simultaneously. Wow.

Taking over from Joel my leg was landing at Laconia. There was a ski resort to the right at about 2000 feet just before we got to icy Lake Winnepesaukee and Governor’s Island to turn base for Runway 26. The lake was only partly frozen which meant some of the moisture from the wind got on part of our airplane. We had earlier vetted our alternate, Concord, New Hampshire and found it quite viable. If we had any issues with ice, severe winds or runway contamination we had more than enough fuel to divert with plenty of reserve.

The winds were a tad squirrely, but the landing was uneventful and the runway had been scraped dry as a bone. The taxiways were another story. We very, very slowly taxied to the FBO, shut her down, hopped out and met the grinning new caretaker and his friends who formed the Laconian Glasair Welcome Committee.

A beautiful flight flown with a great guy throughout all the uncontrolled airspace. Definitely one of the greatest scenic flights ever!!





# FOR A Color Cause

Thursday • March 15 • 5-7PM  
Mount Berry Mall

*Join us for a live mural coloring contest  
and shopping event raising funds and awareness*

**SUPPORTING:** American Red Cross Northwest GA Youth • Boy Scouts of America  
Boys & Girls Clubs of Northwest Georgia • Chick-Fil-A for Boys & Girls Club  
Compassionate Paws • Cub Scout Pack 81 • Faith and Deeds Community Health  
Girl Scouts of the Seven Hills • Habitat ReStore • Kiwanis Club of Rome  
Museum of Flight • O'Charley's for St. Jude Hospital  
Pleasant Valley South Baptist Church for Crisis Pregnancy Center • Salvation Army  
Salvation Army Women's Auxiliary • Steak N' Shake for Make-A-Wish Foundation  
Tiger Flight Foundation • United Way of Rome and Floyd County • William S. Davies Shelter

## COLOR A MURAL

Join in and help complete a mural. Judges will select the winning design to win a prize donation.

## SHOP FOR A CAUSE

Show your receipt and earn a point for a cause. The organization with the most points wins a prize donation.

## CAST YOUR VOTE

Visit [wecolorforacause.com](http://wecolorforacause.com) and vote for your favorite mural to be displayed on a mural in the Mall.

*Murals and coloring supplies are provided. The winners of the coloring competition and shopping event will be announced at 7pm. Organizations will receive \$1 for each shopping point earned throughout the event. Voting will go live at the start of the event and remain open for one week.*



## Corrosion Control

There is only one person who can fully inspect, lubricate, and clean the tail section of the T-28. Our fearless leader, Christine Lewis is the only member small enough to climb inside the belly of the aircraft. Working alongside Carl Schwell a life member, O6-Colonel, and T-28 pilot, and Kevin Duncan aircraft maintenance coordinator she was able to perfectly execute her duties. Christine may be short in stature, but she packs more punch per square inch, than anyone else.





## Pancake Breakfast

---



The Museum of Flight pancake breakfast started as an occasional gathering of locals. It has since grown into a cherished tradition shared among aviators across the south. Members and long distance aviators alike fought the January chill with coffee and comradery.





# Museum of Flight

[WWW.MOFTS.ORG](http://WWW.MOFTS.ORG)  
423.228.2FLY (2359)



James Howard



## Ninth Annual Open Hangar Gala

**RMG** *Richard B. Russell Regional Airport*  
ROME, GEORGIA  
April 20, 2019

**Dress:**

- \*Military Dress Mess or Dress Blue
- \*Civilian Cocktail Attire
- \*Museum Blazer & Tie

**Reception**

1800 – 1900



**Anna Shaw**  
Children's Institute  
**Silent Auction**

The silent auction benefits the Anna Shaw  
Children's Institute and the museum  
1800 - 2030

**The Main Event**

1900

- Invocation
- USMC Color Guard
- Brief Program
- Dinner Catered by Ole Tyme Rome

**Dance The Night Away**

2000-2230

- Dancing By THE BEATERS
- DJ & Sound BY  
Matrix Music



**Let Us Capture You**



In A WarBird Cockpit  
Pictures by Amilia



304 Russell Field Road NE Rome, GA 30165 - 423.228.2FLY (2359)

[www.mofts.org](http://www.mofts.org)

“To increase the public’s awareness of aviation through the flight of historic aircraft while supporting the local children’s hospital”





# Safety Stand Down



Pictured below & left: Richard and Justin review the passenger safety brief.



Pictured above & right: Peter O'Hare leads the class on January 26<sup>th</sup>.





# Museum Spotlight: Kevin Duncan



These past few months have been the Super Bowl of aircraft maintenance, and Kevin Duncan is our quarterback. Duncan plays the vital role of aircraft maintenance coordinator. The main focus has been on the three flying aircraft, ensuring they pass their annual inspections. Kevin has educated volunteers along every step of the way – sharing his knowledge with those who are looking to learn. Kevin is always looking to improve procedures and improve on the safety and wellbeing of aircraft and pilots alike.

Although this Rome native is now an aviation fanatic, he wasn't always interested in flying. In the Marine Military Police he learned that he had an interest in aviation. Duncan joined the Marine Military Police in 2008.

While waiting on his home inspector during his move back to Rome in 2013, he almost literally stumbled upon the Museum Flight. Since 2013 he has donated almost innumerable hours to our cause. In August of last year Duncan officially accepted the official position of aircraft maintenance coordinator.

Since August he has worked tirelessly to ensure the safety of everyone involved with the MOF operation. Duncan has lead countless operations, and helped countless people in their journey to learn more about aviation. A huge thanks is due to this invaluable member of the Museum of Flight family. Arguably, the best way to thank him is to help him with his projects. If you would like to get involved with Kevin and aircraft maintenance projects please reach out to the museum via email, phone, or Facebook messenger. Thank you Kevin!





## 2019 Calendar

<u>DATE</u>	<u>EVENT</u>	<u>LOCATION</u>	<u>STATUS</u>
January 5	Safety: PPE, Tool Control and Mx Safety	Museum	Completed
January 12	Safety: Aircraft Ground Handling	Museum	Completed
January 19	Passenger Safety & Pre/Post Fit Briefing	Museum	Completed
January 26	Pancake Breakfast	Museum	Completed
January 26	Security: Aircraft, Airport, Visitor & Personal	Museum	Completed
February 2	MX of Older Aircraft Presentation	Museum	Completed
February 9	Inadvertent IMC Entry: Flight Safety I	Museum	Completed
February 16	Inadvertent IMC Entry: Flight Safety II	Museum	Completed
February 23	Pancake Breakfast	Museum	Completed
February 23	Pilots Meeting (All Pilot Training Session)	Museum	Completed
March 2 or 9	Tentative Date: History of the T-28	Museum	
March 16	Rosie the Riveter Day	Museum	
March 16	History of the Museum's Aircraft	Museum	
March 23	Pancake Breakfast	Museum	
April 20	Open Hangar Gala	Museum	
April 27	Pancake Breakfast	Museum	
April 27-28	MCAS Beaufort	Beaufort, SC	
May 25	Pancake Breakfast	Museum	
June 8-9	Great Tennessee Airshow	Smyrna, TN	
June TBD	MOF Open House	Museum	
June 22	Pancake Breakfast	Museum	
July 27	Pancake Breakfast	Museum	
August 24	Pancake Breakfast	Museum	
September 28	Warner Robbins Thunder Over GA Airshow	Warner Robins, GA	
September 28	Pancake Breakfast	Museum	
October 26	Pancake Breakfast	Museum	
November 2-3	Moody AFB	Valdosta, GA	
November 8-9	NAS Pensacola	Pensacola, FL	
November 23	Pancake Breakfast	Museum	
December 28	Pancake Breakfast	Museum	



## LIFETIME MEMBERS

Shawn Barber  
George Barron  
Jeanne & Tony Bass  
Voron Baughan  
James Beaver  
James Brown  
Ray Bell  
Ernie & Nancy Betancourt  
Ed Callahan  
Thomas Calvanelli  
Phil Cataldo  
Dr. Donald H. Chamberlin  
Nancy Coddington  
Ronnie Cox  
Dr. James Creel  
Richard Dean  
The DeHart Family  
Ron Dobbs  
Scott Ducker  
Mike Ellis  
Vance Engle  
Phil Gilliland  
Deming Gray

James Greene  
Robert Henninger  
Mark Homen  
Larry Jarrett  
Chris Keefe  
Frank Kalinowski  
David Lawson  
Jennifer Leach  
Anne Lewinson  
Christine M. Lewis  
Arthur Matthews  
Pamela McAllister  
Brian McNiece  
Spencer Morgan  
Scott Murray  
Tony Neal  
Peter & Susan O'Hare  
John Osterhage  
Clarence Greer Parramore  
Time Rhyne  
Gerad Riester  
Carl Schwelm  
Peter Serodino

Dr. Daniel Serrato  
Don Shepard  
Woodrow Smith  
Sol Snyder  
John Sullivan  
Jorge Veridas  
Wayne Vick  
Kim Watkins  
David Wells  
Brent Westfall  
Terri & Doug Woodruff

### **Gone West:**

Joan Beaver  
Lloyd Blackwell  
Dr. Gary Caldwell  
Ronnie Cox  
Frank Davey  
Mark McAllister  
Grady McDowell  
Patricia O'Hare  
Conrad Schalk  
Sylvia Wygoda