

“READY ROOM”

NEWSLETTER

Volume 12: Issue 3



Our Mission is to increase the awareness of aviation through the flight of historic aircraft, while supporting the Anna Shaw Children's Institute.

Members and Friends,

April has not only brought us rain and warmer weather in Georgia and Tennessee, but it has also started the air show season, a great feeling after a couple of years of waiting and wondering what the future held for our flying aircraft. They hit the skies for the Shaw Air and Space Expo and the JB Charleston Air & Space Expo 2022 so far this year.

Have you purchased your Gala tickets? You have until Tuesday, April 26th, but I wouldn't wait until the last minute. [Email Barb Letts](#) and let her know you're coming to the 12th Annual Open Hangar Gala on April 30th, 2022. This year the event will be held at the Caffrey Heliport in Hiram, GA.

See you there!

Rebecca McAllister

Becky McAllister
Communications, MOF



JB Charleston Air Show - If you look closely, you can see the F-35 with our aircraft.



<https://mofts.org>



[Facebook](#)



[YouTube](#)

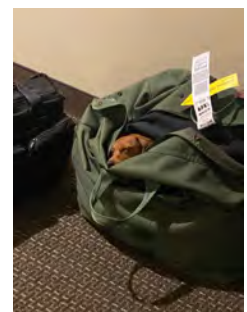
The inside aviation, military memorabilia and outdoor displays are open 10-4 (Tues-Sat) at the Paulding County Airport.

Paulding Co. Airport
730 Airport Parkway
Dallas, GA 30157

Tours of our flying aircraft in Rome (Richard B. Russell Airport) by appointment only. [\(423\) 228-2FLY](#).

Rome Hangar
304 Russell Field Rd NE,
Rome, GA 30165

New Office Address
7022 Shallowford Rd.
Suite 1 #146
Chattanooga, TN 37421



Mascot: Quimby



From the Museum Archives

This article from about 9-10 years ago is part of the history of the museum and a great story, too.

Sounds of Freedom – Peyton DeHart

Airplanes in flight overhead have caused me to crane my neck skyward since youth. The Doppler shift of sound coming from above irresistible to my curiosity. Look up. See a plane. Wonder about how it is... that it flies.

For all the time I have devoted to the listening of aircraft in flight, in only one place, for only one year, did I absolutely know what was flying over before looking up. The year was 1980. The place was Pensacola, Florida.

I arrived as a student naval aviator having never before flown. My aviation experience was limited to airline seats and model airplanes. Arriving at North Whiting Field with a group of twenty or so likeminded students assigned to VT-6 (Fixed Wing Training Squadron Six), I was informed by the Operations Officer that I was assigned to the last squadron at Whiting to transition fully to the T-34C Turbo Mentor. For a period of time, half the squadron still operated the venerable T-28B Trojan, the other half flew the T-34C.

"Who wants to fly the T-28?" All hands shot into the air. "Thought so," he went on, "this always happens when the class is mostly Marines. Everyone write your name on a piece of paper and put it in this hat. I'll draw names for aircraft assignment."

And so it was that my name was drawn to fly a 34C with a simple power lever (throttle) and constant speed propeller, instead of the behemoth T-28B with throttle, mixture, cowl flaps, prop lever, high and low blower, and a propensity to suffer lost communications every other flight.

Though I didn't know it at the time, I probably owe my eventual graduation with a set of wings to the simplicity of the 34. I'm not sure I would have survived the T-28. So I was disappointed with the hand of fate, but it was actually looking out for my best interests.

Living on base, at the BOQ, was an auditory-overload experience; as we were under the traffic pattern of one of the busiest Naval Air Stations in existence. In the constant flow of the traffic pattern, the whine of the T-34's prop would be followed in due time by the throaty rumble of the T-28's engine. Once I had those two sonic signatures down (took all of about ten seconds), the next trick was to try to determine the number of aircraft in the pattern by sound alone, or the number of aircraft inbound for the "Break" at the conclusion of a Formation training flight (normally two or four, depending on the syllabus flight, but sometimes a mechanical problem caused one to drop out... so three was a possible answer as well). For the alert listener, desperately trying to soak up any and all knowledge about things aviation, this process took about a week. From then

on, the faint noise growing to crescendo told me exactly what was flying overhead at any given time.

The differences are so remarkable that it would be hard NOT to be able to "tell" the type aircraft by sound, but to the uninitiated, it seemed a parlor trick.

"How'd you know what it was?" the person would ask.

"How could you NOT know, if you live here?" my unspoken reply.

(continued on the next page)



Sounds of Freedom – Peyton DeHart (continued)

The T-28 was the more pleasant signature in flight. The rumble fairly bristled with power. Smoothly firing on all nine cylinders, it ground up the sky with huge flat paddles for propellers pulling it along. It throbbed a fast heartbeat of exhilaration. But the neatest sound on base belonged to the T-34C taxiing. The annoying high whine of the prop would shift key and softens to a whir when the power lever was pulled back into "Beta" range. The constant speed prop twisted through its' range of motion until it applied negative thrust (pushing the wind forward, rather than aft). That was useful in helping to stop the plane upon landing, or helping to taxi slower without heating up the brakes. As neat as it is to fly when one wants to fly, it is an equally important attribute that one be able to stop when one wants to stop.

Something else comes to mind, too, when talking about the sounds of freedom. It bears remembering that though I love aviation and STILL rush out of the house to raise my thumb skyward to any aircraft that rumbles lowly by, there are other mortals, wretched creatures I suspect, who run out of their houses, complaint-number-on-speed-dial cell phone, while raising skyward another digit.



T-34C Turbo Mentor

Quimby's Corner

Quimby inspects mom's (Director, Christine Lewis) panel installation. Good job, Quimby!





Deadline is Tuesday, April 26th!

[Click here to email Barb Letts, for your tickets.](#)



Museum of Flight

WWW.MOFTS.ORG
423.228.2FLY (2359)



Twelfth Annual Open Hangar Gala

Reception

1800 – 1900 Featuring
The Ladies for Liberty



Silent Auction

1800 – 2030 Specifically for Anna Shaw

The Main Event

1900

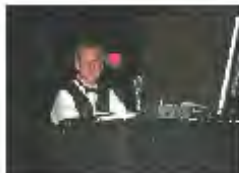
- Invocation
- USMC Color Guard
- Brief Program
- Dinner Catered by Ole Tymer Rome



Dance The Night Away

2000-2230

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



750 Airport Pkwy. Dallas Ga. 30132 - 423.228.2FLY (2359)

www.mofts.org

"To increase the public's awareness of aviation through the flight of historic aircraft while supporting the local children's hospital"

2022 Calendar of Events

All dates are subject to change. Check future newsletters for additional events.

<u>DATE</u>	<u>EVENT</u>	<u>LOCATION</u>
April 2-3	Shaw Air and Space Expo	Shaw AFB
April 8-10	JB Charleston Air & Space Expo 2022	JB Charleston, SC
April 23-24	Vidalia Onion Festival Airshow	Vidalia, GA
April 30	Twelfth Annual Open Hangar Gala	Hiram, GA
May 14	Good Neighbor Day - DeKalb-Peachtree Airport	Atlanta, GA
August 11-13	American Legion World Series Flyover	Shelby, NC
September 10-11	Smoky Mountains Airshow	Knoxville, TN
September 16-18	JB Andrews Open House	Maryland
November 11-12	Blue Angels Homecoming Air Show	Pensacola, FL



Museum of Flight Phase I Campaign

Phase I marks the beginning of the Museum's new hangar and display space.

The new facility for the Museum of Flight will preserve and display historically significant flying aircraft. The ground has been broken, the dirt has been moved and the ball is rolling! The Museum of Flight is halfway to our initial fundraising goal of **\$40,000**. Be a partner in the project and help us achieve success in Phase I! Donations can be made by check to the Museum of Flight and mailed to the main office or dropped off at the Paulding facility during office hours. Be sure to put RTR or Raise the Roof in the memo section. We also accept stock and online credit card payments. [Click HERE to DONATE](#)



LIFETIME MEMBERS

Fred Amicangioli	Rick Ferrin	Clarence Greer Parramore
Shawn Barber	Matt Fox	Edward Perman
Paul Barnett	Ben Gillam	Susan Reed
George Barron	James Greene	Hollis Reese
Jeanne & Tony Bass	Bill Hall	Tim Rhyne
Wain Bates	Carson Hawkins	Gerad Riester
James Beaver	Rob & Cindy Henninger	Brant Robinson
Ray Bell	Mark Homen	Karl Schwelm
Ernie & Nancy Betancourt	James Howard	Peter Serodino
David Biloz and Family	Jarid Ison	Dr. Daniel Serrato
Jay Bostic	Larry Jarrett	Don Shepard
James Brown	Dave Johnston	John Shook
Andy Butler	Chris Keefe	Harold Slep
Ed Callahan	David Lawson	Woodrow Smith
Thomas Calvanelli	Greg & Jennifer Leach	Sol Snyder
Danny Camp	Anne Lewinson	Tim Stoker
Anthony Carson	Christine M. Lewis	John Sullivan
Phil Cataldo	Arthur Matthews	Kenny Thomas
Dr. Donald H. Chamberlin	Kent Matthews	Kerry Tidmore
Nancy Coddington	Pamela McAllister	Stratton Tingle
Easy Cragg	Rebecca & Sean McAllister	Jorge Veridas
Richard Dean	Joel Megginson	Wayne Vick
Peyton, Erich & Logan DeHart	Rusty & Leigh Ann Miller	Alan Ware
Ron Dobbs	Spencer Morgan	Kim Watkins
Scott Ducker	Scott Murray	Gary Watson
Thomas and Barbara Ducker	Tony Neal	John Webb
Mike Ellis	Jeffrey Newcomb	David Wells
Vance Engle	Pete, Susan, Hanna &	Brent Westfall
Gil Espy	Savannah O'Hare	Terri & Doug Woodruff
Jesse Evans	John Osterhage	

BLUE SKIES AND FAIR WINDS

Gone West

Voron Baughan	Frank Davey	Conrad Schalk
Darrell Baxter	Jimmy Eskew	Martha Shook
Joan Beaver	Deming Gray	Jasmine Sommer
Lloyd Blackwell	Mark McAllister	Bill Wallace
Dr. Gary Caldwell	Grady McDowell	Sylvia Wygoda
Ronnie Cox	Patricia O'Hare	James Youngblood
Dr. James Creel	Lois and Richard Robinson	