FLIGHTPLAN! “A Volunteer Newsletter by Volunteers”

SUNDAY, SEPTEMBER 21, 2014 — 3:30PM - 4:45PM

Seniors Gospel Hymn Sing with Pastor Duane Driver

Come be a part of this fun, community-wide, non-denominational service. Sing some of your favorite hymns with friends and neighbors. Service led by Pastor Duane Driver.

Volunteer Staff Pastor of Evergreen Chapel.

The Evergreen Chapel is the heart of the Museum Campus.

EVERGREEN AVIATION & SPACE MUSEUM
SEPTEMBER 2014
Volume 8 Issue 9

FLIGHTPLAN! A VOLUNTEER NEWSLETTER FOR VOLUNTEERS

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EVERGREEN CHAPEL Services

SEPTEMBER 2014
Volume 8 Issue 9
If your Birthday is missing from the list, please send an email to Katha Lilley, tootiekat@live.com thanks.

SEPTEMBER BIRTHDAYS

1. Ted Maunu
2. Glenn Boyle
3. Harold Miller
4. Mike Janik
4. Eric Wilson
6. John Hall
6. Ron Weil
6. David Gates
7. Bill Burghardt
7. Paul Forberg
8. Karen Phillips
9. Linda Ailshie
9. Neal White
9. William Whiteman
10. Larry Pedersbeck
10. Dan McIlhenny
10. Dudley Frost
11. Cliff Behrend
11. Scott Reitmeier
12. Benjamin Beals, Jr
12. Jonathan Bonebrake
12. Thomas Green
12. David McLure
12. Raymond Godfrey
15. Charles Flynn
15. Ed Pouillon
15. Bradley Rhoses
17. Matthew Enochs
17. David Sears
20. Paul Nisley
20. Naydine Pence
21. Marty Bergen
21. George Stein
22. Ron Hilsinger
22. Larry Wood
23. Robert Gustafson
26. Lynn Bowen
26. Daniel McAllaster
27. Max Schroeder
28. Ed Miller
29. Ed Kearney

Our Mission-
To inspire and educate
To promote and preserve aviation and space history
To honor the patriotic service of our veterans

WELCOME NEW MEMBER
Barry Brown

IN MEMORIAM
CM ‘Bud’ Stordahl
Fred Smith
FLIGHTPLAN! A VOLUNTEER NEWSLETTER FOR VOLUNTEERS

THE CONSOLIDATED PBY CATALINA

My prediction, regarding this rugged, reliable hero of WWII aircraft, is that it will just continue to pile up accolades to the end of time. I became an "airdale" in the Navy out of boot camp in 1951. When I was sent to Whidbey Island NAS, it was there. When we, as a squadron, went to Kodiak, it was there. When we went to Barber’s Point, Hawaii, it was there. When we went to Iwakuni, Japan, it was there. When we went to Kimpo, Korea, it was there. Nothing that has happened in the intervening years has caused me to think any the less of this fine example of an aircraft that performed its duty day in and day out and in many cases it still does.

The Consolidated PBY Catalina is an American flying boat, and later an amphibious aircraft of the 1930s and 1940s produced by Consolidated Aircraft. It was one of the most widely used seaplanes of World War II. Catalinas served with every branch of the United States Armed Forces and in the service of many other nations.

During World War II, PBYs were used in anti-submarine warfare, patrol bombing, convoy escorts, search and rescue missions (especially air-sea rescue), and cargo transport. The PBY was the most numerous aircraft of its kind and the last active military PBYs were not retired from service until the 1980s. In 2014, nearly 80 years after its first flight, the aircraft continues to fly as a water-bomber (or airtanker) in aerial firefighting operations all over the world.

The designation “PBY” was determined in accordance with the US Navy aircraft designation system of 1922: PB for “Patrol Bomber” and Y being the code assigned to Consolidated Aircraft its manufacturer. Catalinas built by other manufacturers for the US Navy were designated according to different manufacturer codes, thus Canadian Vickers-built were designated PBV, Boeing Canada examples PB2B (there already being a Boeing PBB), and Naval Aircraft Factory were designated PBN. Canadian planes were named Canso by the Royal Canadian Air Force in accordance with the contemporary British-naming practice of naming seaplanes after coastal port towns, in this case for the town of Canso in Nova Scotia while the Royal Air Force used the name Catalina. The United States Army Air Forces and later the United States Air Force used the designation OA-10. Navy Catalinas used in the Pacific against the Japanese for night operations were painted black, and as a result were sometimes referred to locally as “Black Cats”.

DESIGN -- Background

The PBY was originally designed to be a patrol bomber, an aircraft with a long operational range intended to locate and attack enemy transport ships at sea in order to disrupt enemy supply lines. With a mind to a potential conflict in the Pacific Ocean, where troops would require resupply over great distances, the U. S. Navy in the 1930s invested millions of dollars in developing long-range flying boats for this purpose. Flying boats had the advantage of not requiring runways, in effect having the entire ocean available. Several different flying boats were adopted by the Navy, but the PBY was the most widely used and produced.

Although slow and ungainly, Catalinas distinguished themselves in WW II. Allied forces used them successfully in a wide variety of roles for which the aircraft was never intended. They are best remembered for their role in rescuing downed airmen. Catalina airmen called their aircraft the "Cat" on combat missions and “Dumbo” in air-sea rescue service.

Researched and submitted by:

Bob Osborn

Questions and or comments:
osbornrlawrence@frontier.com
THE Northrop F-89 “Scorpion”

After WWII ended, we assumed we would have peace at last. This idea was quickly ended with the start of the cold war and a new enemy -- “Russia”. In 1945 Russia interned three B-29 bombers. They reverse-engineered it into the TU-4 (Bull) bomber. Russia produced 847 aircraft. In 1948, they exploded the atomic bomb. America was now at risk.

In 1949 the USAF Air Defense Command (ADC) was created to guard the country. The United States and Canada were ringed with long range radar and control sites (GCI) to detect any incoming raids. For protection, 93 active duty and 76 Air National Guard (ANG) Fighter Interceptor Squadrons (FIS) were formed. They consisted of F-86D, F-94C, and F-89s.

In all models, the F-89 was the most heavily armed fighter aircraft in history. It was the first to be designed to carry an all-rocket armament, the first aircraft to be armed with Hughes Falcon guided missile, and the first nuclear-armed interceptor. It was the backbone of the North American Air Defense Command (NORAD) and defended the continental United States for over seventeen years.

F-89D

The first models, the F89A, B, and C were armed with 6-20mm cannon. The largest production run was the F-89D with 682 being manufactured. On the end of each wing tip was a rocket pod. Each pod held 52 2.75 "Mighty Mouse" folding fin air-to-air rockets for a total of 104. A full salvo would cover the size of a football field. The GCI Weapons Controller (WC) would set you up on a 90-degree beam lead collision approach. The Radar Intercept Officer (RIO) would then locate the target on his radar. He would make final corrections to get on the 90-degree approach as this provided the most target mass to the rockets. He would electronically lock on the radar target to the aircraft fire control system (FCS). A steering circle and steering dot would appear on the pilot’s scope. The pilot would select and arm the rockets and squeeze the trigger and keep the steering dot in the center of the scope. At the correct firing range, the FCS would launch the rockets. The whole load could be fired in 4/10th of a second. The launch would almost stop you in flight.

I graduated from flight school in December, 1957, and was assigned to James Connally AFB in Waco, Texas, in January, 1958, for interceptor training in the F-89D.

F-89H

The last model built was the F-89H with 156 units. It was the first fighter to carry radar-guided missiles. The wing tanks were modified to carry 42 "Mighty Mouse" rockets, 21 in the nose and 6 Hughes GAR-1 radar-guided missiles carried internally. It had an upgraded FCS to handle tracking for either the rockets or missiles.

In June, 1958, I was assigned to the 75th FIS flying the F-89H out of Presque Isle AFB, Maine. For live fire we would run intercepts on a radar reflector (Delmar) target towed behind a T-33. Again we ran 90-degree beam approaches. For rocket attacks, the pilot would select and arm the rockets. The RIO would lock on to the Delmar. The T-33 pilots would be intently staring out their canopies, making sure you were drifting behind and not locked onto them. The pilot would steer the dot and squeeze the trigger. At the correct range, the FCS would launch the rockets. Night fire was awesome, fire and smoke everywhere.

For missile attacks, the pilot would select and arm the missile. After "lock on" he would steer to center the steering circle and steering dot. At launch time, the missile door would open, the missile would pop up on its rail, and away it would go. It was neat to watch.
In June, 1959, the Squadron moved to Dow AFB, Bangor, Maine, for transition to the brand new F101B "Voodoo" and we ferried our F-89Hs to the PA ANG in Philadelphia. Our "Voodoos" were delayed for a month. The Maine ANG was still flying the F-89D. I went with them to Otis AFB, Massachusetts, for their two-week summer camp as an Air Force Advisor. There I got to live fire rockets from the "D".

F-89J

Again the threat changed in 1954 with the appearance of the TU16 Badger Russian jet bomber. To counter this threat, the F-89J was developed. 350 F-89D's were modified into the "J" configuration. A new FCS was developed to launch the AIR 2A "Genie" 1.5 KT air- to-air nuclear rocket. It carried two "Genies", one under each wing. It was the first fighter to ever carry a nuclear rocket and the only one to actually fire one.

On July 19, 1957, under Operation Plumb Bob, a live nuclear rocket was fired from an F-89J over the Yucca Flats Nuclear Test Site. This made the Scorpion the first nuclear-armed interceptor in history.

This weapon required a change in tactics. Now we ran head on snap-up approaches. We would be at 30,000 feet going as fast as we could (0.9 Mach). The target would be at 45,000 feet. The RIO would lock on to the target. The pilot would center the dot in the steering circle. At about 10 miles, the dot would jump to the top of the scope. The pilot would squeeze the trigger and pull the nose up to center the dot. At about 6 miles the rocket would launch. The pilot would then do a slashing 135-degree bank, diving turn away from the target to put the bottom of the aircraft up to absorb the nuclear blast. Remember we have two rockets. So if we survived the first attack, we had to do it again.

The Maine ANG sometimes would be short of aircrews during the week. So on my off day, I would go over and log an F-89D sortie. In January, 1960, I went with them to Bunker Hill AFB to ferry back the F89J's from one of the last active duty units still flying them. Now I would log F-89J time.

In November, 1961, I was off to Weapons Controller School. In July, 1964, I returned to the "Voodoo". In 1968, I took a Staff Officers assignment with the 36th Air Division at Topsam AFS, Maine. The Maine Guard was still flying the F-89J. Once a month, I would drive up to Bangor and again log time in the F-89. I was scheduled to leave in March for F-4 school. In February, 1969, I had my last flight. The Maine ANG was the last unit to fly the old bird, and they ferried the last one to the boneyard in August, 1969.

It was slow and not pretty, but it was ahead of its time in all weapons development. It was forgiving and easy to fly. The F-89 was the last fighter with a windshield wiper and a parking brake.

The F-89 being restored by the Museum is a composite of several aircraft. The main body of the aircraft is an F-89J flown by the Oregon ANG's 123rd FIS from about 1959 to 1966.

Don Bowie

DID YOU EVER NOTICE: WHEN YOU PUT THE 2 WORDS 'THE' AND 'IRS' TOGETHER IT SPELLS 'THEIRS...
MARS PROBES

Spirit and Opportunity

Spirit was launched by a Delta-II 7925 rocket from Cape Canaveral on June 10, 2003. Arrival on Mars was on January 4, 2004, at the Gusev Crater following the direct approach demonstrated by Pathfinder. The goal was to search for evidence of past water activity. Opportunity was launched on the following July 7th and arrived on January 25, 2004, on the Meridiani Planum. Both rovers carried several instruments including cameras for taking pictures, both normal and microscopic, spectrometers and a Rock Abrasion Tool (RAT). The RAT consisted of a small grinder for grinding away the weathered outer layers of rocks for further examination. Both rovers have shed light on the history of water on Mars. Opportunity has also found several meteorites on Mars dispersed across Meridiani plains and has found evidence that ancient Mars may have been habitable for millions of years. The rover Spirit quit operating on March 22, 2010. Opportunity is still going with solar cell output normal and the motors driving Opportunity still drawing normal current.

Phoenix

The Phoenix lander was launched on August 4, 2007 on a Delta II 7925 and landed in the northern polar region of Mars on May 25, 2008. During its mission Phoenix confirmed and examined patches of the widespread deposits of underground water ice and identified a mineral called calcium carbonate that suggested occasional presence of thawed water. The lander also found soil chemistry with significant implications for life and observed falling snow. The mission's biggest surprise was the discovery of perchlorate, a chemical on Earth that is food for some microbes and potentially toxic for others. Phoenix's findings also added to the history of water on Mars. These findings included excavating soil above the ice table, revealing at least two distinct types of ice deposits, observing snow descending from clouds, providing a mission-long weather record, with data on temperature, pressure, humidity, wind, and observations of haze, clouds, frost, and whirlwinds.

Mars Science Laboratory (Curiosity)

Curiosity carries ten science groups designed to look for evidence of conditions capable of supporting microbial life, now or in the past, on the planet Mars. Curiosity landed in the Gale Crater which holds Mt. Sharp, a layered mountain. The landing sequence involved the first use of the Sky Crane, a rocket propelled carrier which gently deposited the fully set up Curiosity on the floor of the crater ready to start exploration. Curiosity has found evidence of ancient streambed: The rocks found by Curiosity are smooth and rounded and were likely rolled downstream for at least a few miles. They look like a broken sidewalk, but they are actually exposed bedrock made of smaller fragments cemented together, or what geologists call a sedimentary conglomerate. They tell a story of a steady stream of flowing water about knee deep. During the trip to Mars, Curiosity measured radiation levels exceeding NASA's career limit for astronauts. Curiosity has shown that ancient Mars could have had the right chemistry to have supported living microbes. Curiosity has found sulfur, nitrogen, oxygen, phosphorus and carbon-- key ingredients necessary for life--in the powder sample gathered when the rover's drill drilled into a Martian rock. The sample also revealed clay minerals and not too much salt, which suggests that fresh, possibly drinkable, water once flowed there. Curiosity is also the first Mars rover able to scoop soil into its analytical instruments. A soil sample which came from a drift of windblown dust and sand has been analyzed and may have revealed organic compounds. My future articles will continue to follow our discoveries on Mars and to answer the question…is there life on Mars?

John Jennings
LAUNCH PAD
September 2014

Current Launch Date

11  Ariane 5  Arianespace will use launch the Measat 3b and Optus 10 satellites. Measat 3b will provide direct-to-home broadcasting and other telecommunications services over Malaysia, India and Indonesia. Launch site: ELA-3, Kourou, French Guiana

12  Falcon 9  The SpaceX Falcon 9 rocket will launch the sixth Dragon spacecraft on the fourth operational cargo delivery mission to the International Space Station. The flight is being conducted under the Commercial Resupply Services contract with NASA. Launch site: SLC-40, Cape Canaveral

16  Alas 5  A United Launch Alliance Atlas 5 rocket will launch the CLIO mission on a commercial flight for a U.S. government customer. Launch site: SLC-41, Cape Canaveral

25  Soyuz  A Russian Soyuz rocket will launch the manned Soyuz spacecraft to the International Space Station with members of the next Expedition crew. The capsule will remain at the station for about six months, providing an escape pod for the crew. Launch site: Baikonur Cosmodrome, Kazakhstan


John Jennings

This years balloon launch ..
Pictures provided by Lois Berry
**SIX TURNIN’, FOUR BURNIN’**
Part Five of Six

In an effort to get their arms around maintenance problems, Eighth Air Force set up a special trouble-shooting team called Engine Conditioning. One of the most difficult, most costly, most aggravating problems the team confronted was the case of the “Bashful Mag Drop” first seen on engine #5 of Aircraft 2642.

**Problem Details:** Each cylinder of the R-4360, like all aircraft engines, had two spark plugs, one fired by the “left magnetos”, and the other one fired by the “right magnetos.” To ensure all 56 plugs were working correctly the flight crew would, during preflight, short out first one half and then the other half observing the loss of power for each as measured on the torque meter. A small acceptable “Mag Drop” in torque was always seen. With the advent of the onboard engine analyzer the acceptable amount of drop was reduced as it would be easier now to locate the source of ignition problems. Or so we all thought.

Then one day the flight engineers on Aircraft 2642 were performing their preflight mag check; “Both, now Right only. OK. Both again, now Left only. Oh, Oh!!! Did you see that?” “No! Check it again.” It was found within limits on the second check and remained so for a week when “Bashful” was seen again. Over the weeks that followed the “Bashful Mag Drop” on #5 began to be seen more frequently, but never long enough to be tied down and analyzed.

The “Bashful Mag Drop” on Aircraft 2642 was assigned to Lindsey and not to me, thankfully. Over weeks the problem became more and more acute as other aircraft became “infected”, but no solution was found. Finally Lindsey and the Analyzer company representative decided they were not going home until they could identify the source of the problem.

**Solution Comes:** And so it was that about nine in the morning Lindsey and the rep started running number five engine on Aircraft 2642, Lindsey on the analyzer watching the pattern of a single left-hand spark plug, while the Rep repeatedly shorted out the right-hand spark plugs and watching for that “Bashful Mag Drop”. When the drop had been seen three times without a corresponding change in the pattern on the engine analyzer, the next left-hand spark plug was selected and the process repeated. Hours later they had checked all twenty-eight left-hand spark plugs without success, so they switched jobs and began again. About dinner time they began seeing the mag drop almost every check, but never lasting long enough to detect a change in the analyzer pattern, so they took their first break and had a meal.

About two in the morning, over sixteen hours after starting the previous morning, Lindsey spotted a brief “Shorted Secondary” pattern while watching D-four-left. Joyfully they shut the engine down and changed that one spark plug, but on restarting the engine found the Mag Drop was still there on D-four-left. This model of the R-4360 had its secondary magneto coil mounted on each individual cylinder so the D-four coil plus the small secondary lead to the spark plug were removed and tested.

But both checked out OK, so the lead was swapped with the one on C-four, and the coil with the one on B-four. And sure enough the “Bashful Mag Drop” moved to C-four-left. Lindsey had finally nailed that “Bashful Mag Drop”. Eventually ground crews learned that the problems had resulted from a careless maintenance practice and only occurred on four of the seven DEE row cylinders.

Oh and Number five engine on Aircraft 2642 had to be changed the next week. It had been damaged from over 20 hours of continuous ground running.

[Next month, my small part.]

Earl Scott
Famous Aviators—Ruth Nichols
1901—1960

Although many have never heard of her, Ruth Nichols was among the most accomplished daredevil record holder pilots of her time.

With her father one of Teddy Roosevelt’s Rough Riders, Nichols inherited his spirit of adventure and fearlessness. She went to the finest finishing schools, but when she graduated from high school, her father gave her a flying lesson with WWI flying ace, Eddie Stinson, and she was hooked on aviation.

Nichols secretly took flying lessons while attending Wellesley College and shortly after graduation received her pilot’s license. She also became the first woman in the world to earn a hydroplane license. She achieved national fame in 1928 being the first to fly, with her flight instructor, non-stop from New York City to Miami, Florida.

Because of her social upper class upbringing, Nichols was called the “Flying Debutante” by the press (she hated the title), but she didn’t fly like a pampered socialite. In 1929 she cofounded with her friend Amelia Earhart, the Ninety-Nines, an organization for the recognition and promotion of woman flyers.

She was hired as a sales manager by Fairchild Aviation during her early flying years and used that position and contact to launch a series of record-setting flights. She bested Charles Lindberg’s cross-country record and subsequently set a women’s world altitude record. In 1931 she set a women’s long distance record, flying non-stop from Oakland, California, to Louisville, Kentucky, nearly 2,000 miles. In 1932 she set an altitude record, going above 19,000 in a diesel-powered Lockheed Vega. That same year she became the first female airline pilot, flying passengers for New England Airways.

Nichols was part of the anti war movement prior to World War II, joining the Emergency Peace Campaign, a Quaker group dedicated to solving international crises. When war did break out, she threw herself into the US’s war effort, heading the Relief Wings, a part of the Civil Air Patrol that flew relief flights in emergencies. As a part of the Civil Air Patrol, she rose to the rank of Lieutenant Colonel.

She became deeply involved in humanitarian causes after World War II. In support of UNICEF, she made a round-the-world flying tour, served as a director of Save the Children, was a director of the United Hospital Fund, and was field director of the National Nephrosis Foundation.

In 1958 Nichols lobbied the US Air Force for a flight in the new, supersonic F-102 Delta Dagger. With a co-pilot, she was given permission to make a flight, achieving a speed of over 1,000 mph and an altitude of 51,000 feet. Both were world records for women.

When the US set its sights on space flight in 1959, Nichols was determined to become one of the country’s first astronauts. She went through all of the demanding physical and psychological tests that the male test pilot astronaut candidates endured. Although she was not selected, her performance is considered a major factor in the eventual inclusion of women into the country’s space program.

During her flying career Nichols was involved in two major accidents, suffering severe injuries that would give her continuing pain throughout the remainder of her life. The pain and severe clinical depression took their toll, and she took her own life in 1959. She was posthumously inducted into the National Aviation Hall of Fame in 1992.

Bud Varty
5-MINUTE HISTORY FOR SEPTEMBER

September was the seventh month of the original Roman calendar -- its name means seventh. When January and February were added to the calendar, September became the ninth month. When the British changed from the Julian calendar to the Gregorian calendar in 1752, they needed to adjust some days to get the seasons aligned with the months. They took 11 days from the month of September jumping directly from September 3rd to the 14th. Now it's as if the days between September 3 and 13 during 1752 never happened in British history. I say!

September 2, 490 BC - Phidippides runs first Marathon, seeking aid from Sparta in the war against Persia

September 2, 1945 — The Japanese sign the surrender documents aboard the battleship USS Missouri, anchored in Tokyo Bay. The V-J, Victory in the Pacific, is formally declared

September 3, 1908 — Orville Wright makes his first flight at Fort Myer, Virginia, circling the field one-and-one-half times. During the next two weeks, he conducts a series of 14 long, high, and impressive flights. The flights are witnessed by government officials. And speaking of Orville, did you know that he numbered the eggs his chickens laid so the he ate the freshest ones first?

September 10, 1993 — Boeing finishes production of their 1,000th 747 airplane, 26 years after the 747 program was launched. They're still in the air today!

September 11, 2001--Another date that will live in infamy.

September 12, 1916 — The first pilotless radio-controlled aerial bomb is tested in the United States. It is actually a small biplane that can fly radio-guided for 50 miles with 308 pounds of bombs aboard. What were they thinking?

September 12, 1923- Senator Prescott Bush (R-CT.) and wife Dorothy Walker Bush enjoy a quiet, candlelit dinner at their Kennebunkport getaway. Result - conception of the 41st US President.

September 17, 1959 — The North American X-15 rocket plane makes its first powered flight at Edwards Air Force Base, California

September 26, 1996 -- STS-79 (17th flight of Space Shuttle Atlantis, and the 79th mission of the Space Shuttle program). Shannon Lucid returns from Mir space station after setting U.S. record for continuous stay in space and beginning a more than two-year continuing U.S. presence in space. Lucid also is the first woman to be awarded the Congressional Space Medal of Honor

Spencer Vail

Some people try to turn back their odometers. Not me, I want people to know why I look this way. I've traveled a long way and some of the roads weren't paved.
AUGUST BOARD OF CAPTAINS MEETING

Larry Wood reported that the revenues looked good for July

Phil Jeager – The Wifi chip for the Spruce Goose camera is supposed to be in on August 1 and should be compatible with the Microsoft system level being used. He is also working with Kodak on a new system that would utilize IPads to use with the house Wifi to transmit photos to the printer in the Museum store.

Melissa Grace is working with the staff on interactions with the volunteers. It is requested that the volunteers show more patience working with the staff.

Interviews are being conducted for a new staff member in Education and Outreach Program. Scott, who currently holds that position, is leaving.

Stewart Bailey – Collections is moving to the 2nd floor of the theater building. He is working on obtaining the YO-3A Quiet Star which was used as a night reconnaissance aircraft over South Vietnam. It was very successful in that none were ever lost. Only 13 were built, only a couple survive today. It was a joint venture between Lockheed and Schweizer for development.

Membership – Sandra Rodriguez needs help identifying more aircraft that can be used for “Open Cockpit” Members activity which has been very successful to this date. Memberships have been selling at the rate of 100 per week. Sandra will provide a quarterly report for the Day Captains on membership sales.

Wine sales are still being researched by Melissa. Many visitors would like to buy the wine. Information to come.

Portable PAs are being worked on by Dick Johnson to get them operational. Several have been fixed already. Another volunteer is working on the electric wheelchairs to keep them operational.

Jim Lilley

Some of these might surprise you. We use these words and phrases every day! But do YOU know how they came into being?

THE WHOLE NINE YARDS American fighter planes in WW2 had machine guns that were fed by a belt of cartridges. The average plane held belts that were 27 feet (9 yards) long. If the pilot used up all his ammo he was said to have given it the whole nine yards.

COBWEB The Old English word for "spider" was "cob".

SHIP STATE ROOMS Traveling by steamboat was considered the height of comfort. Passenger cabins on the boats were not numbered. Instead they were named after states. To this day cabins on ships are called staterooms.

BARRELS OF OIL When the first oil wells were drilled they had made no provision for storing the liquid so they used water barrels. That is why, to this day, we speak of barrels of oil rather than gallons.

RIFF RAFF The Mississippi River was the main way of traveling from north to south. Riverboats carried passengers and freight, but they were expensive so most people used rafts. Everything had the right of way over rafts which were considered cheap. The steering oar on the rafts was called a "riff" and this transposed into riff-raff, meaning low class.
THINGS TO REMEMBER

With the confusion and uncertainty that has been going on over the last few months, there seems to be some “forgetfulness” regarding procedures, and our beloved Flightplan Newsletter editor has asked me to write up a reminder for everyone.

1. Please don’t mess with the artifacts. While it is neat to be able to show some feature to the visitors, please do not open canopies, cowlings, doors, hatches or handle any display object without first asking permission from the Executive Director (Larry) or the Curator (me). These are historic artifacts and need to be treated with respect, especially since many of them are on loan from other sources. Without knowing who is doing what with them, it is impossible for us to be able to assure their safety and security. Additionally, if staff asks you to handle something and there is an accident where injury or damage occurs, then the liability is on the Museum. We have insurance to cover that. If on the other hand, you do something on your own and damage or injury occurs; well, then it’s all on you.

   On occasion, we will have a situation where we have a visitor who flew a particular aircraft and asks to get more “up close and personal”. Things like this are do-able, but again, permission needs to be obtained ahead from either Larry or me. We usually say yes, but please ask first.

2. Please refrain from creating your own signs and exhibits. I know that there is frustration at the speed at which signs and new exhibits are getting done; and believe me, I am frustrated too, because researching and writing material for displays, etc. is my favorite part of this job. (It’s about the only part I still enjoy...) We welcome input from the volunteers, but there is an established procedure for this, and it goes as follows...

   If you would like to assist with developing signs or exhibits, check first with Larry and me to see what is needed. Amazingly, the sign may already be in the production pipeline! (There is a case where 3 people have wasted time writing a sign that’s already in production, because they didn’t ask if it was needed.) Once it’s been determined that it is needed, then provide your text to Larry AND me for vetting and proof-reading. We ask that the research be from credible sources (not Wikipedia!!!) and that it be written in a form that is understandable by the average visitor (i.e. not a lot of “Geek Speak” and “Techno Babble”). Once the material is approved, it will be passed through PR & Marketing to be scheduled with the Creative Department for production. (And note, where there used to be four people in Creative, there is now only one to do everything.) This way, we can ensure that the material is correct, in keeping with our mission and message, and is consistent in its look and presentation. Anything that has not gone through this process will be removed.

   If you have requests, suggestions or corrections for signs and exhibits, please pass those on to your Day Captain who will pass them on to Larry for a decision on what action is required. Remember too, that what may be a priority to you, may not necessarily be a priority for the staff, since the priorities are handed down by the Board of Directors to the Executive Director, and Larry hands them down to the staff. And while we welcome suggestions, there are 300+ volunteers making suggestions, and far fewer staff to handle them so nothing can happen immediately.

   As a colleague from the USS Intrepid Air, Sea and Space Museum famously said, “When you walk in the door, it’s no longer about you or me. It’s about the Museum.” Make sure that what you are proposing is of benefit to everyone: volunteers, staff and above all, the visitors.

   Thanks for your help with making our Museum the best it can be.

Stewart Bailey