NEWSLETTER 4TH QUARTER 2019

DELAWARE AVIATION MUSEUM FOUNDATION
An IRS 501(C) (3) not for profit foundation
21781 Aviation Avenue
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From the Office: Larry Kelley

In 2004, the Delaware Aviation Museum Foundation was formed with the following mission statement: The Delaware Aviation Museum Foundation (D.A.M.F.) is dedicated to promoting and preserving the history of aviation, focusing on aviation in Delaware and the Delaware Coastal Airport. The Museum maintains a display of classic, vintage and military aircraft and aviation artifacts as well as an extensive reference library. The D.A.M.F. promotes tourism to Sussex County by hosting events at the airport and museum, providing an educational venue for students, visitors and the community.

We continue to build our dream team of dedicated volunteers. You will read later in this newsletter about the community and school outreach efforts being developed and led by Ron Covais and Linda Price. Charlie will update everyone on restoration and maintenance of the aircraft as the collection continues to grow. Sabrina’s column will update us on the new LHFE rules and manuals that now govern us. Sabrina will be updating the DAMF volunteers on some safety issues. I will be scheduling meetings in January, and possibly February for AI and Sabrina to train all of us on the new procedures. We will be formalizing a training and certification program for museum crew who will be flying with the waist passengers during LHFE flights. Sabrina, Calvin, and Paul Nuwer are the ones that make the B-25 flight school so successful. There are a lot of smiles when Paul hands those students their new certificates. We have received International attention for this one of a kind school. Calvin remains my “yoda” as I struggle to master “the Force”.

John Doran has been getting all of our equipment back in top shape. He has the forklift running like new and has started rehabilitation on our B-25 Jacks. John designed and constructed a hydraulic mule to be used with the B-25 inspections. He located and donated an electric man lift so we can change lights in the hangar, and other tasks requiring elevation. If it’s broke, he can fix it. Christina Hastings has volunteered to assist Sabrina and Calvin by organizing, warehousing and coordinating flight suits, POH manuals and name badges for students as they sign up for the B-25 flight training. She has done a wonderful job taking on the task organizing and coordinating our merchandising efforts at events. Our B-25 flight training students have always commented on the wonderful hospitality on training days when they have one of Christina’s wonderful catered hangar lunches on training days. John Karr has repaired our computers and completely rebuilt our flight simulator. He installed our long overdue 6 camera monitoring security system. Rich Applebaum is back from his summer up North and is helping John Karr with tours and Charlie with aircraft maintenance. Tim O’Neill continues to amaze us with his abilities on electronics and avionics installations and repairs. Harry Fox and his band of merry polishers including Steve Nuwer and his sons, have already washed Panchoito and begun the long tedious job of polishing. Joe Greene was a great help in the hangar and on trips until the USAF sent him to Germany in October. We are all looking forward to his return. Wes Quinlan attended the Aerotrader B-25 maintenance school in California last month and will be here next month to share what he learned. Max Hodges remains our ACE with all things aircraft maintenance. He is back on his feet literally after breaking his leg on his last visit. I believe that Bill Rozek must personally know every citizen in the surrounding states. It is amazing the contacts he has when we need them. He continues to answer all of the museum calls by having them forwarded to his personal phone then triages and forwards messages for tours, merchandise, or questions. He, Jim and Calvin manage our social media outreach. This last area is something we want to work on more in 2020 so if anyone is an expert at social media; please jump in! K.T. Jones has been offering great suggestions. Our Website remains one of our best marketing tools and Jim Mandelblatt continues to do a superb job managing it. Dante Volpe keeps revenue coming in from EBAY sales!

Thanks to Dr. John Burson, our new 1930 DH-C-1 Chipmunk is flying here in Delaware.

Our Wings and Wheels event on October 4-5 was a huge success thanks to John and Cheryl Kenney, and dozens of volunteers who spent two long days at KGED. Special thanks to Tuskegee Airman, Brig General Charles Megee for spending two days with us.

A recent Donation of $10,000 to the Panchito operating Fund from the Chris Burton Foundation is the largest single donation we have ever received and helps tremendously to “Keep em flying”

Without all of YOU, we would just be a locked up dark hangar with a few old airplanes stuffed inside. With you, we are a vibrant growing museum operation.

WE NEED YOU:
2020 will be the fifth anniversary of the Delaware Aviation Museum Foundation's (DAMF) B-25 Flight School. Three courses were offered in the beginning: a ground school only course, an Orientation Flight consisting of 2-3 hours in a preflight briefing and a one-hour hands-on flight with an instructor, a Second-in-Command (SIC) course based on the requirements listed in the Federal Aviation Regulations (FAR) Part 61.55 in which a one-day ground school and 1.5 hours of flight instruction on the second day were included culminating in a B-25 SIC Type Rating and last, a B-25 Pilot-in-Command (PIC) Type Rating requiring a one day ground school and flight training course requirement of about 14 flight hours of including the check ride.

The first class was a SIC class held on May 2-3, 2015. Seven students attended the ground school including Sabrina Kipp. Sabrina was the only pilot to enter and complete the SIC course to become the first B-25 SIC Type Rated pilot at the Delaware Aviation Museum Foundation’s B-25 Flight Training Program. 2015 saw two more SIC classes for a total of five more pilots graduating with B-25 SIC Type Ratings. 2015 also included Tom Haines, AOPA Senior Vice President Media, Communications and Outreach and Editor-in-Chief, as one of the B-25 SIC graduates. Tom went on to feature Panchito on the front cover of the AOPA magazine and a wonderful write-up about his experiences going through the B-25 training program.

Experience in refining and learning from the feedback of the students resulted in changes such as developing a home study course to send to the students in advance of their class date, extending the class to three days to allow an extra day in the event of a weather or maintenance down day. Paul Nuwer received his Designated Pilot Examiner for the B-25. This gave our students a complete one-stop/shop program. The students no longer had to go to their local FAA and get their B-25 Type Rating certificate. Paul could issue the students their temporary certificate before ever leaving the hangar. 2015 ended with 13 ground school students and 6 SIC students.

Largely due to the AOPA article, 2016 saw a 50% growth in SIC students over 2015, one PIC student and one Orientation student. We continued updating the course based on student input. 2016 ended with 9 SIC students and 1 PIC student including our first international student, an Australian pilot based in Singapore.

In 2017, the growth of the most popular course, the SIC student attendance dropped 29% from 2016, however, we had another PIC student. The airline and corporate pilots were the dominate students with a few coming from the warbird community.

2018 ushered in a change in the school management. Calvin Peacock turned over the reins of the school as Director of Flight Training to Sabrina Kipp. As a result of building a stable of SIC and PIC graduates, B-25 recurrent classes were added giving the B-25 Flight Training Program several opportunities to qualified pilots to fly Panchito. The year ended with 9 SIC students, 1 PIC and 3 ground school only students.

FIFTH ANNIVERSARY CELEBRATION

Looking ahead to 2020, we realized the B-25 Flight Training Program will be entering its fifth year of operation. The Program has proved to be highly successful in its reputation as a world-wide professional and enjoyable B-25 training program. In addition, the B-25 Flight Training Program represents a good proportion of the income for DAMF. To increase awareness of the Program and to celebrate this milestone, an event has been created. AOPA has published, at our request, an article on one of the most generous giveaways in the warbird community, a free SIC Type Rating Course. Second and third prizes are 20% and 10% off the cost of the SIC Type Rating Course respectively. We are hoping for 300 entrants into the drawing. As of this writing, we have received over 200 entrants in the six weeks the drawing has been announced. This will give DAMF a deep data base for future students; raise the DAMF B-25 Training Program awareness worldwide and “keep ‘em flying” warbird slogan in front of everyone.

SAFETY IS NO ACCIDENT!

Sabrina Kipp, Safety Officer

Previously we discussed DAMF’s Safety Management System (SMS) with a brief history on it. Up until now it has operated in the background as information disseminated in emails and last quarter’s newsletter. Starting in 2020, the SMS will be active as more education on our safety policies will be available.

Some of you may be asking why we have to implement this Safety system when everything “appears” fine in the organization. First off, a requirement of our FAA exemption to provide rides under the Living Heritage Flight Experience program (LHFE) now requires a SMS to be part of our management. Second, what appears to be “safe” or “risk free” generally is not. There are many hidden hazards while working around the hangar; “hangar rash” is a frequent occurrence. Having a Safety System aids in hazard/risk recognition, reducing injuries and equipment damage, thereby reducing costs to the organization.

Everyone is encouraged to be proactive in participating with safety within the organization. Risk assessment is an important part of pilot training, however risk assessment occurs with everyone, every day, from getting out of bed, to driving your vehicle or walking across a slippery sidewalk. Identifying/eliminating hazards reduces risk. Please be proactive in identifying and correcting any hazard before it causes damage or injury. If you need help or cannot rectify the hazard yourself, ask. There were several incidents this past year that resulted in minor injuries to our volunteers. Our goal is to eliminate those incidents through proper recognition.

In 2020 we will be providing training on our new General Operating Manual (GOM) and the Safety Management System (SMS) to comply with our LHFE exemption. The successfullness of our SMS is dependent on everyone.

Be Safe!!!

We will have more information about our Safety Management System in future newsletter publications. Any questions or to report a safety incident please contact me at: safety.damf@gmail.com. All communication is confidential.
FLIGHT TRAINING

Sabrina Kipp
Director of Flight Training

We had three B25 Second-in-Command classes this year, adding a total of 8 new pilots to the B-25 ranks. Two students were from Great Britain making a total of 4 international students for our program. Interest is high, with many prospective students inquiring into 2020’s schedule.

As mentioned in another article, we are currently receiving applications for our 5th Anniversary drawing to be held on April 1, 2020. We have already received over 140 applications mostly from the AOPA article, making our goal of 300 applicants feasible as we add articles in additional aviation periodicals.

We added a new product last August, Catch-25, A Panchito Experience. While not part of our flight training program, this is a branch off our technical ground school, offering enthusiasts a chance to experience an inside look to the B25; the history, training the crews experienced, followed with a ride in the aircraft. We will be offering this course in 2020 as interest increases.

There will be 4 scheduled SIC courses for 2020, dates will be published on our website soon. For more information go to:
http://www.delawareaviationmuseum.org/damf/flight_training.html
FOCUSING ON LEADERSHIP AND MANAGEMENT OF OUR DIVERSE ORGANIZATION

Looking Back on 2019 and ahead to 2020... Ron Covais:

To begin, we are very pleased to announce that Linda Price, recently retired banking Vice President and Chamber of Commerce leader, has joined our Delaware Aviation Museum Team as Community Outreach Director. Welcome aboard Linda! Your reputation and contacts with key leaders at all levels of our community adds a great deal to our overall efforts. This past year we have sharpened our focus on a number of programs and laid the ground work for exponential growth for additional aircraft, community and educational opportunities for our local schools and students.

We Have:
- Formalized our commitment to Commemorating the Remains of our gallant veterans in a formal ceremony in which we have a script, American Flag and formal salute when we commit their ashes to the Heavens. Our first two memorials were to: Sgt John Mecario, a B-17 ground crew chief who served in World War II. Our second memorial honored Airman First Class Ted Maxwell who was a B29 crew member.
- We instituted a Young Eagles Program in partnership with Dover AFB Aero Club. In early November we had our first Young Eagles flights: We rented a Cessna 172, briefed all three students on principles of aerodynamics, pre-flighted the aircraft and then each student, individually with an EAA certified pilot flew from Dover AFB to Delaware Coastal Airport for a "touch and go" and helped land the aircraft. Our very first Young Eagle was a 13 year old female....Bravo to Olivia and our other two Young Eagles, Carter and Roger. This is investing in our youth and our aviation future at its finest.
- We have instituted an Education and Training sector under the Museum; to be clear, this is not related to our B-25 School. Under the Training portion, we placed our Young Eagles program; more programs will follow.
- Under our Education program, we have greatly enhanced our "Pathways to Aviation Education" curriculum. Along with Gleim, we have created a partnership, complete with software and other educational materials with 5 local high schools and either enhanced or created a new Aviation discipline under their STEM programs.
- At the beginning of this past Summer we initiated a campaign for major fund raising with State Senators and Representatives to support the following: Our combined Education and Training programs outlined above. We are planning to use funding for creating a "Hands on Training" facility for our cadre of 75 students from all 5 high schools.
- Funding is also underway for capital improvements to our existing hangar facilities....much more to come on this subject this coming year.
- With the new Georgetown Library we have forged a partnership that will display our incredible aviation and historical artifacts and memorabilia that we do not currently have proper facilities to display our collection. This coming year, the 75th Anniversary of the end of World War II, will witness the growth of our relationship with the local community through three tranches of displays at the Library. Our main themes will focus on Honoring WWII Veterans, especially from Delaware; and, the role of Women in WWII.
- Our Delaware Aviation Museum Foundation will do all that we can to: Honor, Educate and Inspire; remembering that we "Will Never Forget" those Veterans and Aviation Pioneers that went before us and ensured our great way of life.
AROUND THE HANGAR:

Charlie Quandt:
The year started with Panchito in the hangar undergoing maintenance. In addition to required inspections, we removed and replaced wheels, tires and brakes, a propeller, and several 55 gallon drums of engine oil.

The summer flying season was happily uneventful from a maintenance perspective. However, a friend of ours from Reading who stopped by to make an oil change after that air show, ended up replacing the engine in his P 40, American Dream. The museum and its volunteers pitched in to help while attending to our own Ocean City air show activities. Having a P 40 and a B 25 in the same hangar made for some good photo ops.

After the Atlanta air show we visited Carrollton Georgia where we visited Dr John Burson. We brought home a DHC-1 Chipmunk, which was donated by Dr. Burson, who previously donated the Tiger Moths. Later this year, a Cessna L-19 Bird Dog will arrive, also a donation from Dr. Burson. Both of these aircraft are restored and flying aircraft. The burden of annual inspections at DAMF will continue to grow with each additional aircraft.

The annual inspection for Charlie Zulu (Tiger Moth) was completed this fall. With willing manpower, we can finish the other Tiger Moth annual and send two biplanes to air shows! Spot, the L-16, is undergoing annual now. And winter maintenance has begun on Panchito. So, wear or bring your work clothes, you have been warned!

The J-3/4 Cub projects are progressing in fits and spurts. The J-3 engine was removed to a work stand. All fabric, fittings, controls, seats, tanks, firewalls, landing gear and everything else not welded on have been removed from the fuselage tubing structure. We are looking to fabricate a rotisserie to mount the fuselage on before we commence grit blasting, painting and inspection.

Wee Willie, the L-17 that joined us last fall finally flew this fall! However, a problem with the propeller pitch control system has led to extensive downtime and an ongoing program of renewal of rubber parts. In the meantime, a paint shop has been located in Chester County Pennsylvania and designs for a warbirdesque paint scheme are being debated. New paint means a new weight and balance report, and the museum

With 2020 comes the ABS-B mandate. Tim O’neil has gotten pretty competent at installing these systems, and will continue to upgrade the museum aircraft as ADS-B systems become available.

The Kitchen sink in the hangar is now operational. There’s a new sea container outside which is 3/4 full of parts. We have a working hydraulic mule (scratch built by John Doran) and an electric man-lift. The last two were donated by John “Heavy Lift” Doran who keeps our forklifts humming. The flight simulator on the mezzanine has been completely re-created, both software and hardware, by John Karr. Ask him to give you a demo.

These are just some of the highlights of the previous year and some of the plans for the future. Please stop by the hangar, and see what you can do to contribute to the growth of the museum. And thank you to Mike Moore, Jim Spicknall, Rich Applebaum, Chris Egan and all those volunteers who make the above possible.

Dick Cole’s family and Raider friends toast to our Friend we lost this year.
2020 Schedule for the DAMF B-25 and Tiger Moths

This year will be a very special year for myself and for all that the Delaware Aviation Museum stands.

This spring we will participate in the funeral and burial of our dear friend Dick Cole, the last of the Doolittle Raiders. These 80 volunteers conducted one of the most daring raids in the history of warfare and changed the course of WWII in the Pacific. We will also have a small part in a major documentary about the Doolittle Raiders.

In the spring, Panchito will lead a flight of four B-25’s and three C-47’s for a missing man flight over the funeral and interment of Col. Dick Cole at Arlington Cemetery. Although the date for this has been set by the USAF, it is protocol that we wait for the Chief of Staff of the USAF to make that announcement. This will be a national, not a just local event. The USAF recognizes, as we all do, that we are losing the last of the veterans of WWII. The Raider’s story of heroism, patriotism, commitment to mission, and commitment to each other is a major part of the United States Air Force heritage.

As all of you know, I have dedicated most of my adult life to the recognition of the Greatest Generation that fought to save the world from tyranny from 1939 to 1945. This year marks the 75th Anniversary of the end of WWII. My father, and many of your fathers, put their lives on hold to fight this war.

On May 8th, the 75th Anniversary of the German Surrender which ended the war in Europe to became known as VE day, we will participate in the Arsenal of Democracy fly over the National Mall with over 100 WWII veteran aircraft from all of the allied nations. Our Nation and the rest of the world will be celebrating the end of hostilities in Europe.

September 2, 2020 marks the 75th Anniversary of the Japanese signing of the Articles of Surrender on the deck of the USS Missouri, officially ended WWII. On that date, We will fly Panchito over the USS Missouri along with other WWII aircraft during the 75th anniversary ceremonies being held on the deck. Yes, That fly over will be over the USS Missouri and the remains of the USS Arizona in Pearl Harbor, Hawaii.

For me, my bucket list will be complete, and I can fold it and file it away. Thank you to all for helping the Delaware Aviation Museum be such an important part in these events.