

NEWSLETTER 3RD QUARTER 2020

DELAWARE AVIATION MUSEUM FOUNDATION

An IRS 501(C) (3) not for profit foundation
21781 Aviation Avenue
Georgetown, DE 19947
www.delawareaviationmuseum.org



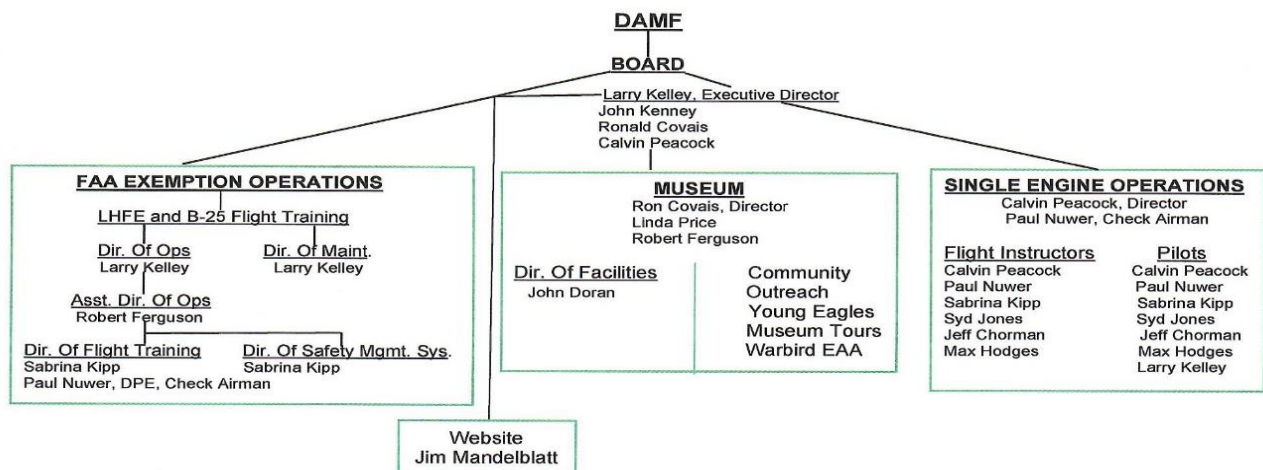
From the Office: Larry Kelley



WE NEED YOU:

The Summer of 2020 certainly has turned out to be a struggle to survive as an organization. Our dream team has done remarkable things to keep us going when many organizations have not made it through this crazy time. Ron Covais and Linda Price have been successful with obtaining an SBA loan for the museum, and grants to help cover our expenses that do not let up in a pandemic. Ron does not take no for an answer and it has paid off with grant money from the State and County. Our strategic decision a few years back to focus our income efforts on the B-25 flight school instead of Air Show revenue has really paid off this year. In a year in which 95% of all air shows have been cancelled, Sabrina, Calvin, Paul, and now Syd Jones continue to make our flight school a huge success with glowing reviews and from our students. Our LHFE flight experience program has been almost shut down by the cancellation of flying events. The flight school has become our primary income source to meet all the expenses of keeping the airplanes flying and our doors open this year. Charlie Quandt, John Doran, Max Hodges, Tim O'Neil and Roger Moore as well as many other volunteers have been keeping maintenance up to date on the museum aircraft and have brought the Navion online as an airworthy addition to our squadron.

As I talk with air show and event organizers about 2021 and 2022, there is a lot of anxiety about an industry that may never be the same again. Air Shows and large outdoor events have been changed by this pandemic. We have expanded our thinking on how we will find the revenue to fund the plans, programs, and projects we have been trying so hard to implement. As DAMF becomes more recognized as an important part of our community and a source of inspiration for our youth, we must start thinking of new ways to support the Delaware Aviation Museum and our planned programs and expansion plans as well as how to market all of this to the community. We have begun the brainstorming with our team. Many great ideas have been brought to the table. Now the challenge is to decide what is doable with the maximum chance of success, meets our mission, and mesh that with the programs we want to implement at DAMF and in our local schools. We have a diverse and talented group that will be using the next few months to help us define a comprehensive coordinated plan. The Board of the Museum has been working to clearly define the roles and responsibilities as we move forward. The organizational structure below should help everyone understand the responsibilities within the organization.



As you read through this newsletter, you will be as inspired as I am at the talent and inspiration of our team. Thank you to all who have brought us this far and all who will fulfill the Delaware Aviation Museum vision and mission.

FIFTH ANNIVERSARY CELEBRATION DRAWING RESULTS
From the Marketing Desk



Bill Rozek
"Janitor"

The absence of air shows due to Covid has been disappointing so we were cautiously excited about the opportunity to participate in the Wings Over North Georgia Air Show on October 24th and 25th. We were holding our breath hoping for a good turnout and very surprised at the surge of people signing up for their Flight Adventure. Unfortunately, the rain ended our fun and not everyone got to fly. The rain cleared up enough Sunday afternoon to allow us to make up some time in the air.

We have gotten a bit of traction from our efforts at marketing to Homeowners Associations and continue to reach out to them to encourage their members to join us for a group flight. If you know of any local HOA's organizations, local VFWs, American Legions, or Rotaries, please contact me with their contact information.

Thanks,
Bill Rozek
"Janitor"
443-458-8926

SAFETY IS NO ACCIDENT!

Sabrina Kipp, Safety Officer



As you have read in previous newsletters, DAMF has a Safety Management System (SMS) in place to maintain a high level of safety for our volunteers, guests and customers.

There are multiple segments to this "System". In addition to establishing a Safety Culture, there is Safety Risk Management, Safety Assurance, Safety Promotion.

Safety Assurance is a way DAMF management can attain high levels of safety. Safety Assurance is a constant monitoring of the organization's safety performance. This is accomplished through:

- A non-punitive safety reporting system
- SMS evaluations and assessments
- Incident/accident investigations
- Trend Monitoring

All volunteers are strongly encouraged to speak up if an unsafe condition (hazard) is recognized. Filing a safety report with the Safety Officer is one way of documenting the incident and is used in our trend monitoring to ensure we are on track for providing a safe environment. All reports are confidential.

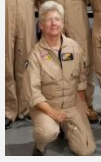
We would like to remind everyone of the risk and hazards that exist in the hangar. All of DAMF's aircraft, particularly "Panchito", mark their territory with oil on a regular basis. Use caution when moving in the hangar particularly when the aircraft are outside exposing oil on the floor. If you bring a guest, please brief them on the hazards and to use caution moving around the hangar.

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: safetv.damf@gmail.com. All communication is confidential.

FLIGHT TRAINING

Sabrina Kipp
Director of Flight Training



B-25 Flight Training



Delaware Aviation Museum Foundation's August, 2020 B-25 SIC graduating class. Left to right: Calvin Peacock – Instructor, Syd Jones – Instructor, William Weibel #45, Jacob Shavit #46, Paul Nuwer – Instructor/DPE and Sabrina Kipp – Instructor.
Congratulations to our third SIC class of 2020!

We are approaching the end of a successful B25 Second in Command training season. Our October class finished with 4 new B25 Second in Commands, including our 50th graduate, Tim Stevens. Thus far we have trained 13 SICs, with another 4 students enrolled for the November 13 -15 class, bringing the total students trained in the year 2020 to 17. That is the highest number of students for one year in our 5-year history providing B25 training course. Our April Class in 2021 is at capacity with students confirming training slots in the remaining 2021 classes. (Go to <http://www.delawareaviationmuseum.org/damf/flight-training/flight-training2021.html> for class 2021 class dates)

Congratulations to all our graduates!

DAMF has kept the price structure for the B25 courses constant for the past 4 years. Due to rising costs we will be changing all course prices effective June 1, 2021. Anyone enrolling prior to June 1, 2021 will be grandfathered at the current price.

I would like to thank all the volunteers that contribute in making our training courses successful. We have had positive feedback from our students reflecting DAMF's professional training approach and family atmosphere.

For more information on our B25 Flight Training please visit:
https://www.delawareaviationmuseum.org/damf/flight_training.html
or contact: flighttraining@delawareaviationmuseum.org

Sabrina Kipp
Director of Flight Training



Delaware Aviation Museum Foundation's B-25 Flight Training Program has graduated its 50th Second-in-Command Type Rated student. From left to right Instructor Calvin Peacock, Michael Sweeny #48, Instructor Syd Jones, Tim Stevens #50, Bruce Ray #49, Tom Sharkey #47, Instructor Sabrina Kipp, Instructor/DPE Paul Nuwer
Congratulations to the fourth SIC class of 2020!



DAMF's 50th SIC graduate, Tim Stevens, displaying his certificate with all the instructor's signatures, including Mitchell our hangar feline mascot.



SIC class catered lunch in the hangar.

LOOKING AHEAD....

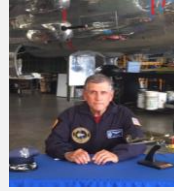
EDUCATION - TRAINING - CAPITAL IMPROVEMENTS



Bob Ferguson



Linda Price



Ron Covis

FOCUSING ON THE EXPANDING ROLE OF OUR MUSEUM

As we further define the Roles and Missions of our Board of Directors and Department Leaders, I will focus on Expanding and Upgrading our Museum and the surrounding facilities adjacent to our main hangar.

First, we said goodbye to an old friend: the Ballenca Sky Rocket. Hats off to Larry for all the years we were custodians for this wonderful piece of history. The good news is that we were able to return it to its rightful home at the Bellanca Museum. They were thrilled to have it, paid all the expenses of breakdown and transportation. This action also made available additional hangar space at GED for our use and saved hangar rent at another location. Hats off to Bill Boyle who made this happen.



A word or two on the L-17 Navion, known as Wee Willie. This past year and a half witnessed the return to flight of Willie. He is named Wee Willie in remembrance of the B-17 and crew members that were the last B-17 of the 91st Bomb Group shot down in April 1945. To date, we have 6 CFIs checked out in Willie and have given rides to about a dozen or so folks. In January, Willis goes to Pennsylvania for painting in Warbird markings. My personal appreciation and compliments to Charlie Q, Larry, Tim O'Neil, Virgil Rabine, John Kenny, Roger Moore and so many more we could not have done it without You !

We have accomplished a great deal in our Public Outreach Program:

Together, Linda Price and I have given briefings and talked with several key decision makers in Industry, County and State Government officials, Chamber of Commerce business leaders, Rotary Clubs from Georgetown and Millsboro, School District Leaders and many other decision makers. All for the following purposes: financial assistance in the form of loans and grants to maintain and upgrade our facilities and to support our programs that are Pathways to Aviation Careers for DELMARVA youth.

We have been, and are on plan, to upgrade our facilities at Georgetown Airport. More on this subject in the coming months, but for now, suffice it to say that we are improving our artifacts' trailer, our hangar facilities, adding an extension to the trailer that will be a conference room/classroom / meeting room etc for our use. The management and skills of so many of our volunteers makes this possible. Key players are John Doran, Charlie Q, Rich Applebaum, John and Corolla Karr, and so many others, including John M who is working so hard on rebuilding the interior of the trailer and cataloging the contents.

We have come a long way these past nine months, under the most trying conditions of COVID 19, and still have far to go. None of our accomplishments could have occurred without the talent and dedication of so many of our colleagues at DAMF. I am grateful to All of You!

AROUND THE HANGAR:

Charlie Quandt:

AROUND THE HANGER // OCTOBER 2020

The big surprise of the summer was a fuel leak under Panchito's right wing. Lots of folks pitched in to pull the rubber bladder tank out and to reinstall it after repair. Helping out were some new to us maintainers from Dover AFB who contributed mightily to this effort. Thank you! While that was going on, our dedicated maintenance providers also replaced a couple of low compression cylinders, a propeller seal and just to make things look pretty, installed a shiny new curtain between the bombardier compartment and Panchito's avionics bay. No more unsightly wires in the background of souvenir photos.

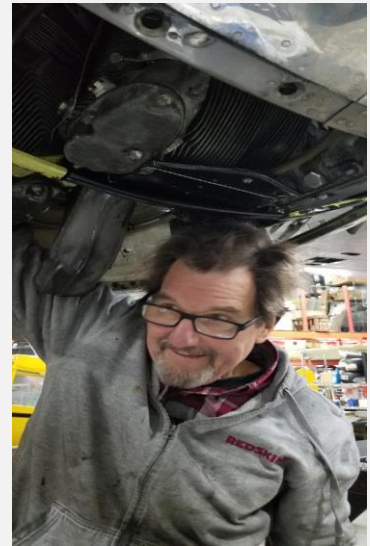
Then after many grueling days of work, as time was running out before the Arsenal of Democracy (AOD) flight, UPS announced that they had lost an engine cowling panel that our friends in Douglas GA had manufactured. Trouble was, the damaged panel, which served as a template was also lost. But not to worry, a third, but damaged, panel was in the museum's hangar. Roger Moore and his team stepped in at the last minute and restored this panel to service.

Panchito was able to accompany the Tiger Moth (NX82CZ) to the AOD flight in Culpeper Virginia, where both aircraft were available 100% as needed and required only minor maintenance. This is a testament to the ongoing maintenance efforts and attention to detail lavished on these two aircraft this summer.

The Navion A, known as Wee Willie, came through its annual with lots of new rubber parts. It has accumulated 11 hours with the museum during which most of our pilots have been checked out. We continue to address the remaining fluid leaks, in anticipation of a visit to the paint shop in January. In order to keep cost down, there might be a few trips to Chester County, PA (MQS) airport for volunteers interested in removing, then reinstalling Willie's control surfaces during the painting process.

As always, there are more annuals in the pipeline. Both Tiger Moths are down at the moment. The L-16, nicknamed Spot, was flown by Steve Nuwer in the Sussex County Air Force (SCAF) Memorial Day flight, will come due this winter. Panchito will need an oil change soon after the Florida trip.

Last but not least, one day the Jeep started making a racket. John Doran and Tim O'Neil did some compression testing, then took the cylinder head off and discovered a stuck exhaust valve. John dug deeper and found both connecting rods and valves had been incorrectly installed. He has re-ground the valves and polished the valve seats. Once he completes assembling the engine, it is expected to purr like, well Mitchell, our hangar cat.



Wee Willie

USS MACON CRASH AND GUADALCANAL WHAT DO THEY HAVE IN COMMON?



Calvin Peacock

An intriguing question. The USS Macon was the Navy's last flying aircraft carrier that crashed on February 12, 1935 and the Battle of Guadalcanal started August 7, 1942, seven years after the crash of the USS Macon. The connection is Rear Admiral LeRoy Simpler. Near the beginning of Admiral Simpler's career, he was a Curtiss F9C Sparrowhawk pilot aboard the USS Macon AND was aboard the day it crashed. Admiral Simpler later became a squadron leader flying an F4F and was at the beginning of the Guadalcanal Campaign. His career spanned WWII and the Korean War. For this edition, that is all I am going to tell you. Photos, oral history from Admiral Simpler and his son, Coard Simpler have just recently shared this information and there has not been enough time to digest all the material. Not to worry, future DAMF Newsletters will be featuring stories of Admiral Simpler's exploit, of which there are many, complete with photos. We are working with our webmaster, Jim Mandelblatt, to make the audio stories available on DAMF's website for all to enjoy.

Stay Tuned and stay safe!

The Curtiss F9C Sparrowhawk in the Smithsonian Air and Space Museum was Admiral Simpler's when he was aboard the USS Macon

