

Historic Aviation Memorial Museum



**PROP WASH
OCT/NOV/DEC 2022**

Museum

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Board Members

Tommy McBride- - - -2025*

Sam Brandon- - - - -2025*

Currently Vacant - - - -2025*

Michael Hilgert- - - - -2023*

Ivan Torres-VP- - - - -2023*

Chip Williams, III- - - - 2023*

Bob Strong- - - - - 2024*

Jack Downing- - - - - 2024*

Dan Cramer- - - - - 2024*

*Term Expiration Year

Museum Staff

Chip Williams- - - Curator

Karon Gilmore- - - Finance

Gail Strong- - - Librarian

NORTH AMERICAN F-100A SUPERSABRE "HUN"



The F-100 was the first of the Century Series jet fighters, and the first operational fighter capable of supersonic speed in level flight. The fighter was originally designed to be an air superiority fighter, higher performance follow-on to the F-86. It was later adapted to be a fighter-bomber. The F-100 served in the United States Air Force from 1954 to 1971, and the Air National Guard until 1979. The F-100 also served in several NATO Air Forces, and with other US allies. It was often referred to as "the Hun", a shortened version of "one hundred."

Titanium was used extensively in its construction. The prototype YF-100 was powered by a Pratt and Whitney J57-P-7 turbojet engine fitted with an afterburner and the first flight was on 25 May 1953. It exceeded the speed of sound in level flight on its first 35 minute flight. Deployment was delayed until a particularly troublesome yaw instability characteristic was overcome. Several crashed before the problem was resolved. The F-100D was a much improved aircraft, and was primarily a ground attack model, and was fitted with an autopilot and could carry Sidewinder missiles. Later versions could carry the AGM-12 Bullpup air to ground missile.

During the production life of the aircraft, which was terminated in October 1959, several versions were built as follows:

F-100A – The initial production version was a day fighter with a P&W J57-P-7 or J57-P39 turbojet with afterburner.

F-100C – The “C” variant was listed as a Fighter-bomber with P&W J57-P-21 engine. It was fitted with in-flight refueling for internal tanks only and provision for carrying extra drop fuel tanks and bombs under the wings. It had improved electronic bombing equipment and standard armament of four 20 mm cannons.

F-100D – A Fighter-bomber similar to the “C” version with improvements that included the fitting of flight refueling probe for refueling both internal and external tanks, wing flaps on center-section trailing-edge, tail warning radar and an autopilot.

F-100F – The two-seat version was able to be used as fighter-bomber, air superiority fighter or trainer. Length was increase by 3 ft to accommodate the second seat and the fixed armament reduced from four to two cannons. One F-100F was modified and used as a Low-altitude low-speed control (LALSC) test program.

The F-100D arrived in Vietnam in 1962 and flew close air support and ground attack missions. A two-seat version, the F-100F served as a Wild Weasel I, with radar homing. By the war’s end, 242 F100’s had been lost, and was replaced by the F-4 Phantom II.

SPECIFICATIONS (F-100D):

WINGSPAN:	38 FT. 9 IN.
LENGTH:	50 FT.
MAXIMUM TAKEOFF WEIGHT:	34,832 LBS.
SPEED:	864 MPH. 750 KTS.
SERVICE CEILING:	50,000 FT.
RANGE:	1995 MILES, 1733 NAUTICAL MILES

ARMAMENT:	
GUNS:	4-20 MM M39 CANNONS
MISSILES:	4 AIM-9 SIDEWINDER OR GAM-83 BULLPUP
BOMBS:	7,040 LBS. OF WEAPONS

INCLUDING:	CONVENTIONAL BOMBS OR:
	MARK 7 & 28 NUCLEAR BOMBS
	MARK 38 & 43 NUCLEAR BOMBS
	MARK 57 & 61 NUCLEAR BOMBS

ENGINE:	ONE PRATT & WHITNEY J57-P-21/21A. DRY THRUST 10,200 LBS, AFTERBURNER 16,000 LBS
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CREW:	ONE, OR TWO ON F-100F
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The museum’s F-100A, aircraft number 53-1684 is on loan from the U.S Air force Museum in Dayton, Ohio and is painted as a “D” model.

HAMM 2022 CHRISTMAS DINNER

HAMM's Christmas dinner was a resounding success. Hollytree Country Club personnel were very helpful and provided the necessary equipment and support for Michael Hodge's excellent presentation on our Museum's Aviation History, with the aid of Richard Schmitt and Stephen Thompson. Special guests for the evening were Jennifer Gaston, and Lynn Thomas. Mrs. Gaston is the Editor-in-Chief of Tylertoday Magazine and provided an outstanding article in Tylertoday regarding the history of our museum. Mrs. Thomas, who has been a friend of the museum for several years, was the driving force in bringing airshows to Tyler.

One of the highlights of the evening was the presentation of our yearly awards for support to the museum. Sam Brandon was presented with the "Red Griffin" Volunteer of the Year Award for his outstanding support to our Restoration Facility. Gale Strong, the Museum's Librarian was presented an award in appreciation for her long-term support to HAMM's mission. Tommy McBride, one of our Docents, was awarded the "Tim Spence" Volunteer of the Year Award in appreciation for his support for HAMM's Mission. Unfortunately, he was unable to attend the celebration. (Con't page 5.)



Sam Brandon

Gale Strong

Richard Schmitt

Lou Thomas

HAMM MEMBER RECOGNITION



We would like to recognize Randy W. Ball, America's Premier Jet Demonstration Pilot, who hangars his MIG-17 in the Museum's Restoration Hangar.

If you were to cast an actor to play a sixth Generation Texan, you might pick someone wearing cowboy boots and a ten gallon hat, riding a horse. When you meet Randy, he is wearing combat boots, a flight helmet, and his ride is a supersonic MIG-17F. Randy and Fighterjets, Inc. is a major presence in the airshow world.

Randy has performed well over 1,500 performances to date: No other North

American Jet Demo pilot even comes close to that number of performances. In fact, Randy is the only jet demo pilot (military or civilian) to be granted both a day and night unlimited aerobatic rating in jet fighters by the FAA. He has flown over 43 different types of aircraft, manufactured in nine countries. As a youngster, Randy began hanging out at the Breckenridge, Texas airport during his summer, longing to fly when he would see Howard Purdue regularly take off in his corsair. When he would see that bent wing or hear that that radial engine, no one could keep him on the ranch for love or money. Randy's father took him flying occasionally, and he spent countless hours with one of his heroes, his Great Uncle Gilbert Ball, who flew 56 missions over Europe flying the B-17 flying fortress. Even before college, randy knew he wanted to fly.

By the time he was 13 years old, he had already taken off and landed a plane with his father and soloed at the age of 18.

After college, he found the CAF (Commeriative Air Force) and flew right seat in an A-26. By the mid 90's, he was spending all of his time at air shows and thought he could make a living doing this. He keep hearing jet pilots say that props are for boats, so he looked into flying jets. He began by taking instruction in a T-33 and then flew the F-100, which sold him, and then eventually bought a MIG-17.

Randy volunteered to work in his first air show in 1982 and flew in his first air show more than 30 years ago. He continues to be North American Airshow circuit's #1 and easily the most internationally recognized Jet Demonstration Pilot! Randy continues to be featured in dozens and dozens of magazines around the world and often can be seen on television. He has one of the highest followings in social media of any performer globally and his videos from Airshow performances are each seen internationally by hundred of thousands of people.

Randy's resume lists:

- OVER 36 YEARS AS A PILOT, TODAY AN AIRLINE CAPTAIN
- OVER 32 YEARS OF AIR SHOW EXPERIENCE
- OVER 1,500 PERORMANCES - **(THE MOST OF ANY US JET DEMO PILOT)**
- OVER 1,800 HOURS IN RUSSIAN JET FIGHTERS - **(HIGHEST OF ANY WESTERN PILOT)**
- OVER 18,000 HOURS TOTAL FLYING TIME
- FLOWN OVER 43 DIFFERENT TYPES OF AIRCRAFT
- LEVEL 1 (UNLIMITED) JET AEROBATIC DAY AND NIGHT **(THE ONLY NIGHT JET FIGHTER PILOT IN NORTH AMERICA)**
- THE ONLY MIG-17 AND PILOT TO FLY AS A "THREAT/AGGRESSOR" AIRCRAFT WIT THE USAF F-4 PHNTOM WHILE FLYING IN AIR SHOWS AND ON FILM
- FUNCTIONAL TEST PILOT ON A NUMBER OF MIG FIGHTER AIRCRAFT, INCLUDING RUSSIA'S FIRST ALL-WEATHER INTERCEPTOR, THE MIG 17PF AND IS THE ONLY CIVILIAN PILOT IN NORTH AMERICA TO HAVE EVER FLOWN THIS MIG VARIANT
- A.C.E., AEROBATIC COMPETENCE EXAMINER (PROP AND JET WARBIRDS)
- FORMER ICAS SAFETY BOARD MEMBER
- MEMBER AND FORMER BOARD MEMBER - HAMM
- FOUNDER AND DIRECTOR - "THUNDER OVER CEDAR CREEK LAKE" AIR SHOW

Randy has flown as the enemy aircraft with the USAF F-4 both for air shows and on film. His solo demo is designated to resemble the tactical demo of the F-16 falcon, the first fighter that could out-turn the Vietnam era MIG-17. during his demo in the MIG-17F, he routinely pulls 8gs, and reaches speeds approaching 700 mph, all while sometimes fling less than 100 feet off the ground.

He likes to spend time with Civil Air patrol Cadets and the Boy Scouts, and when asked what is his favorite maneuver, he says "the vertical A/B roll". When asked what his favorite air show is, he says "It's the one where I can have access to the fans, especially the kids. It is the kids who make all the work worth it. They are the next generation, and the one hope I have is to inspire the n a positive way....TO FLY."

[If Randy's history peaks your interest in his flying abilities, you can see him on the evening of Friday, June 30th at Pounds Regional Airport performing in the ROSE CITY AIRFEST 2023 Airshow.](#)

DEATH ANNOUNCEMENT

We are very sad to announce the recent passing of Warren Moore, who was a life member of HAMM. He served both on the Board of Directors and as Vice President of HAMM's Restoration Facility. Warren was instrumental in identifying the type of paint required to finish the FJ-4 Fury and also in obtaining the pole for mounting the F9F aircraft, where it will be visible from Highway 64 at the airport. He will be missed.

Warren's service will be held at Stewart Funeral Home, Tyler, Texas beginning at 9:30 a.m. on January 14. Following the services, Warren's family will be hosting a Celebration of Life in the Museum's lobby from 1:00 p.m. to 3:00 p.m. Per his family's request, memorials should be sent to the Historic Aviation Memorial Museum in lieu of flowers.

(Cont. from page 3)

Overall, the museum has had a great year: after recovering from the Covid crisis, the number of visitors increased drastically to over 3600 in 2022. This also includes visitors to the museum to view the Rose City Airfest aircraft on display during the 2022 July 4th weekend.

Looking ahead, plans are now being drawn up for the Rose City Airfest 2023. The planning team attended the International Council of Airshows (ICAS) and has tentatively scheduled a number of the top airshow performers, including our own Randy Ball with his MIG-17F.

Each year, three members of our nine-member Board of Directors come up for re-election. And each year, a President and two Vice Presidents are elected by the Board members. This year, Sam Brandon, Warren Moore, and Lou Thomas' terms were up. Lou did not run and the voters re-instated Sam and Warren. Lou's vacant position was won by Tommy McBride. Unfortunately, Warren passed away recently and the Board will have to review the voting files to determine his replacement when they meet on January 25.

Because he chose not to run again, Lou will be stepping down as President of HAMM. He is looking forward to some free time to take care of home projects, support to Civil Air Patrol, and flying his airplane.

VOLUNTEERS NEEDED

HAMM is in need of volunteers. We are open from Wednesday –Saturday, 10:00 a.m. – 4:00 p.m.

Gift Shop/Greeters are our number one need. Technically-inclined individuals to work in our restoration facility are also in need. A Librarian is also required and this position would be ideal for a college student to gain experience in Library Science.

Gift shop/Greeters – Welcome visitors, process admission fees and Gift shop purchases.

Technically Inclined individuals – work in our Restoration Facility helping to maintain our extensive aircraft collection.

Docents - Guide visitors through the Museum, providing details of various displays, and our aircraft parked on the ramp.

Library/Administrative Assistants – Assist in managing our Aviation Library and associated tasks.

NEW MEMBERS

<u>NAME</u>	<u>MEMBERSHIP</u>	<u>NAME</u>	<u>MEMBERSHIP</u>
David Stewart	Individual	Douglas Panelley	Life
Mark Bronston	Life	Lecy McCardell	Family