

Tennessee Aviation

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Aeronautics Division

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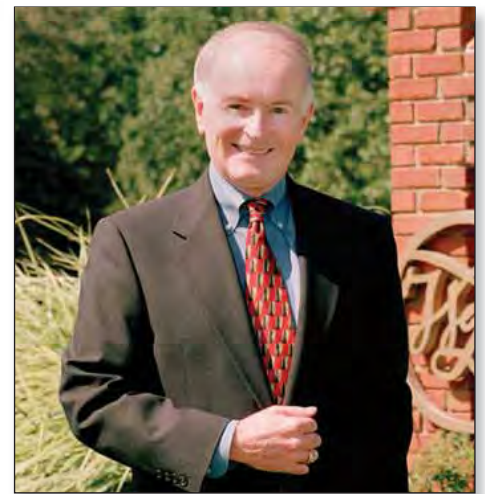
Tennessee Airports Conference Had It All!

The 23rd Annual Tennessee Airports Conference on August 20-22 at the Nashville Airport Marriott had it all – awards honoring outstanding airports and people, informative sessions, interesting speakers, fun activities and great food and entertainment.

All previous records were broken! There were over 390 attendees with 65 airports represented. Thirty vendors filled the Cumberland Ballroom, and there was a waiting list of more wanting to exhibit.

Keynote speaker Captain David Sanders (Ret.), FedEx Flight 705, electrified the large crowd when he described his horrific experience on April 7, 1994. A flight engineer attempted to kill him and his flight crew and fly the DC-10 into the FedEx building in Memphis, Tenn.

The conference took a 1950's turn when "Rick" Clark and his American Bandstand dancers "strolled" in and demonstrated the "Hand Jive" and encouraged everyone to participate.



Former Tennessee Airports Commission member Jim Ethridge was awarded Career Contributions to Aviation.

**Sumner County Regional Airport Authority (Gallatin)
Governing Body of the Year**

**Johnson County Airport (Mountain City)
Most Improved Airport of the Year**

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Rick Clark and his American Bandstand dancers.

During the Awards of Excellence Banquet, Tennessee Aeronautics Commission Chairman Larry Mullins presented awards to the following:

**Jim Ethridge
Career Contributions to Aviation**

**Randy Musick
Airport Manager of the Year**

**Elizabethton Municipal Airport
Airport of the Year**



From the Cockpit

By Bob Woods, Director

We had another great conference this year with a record attendance of 390. The informative and varied format was well received. The Federal Air Marshal representatives reminded everyone to be vigilant in reporting suspicious activities.

Congratulations to our Awards of Excellence recipients and those who received Front Door awards. We appreciate all you do to enhance your airports.

We were pleased with the turnout for our new activity, a canoe and fishing trip down the Harpeth River. As always, we welcome any suggestions you care to make that will improve our program.

We are already working on next year's conference. The theme will be country/western. Be sure and mark your calendars. We hope to see you there.



Conference Vendors Awards



Chairman's Choice
Connico,
Incorporated

Committee's
Choice
Barge, Waggoner,
Sumner & Cannon



Most Creative, All Weather, Inc.



Tennessee Aviation, Aeronautics Division Publication

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We have lost another member of our aviation community. Sevierville City Administrator and former City Manager of Springfield, Tenn., Doug Bishop, 56, passed away unexpectedly. Bishop was a pilot, member of AOPA and a staunch advocate for airports and aviation.

Awards of Excellence Recipients



Airport Manager of the Year, Randy Musick.



Governing Body of the Year, Gallatin



Airport of the Year, Elizabethton Municipal Airport



Most Improved Airport, Mountain City

Airport Conference...cont.

In addition to awards and door prizes, informative sessions kept the participants moving from “Let’s Talk Funding” and “Talking Safety NOTAM Changes” to “21st Century Regional Air Transportation” and “Executive Brief of the Federal Air Marshall Service.”

The busy aviation officials also had opportunities to wind down and relax. On Wednesday, they had the choice of

playing in a golf tournament at Windtree Golf Course in Mt. Juliet or canoeing seven miles on the scenic Harpeth River. Also, the fourth annual spouses’ tour included the Tennessee State Capitol and the historic Belle Meade Plantation.

In keeping with the theme, “Flying through the 50s,” Thursday night’s finale was a sock hop. Many James Dean, Marlon Brando and Fonzie lookalikes were circulating through the crowd. Women appeared to favor the poodle skirts that Sandra Dee made famous.

Elvis Presley, the 1950’s icon and King of Rock and Roll, made a surprise visit. His sultry good looks and infamous hips soon had the ladies swooning when he belted out some of his hit songs.

The 2009 conference theme will be country/western so get an early start on rounding up your boots and cowboy hats. It is scheduled for August 19-21, at the Nashville Airport Marriott once again.

Flagship Detroit, Oldest Flying DC-3

The pilot studied the fully restored instrument panel and control sticks. He started the engine, and the silver and red DC-3 roared to life. Flagship Detroit, the oldest flying DC-3, was ready for flight.

George Dennis, retired American Airlines B-777 captain and founder of the Flagship Detroit Foundation, located this original AA flagship in 2004 and delivered it to American Airlines. He recruited volunteers to donate money and their expertise in restoring the aircraft. During 69 years of service, it had carried passengers, mail and cargo. Prior to being rescued, the flagship was being used as an aerial insecticide sprayer.

The restoration took more than 4,000 man hours. Documentation on DC-3 mechanical systems was readily available; however, the interior reconstruction evolved from old photographs and memories of former employees.

If Eleanor Roosevelt were alive today, she would have found the aircraft looking pretty much the same, except for the missing galley (which is soon to be restored). Dennis said Mrs. Roosevelt flew with Flagship Detroit several times and always insisted on riding in the stewardess seat which is beside the back door.

In the 1930s, air travel was considered dangerous, unreliable and expensive. To promote an image of safety, American Airlines called the DC-3s "Flagships," supposedly to assure passengers

they were as safe as being on an admiral's flagship.

They also were named for different AA destinations, thus Flagship Detroit.



C. R. Smith, the innovative president of American Airlines, wanted an aircraft bigger than the DC -2 and more comfortable than the Curtis Condor or Ford Tri-Motor. He convinced Donald Douglas, president of Douglas Aircraft, to design and build the DC-3.

The new design went through intensive tests. Small windows were added to the upper berths to prevent claustrophobia. Engineers even experimented with interior color effects. Certain shades of green caused some passengers to have balance problems and air sickness.

Various patterns made passengers feel



George Dennis (L), retired American Airlines B-777 captain and founder of Flagship Detroit Foundation. Captain Ron Tallent, flight instructor for DC-3.



uncomfortable. Dark carpets were chosen to connote strength and security underfoot. The wall and ceiling were light in color to evoke a feeling of airiness and prevent the traveler from feeling confined.

The DC-3 started its lengthy career as a Douglas Skysleeper Transport (DST) with upper and lower berths. C. R. Smith, president of American Airlines, wanted to compete with the railroads and attract the upper class and business travelers. Also, travel was a lengthy ordeal. Since planes had limited range, they could not fly safely at night and over mountains; consequently, passengers would transfer to trains at night.

Another plus for American's DST was that it had the facilities to provide hot, full course meals. A coast-to-coast flight entitled passengers to three menus for breakfast, lunch and dinner. The meals were served on china with

The interior of Flagship Detroit has been restored to its original beauty. Seats were more narrow in 1936 because the average person weighed 135 pounds.

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Dynamic Young Manager Rejuvenating Winchester Airport

Airport Manager Josh Abramson, mover and shaker at Winchester Municipal Airport.

After 15 years of no construction at Winchester Municipal Airport, new Airport Manager Josh Abramson has been a dynamo, initiating projects equaling \$2.5 million.

“I’m an action person; I fix my mistakes along the way, but I get it done,”

Abramson said. He was the first in the state to offer wireless internet connections to business travelers. He also transitioned Winchester Municipal from paper computers.

One of Abramson’s biggest achievements is construction of a new high tech, 3,000



The new terminal will have a fantastic view.

sq. feet terminal. The old terminal will be leased out to bring in more money.

The new construction will also include covered parking and a security gate with restricted card access. Surveillance



cameras will beef up security.

According to Abramson, the City has been supportive of his airport improvements and community involvement.

In 2007 he organized a community-wide aircraft accident simulation with “victims,” the fire department, ambulance service and hospital. Abramson’s “smorgasboard” background, along with his MTSU degree in Aerospace Administration, has certainly prepared him for successfully managing an airport.

Flagship Detroit...cont.

silverware. Food options might be omelets, Long Island Duckling, Filet Mignon, etc. Today’s travelers consider themselves lucky to get a small bag of peanuts.

With the introduction of the DC-3, American Airlines became the number one airline in the United States. Smith said, “The DC-3 freed the airlines from complete dependence upon government mail pay. It was an airplane that could make money by just handling passengers.” Previously, airmail service was the moneymaker for airlines.

The Douglas DC-3 is universally recognized as the greatest airplane of its time. They were produced as C-47 military transports during World War II and widely used for carrying cargo.

Chiang Kai-Shek even said, “Give me 50 DC-3s, and the Japanese can have the Burma Road.”

American Airline employees, as well as others from all walks of life, volunteered

their time and money to restore Flagship Detroit.



The DC-3 originated as a Douglas Skysleeper Transport (DST) with upper and lower berths.

AA pilots who fly the huge Boeings eagerly learn to fly it; obviously, the DC-3 is still immensely popular.

Dennis said they have a “common goal to maintain the heritage of this beautiful airplane and educate the public of the importance of early aviation.”

He stated, “We do several air shows and private events each year, with the common theme being education. As a non-profit group, as with most non-profit groups, our biggest challenge is funding. We annually spend \$20,000 on maintenance and \$60,000 on fuel.”

For more information, go to www.flagshipdetroit.org.

CONFERENCE HIGHLIGHTS



The Flight that Changed their Lives Forever

“On April 7, 1994, life as I knew it changed forever,” said Captain David Sanders (Ret.), FedEx pilot. Thus began an unbelievable story of attempted murder and air piracy.

Flight 705 was supposed to be a routine flight from Memphis, Tennessee, to San Jose, Calif., with a three-man flight crew, Sanders, Co-Pilot Jim Tucker and Flight Engineer Andy Peterson. Sanders asked Tucker if he wanted to fly the DC-10 to San Jose, and Tucker’s response was, “Sure, you never know when it might be your last.”

Another FedEx employee, Flight Engineer Auburn Calloway, was jumpseating, but chose to sit in the back of the plane. Unbeknownst to the crew, Calloway was desperate. He had falsified his job application and was about to be terminated. He had formulated a plan to end his own life which would provide for his family financially, and he would punish FedEx by crashing the plane into the hub. Before he could take control of the plane, he must rid himself of the crew. Their injuries had to be consistent with an air crash, so his weapons of choice were two claw hammers, two sledge mallets, a knife and a speargun.

After climbing 18,000 feet, Sanders heard an unusual sound. He looked up to see Calloway standing by his side bringing a claw hammer crashing down on his skull. Before he could unstrap his seatbelt, he was struck two more times and lost consciousness.

When he opened his eyes and looked around the cockpit, he saw that Tucker and Peterson were also wounded and bleeding. Sanders later learned that Tucker had been hit with the 20 ounce hammer above his left ear, driving his skull into his brain and paralyzing him on his right side. He couldn’t use his right hand; couldn’t use his right foot for the rudder and couldn’t see out of his right eye. One of the numerous blows to Peterson’s head had severed a major artery, and he was bleeding to death.

Sanders unstrapped his seatbelt and moved toward Calloway who was holding a spear gun and told him, “This is a real gun. Get back in your seat, or I’ll kill you.” Sanders dived to the floor, thinking Calloway was ready to shoot. Peterson grabbed the spear gun. Tucker was still at the controls; he pulled the nose of the airplane up 30 degrees and rolled the airplane almost upside down. They were alternately weightless and pressed upon by three times their weight in G forces. That was no minor feat for Tucker when the right side of his body wasn’t functioning.

Sanders said, “Jim Tucker began one of the most remarkable airplane maneuvers in history. He rolled the airplane in a 135 degree bank, disconnected the auto throttles and rolled out of 13,000 feet with no severe damage to the airplane. The effect of that maneuver saved our lives.”

Since the three combatants weren’t strapped in, the movement of the plane rolled them into the back, and the fight continued. Sanders was hit in the head with the hammer three more times, and the third blow was so hard that he began to black out. His ear was almost completely severed and his jaw dislocated. He had multiple lacerations, fractures and a concussion, and the spear barely missed one of his arteries.

When Sanders returned to consciousness, he saw the hammer and hit Calloway in the head twice. Sanders said, “The realization of what is happening is only now becoming clear. This guy is really trying to kill us!” Sanders asked Tucker to put the airplane on autopilot and come back and help with Calloway. Tucker was 6 feet 2 inches and very strong. Although he was gravely injured, he used his strength and weight by jumping on top of Calloway and holding him down. Peterson stayed in the fray from the beginning to the end.

Thinking they had the bad guy subdued, Sanders went to the controls to land the plane. Unfortunately, the fight in the back resumed. “Psychologically, I can tell you



Captain David Sanders (Ret.) FedEx Flight 705, described his horrific experience on April 7, 1994, when a flight engineer attempted to kill him and his flight crew and fly the DC-10 into the FedEx building in Memphis, Tennessee.

it is hard to slow the airplane down when you have all that going on behind you. If there was ever a need for speed, I think that was it, so I flew the airplane as fast as I could safely fly it,” Sanders told the crowd.

When Sanders neared the airport, he realized he was too high and going too fast to land. No one on the ground understood what had happened. They only knew that an unnerved crew member had reported some sort of attack and had requested an emergency landing. All runways had been cleared.

As the plane descended, warning alarms sounded, “Air speed, pull up. Terrain, terrain, pull up. Bank angle, bank angle!” The air speed sensors wouldn’t let the flaps come down until they slowed their speed. Sanders was finally able to slow the plane and get the flaps down to land. “Everything worked like it was intended to work, and we were able to safely walk away from the airplane,” he said.

Tucker suffered the worst injuries. The right-sided paralysis passed, but he remains blind in one eye and experiences ongoing motor-function impairments. All three aviators lost their first class medical rating due to their sustained injuries. The Airline Pilots Association awarded them the Gold Medal Award for heroism. Calloway was sentenced to life imprisonment without the possibility of parole.