



EAA MUSEUM ON THE MOVE

By Ralph Bufano, Executive Director

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AS THE PREVIEW of the new Museum approaches we are all preparing vigorously for Oshkosh '83 when the doors will be open wide for the first time. We are now in the process of preparing and moving many of our aircraft to their new home.

The aircraft committee has selected several different types of aircraft for display. The homebuilts, antique and classic, World War II, racers, aerobatic, ultralight and the one of a kind aircraft are now being evaluated to insure their best possible display in the new Museum.

Pat Packard, the Foundation exhibit designer, is working on his scaled down model of the Museum, testing different aircraft as to size and possible location, estimating the amount of floor space they will take. This is a tedious job and one that must be done before all the work of disassembling aircraft and moving aircraft to Oshkosh takes place. Many other factors must also be taken into consideration — historical significance, uniqueness, condition and size of aircraft and color of the aircraft. The weight of the aircraft is another consideration when deciding whether it can be suspended or placed on the Museum floor.

Bill Chomo, director of maintenance and restoration at Franklin, and his staff must evaluate the prospective aircraft as to whether it is a reasonable candidate for hanging and where the attach points will be. They must check the weight and balance and factor the size of cabling at all attach points. With this accomplished, the staff must disassemble aircraft that are currently on display at our Franklin Museum and carefully prepare them for transport to Oshkosh. Cradles for the wings, tie-downs for the aircraft and special permits when they are needed for wide loads all must be accomplished prior to the move. Special routes have also been mapped out to escape as much general traffic as possible while in transport.

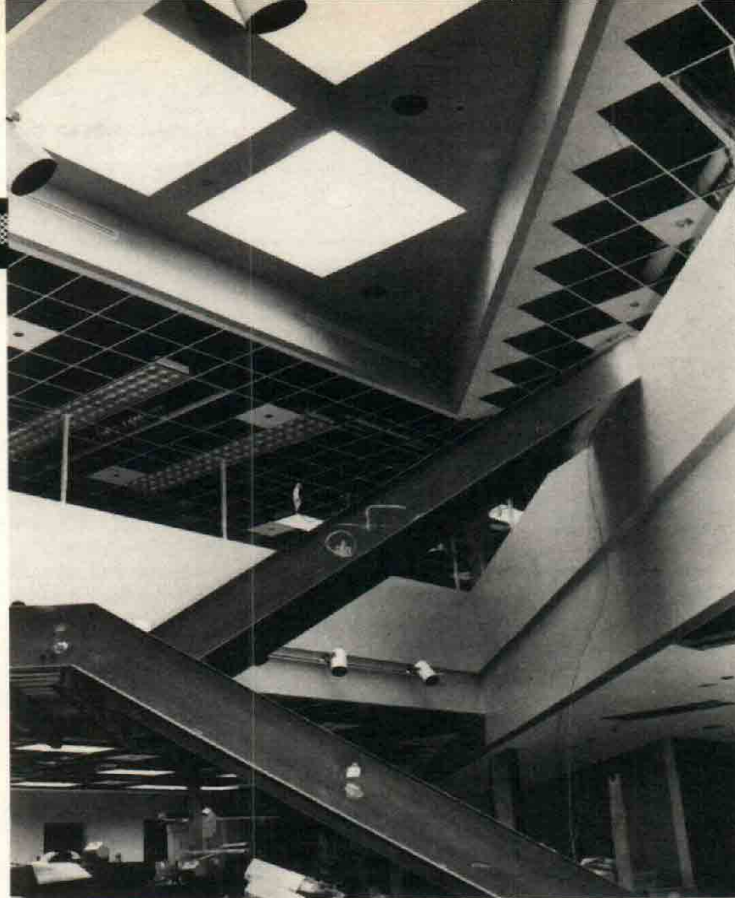
Out of the homebuilts in our collection, the list was pared to 27 on the first round of discussion, and of this, 6 were projected for hanging. This is to give us a base to do our selection for our initial display.

In the antique/classic section, 16 planes were selected and of those 5 will be on display and 1 will be lifted on a display stand. Within the antique area, another 4 planes were selected to incorporate the World War I era, with 2 for possible suspension and 1 for set-up on a display stand.

The racers and aerobatic section contain 9 aircraft of which a possible 4 could be suspended and one lifted on a display stand.

In the ultralight and air challengers division, 3 hanging and 1 on a display stand was suggested out of the total of 9 aircraft.

Not included in this list are 4 partially completed aircraft that are designated to go into the restoration workshop, which is viewable from the Museum. Also a variety of aircraft components and fuselages have been chosen to be used throughout the Museum.



(Photos by Marian Cavadias)
EAA Aviation Center as of April 12.



As all of the aircraft to be utilized in the Museum must be in place by early July, the reassembly of aircraft transported from Hales Corners is important as well as finding storage areas for them before their placement in the new facility.

We are striving for displays that will heighten the visitors first experience in the new Museum hoping to capture the drama and technology of flight throughout the ages.