This is your opportunity to relay your interest in speaking on a certain topic and seek collaborators for your session. After the Early Topic period closes, we will post the proposals on the National Air and Space Museum’s website and notify the MC community so submissions can be reviewed and discussed. Ultimately, we hope submitters will find help from others who can collaborate or speak on their topics and transform ideas and partial proposals into complete, well-rounded sessions that are strengthened by different individuals and museums joining together to approach a topic. Any sessions developed through this process should be submitted as a Full Proposal by the June 1 deadline.

Please type.

Proposed Topic: Grumman Martlet AL246- A French Connection
Aircraft Restoration/Conservation and ‘Object Critical thinking’

Description: I lectured at Mutual Concerns in 2010 (Washington) on the subject of the Fleet Air Arm Museum’s Corsair aircraft (KD431) this examined restoration ethics, conservation methods and in particular paint archaeology. Following the success of this project, we have completed a similar paint archaeology study and deep investigation exercise on our unique Grumman Martlet Aircraft. This new work has expanded on the techniques employed on the Corsair project and has seen the use of more science based evaluation and assessment to reveal, identify and confirm date provable evidence (University and paint industry laboratory analyzing has played a key role in establishing new facts and data). We have also worked with a major paint manufacturer to develop a removable barrier layer that we hope in time will be developed into a commercially available product that could enable museums to re-paint and then un-paint objects if absolutely necessary.

The aircraft is possibly the oldest surviving Grumman F4F variant and was originally contracted by the French Government as a Grumman G-36A. It is the only surviving example of this batch of aircraft from 1940, and the project has revealed that it still retains large areas of its original French/British paint application from the Grumman factory (1940) with some research in this area not concluded.

The project reveals these new findings, but also re-iterates the importance of ‘Object Critical thinking’, demonstrates what is possible (on relatively low budgets), proves that the Corsair was not a ‘lucky-one off project’, and that this approach can (and arguably) should be perused more often.
Smithsonian National Air and Space Museum

Designed to be of interest and use to all levels of museum conservation and restoration staff, the lecture may (as a subject) also have relevance and appeal to the museum community in the New York/Long Island and ‘Cradle of Aviation’ vicinity.

Subject Area:

- [ ] Museum Administration
- [ ] Collections Management
- [x] Restoration/Conservation
- [ ] Exhibition Design
- [ ] Education and Programming
- [ ] Development & Marketing
- [ ] Media & Technology
- [ ] Other topic area

I have star marked the main areas of interest, however, we have found that since the aircraft has been on display (along side the previously completed Corsair KD431) that we have found that there have been a number of educational, and marketing opportunities that have been used to good advantage.

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Submission deadline is April 20, 2015
Please email completed form to nasmmutualconcerns@si.edu