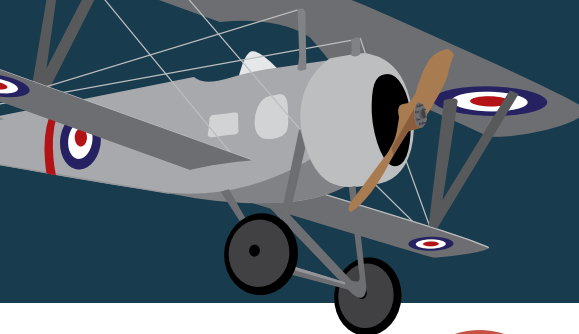


aloft

THE MUSEUM OF FLIGHT MAGAZINE



VOL. 40, ISSUE 1
JANUARY/FEBRUARY 2018



MEMBER EVENTS

For all events, please RSVP to membership@museumofflight.org.



MEMBER EXCLUSIVE!

MEMBER MOVIE NIGHT ARRIVAL

Linguistics professor Louise Banks (Amy Adams) leads an elite team of investigators when twelve gigantic spaceships touch down at different locations around the world. As nations teeter on the verge of global war, Banks and her crew must race against time to find a way to communicate with the extraterrestrial visitors. Hoping to unravel the mystery, she takes a chance that could threaten her life and quite possibly all of mankind. *Rated PG-13 for strong language.*

WILLIAM M. ALLEN THEATER
Friday, Jan. 19 | Movie starts at 6 p.m.
Doors open at 5:30 p.m.



Want to see artifacts in the Museum collection not normally on view?

Join us for *Coffee with the Curator*. You're welcome to bring your lunch—coffee and dessert is on us!

TEST PILOT COLLECTION

Join us in January as we explore new additions to the collection related to Boeing test pilots. We'll share unique archival materials and objects from the personal collections of pilots who flew test flights for some of the most notable Boeing aircraft programs, and then we will discuss their accomplishments and careers.

NORTHWEST AEROCLUB ROOM
Red Barn, 1st Floor
Friday, Jan. 19 | Noon to 1 p.m.

AIR FORCE ONE

We celebrate President's Day by exploring our Air Force One artifacts. We'll share unique items related to our Boeing VC-137B in the Aviation Pavilion, as well as materials related to other presidential aircraft.

NORTHWEST AEROCLUB ROOM
Red Barn, 1st Floor
Friday, Feb. 16 | Noon to 1 p.m.



HAPPY NEW YEAR!

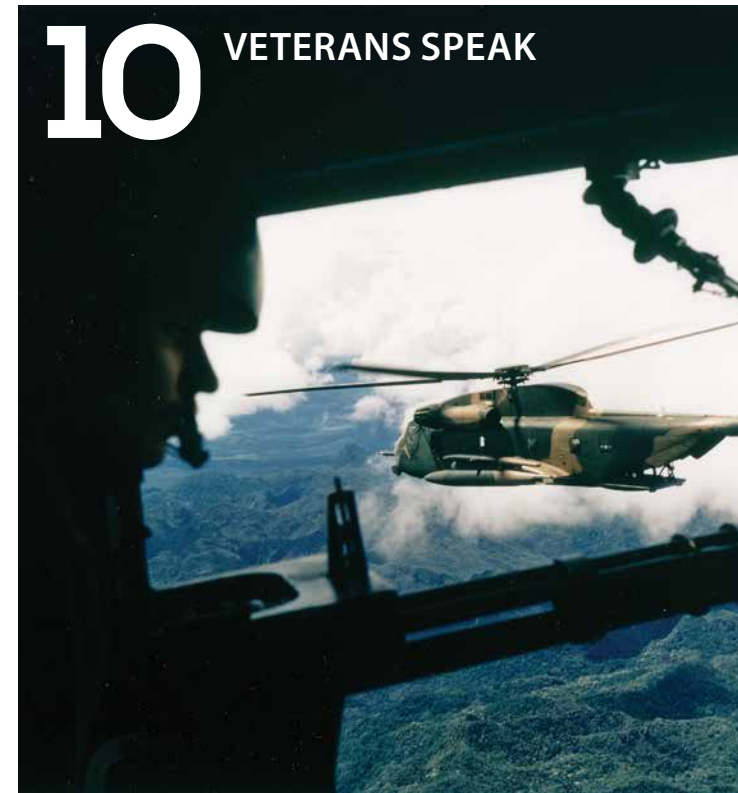
We appreciate our Members and thank you for supporting The Museum of Flight. We hope to see you often in 2018 and look forward to sharing more events and special opportunities with you.

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www.museumofflight.org
24-Hour Info Line: 206.764.5720



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8 MEET BOEING FIELD

STEM Starters

STEM Starters is a monthly pre-school program series geared specifically for our youngest Members age 3-5 and their co-pilots!

CIRCUITS, CIRCUITS

Four sessions available!

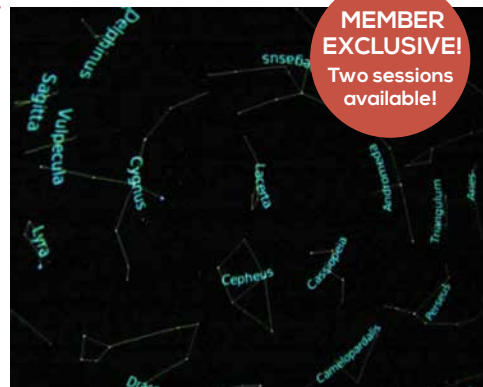
We will gain hands-on experience while exploring the world of electricity, circuits, and energy.

Monday, Jan. 8 | 10:30 to 11:30 a.m.
Monday, Jan. 22 | 3 to 4 p.m.
Monday, Feb. 12 | 10:30 to 11:30 a.m.
Monday, Feb. 26 | 3 to 4 p.m.

All sessions are in the **NORTHWEST AEROCLUB ROOM**
Red Barn, 1st Floor

RSVP required. To attend, email us at membership@museumofflight.org.

Space is limited to 12 families (one child/one adult per family) at each program. *For the safety and success of your child and the class, please note that hands-on participation and attention from caregivers is required.*



MEMBER EXCLUSIVE!
Two sessions available!

UNDER THE NIGHT SKY

Planetarium Experience

Step inside our portable planetarium to immerse yourself in the Solar System you call home. Explore planets, moons and more while learning about the motions and interactions of these amazing celestial objects.

SIDE GALLERY
Wednesday, Feb. 7
5:45 to 6:45 p.m. OR 7 to 8 p.m.

RSVP with preferred session time to membership@museumofflight.org.

Space is limited to 35 people. For ages 5 and up (under 17 must be accompanied by an adult). Participants must be able to sit on the floor for one hour. (Wheelchairs can be accommodated with advanced notice). *Not recommended for those with motion sensitivities.*

ALOFT STAFF:

Editor-in-Chief: Irene Jagla

Contributing Editors: Erika Callahan, Louisa Gaylord, Robin Webster

Art Direction & Design: Julie Wilbert

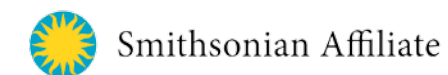
Columnists: Steve Dennis, Dana Flanegin, Louisa Gaylord, John Little, Sean Mobley, Geoff Nunn, Christine Runte, Cory Sjoberg, Robin Webster

Web Producer: Layne Benofsky

On the cover: Boeing Model 2707 SST mockup cockpit, circa 1960s./THE BOEING COMPANY COLLECTION AT THE MUSEUM OF FLIGHT

Questions or Comments?
Email us at aloft@museumofflight.org

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THE MUSEUM OF FLIGHT

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THROUGH HIS LENS

AS I TAKE A GLANCE over the T. A. Wilson Great Gallery, I think about how few get a chance to follow their dreams and give back to the community. There are two images that encompass this connection for me: our Stearman PT-13A Kaydet and the Congressional Gold Medal.

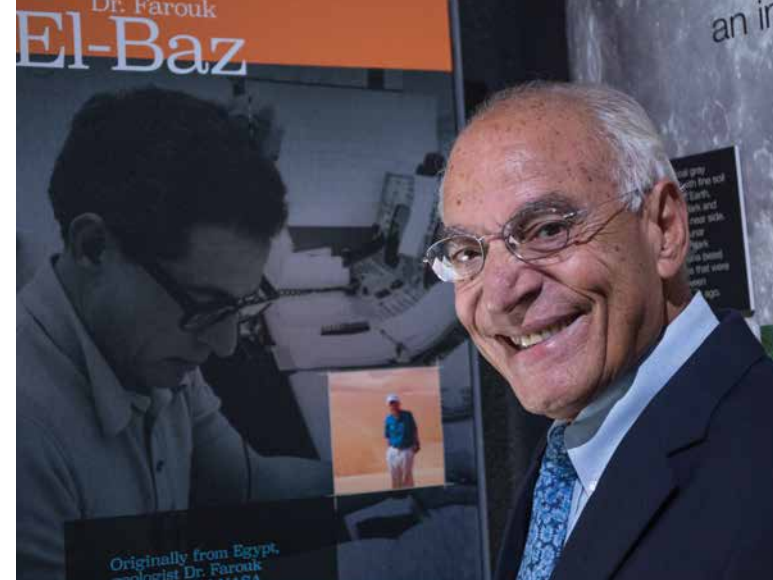
The first image, our Stearman PT-13A Kaydet, a WWII era trainer, is the same type of aircraft in which I received my taildragger rating. Many, if not most, of the WWII Aces trained in a Stearman just like ours. Remarkably most of them—fresh from the farms, city streets, and high schools—had never been in an airplane. Just months after climbing into a Stearman for the first time, these pilots were fighting for their country over Europe and the Pacific. Over the years, some of these pilots would earn the honor of Fighter Ace for their exemplary service.

This brings me to the second image: the Congressional Gold Medal. As the highest honor Congress can bestow, it was awarded to America's Fighter Aces, who comprise almost 1,500 aviators that have fought bravely during military conflicts of the last century.

At the Museum, we do our best to honor the Aces and all Veterans for their selfless acts. We thank them deeply for their service. They not only fill our Museum as visitors and guest speakers, but they also continue serving our community as staff members, Board members, and volunteers. Since they have returned, they have continued to serve their fellow citizens and we heartily thank them for that as well.

Cheers,

Matt Hayes, President and CEO



Museum Flashbacks

TOP LEFT: We're seeing double! Geologist Dr. Farouk El-Baz, who was instrumental in NASA's selection of lunar landing locations for the Apollo missions, stopped by the Museum in October to see our APOLLO exhibit. He shared some wonderful stories about those Moon landings! • Joe Crecca takes the stand at The Vietnam War - Perspectives for Air Combat Veterans program on Nov. 4. Other speakers (seated) were Michael Brown, Dave Cable and Jim Farmer. • Our Boeing 747 prototype, RA001, was featured on a November story during CBS Sunday Morning. Here CBS News correspondent Kris Van Cleave (left) shows Boeing Company Historian Mike Lombardi a model 747 his parents gave him on his first Jumbo Jet flight as a boy. • VAQ-130 CO Brendan Stickle flew one of three EA-18 Growlers to the Museum to help present a model aircraft carrier to our Education staff. The 10-foot-long, interactive model was made by VAQ-130. • Stuart Caling and Yvette Gulliver stopped at the Museum in November on their way back home in Australia. They had just finished ferrying a twin-engine Beechcraft Baron G58 from Perth, Australia to Richmond, Virginia. Their longest non-stop, open-ocean leg of the trip took 14 hours (and that's only from American Samoa to Hawaii)! • This year's Museum of Flight was bigger and better than ever.

PHOTOS: TED HUETTER



HIDDEN IDENTITY

QUESTIONS ANSWERED BY: JOHN LITTLE, ASSISTANT CURATOR AND RESEARCH TEAM LEADER



Q: IS IT TRUE THAT, DURING WORLD WAR II, THE FAMOUS TUSKEGEE AIRMEN NEVER LOST A BOMBER UNDER THEIR ESCORT TO AXIS FIGHTERS?

A: The myth that “the Tuskegee Airmen never lost a bomber” originated in an article that appeared on page 2 of the March 24, 1945, issue of an African-American newspaper, the *Chicago Defender*: “332nd Flies Its 200th Mission without Loss.” Though the 332nd Fighter Group, better known as the “Tuskegee Airmen,” earned an unprecedented reputation for protecting Fifteenth Air Force heavy bombers from Axis fighters, not even the 332nd had a perfect record. According to Dr. Daniel L. Haulman, Ph.D., at the Air Force Historical Research Agency, Maxwell Air Force Base, Alabama, the 332nd lost 27 heavy bombers to enemy fighters, over seven missions: June 9 and 13, 1944; July 12, 18, and 20, 1944; August 24, 1944; and March 24, 1945—ironically, the day that the *Chicago Defender* article appeared. However, the Fifteenth Air Force’s other six fighter groups lost 276 heavy bombers between them, an average of 46 bombers lost per fighter group—far more than the 27 bombers that were lost by the 332nd. For more details about the 332nd’s superb combat record, see Dr. Haulman’s authoritative article, “The Tuskegee Airmen in Combat,” *Air Power History* 57 (Fall, 2010): 14-21, which is available at The Museum of Flight’s Dahlberg Research Center.

Q: IS IT TRUE THAT THE MUSEUM’S NORTH AMERICAN P-51D MUSTANG

ONCE FLEW WITH THE ISRAELI DEFENSE FORCES/AIR FORCE (IDF/AF)?

A: We do not know for certain, but we strongly suspect that it flew for the IDF/AF at some point during its career. The P-51D has no serial numbers anywhere on its airframe, and the only organization that “sanitized” combat aircraft like that was the Israeli Air Force. For fear of provoking an arms race, the United States maintained a strict arms embargo to all Middle Eastern countries prior to 1968. Despite the embargo, however, the Israelis acquired some P-51s and, to conceal the Mustangs’ origin(s), the Israelis removed all identifying markings. During the Suez Crisis of 1956, Israeli Mustangs were assigned to cut Egyptian telephone lines in the Sinai Peninsula to prevent the Egyptians from reinforcing the Mitla Pass against Israeli paratroops. Four Israeli P-51Ds cut the telegraph wires with their propellers and the leading edges of their wings; the Museum’s P-51D might be a veteran of that mission.

Q: IS IT TRUE THAT, BUT FOR A FARMER GIFTING HIS LAND, BOEING WOULD HAVE MOVED TO SOUTHERN CALIFORNIA IN THE 1930S?

A: In the early 1930s, Boeing seriously considered moving to the Los Angeles area, where clear weather and a skilled-labor pool already had made Southern California the center of America’s aviation industry. Alarmed by the prospect of losing Boeing, a patriotic, civic-minded, Italian-American farmer, Giuseppe “Joe” Desimone (who later would

What's new in the collection?

BY: CHRISTINE RUNTE, REGISTRAR

WILLIAM H. “BILL” COOK, JR. (1913-2012) began his career with the Boeing Company as a draftsman in 1938. He worked on projects like the High-Speed Wind Tunnel, the B-29, XB-47, Bomarc Missile, and the SST, among many others. He retired from Boeing in 1974 as Director of Advanced Technology Applications. Throughout his life Mr. Cook won numerous awards, including The Museum of Flight Pathfinder Award in 1993. During his retirement, Mr. Cook designed a “dual cycle transport” very similar to the SST, and an early image of this design is pictured here. The William H. “Bill” Cook, Jr. collection (donated by Tandy Cook Hennings) extends from the 1930’s to the 2000’s and consists of personal and professional correspondence, documents, reports, personal writings, log books and photographs. One of the standout objects in the collection is the slide rule that he used in the 1930’s and brought with him to the Boeing Company.



WILLIAM H. COOK COLLECTION/THE MUSEUM OF FLIGHT

own Seattle’s famous Pike Place Market), sold to Boeing forty acres of his farmland, between the east bank of the Duwamish River and the “Seattle-Tacoma Highway” (now E. Marginal Way S.). The sale price was \$1.00 and Mr. Desimone’s only condition was that Boeing agree to remain in Seattle. Boeing did so and used the land to build Plant II, construction of which began in 1936. Plant II’s aircraft production began with the Y1B-17s in 1937, and ended with the eighth 737, in 1967. Sadly, Plant II was torn down in 2011, as part of Boeing’s settlement of an environmental-remediation lawsuit.

HAVE A QUESTION?

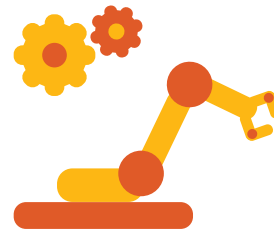
Submit it to aloft@museumofflight.org and it could appear in the next issue of *Aloft!*

SAVE THE DATE!

for Women Fly 2018! The Museum of Flight’s 13th Annual Women Fly takes place on **March 22** (middle school students) and **March 23** (high school students) 2018. Women Fly is a perfect event for girls thinking about pursuing careers in aviation, aerospace, or other STEM-related fields. During the event, students will participate in hands-on workshops, meet industry professionals, and learn about various opportunities at the college and resource fair. Women Fly has been a great success over the years, and this year’s event will be no exception. Registration for all students opens in February. Learn more at museumofflight.org/WomenFly.



Women Fly registration opens in February!



AMELIA’S AERO CLUB took on a new adventure this fall by participating in a FIRST (For Inspiration and Recognition of Science and Technology) Tech Challenge, or FTC. The team—Amelia’s Alicorns, Defenders of Technology—constructed and programmed a robot to compete in FTC’s “Relic Recovery” game. The team competed in their first league event on November 4, and after a challenging start, was able to outscore 11 out of 13 teams. On December 3, the team continued its success by placing first in the league and securing a spot in the regionals on December 16. Team members have all been active in Museum programming for several years and were looking for something new, and FTC fits the bill. FTC challenges the team in not only building a robot, but also programming and controlling the robot in a themed game with over 100+ teams around the state.

Spotlight on Students

BY: IRENE JAGLA, CONTENT MARKETING MANAGER

IN FRONT OF A CROWD of proud family members and educators, students from the Aeronautical Science Pathway (ASP) program presented findings from their fall semester research projects. The dozens of participating students hail from schools as far as Woodinville and Tacoma to local Seattle-area districts. Using PowerPoint presentations with photos and relevant facts, students in groups of three shared their knowledge of topics related to aviation and aerospace, such as early aviation, the physics of flight, and the reasons behind strict TSA security protocols. One of the most creative presentations involved a humorous skit about TSA protocols that demonstrated what kinds of items may cause TSA agents to question a traveler.

The ASP program provides a fast track for high school juniors and seniors who aim to become pilots or begin careers in aviation operations management. Students enrolled in the program take courses at the Museum and complete online learning modules to earn both high school and college credit, and the showcase provided a venue for the students to share the results of their hard work with their most loyal supporters. The ASP program is open to students who reside in the Puget Sound region. Additional program and enrollment information can be found at museumofflight.org/ASP.



NAT SEYMOUR

AIRPORT ENCOUNTERS

DID YOU KNOW?

Boeing Field was dedicated on July 26, 1928. As stated on the plaque at the King County International Airport terminal, Boeing Field was "acquired by the people of King County, State of Washington, for the purpose of promoting aeronautics and named in honor of William Edward Boeing whose intelligent, active and long continued interest in all that concerns and advances the science of aeronautics merits and receives the public gratitude." A rededication ceremony was held back in July 2008 celebrating Boeing Field's 80th anniversary. Bill Boeing, Jr. attended the ceremony and revealed the new plaque just like he did as a kid in 1928 with his father.



PHOTO COURTESY: NED AHRENS, KING COUNTY DEPARTMENT OF TRANSPORTATION

Meet Boeing Field

THE AIRPORT IN OUR BACKYARD

BY: NANCY WRIGHT, VOLUNTEER

MOST KNOW IT AS BOEING FIELD, but its formal name is King County International Airport. In many ways, the airport in our backyard is a living artifact featuring continuous displays of commerce: planes of all sizes and shapes; two railroad lines framing the Northwest's major freeway; and, on a clear day, Mt. Rainier.

Visitors can get a 180-degree view of our backyard two stories up in the tower display, where they can listen to conversations between aircraft and the Boeing Field air traffic control tower, located several blocks to the north.

In the early days of flight, Seattle only had one small air strip, Sand Point Field, which was inconvenient for Boeing's new venture: building airplanes that land on the ground. When Charles Lindbergh arrived to promote commercial aviation, local leaders heeded the call and made plans to build an airport nearer town. King County residents voted in favor of developing property that had become available with the straightening of the Duwamish River. The resulting field was paved in 1941 to accommodate B-17 bombers being built for WWII.

Having Boeing Field as our back yard connects aviation history to the present and the future. On the east side of the airport, you can see new construction supporting the growth of corporate business jets and private hangars. During summer weekends, the Museum offers tours inside the airport's security fence, where future aviators can get inspired by the view.



BOEING TOTEM HERITAGE CAP
Features an embroidered Boeing Totem logo, a variation of a logo that was first used by the Boeing Company in 1928.

\$18.00 Item #ACCS170148

Available in the Museum Store and online at museumofflightstore.org!



THE MUSEUM OF FLIGHT

FUN FACT

Pat DeRoberts was a member of the team that restored and flew the last flight of the Boeing 307 Stratoliner, or Clipper Flying Cloud as the plane was dubbed, back in 2003. The plane was flown to Washington, D.C. in 2003 where it now resides in the Smithsonian Institute's Steven F. Udvar-Hazy Center at the Dulles International Airport, an annex of the National Air and Space Museum.

POWER OF GIVING

A Tradition in Honor of Pat DeRoberts

BY: DANA FLANEGIN, DONOR SYSTEMS COORDINATOR

EACH YEAR THE MUSEUM receives hundreds of tribute gifts, many of which are memorials, that help support our programs and activities. There are also cases when we receive gifts in honor of someone who is still living. Many of these tributes are given to celebrate a special birthday, anniversary, graduation, or to acknowledge a friendship or thank a colleague. Over the years I've processed many gifts in honor of Pat DeRoberts from his friends, and I have often wondered how the tradition started. Last week I sat down with Pat, a Museum docent and former Boeing flight instructor, to ask him in person.

He explained that to understand this tradition of giving, we had to start at the beginning. As his retirement from The Boeing Company got closer, he and his wife, Donna, began to search for a small piece of property to establish the farm he had always dreamed about. In 1987 they purchased a 5-1/2 acre lot in Olympia, Washington that had a rural feel while also having neighbors nearby.

In 1990, they built a home on the property and added some horses to the DeRoberts clan. For five years Pat commuted from his job near Boeing Field to his dream home in Olympia. During that time the DeRoberts formed closer friendships with their neighbors. After 39 years at Boeing, Pat retired and became a volunteer docent at the Museum.

To his surprise, the tribute gift tradition began on his 80th birthday bash, complete with outdoor tents and catering, organized by his wife. Along with the festivities, one of Pat's best memories from that day was when a friend gave him the gift of a donation to The Museum of Flight. The rest of Pat's friends knew how much the Museum meant to him, and they followed suit in the coming years with more donation gifts.

But a funny thing happened. When the list of gifts made in Pat's honor became public, a few friends mistakenly thought he had passed away and called his wife, Donna, to express their sympathy. She had to laugh when she heard what had happened but quickly assured them that Pat was still very much alive.

Over the years Pat's friends have continued to honor him with tribute gifts to the Museum, thus establishing a tradition of giving.

I marveled at Pat's story and assumed his friends must have backgrounds or an interest in either aviation or space, but Pat set the record straight. Pat's friends have worked in other fields and over the years have enjoyed hearing about his Boeing adventures and his Museum experiences. So, to honor their friendship, Pat's friends continue to make gifts in his honor to recognize how much the Museum means to him.



IT'S NOT ALWAYS EASY

for war veterans to talk about their experiences, especially those who served in Vietnam, but on November 4th 2017, we were fortunate to have four veterans share their air combat stories for the panel, *The Vietnam War: Perspectives from Air Combat Veterans*.

BY: LOUISA GAYLORD,
DEVELOPMENT COMMUNICATIONS COORDINATOR

VETERANS SPEAK

MEMORIES OF AIR COMBAT IN THE VIETNAM WAR

USAF PHOTO BY KEN HACKMAN



“I was at 4,200 feet when the missile struck.”

- Capt. Mike Brown



“If it hadn't been for those tactical air crews... my bones would be in North Vietnam.”

- Maj. Joe Crecca

THE PANEL WAS PART OF “War Machine: Propaganda in a World at War,” a weekend series that included aircraft tours, living history performances, panel discussions, and talks with artists and authors. The programs focused on how government used propaganda during World Wars I and II and the Vietnam War to justify actions, influence the news and build support.

Four veteran panelists and a moderator, representing a variety of military branches and aircraft, spoke at length about their involvement in the Vietnam War from 1963 to 1975. Jim Conner, who was a Bell UH-1 Iroquois “Huey” helicopter pilot and is currently the president of the Pacific Northwest chapter of the Distinguished Flying Cross Society, moderated the discussion.

The first to speak was Capt. Mike Brown, who served two tours and was the only panelist representing the U.S. Army. During the Spring Offensive of 1972, Mike’s Bell AH-1 Cobra helicopter was hit by a North Vietnamese SA-7 missile. “I was at 4,200 feet when the missile struck. I was able to land the front half of the helicopter and walk away from it. Actually, I ran away from it!” Mike said, “A lot of things came together to allow my co-pilot, Marco Cordone, and me to survive. And that is a feat that has not been duplicated since.”

The veterans’ stories grew more powerful as the program went on. Lt. Dave Cable piloted Grumman A-6 Intruders for the U.S. Navy and shared what it was like to take off from and land on an aircraft carrier in the middle of the ocean at night. The aircraft was designed for “all-weather” missions, so Dave often took off from the 300-foot runway of the USS Enterprise with very low visibility. “Launching from the Enterprise at night was like flying into a big, black hole,” Dave said, “There was absolutely no horizon.” Dave described the surface-to-air missiles (SAM) he encountered and how he was able to evade them while flying, although not everyone on his mission was so lucky.

Next, Museum Trustee Capt. Jim Farmer detailed his experiences piloting a massive B-52 on more than 100 combat missions. “We got shot down on the third night of Operation Linebacker II,” Jim recalled. “If you’re ever wandering around in the woods, 100 miles from an enemy city, and you’re praying for a guardian angel—that’s what she looks like!” The Sikorsky HH-3E Jolly Green Giant helicopter that rescued the group was a welcome sight for the downed crew.

Maj. Joe Crecca was the last to speak. He flew “86 and a half missions” while enlisted in the U.S. Air Force. On November 22, 1966, Joe was flying a McDonnell F-4C Phantom towards Hanoi when he was shot down by a SAM. Joe was able to eject safely but was taken into custody and interrogated, tortured and imprisoned by the North Vietnamese for 2,280 days—over 6 years—before he was released on February 18, 1973. Joe detailed his time in captivity at the Hoa Lo Prison in Hanoi, the layout of the prison campus, and the improvised normalcy that the American troops maintained while incarcerated. “If it hadn’t been for the tactical air crews like Dave Cable, and especially the B-52 crews like Jim Farmer, I would not be here. My bones would be in North Vietnam,” Joe said.

Jim rejoined Joe on stage to announce the Museum’s newest endeavor, *Project Welcome Home*—a veteran-initiated campaign to restore our B-52G Stratofortress #2584 and install it in a new Vietnam Veterans Commemorative Park. Mike Brown says, “Just as our effort in Vietnam was, this should be a team effort.” The aircraft was repainted last summer at Paine Field in Everett, and it will be disassembled and transported to Boeing Field this spring. The park, due to open later this year, is a venue for veterans to share their stories and will be free to all who wish to learn, honor and heal.

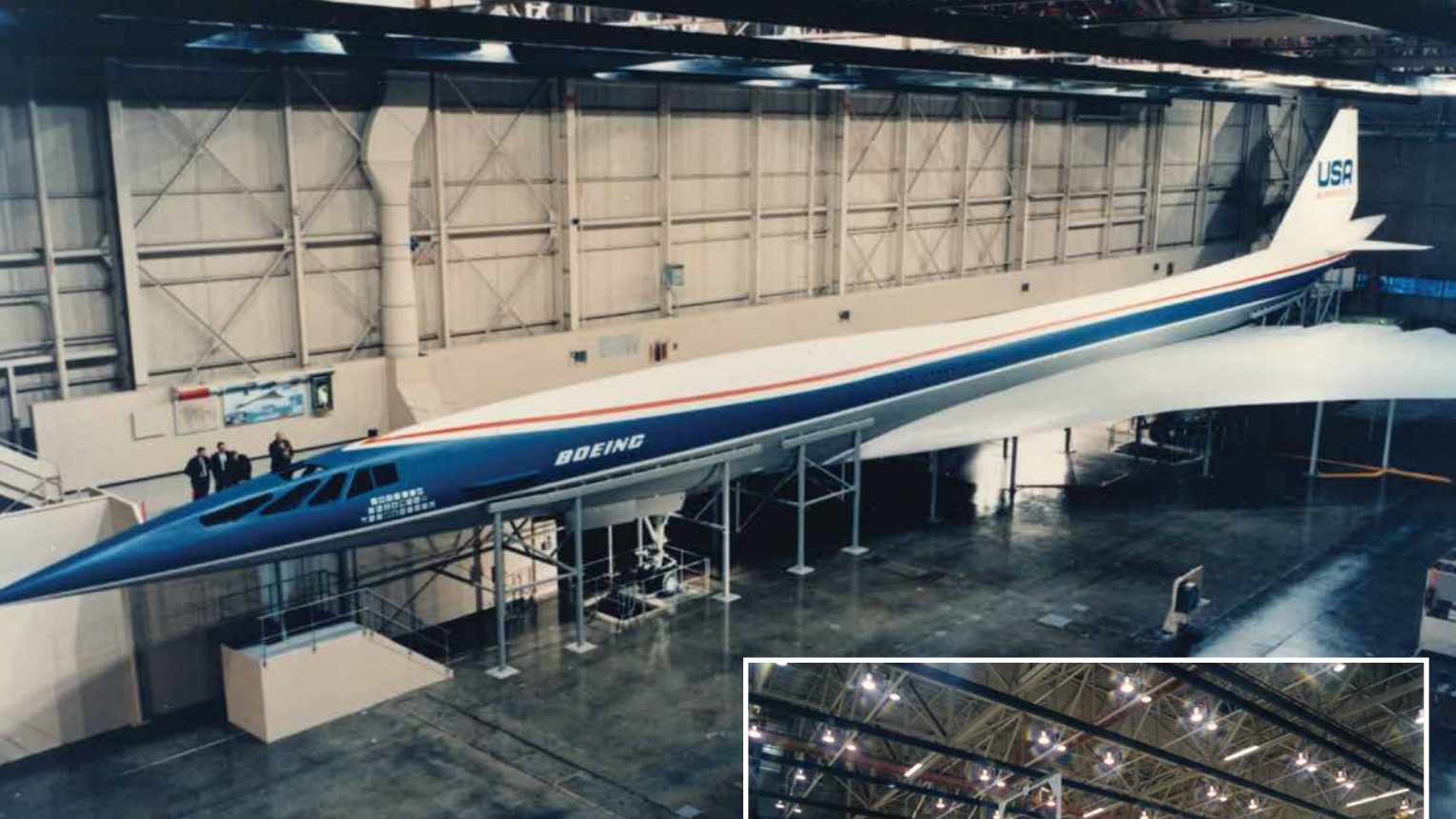
To learn more about *Project Welcome Home* or support the project, visit: museumofflight.org/WelcomeHome

ABOVE: After being rescued from North Vietnam, Crecca is repatriated. (COURTESY JOE CRECCA) • Crecca, far left, awaits his repatriation. (USAF)

OPPOSITE: High angle right side view of a B-52G in flight, banking to the right. (USAF) • Pararescuemen do a “fast rope” from a hovering HH-53 Super Jolly Green Giant helicopter. (USAF)



THE MUSEUM'S F/A-18 IN ITS NEW PLACE OF HONOR ON THE SOUTH LAWN. (TED HUETTER)



MUSEUM MUSINGS

SILVER LINING OF THE BOEING SST

BY: CORY SJOBERG, MEMBERSHIP ASSOCIATE

THROUGHOUT THE 1960s, Boeing was at the forefront of commercial aircraft design. In 1967, the company prototyped its revolutionary new aircraft, the SuperSonic Transport. But in the 1970s government support dried up and the SST was quickly relegated to the history books. With such a drastic demise, the SST was often viewed as an abject failure for being too expensive and too controversial. However, research intended to usher in a new era of flight was the silver lining in the program's failure.

Many SST designs boasted a range of innovations from the program's beginning. Boeing's 2707, its most ambitious design, was at the bleeding edge of commercial aircraft technology. Aside from the wide-body fuselage, glass cockpit, and variable-sweep wing (swing wing), this aircraft would push the boundaries of aerodynamic efficiency with an exclusive new technology courtesy of NASA. Known as a supercritical airfoil, this design feature was unassuming, yet

revolutionary in its applications.

Tailored to enhance efficiency and control at supersonic speeds, this wing design allowed the aircraft to use less fuel at higher speeds—critical when operating costs can equate to success. The structure's extensive use of titanium enabled the 300 foot long aircraft to cruise at speeds approaching Mach 3.0 and at an altitude of 60,000 feet, all while minimizing fuel consumption. Despite Boeing's efforts, shifts in public opinion, a lack of congressional support and record oil costs ultimately thwarted the aircraft's launch. By the 1970s, government-subsidized technology programs were on the chopping block and aerospace technology shifted to favor a more cautious and cost-effective approach.

While the SST never left the ground, the design ideas it pioneered were salvaged and re-implemented in aircraft just as innovative. By 1981, an all-new Boeing aircraft rose into the skies. Called the 767, this latest design

possessed some familiar technologies to boost efficiency and cost-effective use: a wide-body fuselage, glass cockpit, and a supercritical airfoil now optimized for transonic flight.

As we again approach a new era of air and space technologies, it is tempting to look critically at risky projects. But to do so would be incredibly short sighted. When reaching for new heights, it is worth remembering that silver linings can be found anywhere.

ABOVE: the front 80-ft nose section of the Boeing model 2707 SST which is on display at the Museum's Restoration Center and Reserve Collection in Everett, Washington.

OPPOSITE: Boeing Model 2707 SST full mock-up.

PHOTOS: THE BOEING COMPANY



CALENDAR OF EVENTS

January

Weekly Aerospace Update

Get the latest news in astronomy, aviation and spaceflight from our own experts. Q&A follows.

CHARLES SIMONYI SPACE GALLERY
Every Saturday at 1 p.m. in Jan. and Feb.



COURTESY SKY TERRY

LECTURE

InFlight InSight: When Disaster Strikes: Civil Aviation to the Rescue

Are you prepared when disaster strikes? The local organizers of DART (Disaster Airlift Response Team) certainly are. Alan Barnard, Sky Terry and John Crooks show you how DART handles avalanches, wildfires, floods and remote aerial rescues. *InFlight InSight* is an ongoing monthly series inspired by aviation and aerospace insiders about all things that fly.

DRAFTING ROOM, RED BARN, 2ND FLOOR
Saturday, Jan. 20 | 2 to 3:30 p.m.



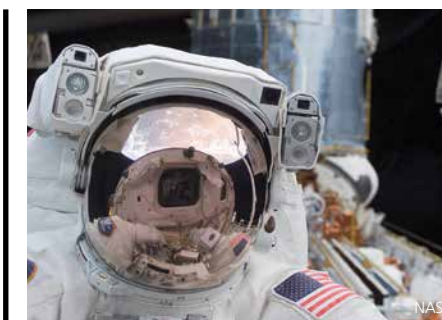
NASA

LECTURE

Astronaut Remembrance Lecture

Fifteen years ago, the Space Shuttle *Columbia* broke apart during re-entry and the crew was lost. Following this tragedy, lessons learned were incorporated into subsequent Shuttle missions and informed the design of NASA's next generation spacecraft. This presentation remembers the fallen astronauts of Space Shuttles *Challenger* and *Columbia*, and Apollo-1, while exploring the risks and successes of space travel. Presented by NASA/JPL Solar System Ambassador Ron Hobbs.

CHARLES SIMONYI SPACE GALLERY
Saturday, Jan. 27 | 2 to 3 p.m.



NASA

DISPLAYS

Astronaut Remembrance

With displays and video, the Museum pays tribute to the astronauts who were lost in the quest to explore outer space. We invite you to remember the fallen astronauts of Apollo-1 and Space Shuttles STS-51-L *Challenger* and STS-107 *Columbia*.

CHARLES SIMONYI SPACE GALLERY
Jan. 26 to Feb. 4



WELLS FARGO

FAMILY EVENT

Wells Fargo Free First Thursday

On the first Thursday of each month, the Museum stays open late—and admission is FREE. Enjoy the Museum's Great Gallery, Personal Courage Wing, Simonyi Space Gallery, Aviation Pavilion and more from 5 to 9 p.m., courtesy of Wells Fargo. The Museum Store and Wings Café will also remain open for extended hours.

MUSEUM-WIDE

Thursday, Jan. 4 | 5 to 9 p.m.



NASA

WEEKEND FAMILY WORKSHOPS

Space Station Survival

Since the 19th century, scientists and writers have dreamed of an outpost in space orbiting the Earth where people could live and work. With this workshop, you learn about space station design, life, and purpose, and then build your own space station model!

T.A. WILSON GREAT GALLERY
Saturday and Sunday, Jan. 6-7 & 13-14
11 a.m. and 1 p.m.

Starshade

Exoplanets can be hard to see next to their stars. How do scientists find exoplanets? Starshades! Come learn how these filters work to help us see farther into space.

T.A. WILSON GREAT GALLERY
Saturday and Sunday, Jan. 20-21 & 27-28
11 a.m. and 1 p.m.

Explore the exciting world of flight in fun hands-on workshops. Open to all ages and free with admission.

February

Surprise Guest Speaker!



LECTURE

Michael P. Anderson Memorial Aerospace Program

In honor of Black History Month, and in conjunction with the Michael P. Anderson Memorial Aerospace Program, this inspirational presentation will feature an empowering lecture from a surprise guest. This annual event gives underserved children throughout Washington the chance to participate in the Museum's aerospace education programs. Open to the public. Please check our website for speaker details.

WILLIAM M. ALLEN THEATER
Saturday, Feb. 3 | 2:30 to 4 p.m.



SPECIAL EVENT

Popsicle Bridge Contest

Teams of high school students, and the popsicle bridges they design, will be driven to their breaking points during the annual Popsicle Bridge Building Contest, sponsored by the Younger Member Forum of the American Society of Civil Engineers. Competitors design and build small bridges that are strong and aesthetically pleasing while using only popsicle sticks and white glue. The bridges are judged for creativity, and subjected to the pressures of a hydraulic press until they snap. The longest-lasting and most original structures win.

T.A. WILSON GREAT GALLERY
Saturday, Feb. 10 | 10 a.m. to 2 p.m.



SPECIAL EVENT

Puget Sound Engineering Council Fair

The universal span of engineering is demonstrated at The Puget Sound Engineering Council's annual Engineering Fair. Youths interested in engineering can learn all about exciting career opportunities by talking to professionals in the field, including those from NASA, Boeing and universities. Student clubs will be sharing information and younger visitors can enjoy hands-on STEM activities.

SIDE GALLERY
Saturday, Feb. 10 | 10 a.m. to 4 p.m.

LECTURE

InFlight InSight: Safety by Design

Discover how flying evolved from a risky adventure into one of the safest ways to travel. The Museum presents its new J. Kenneth Higgins Aviation Safety Exhibit with a panel discussion featuring some of the world's foremost experts in aviation safety. You can see a full list of panelists on the Museum's website. Following the panel, you can take a docent-led tour of the new exhibit.

WILLIAM M. ALLEN THEATER
Saturday, Feb. 10 | 1 to 2:30 p.m.



SPECIAL EVENT

2018 NorthWest Scale Modelers Show

Explore the world in miniature at the 2018 NorthWest Scale Modelers Show. See hundreds of detailed scale models of all types at the largest model show in the Northwest! Featuring special displays, modeling seminars and free make-and-take activities for families.

T.A. WILSON GREAT GALLERY
Saturday and Sunday, Feb. 17 and 18
10 a.m. to 5 p.m.

WEEKEND FAMILY WORKSHOPS

Long-Distance Valentines

This workshop takes you on a journey to the early days of airmail, and then you can send your loved ones over the moon with a sweet, hand-made valentine.

T.A. WILSON GREAT GALLERY
Saturday and Sunday, Feb. 3-4 & 10-11
11 a.m. and 1 p.m.

Pushing the Envelope: The X-15!

In the early 1960's, a new generation of test pilots journeyed to space in the X-15 experimental aircraft and discovered the limits of human endurance. Learn about this breakthrough project that paved the way for all future space travel, and then design your own X-15 aircraft.

T.A. WILSON GREAT GALLERY
Saturday and Sunday, Feb. 17-18, 24-25
11 a.m. and 1 p.m.

Explore the exciting world of flight in fun hands-on workshops. Open to all ages and free with admission.

Junior Aviators

***NEW* for 2018**

TOY FROM THE COLLECTION

Say Hello to Major Matt Mason!

Maj. Matt Mason lived and worked in a space station on the moon with three other astronauts: Sgt. Storm, civilian Doug Davis and Lt. Jeff Long. These "Men in Space" wore suits and helmets just like the ones NASA astronauts wear.

The astronauts worked together to protect the station from the aliens Scorpio and Callisto and the evil spaceman Captain Lazer. The Museum's Maj. Matt Mason figure was popular in the 1960s. Kids loved building up the space station with a plastic cat trac and space sled for lunar travel, and dressing up Maj. Mason with a backpack that contains an inflatable space shelter and inflation tank (just in case the aliens took control of the space station!)



CREDIT: THE CHRIS GRABOWSKI COLLECTION/THE MUSEUM OF FLIGHT



BOOK RECOMMENDATION

Astronaut Academy

BY: STEVE MARTIN
 ILLUSTRATED BY: JENNIFER FARLEY

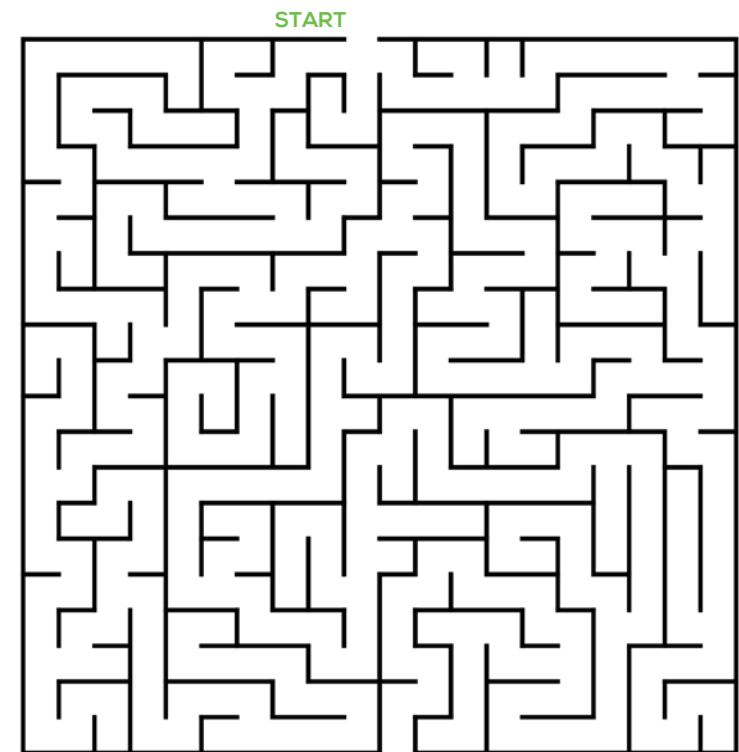
In the *Astronaut Academy*, you learn to be a pilot, an explorer, a scientist and a team player while practicing your quick-thinking skills with out-of-this-world activities. From puzzles to experiments, to space suit training and even astronaut exercise routines, this book has everything you need to prepare for your future astronaut career right at home!

Check out more books like this in the Museum Store or online at museumofflightstore.org

Aviator Word Scramble

Unscramble the words below to reveal seven aviation terms and three Museum aircraft. Can you solve them all?

1. KCRILBDAB _____
2. DOORECNC _____
3. ITPKCOC _____
4. GLAEFSU _____
5. LINEGIC _____
6. PTILO _____
7. ARHGNA _____
8. LCEREAT _____
9. ROLEINA _____
10. LOFIRAI _____



ANSWER KEY ON PAGE 22.

FINISH

EMPIRE WRITES BACK

In honor of Star Wars Reads Day,
we hosted a writing contest for
Padawans in grades 2-8.
These are the winners.

DIARY OF A STORMTROOPER

BY: MARCUS L., AGE 9 1/2

HI, I'M R5-2061. (A stormtrooper) Now you might think I'm evil, but I'm not. The evil one is the Emperor. If you don't know who the Emperor is, which is unlikely, he is an old wrinkly dude who shoots lightning from his fingertips. Creepy right?!

Anyways that tells you most about him. There's also this guy named Darth Vader. He looks like a cross between a robot and a human. He sounds like an old man with breathing problems. He's also kind of scary. Anyways I... OH SHOOT!!!!

Someone is trying to escape in a tie-fighter!!!! Now everyone is shooting at it. Isn't that dumb!! Well I think it's dumb because YOU'RE GOING TO BLOW UP YOUR OWN TIE FIGHTER!!!!!!!!!!!!!!
Aaaaand it got away. UH OH... Darth Vader is calling me over. Be right back diary.

So apparently Darth Vader wants me and my friend R5-2062 to go find the missing tie-fighter. Yay! We each get to fly in our own tie-fighter!! I've always wanted to fly a tie-fighter!! How hard can it be? Wow! This is super easy! I'm already flying in space.

According to R5-2062, the tie-fighter is heading to Naboo. Out of all places why Naboo?? Isn't that where Darth Maul died? You know, Darth Maul, the guy with horns and red black tattoos. Anyways, here at Naboo.

Now to look for that missing tie-fighter.

Now I haven't explained why I'm not evil. The only reason I'm a stormtrooper is that I wanted to be an engineer, but becoming a stormtrooper was the only job available in town.

Anyways, I think I see something in the distance. R5-2062 sees it too! We run to it. Sure enough, it's the missing tie-fighter. Yay! We found it.

Just then, we hear a loud BOOM! We look back to find that our tie-fighters blew up. Then we hear laughing coming from the missing tie-fighter. We draw our guns and look who's inside the tie-fighter. We find... a hologram of the Emperor cackling.

Now I'm not going to write down what he actually said, because that will take a really, really, really long time. Which is kind of strange really. Because usually his hologram messages are pretty short.

So what he basically said was this: HA! HA! HA! You are now trapped on my homeworld Naboo. HA! HA! HA! The Empire doesn't need you nimrods any more! HA! HA! HA!

Then we hear a soft "sssssss" R5-2062 looks and spots a lit bomb. How in the world did it get there? Who knows? Anyways the important thing is that we have get out of here quickly. Me and R5-2062 run for our lives. Then we hear a BOOM!

I get launched into the air and land on a Gungun.

5 days later.....

Living on Naboo isn't so bad. I got to be an engineer for designing different starships. R5-2062 works at a local food market. But his name isn't R5-2062 anymore. Call him Zack. My new name is Jeff. So if you want to see us, go to Naboo!

MR. DRAGON'S GREAT ADVENTURE

BY: ANGELA P., AGE 9

ONCE UPON A TIME there was a guy named Mr. Dragon. One day he travelled by a moon and said "Ooh! Look at this! I'm wondering what's inside." So he went into this moon looking thingy. Then he was seeing bad guys all over the place. "Yipes!!!!!" he screamed. "This is not a moon! This is the Death Star!"

A few moments later, the laser guns started firing, trying to shoot him down. He couldn't escape. He jumped into water. He shouldn't have

done that because there was a monster underneath. This monster could have swallowed him up. The monster looked kind of like this: He almost freaked half to death. But he managed to punch the monster in the face. Then the monster said "I'm sorry." Mr. Dragon said "Humph, I don't believe you" and he kicked the monster in the face and left. He found the space shuttle and got out of the death Star.

Then he went to his own planet. The name was Dragopus planet. It is a very good place to live. It has bananas, fish, dragopus fruits, and also a lot of other nice things. When he got there it was getting warmer and warmer. He loved the warm place. He loved the smell of those fresh leaves. It was pretty hard finding his home because there was a lot of trees blocking his way. He found some jewels on the ground. He picked them up and put it in his pocket. Then suddenly the jewels gleamed! Then he felt like he was being sucked into a black hole. Then he was at a pile of rocks. It was dark and spooky. WAIT!! This is not a campfire story! Seriously! Guys just rest! Okay enough with that. That didn't even happen! Okay well looks like that's in the story.

THAT GUY

BY: JOSIAH P., AGE 13

IN A GALAXY FAR, FAR AWAY...

AFTER DEFECTING THE EMPIRE, REBEL JOHN ARCHER HAS DECIDED TO TAKE A BREAK AND GO ON A VACATION ON A SMALL AND (ALMOST) DESOLATE PLANET. LITTLE DID HE KNOW THAT SOMEONE WAS ON THAT PLANET WATING FOR SOMEONE....

John Archer was a humble man just trying to defend the Rebel Alliance. But one day John thought to himself "I think I have deserved a break. I should go ask the Admiral." And so he did. "Admiral Forest, sir!" said John. "What do you want Archer?" said Forest trying to find a travel agent. "Well sir, you see we just defeated the Empire and I though... well, I would like to take a vacation." Said John with a kind voice. ".... Well.... Ok. But I want you back here as soon as we call you." Forest said while STILL searching for a travel agent. "THANK YOU SIR!!!" John said and then he went off to find a travel agent of his own.

John had found a Planet nearby and was flying over to enjoy his vacation. He landed next to a massive lake and started to set up camp. But then a figure came along yelling "ANNNNNNIEEEEEEE? MESA WONDER WHERE YOU ARE!!!" He was an odd looking fellow. Two big ears and a large nose. "Ummm.... Who is Annie?" John said with a confused look on his face. "ANNIE IS FRENED OF ME!" the creature said with a loud voice. "ME NAME JAR JAR!! WHAT YOU?" he said right after his last sentence. John cleared his throat and said "My name is John Archer. I am here on this planet for a nice and quiet vacation." Jar Jar said "MESA LOVE TO HAVE COMPANY ON HOME!!! MESA HAVE A HOME NEAR BY. YOU COME?" John did not want to go but he decided to be nice and he went with the creature named Jar Jar.

Jar Jar had a small home in the woods. John had walked with Jar Jar for about an hour now and was ready to take a break. They entered



STAR WARS READS DAY 2017

Families like the one above went all out to celebrate Star Wars Reads Day in October 2017. Be sure to join us this coming Fall for the Jedi fun!

the house and John was offered a jar of bugs that looked like slugs and refused to eat it. They sat down and talked for about a half hour but then John got a call from Admiral Forest. "John! We just got word that an empire fleet is heading for Tatoonie and we could use some backup. Sorry to pull you away from your vacation John but we need help!!! John told Jar Jar that he had to go. On the way to his ship John thought about how nice Jar Jar had been and how maybe someday he would run into him again. And with that thought in his mind, John got into his ship to start the voyage back to the rebel base.

John had made it back to base and started to get his gear together. Then he hopped into his tie-fighter and flew to where the battle was going on. He flew in and started to aim for the turrets that were taking down his fellow friends. One went down. Then two. After a lot of battling, the ship exploded and the rebels made the trip home. But on the way home, John's tie-fighter started to sound strange and he told his fellow members that he was having problems with his engine and made an emergency landing on the closest planet.

John landed on the planet and started to look at the engine. After a little bit, he looked up from his work and saw that this planet had looked like the one he was on when he was on vacation! Then John heard a familiar sound. "JONNY!!!!!!!!!!!! MESA HAPPY TO SEE YOU!!!" John saw Jar Jar running over to great him. For next 3 hours, Jar Jar and John worked together to fix John's ship. They were also chatting while they were working. Eventually it was time to say good bye and Jar Jar gave him a gift. When John got back to the rebel base he offered all of his fellow friends a slug or two to eat. When they said no, John shrugged and ate one.



Touch the Sky

NEW TACTILE TOURS AT THE MUSEUM

BY: SEAN MOBLEY, DOCENT SERVICES SPECIALIST

NOLAN BROKE INTO A SMILE as his white-gloved hands explored the wing of the Museum's MiG-15. Dave Cable, a Docent leading Nolan's group on their tour, explained the metallic protrusions underneath Nolan's fingers. Nolan (pictured in grey sweatshirt), who is vision impaired, used his sense of touch to explore the plane's exterior. "That is a landing gear indicator," Dave said, "It lets the pilot quickly know if the wheels are up or down."

Most participants in Nolan's group had never visited the Museum before and never experienced an airplane up close. The group, part of a Washington State Department of Services for the Blind youth program, came to the Museum for a Touch the Sky Tour. These new tactile tours, organized by Docents, allow visitors with low or no sight to experience the Museum on their own terms.

Robert Guyette, a Docent who is also legally blind, designed the tours to meet the needs of the vision impaired. The participants, "actually feel the airplanes," said Robert, "they really are interested in the shapes, sizes, the wings, the guns, the whole nine yards." This tour was only the second of a new effort to welcome visitors with low or no vision. 13 youth and their families excitedly gathered to tour the MiG-15 and a selection of other artifacts. The Cirrus SR20 in the Aviation Learning Center was a highlight. "Most sighted people haven't spent a lot of time in an airplane cockpit, let alone blind," pointed out Fred Quarnstrom, who led the Cirrus section of the tour.

Nolan agreed. "The Cirrus was pretty cool. Lots of cool features." Nolan's mom also appreciated the tour. "He just doesn't see things. This, I hope, sparks some interest and excitement and opens up his world more. The Docents are amazing." Touch the Sky tours are becoming a regular part of the Museum's programming and require advance reservations. Please visit us online to learn more.



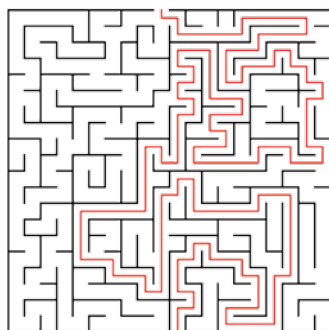
INTERESTED?

More Touch the Sky tours will be available this year. Currently we have tours shceduled for **February 6, April 10 and May 22**, each at varying times. Tours are FREE and require advance reservations. Please visit us online to learn more or call 206.768.7151.

ANSWER KEY FOR JUNIOR AVIATOR ACTIVITIES:

Aviator Word Scramble Answers

- 1. BLACKBIRD
- 2. CONCORDE
- 3. COCKPIT
- 4. FUSELAGE
- 5. CEILING
- 6. PILOT
- 7. HANGAR
- 8. ELECTRA
- 9. AILERON
- 10. AIRFOIL



GLOBAL SPACE CONVERSATIONS

BY: GEOFF NUNN,
ADJUNCT CURATOR FOR SPACE HISTORY



THE MUSEUM OF FLIGHT

AS THE MUSEUM HAS INCREASED ITS FOCUS on space in recent years, it has gained a reputation as a forum for discussions about space exploration. This has led to involvement in exciting events and partnerships discussing space on a global scale.

In October, the Museum once again hosted a week-long Executive Space Course (ESC) run by the Strasbourg-based International Space University (ISU). Aimed at mid-career professionals who have either just entered the space industry, or who are interested in learning more about space, the ESC offers a broad introduction to the state of the industry. Lecture topics included everything from orbital mechanics, to human factors, space law and national security implications. The week also featured several tours of local space companies, as well as an afternoon mission-design workshop run by NASA's Jet Propulsion Lab.

Class size for the Executive Space Course has always been kept small by design. This year, seventeen space professionals from across the U.S. and around the world took part. The intimate structure ensures plenty of opportunity for networking among the participants, and lots of direct engagement with course faculty.

The partnership with ISU represents just one of several space-related activities involving the Museum that have international reach. The same week as ISU's course, London-based publication The Economist hosted a one-day space conference in the Museum's Side Gallery. The event included representatives from NASA missions, local space companies, as well as space entrepreneurs and investors from India, Japan, Europe, and Russia. The Museum has also begun working with the University of Washington on a grant-funded project to inform discussions around international space policy between the United States and its allies in Asia.

The space industry is changing rapidly, with implications that will be felt around the world. The Museum is proud to act as a forum for these discussions and an active partner in conversations related to the use of outer space.

ABOVE: Adam Schillfarth of Planetary Resources, presents at the ISU Executive Space Course. (TED HUETTER)

THE 5TH ANNUAL A.M. Flight Breakfast, held in late October last year, raised over \$50,000 in support of The Museum of Flight's education programs. 220 guests enjoyed breakfast under the Blackbird spy plane and were inspired by fantastic speakers and hands-on learning programs from the Museum's education department.

Dottie Metcalf-Lindenburger, a former NASA astronaut, was the featured keynote speaker. She shared her journey of becoming an astronaut and the role museums played in piquing her interest in science and empowering her to pursue a career in aerospace. As a young girl, she dreamed of space and eventually spent 362 hours in space as a Mission Specialist with NASA. She credited her parents for encouraging her curiosity by taking her to visit various cultural institutions throughout her childhood.

Dottie's speech underscored a morning dedicated to the importance of connecting young women with science programs. Local educator Dorina Calderon-McHenry, Executive Director of the Renton/Skyway Boys and Girls Club, reflected on how the Museum's programs complemented and enhanced the STEM curriculum she was implementing at the Club. "Our committed, community-based partners believe in the importance of delivering a robust STEM education to all children during their out of school time. For the past several years, we have enjoyed a great relationship with Museum's education staff who come to the Club and share with our families their fantastic educational opportunities."

Jazzieriah Gregg, an 8th grader at Dimmitt Middle School and member of the Renton/Skyway Boys and Girls Club, exemplifies how Museum science programs currently empower young women to pursue their dreams. She said that "being involved with The Museum of Flight programming has opened doors that I didn't even know existed. Last year, I was selected to go with the all-women's Alaska Airlines crew to Oshkosh, Wisconsin. I attended the largest aviation event in the world with other girls in Amelia's Aero Club." Jazzie thanked Museum staff and mentors for their time helping kids all around the state of Washington have a chance to see STEM at work in a variety of different fields.

The Museum extends a special thank you to our sponsors: Alaska Airlines, Boeing, Base2 Solutions, Kaiser Permanente, D.A. Davidson & Co., Doty + Associates, and Davis Wright Tremaine.

If you are interested in attending or sponsoring the 2018 A.M. Flight Breakfast, please contact Katy Ahrens at KAhrens@museumofflight.org to be added to the invitation list.



THE MUSEUM OF FLIGHT



LEFT TO RIGHT: Student, Jazzieriah Gregg, Astronaut Dottie Metcalf-Lindenburger and Executive Director of Renton/Skyway Boys and Girls Club Dorina Calderon-McHenry (THE MUSEUM OF FLIGHT)

Thank You
for your support!
Over \$50k
Raised!

LAUNCHING DREAMS OVER BREAKFAST

BY: ROBIN WEBSTER, DIRECTOR OF DEVELOPMENT



MAKE THE CASE FOR MUSEUMS

ON FEBRUARY 26-27, the American Alliance of Museums (AAM) is organizing Museum Advocacy Day. Hundreds of museum advocates will meet with legislators on Capitol Hill to ensure that museums get the funding necessary to provide memorable and educational experiences for visitors. The Museum is a proud member of AAM and encourages you to participate in this important initiative. Visit aam-us.org to learn more about how to make your case for museums.



VOLUNTER PROFILE

“I always return home from the Museum with a smile on my face!”

NAME: Jon Fehrenbach

EDUCATION: Civil Engineer, Marquette University, Milwaukee, Wisconsin

PROFESSION: 35 years with Boeing. 15 years in advanced composites, transitioning to various management roles for last 20 years. Retired in 2014.

PASSION: History and education. He considered a second career as a teacher but now finds his passion fulfilled with his work at the Museum.

FIRST MUSEUM RECOLLECTION: In the early 1980s, Jon worked at the Boeing Developmental Center, across the street from the future Museum of Flight. He watched the Museum grow from a dilapidated Red Barn on a gravel lot to the world-class museum it is today.

MUSEUM ACTIVITIES: He entered the docent class of 2015 and soon became a part of the Tuesday morning docent team. He joined the Docent Training Committee and trains new docents for museum-wide tours. He also teaches docents who lead tours in the Personal Courage Wing and the Red Barn.

APOLLO EXHIBIT: With the May 2017 opening of the APOLLO Exhibit there was a need for trained tour leaders. Jon developed a training module that over 130 docents have completed.

STORY TELLER: Jon frequently shares his experiences during Docent Storytelling. His

story, “The Uncles I Never Knew,” explores how he discovered two uncles from different sides of his family who both served as B-17 crew members in Europe. Both died in combat. While they never met, their paths followed similar routes to England and WWII. He believes his first uncle was lost just as the second arrived in theater. After hearing Jon’s compelling story, many visitors are inspired to share their own.

WHAT DRAWS HIM TO THE MUSEUM: Jon enjoyed being retired but found he missed being around “airplane” people. Now he finds himself surrounded by air and space people and finds the volunteers and community inspiring. “My work at the Museum fulfills my passion for history and education.”

FEHRENBACH FOUR-SQUARE CHART: Ever the engineer, Jon entered retirement with a four-square chart as a guide. The squares included STEM education, the Museum, cycling and travel. The first two are satisfied by his Museum involvement. For square three, he cycles over 1000 miles annually for exercise, often participating in charity fund raisers. After four years of retirement the first three squares have occupied his time, so square four, travel, is not fulfilled, but he has no complaints.

BY: STEVE DENNIS, VOLUNTEER

PHOTO: THE MUSEUM OF FLIGHT

Tribute Gifts

In Memory

In memory and honor of all those who served in Vietnam
Stephen and Linda Reichenbach

In memory of Richard C. Benny
John and Dixie Benny

In memory of Harold (Kit) C. Carson
Robert and Sherry Nebel

In memory of Douglas L. Champlin
Anonymous

In memory of Bob J. Clinton
Gloria Clinton

In memory of Ronald Deady
Ronald and Deanne Deady

In memory of John T. Downey
Stephen and Carmen Moddle

In memory of John J. Drucker, Sr.
John J. Drucker, Jr.

In memory of Richard L. Durham
Betty Durham

In memory of Ralph L. Erwin, Jr.
Shawn Goss
Mike and Terri Lippman

In memory of Richard (Dick) F. Gordon
Paula Clark

In memory of Willis (Bill) E. Hardy
Paula Clark

In memory of Sidney L. Hutchison
Judith Hutchison

In memory of Bee Laird Hylinski
Ned and Dana Laird

In memory of Roy F. Jones
Gwendolyn Whyte

In memory of Barry Lawler
Paula Clark

In memory of Charles (Chuck) A. Lyford
Anonymous

In memory of Richard I. McCosh
Kathy McCosh Brodniak

In memory of Terrence (Terry) M. McCosh
Kathy McCosh Brodniak
Marilee Wamsley

In Honor

In honor of Elizabeth A. Allen
Erin Sitterley

In honor of Bud Anderson
Laura Jetland
Charles Saint

In honor of Andrea Arenas
Anne Melton

In honor of Edith Aspiri
Ray Aspiri

In honor of Alison Bailey
Andrea and Dominic Arenas

In honor of Walt W. Braithwaite
Bruce Florsheim

In honor of Jim Farmer
Stephen Heller

In honor of Robert M. Gee
Benjamin Jody
Nick McKenzie

In memory of James A. Nolan
Stephen and Carmen Moddle

In memory of Stephen J. Silva
Heide Cassidy

In memory of Henry (Hank) W. Westbrook, Jr.
Anonymous

In memory of Robert (Bob) F. Wilshusen
Jacqueline Johnson

In honor of Robert L. Harrell
Jim and Linda Gough

In honor of Jack and Carol Hendee
Phillip Johnson

In honor of Douglas R. King
Carolyn Corvi and John Bates

In honor of James C. Marich
Gregory Brown

In honor of Kenneth F. Schneider
Donna Schneider

In honor of the amazing Museum of Flight staff
Brett Palmiero

In honor of Carol Thomson
Dennis and Diane Hatfield

In Memoriam

Glen D. Ackerman

Carl L. Allen

Robert B. Ammerman

James D. Austin

Rex J. Bates

George A. Bayless, Jr.

Amy F. Beppu-Matsuoka

Paul B. Bjornsson

Richard C. Cameron

Bob S. Carstensen

Mervyn A. Cronie

Curt Cruver

Julius Eisenzimmer

Betty L. Eldred

Ralph L. Erwin, Jr.

Richard W. Fisk

Richard F. Gordon

Richard A. Goyt

Margarett A. Harrison

Robert L. Herschkowitz

George O. Holland

Stephen Holzman

Lynn F. Jones

Alexander J. Kelemen, Jr.

Arthur B. Klein

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