Members-Only Events:
For all events, RSVP to membership@museumofflight.org

Frequent Flyers

Coffee with the Curator

Want to see artifacts in the Museum collection not normally on view? Join us for our “Coffee with the Curator” program. You’re welcome to bring your lunch to the program—and coffee and dessert is on us!

Back to School: Museum Library Resources
Wednesday, Sept. 10 | Noon to 1 p.m.
West Aeroclub Room
Did you know the Museum has the largest aerospace library on the West Coast? Head Librarian Meredith Lowe Prather will showcase the many resources available in the Harl V. Brackin Library.

Museum Photo Archives
Wednesday, Oct. 15 | Noon to 1 p.m.
Northwest Aeroclub Room
Supervisory Archivist Amy Heidrick will discuss the Museum’s extensive photo archives and show some of the unique images in the collection. The talk will feature information about significant photo collections in the archives and will explain how the archives staff works to process photo donations.

Previously on Coffee with the Curator
Senior Curator Dan Hagedorn presented at the July program featuring Boeing 747 artifacts, books, and photos in the collection as well as a discussion of 747 research questions received by the curatorial team. The Museum’s 747 is currently undergoing an exterior restoration. For more information, see page 9 or visit museumofflight.org/747.

Frequent Flyers

Member Movie Night: “The Rocketeer”
Friday, Sept. 19 | 6 p.m. (Doors open at 5:30 p.m.)
William M. Allen Theater
A young pilot stumbles onto a prototype jetpack that allows him to become a high-flying masked hero in this fun family film from Walt Disney Pictures. You won’t want to miss the cameo of The Museum of Flight’s own Granville Brothers Gee Bee Z City of Springfield! Movie snacks will be served.

Rockets and Rovers: What’s Happening in Space
Saturday, Oct. 11 | 9 a.m.
Charles Simonyi Space Gallery
Museum Docent and NASA JPL Solar System Ambassador Merle Hanley will discuss many exciting space topics, including the travails of rover Curiosity on Mars.

Did you know the Museum has the largest aerospace library on the West Coast? Head Librarian Meredith Lowe Prather will showcase the many resources available in the Harl V. Brackin Library.

Museum Photo Archives
Wednesday, Oct. 15 | Noon to 1 p.m.
Northwest Aeroclub Room
Supervisory Archivist Amy Heidrick will discuss the Museum’s extensive photo archives and show some of the unique images in the collection. The talk will feature information about significant photo collections in the archives and will explain how the archives staff works to process photo donations.

Previously on Coffee with the Curator
Senior Curator Dan Hagedorn presented at the July program featuring Boeing 747 artifacts, books, and photos in the collection as well as a discussion of 747 research questions received by the curatorial team. The Museum’s 747 is currently undergoing an exterior restoration. For more information, see page 9 or visit museumofflight.org/747.

Library & Archives
206.764.5874, curator@museumofflight.org
Riverside Center
206.764.5704, cfallman@museumofflight.org

Museum Store
206.764.5704, museumstore@museumofflight.org
Wings Café
206.762.4418

And take advantage of the Association of Science-Technology Centers passport program by visiting nearly 600 participating science and technology institutions in more than 40 countries. (Some restrictions apply. Please visit the ASTC website for details, astc.org)
It started with the “thump-thump-thump” of an approaching V-22 Osprey, and it only got better from there. As you know, every day is an airshow at The Museum of Flight, with regular appearances by military aircraft, commercial and private jets, and even the occasional visit from Air Force One. This summer, however, has been something special, thanks to some extraordinary men and women in uniform. The beginning of August saw the return of our annual “Need for Speed” weekend with music, food, fly-ins, and after a one-year hiatus, the legendary U.S. Navy Blue Angels. And to the delight of our fans and members, this year included the U.S. Marines. With a parking lot and gallery filled to the brim, guests were treated to an insider’s peek at the most awe-inspiring military vehicles and machinery ever conceived. From the Abrams tank to the Harrier to the impressive performances of the Marines Silent Drill Platoon – it was, in a word, spectacular.

Now, we look forward to the next few months. Phase two of the Mike and Mary Kay Hallman Spaceflight Academy surrounding the Space Shuttle Trainer has been completed. With interactive screens and a fantastic narrative of how astronauts learn to do the jobs they do, it’s yet another opportunity for us to inspire future generations of explorers. In the Airpark, restoration work on the prototype 747 – RA001 the City of Everett – has begun, and you can already see the dramatic difference. With a troupe of volunteers working on the interior and the professionals from Global Jet Painting returning the exterior to its first-flight glory, we’re excited to present Corkscrews & Barrel Rolls – an evening of wine tasting, cheese, and chocolates in our T.A. Wilson Great Gallery. Tickets for the Sept. 27 event are now available on our website, so act fast. Second, what’s more, we have two terrific events on the horizon. First, in response to popular demand from fans of our annual Hops & Props beer festival, we once again welcome a bevy of costumed ghosts and goblins to our Airpark, restoration work on the prototype 747 – RA001 the City of Everett – has begun, and you can already see the dramatic difference. With a troupe of volunteers working on the interior and the professionals from Global Jet Painting returning the exterior to its first-flight glory, we’re excited to present Corkscrews & Barrel Rolls – an evening of wine tasting, cheese, and chocolates in our T.A. Wilson Great Gallery. Tickets for the Sept. 27 event are now available on our website, so act fast. Second, to the delight of our fans and members, this year included the U.S. Navy Blue Angels.

After a two-year wait, the highly anticipated U.S. Navy Blue Angels roared in to Boeing Field. The Museum celebrated with its annual Need For Speed festival and was treated to thrilling flyover formations by the flight demonstration squadron. Thank you to our U.S. military and all who participated in the week’s festivities at the Museum!

Clockwise from top left: As the Museum’s next door neighbors, the Blue Angels treated guests to their preflight walkdown and F/A-18 Hornet startups. (Christian Bouchez) • Visitors tour the MV-22B Osprey, capable of a vertical takeoff and landing. (Christian Bouchez) • Four-year-old Asher meets members of the Silent Drill Platoon. (Justin Anderson) • ACE camper Sara, 8, gets a bird’s eye view from the top of the U.S. Navy Blue Angels’ Osprey. (Chi…)

Sincerely,

Douglas R. King
President and CEO
I

In the aftermath of World War II, the U.S. Army Air Force and U.S. Navy wanted to bring examples of German and Japanese airplanes back to the United States for testing and evaluation. One of the types of most interest to the Navy was the Japanese WWII Type 2 Flying Boat. Better known to Allied flyers in the Pacific War as the "Emily," this type of flying boat was the most impressive Japanese airplanes built during World War II. Some consider the Emily to have been the most outstanding flying boat type of the war. It was the fastest flying boat in Allied service and had an exceptional range, nearly double that of the comparably American Consolidated PB2Y Coronado, or Martin PBM Mariner. The Type 2 was designed as a replacement for the earlier Kawasaki H6K Type 9 Flying Boat and made its first flight in January 1941, powered by four 1,536-hp Mitsubishi Kasei radial engines. Accepted as the Navy Type 2 Flying Boat Model 11 (H8K1), the new airplane made its combat debut on the night of March 4, 1942, when two Type 2 Flying Boats undertook a raid on Pearl Harbor that proved to be abortive due to heavy cloud cover. Kawasaki built only 14 H8K1s before developing the improved H8K2, which went into service in 1943 as the Type 2 Flying Boat Model 12. The Model 12 featured more powerful 1,850-hp Mitsubishi Kasei engines and, unlike many other Japanese aircraft of the period, self-sealing fuel tanks and armor protection for the crew. A heavy defensive armament of five 20mm cannons in dorsal and tail turrets as well as side blisters made the Emily a formidable opponent. U.S. Navy carrier and patrol bomber pilots considered the Emily to be the most difficult Japanese aircraft to shoot down.

F

Following the occupation of Japan, the U.S. Navy searched for an example of the Emily to bring back to the United States. Many had been destroyed in strafing attacks, but the Navy found three examples belonging to the Extortion Force. Kawanishi built only 14 H8K1s before the Emily to be the most difficult Japanese aircraft to shoot down. The captured Emily at Oak Harbor, NAS Whidbey Island shortly after its arrival in December 1945. Martin PBM Mariners are in the background. W

The Emily must have been an incongruous sight sitting next to its wartime adversaries, the PB2 Catalina and PBM Mariner. Once in the United States, stripes of white tape were used to put a U.S. star and bar insignia over the large red Japanese hinomaru on the sides of the fuselage. The Emily spent several weeks at Oak Harbor, where it was thoroughly examined for a possible flight to the Navy test center at Patuxent River in Virginia, but once again it was decided that the aircraft could not make the cross-country flight and it was loaded back on a seaplane tender for the long trip to Virginia through the Panama Canal. Off-loaded at NAS Norfolk, the Emily was overhauled for the 100-mile flight to Patuxent River. Taking off on May 23, 1946, a Navy pilot took the Emily up to 12,000 feet for the short flight, only to have one of the starboard engines quit as the oil pressure dropped to zero. Then one of the port engines quit. A third engine quit as the Emily was taxiing into the dock at Patuxent. This was its last flight. Instead, the Navy made extensive taxi tests on the Patuxent River to examine the Emily's hydrodynamic stability. Remarkably, the Navy decided not to scrap the airplane, but put it on display as a gate guardian. Destined for scrapping in 1976, the Tokyo Maritime Museum arranged to have the Emily shipped back to Japan, where it was completely restored. It remained in Tokyo until 2004 when it was moved to the Kansui Naval Air Base Museum in Kagoshima on the island of Kyushu as a memorial to the many Navy Special Attack Corps (Kamikaze) who took off from the base on their final missions. It is the last of its kind, and one of the very few World War II flying boats remaining.
IN HIGH SPIRITS

For the sixth year, The Museum of Flight’s T. A. Wilson Great Gallery is host to the Spirit of Flight juried photography exhibition. The show consistently draws a pool of entries from around the world, and 2014 was no exception. Photographs came from far and near, and depicted everything from a P-51 Fighter to a ’62 Chevrolet. The photos represented a wide spectrum of interpretation; each brought its own sense of wonder and inspiration to the show.

With the submission window for the 2015 exhibit on the horizon, now is the time to pick up your camera and start shooting. Keep an eye on the Museum’s website for updates on when and how to enter. Until then, the winners from 2014 are featured here.

THE GREAT GEORGIA AIRSHOW 2013
BY: ALCIA MILNER

Alcia Milner is a part-time medical lab technician and a part-time student. She is working toward a Bachelor of Fine Arts degree with a concentration in photography at the University of Georgia, a degree she decided to pursue after her youngest child started high school. She has lived in the Atlanta area for many years with her husband and four children.

Looking for something to do one weekend in the fall of 2013, Alcia purchased tickets to The Great Georgia Airshow. She had no idea how spectacular the show would be, and the aerial acrobatics took her breath away. As the clouds began to roll in, they filtered the sunlight and made the perfect backdrop.

P-51 FIGHTER PLANE
BY: ELISABETH POLLAERT SMITH

Elisabeth Pollaert Smith is an award-winning photographer and a former international corporate lawyer. She has studied at the London College of Printing and the International Center of Photography and has participated in numerous juried and group shows. She is represented by Getty Images and teaches photography in Larchmont and Mamaroneck, N.Y.

P-51 Fighter Plane was taken on a beautiful summer day with some light, fluffy clouds in the sky. Elisabeth wandered among the planes on the ground at her local airport, looking for a picture that gave a sense of what they had done. When asked how she got this photo, she explains, “I just lined myself up with the plane, got down low, and shot up.”

3rd
evening departure
BY: GREG HARRISON

Greg Harrison is the president and owner of Winterset Aviation Services Inc., in Winterset, Iowa, which has been inspecting, modifying, and servicing aircraft for the past 23 years. He is a self-taught photographer, starting out in the film era and moving to digital, and is one of the official photographers for the Quad City Airshow in Davenport, Iowa.

The aircraft, photographed at the Winterset Municipal Airport, is a 1929 Great Lakes 2T-1, serial number 83. It was first restored in the early 1970s in Olympia, Wash., and was purchased in 1974 by Art Harrison. The aircraft has since been completely restored a second time and is now registered to Megan Harrison of Des Moines, Iowa.

untitled, no.2 (honorable mention)
BY: BRYON DARBY

Bryon Darby explores notions of place and exploring the persistent nature of aircraft in the modern world.

BY: KEVIN BICKNELL, SPIRIT OF FLIGHT INTERNE

IN HIGH SPIRITS

The exterior restoration includes a wash, sand, and replication of 30 airline logos that were originally featured on the fuselage. The Museum began renovating the interior of the plane in 2013, and opportunities to tour the aircraft will be announced in the coming weeks.

City of Everett, which made its maiden flight on Feb. 9, 1969, revolutionized commercial flight. This particular aircraft served as a test bed for 747 systems improvements and new engine developments for other Boeing commercial jets, including the state-of-the-art Boeing 777 engine program. It was accessioned to the Museum on March 28, 1990.

The Museum’s 747 campaign ensures future generations can experience the world’s first jumbo jet. To help, please visit museumofflight.org/747.
A: This was a tough one, as we have quite a few artifacts in our collection that would probably fit this description—depending on your point of view! Certainly one collection that immediately comes to mind is that which originated with British Royal Air Force Flight Lt. William F. Hughes while stationed with his unit in Nigeria in 1943 during World War II. Through various means, we acquired the case, and an accompanying match case, and a few artifacts in our collection that would immediately come to mind that you have for a museum about flight? -Brian R.

Q: What is the most unusual artifact in the collection that immediately comes to mind that you have for a museum about flight? -Brian R.

A: To some readers, this may seem like a sacrilege, but here at The Museum of Flight, we place a very high value on the human connections to the experience of manned flight. Some years ago, we adopted the convention of enabling bona fide crew members, who can authenticate that they in fact flew our aircraft, to sign the inside of the nose-gear well (of aircraft that have such an arrangement) or another undercarriage area (in the case of "tail-draggers"). We've made some exceptions, with sand in the foreground—suggesting that the POW may have served with General Rommel's troops during the desert campaign earlier in the war. There is surely more of a story there, but unfortunately that is all we know.

Q: Why do some aircraft in the collection have signatures in the wheel wells? -Jen E.

A: Very carefully and with great trepidation! Seriously, though, depending on the nature of the aircraft (size, weight, etc.), our wonderful Restoration Center team, led by Director Tom Cahillart, usually use flat-bed, semi-trucks! Most recently, this is how we transported our exquisite General Motors (Eastern Division) FM-2 Wildcat downtown, and how we returned the Goodyear F2G-1 "Super Corsair" (as she is colloquially known) back to the RC. It is a highly specialized art form!

Have a question for the curator? Send an email to aloft@museumofflight.org with your name and question. It may be featured in the next Curator’s Corner!

Q: How are aircraft moved to the museum’s main campus from the Restoration Center and Reserve Collection in Everett, Wash.? -Frank L.

A: The reader who asked this question missed the opportunity to learn more about this classic WWI British fighter from Mr. Javier Arango, who owns a wonderful example, and who presented a program describing his fascinating evaluation of the flight characteristics of the legendary fighter during our WWI Symposium on Saturday, July 26—much of which contradicts many of our long-held beliefs! To summarize, the aircraft certainly possessed some most interesting handling characteristics, but Mr. Arango’s findings taught me more about the aircraft, in about 30 minutes, than I had ever known before. You can get a copy of his presentation by contacting Melissa Snyder in our Information Technology Department at 206-764-5713. It is well worth it, and it will answer your question—and much more—more thoroughly than I can in the space we have!

Q: The signed wheel well of our McDonnell F-4C Phantom II.

Wells Fargo Free First Thursday
Once a month, the Museum stays open late—and admission is free! Enjoy the Museum’s T. A. Wilson Great Gallery, Airpark, and more from 5 to 9 p.m., courtesy of Wells Fargo. Museum Store and Wings Café will also remain open for the extended hours on this night.

Saturday, Sept. 13 | 2 to 3:30 p.m.
William M. Allen Theater
V-2 Rocket 70th Anniversary
September marks the 70th anniversary of the first launches of the V-2 ballistic missile, one of Nazi Germany's most terrifying weapons and the first flying object to reach the fringes of space. Join military historian Dr. JD Wyneken as he discusses the historical background of this controversial program. The heavy influence of the V-2 and its developers on postwar United States and Soviet Union space programs will be explored.

Saturday, Sept. 27 | 1:30 to 3:30 p.m.
William M. Allen Theater
Secrets of Sand Point
Join us as we celebrate the 90th anniversary of the first round-the-world flight, which originated from Sand Point NAS. This symposium will feature Chief Curator Dan Hagedorn, Cdr. Cori Parker, and Adm. Thomas Hayward.

Saturday, Sept. 27 | 7 to 10 p.m.
The Museum of Flight
Corkscrews and Barrel Rolls Wine Festival
It’s bottles beside the Blackbird and glasses beneath the gliders at Corkscrews & Barrel Rolls—the Northwest’s newest and most exciting wine tasting. Enjoy the wines of the region’s best vineyards along with sumptuous food for an unforgettable evening in an extraordinary setting—all in support of The Museum of Flight’s educational mission. Tickets on sale now at museumofflight.org/corkscrews.

Calendar subject to change. Visit museumofflight.org for updates.
The Museum’s Vought XF8U-1 Crusader is the prototype airplane, BuNo 138899, which made its first flight on March 25, 1955; test pilot John Konrad took the aircraft supersonic on this flight, the first time it had ever been done with any fighter on its maiden flight. The Crusader is currently nearing completion at our Restoration Center in Everett, Wash., thanks to Craig Wall and Allen Horne, retired United States Air Force.
**OCTOBER**

**FLIGHT PLANS**

**Wells Fargo Free First Thursday**

Thursday, Oct. 2 | 5 to 9 p.m.

The Museum of Flight

Explore the exciting world of flight in fun hands-on workshops offered every Saturday and Sunday! Family workshops are free with Museum admission and open to all ages (kids six and younger should come with an adult helper). Groups with ten or more children please call ahead to find out whether we will be able to accommodate your group. Contact our Interpretive Programs Coordinator at 206.768.7187 with any questions.

**WEEKEND FAMILY WORKSHOPS**

**Every Saturday and Sunday at 11 a.m. and 1 p.m.**

- **747: Queen of the Skies**
  - September 6, 7, 13, 14 | 11 a.m. and 1 p.m.
  - The first 747, the world’s largest civilian aircraft, took only 16 months to build. The 50,000 engineers, administrators, secretaries and construction workers who worked on it were called the “Incredibles.” Help us celebrate their great achievement with this family program!

- **21st Century Airships**
  - September 20, 21, 27, 28 | 11 a.m. and 1 p.m.
  - Overshadowed by the airplane, the airship – a rigid or semi-rigid balloon, powered by engines – has a colorful history. Learn about these fascinating machines and the new airship designs for the 21st century. Then design your own airship!

- **Extraterrestrial Existence**
  - October 4, 5, 12 | 11 a.m. and 1 p.m.
  - What was that in the sky last night? Do aliens really exist, or is that just silly science fiction? How do they phone home? Come and join this exciting conversation and design a UFO of your very own.

- **Rockin’ Robots**
  - October 18, 19, 25 | 11 a.m. and 1 p.m.
  - Learn how robots work and help prevent a robot revolution while creating your own robot.

**Connecting Flights**

**Soyuz in Space**

Sunday, Sept. 21

11 a.m. and 2 p.m.

October 11 marks the fifth anniversary of the Soyuz TMA-14 Descent Module’s return to Earth with the Expedition 19/20 crew. Join us for a special tour of the spacecraft and Charles Simonyi Space Gallery.

**Saturday, Oct. 18 | 2 to 3:30 p.m.**

William M. Allen Theater

Queen of the Skies: Boeing 747 RA001, From First Flight to Rebirth

Museum Curator Dan Hagedorn will be joined by 747 test pilot Brien Wygle as well as the “father of the 747,” chief engineer Joe Sutter, for an in-depth and illuminating look into the history of this world-changing aircraft, recently brought back to its original factory-fresh appearance by Museum restoration efforts. Also joining the presentation is Clive Irving, author of “Wide-Body: The Triumph of the 747,” an inside look at the 747’s development and success.

**Saturday, Oct. 4 | 2 to 3:30 p.m.**

William M. Allen Theater

American Fighter Aces Symposium

Ladies and gentlemen, meet some true heroes. The Museum of Flight is home to the American Fighter Aces Association, founded to recognize the 1,442 combat pilots who have received the special designation of “ace.” Join us for this panel of aces and combat pilots who will share their remarkable stories of heroism. This month’s featured speaker is P-51 pilot Col. Bud Anderson.

**Saturday, Oct. 11 | 10 a.m. to 8 p.m.**

The Museum of Flight

Star Wars Reads Day

Join us for the third annual Star Wars Reads day, an international event that pairs literacy and Star Wars into a fun, educational, and out-of-this world celebration. The Museum will be host to reading activities with local authors, educational make-and-takes, technical ground schools, a particular android celebrity, and an after-hours costume ball. Visitors in Star Wars-themed costumes will receive half-price admission.

**State of Flight**

Sunday, October 26

11 a.m. to 3 p.m.

FREE - for 17 and under in costume (with adult supervision)
$5 - for 17 and under without a costume
$10 - for all adults

Calendar subject to change. Visit museumofflight.org for updates.
Who would have ever thought that what began as an effort to save the last surviving Boeing Model 80A-1 from an Anchorage, Alaska garbage dump would blossom into one of the world’s truly great air and space museums?

It all began when a group of Seattle aviation enthusiasts banded together to form the Pacific Northwest Historical Aviation Foundation (PNHAF). With an initial goal of restoring the 80A after it was discovered by newspaper reporter Harriss Darby and moved to Seattle via U.S. Air Force transports, PNHAF soon accumulated enough artifacts to warrant the creation of a small museum at Seattle Center.

In the 1970s, Harl V. Brackin, The Boeing Company’s historian and PNHAF member, proposed that the foundation acquire the famed Red Barn. The building—where William E. Boeing started his company—was to be barged two miles up the Duwamish River to Boeing Field. Soon after, negotiations began to allow PNHAF to locate the Red Barn on a parcel of land near the southwest corner of the airfield.

By the fall of 1979, with the Seattle Center locale no longer available and PNHAF Executive Director Howard Lovering leading the way, plans were made to build a museum at the new Boeing Field site. By August 1980 construction had begun and in 1981, PNHAF was renamed “The Museum of Flight Foundation.” That October, architect Ibsen Nelsen unveiled his vision of the Museum’s Great Gallery, which would house the Museum’s larger artifacts, and on Sept. 1, 1983, The Museum of Flight, located in the now-renovated Red Barn, opened its doors to the public.

In 1987, the next phase in The Museum of Flight’s growth occurred with the opening of the Great Gallery. The six-story glass-enclosed structure has been the Museum’s centerpiece ever since, and was joined in December 2012 by the Charles Simonyi Space Gallery – home of the Space Shuttle Trainer.

What’s next for The Museum of Flight? Further expansion? More aircraft? Additional artifacts? The answer is all of the above. For 50 years, our institution – your institution – has told the story of the first century of flight better than any other and will continue to tell the stories of our shared aviation heritage for many, many generations to come.


In 2015, The Museum of Flight will celebrate its 50th anniversary – and we’d like you to be a part of it.

Do you have home videos of the grand opening of the Great Gallery? Your father’s photos of the Red Barn move from the Duwamish? Fond memories and stories to tell about your childhood visit? We’re compiling your videos, photos, and memories of the early days of The Museum of Flight for use in a retrospective video and commemorative issue of Aloft in celebration of the institution’s first half-century, and treasure your participation.

Search your photo albums. Break out the Super 8s. Write down your recollections and help us tell the story of our first 50.

To submit materials, please email them to marketing@museumofflight.org or address them to:

The Museum of Flight
Marketing Department
9404 East Marginal Way South
Seattle, WA 98108-4097
FLYING ACE

MAKE YOUR FLIGHT LAST FOREVER

Support The Museum of Flight without affecting your income. Young or old, with significant wealth or living modestly, you can make a lasting difference!

HONORING THE PAST • PRESERVING THE PRESENT

Donate to the Museum through your will, charitable gift annuity, insurance policy, retirement plan, or life-income gift.

 Until you can make a lasting difference!

PLANNING FOR THE FUTURE

Contact Trip Switzer at 206.764.5721 or tswitzer@museumofflight.org

RED BARN Legacy

The history of Boeing was literally in the spotlight June 28 as The Museum of Flight honored the company with the prestigious Red Barn Heritage Award. Presented in recognition of “extraordinary leadership within the community and exceptional commitment to the mission and vision of The Museum of Flight,” the award was accepted on behalf of the company by Boeing Chairman and CEO James McNerney.

In addition to Mr. McNerney, a “who’s who” of Boeing history was on hand to celebrate the honor, including President and CEO of Boeing Commercial Airplanes Ray Conner, Chief Technology Officer John Tracey, former chairman Frank Shrontz and Phil Condit, and the “Father of the 747” Joe Sutter.

The evening began with a spectacular fly-in of a restored 1928 Boeing 40C, piloted by Addison Pemberton, which parked beside a gleaming 787 in the Museum parking lot. Upon arrival, Pemberton presented McNerney and event chairman Bill Boeing, Jr. with airmail bags fashioned after the first international delivery bag carried by company founder William Boeing, Sr. in 1919.

After moving the festivities to the T.A. Wilson Great Gallery, the assembled crowd was treated to recollections of the company’s storied history and commitment to the community from Museum President Doug King, Board Chairman Bill Ayer, and a video by local filmmaker Chris Davenport. The highlight of the evening, however, came toward the end, as Bill Boeing, Jr. took to the stage and shared stories of his father – the company’s founder. In a speech both funny and poignant, Mr. Boeing told of the very beginnings of Boeing, and how proud his father would be of the company today. A rousing standing ovation closed out the night as a room of 400-plus invitees saluted a company that has meant so much to not only The Museum of Flight, but to the state of Washington, the country, and the world as well.

WITH GREAT THANKS

The Museum of Flight would like to thank Katherine Browne for her 10 years of dedication and service to the collection and archives. As the Museum’s Assistant Registrar, Katherine was instrumental in the accession of new items as well as bringing some of the Museum’s most well-known exhibits to life, including “Style in the Aisle” and “In Search of Amelia.” We thank Katherine for her contributions and wish her the best as she pursues a new opportunity.

With great thanks.
As a new crew we were assigned a Superfortress. The Museum of Flight enables you to have a number of volunteers who experienced life in the air and on the ground with the two planes firsthand. These volunteers are available to share their stories with Museum guests and other volunteers.

An interesting story Bergstrom shares is the many times the crew used the B-17's advantages to prepare ice cream. The ingredients were loaded onto the B-17 in large containers. The plane, with the controls secured on board, would take off and climb rapidly to a high altitude over Polebrook and North Hamptonshire, England. There the plane would "slow time" in the subzero environment long enough to freeze the mixture in the containers. After the cargo was frozen to the appropriate consistency, the B-17 would return to the base now loaded with "good old-fashioned ice cream." During the heat of the English summer, the airmen would not only enjoy the treat themselves, they also invited the English children from the surrounding area onto the base to share the ice cream treat.

These ice cream flights also served a more serious purpose. In order to hone their skills at the controls, the pilots would volunteer the ice cream runs, which were actually training flights for the pilots.

Bergstrom’s tour ended when he was severely injured as the result of a low level bailout over England. One of his proudest possessions is his membership certificate and a distinctive pin from the Caterpillar Club.

I often end my tours with Ted Gary’s story (featured in July | August 2014 Aloft). Gary was a tail gunner late in the war. By then, the enemy flight formations had become less effective, but the flak over target was as intense as ever. So, while he had little to shoot at, life was still very dangerous in the back of the plane. Ted often talked of the relatively crude Army issue flak vests and spread them out on the deck beneath his seat. He’s not sure they would have done any good, but they made him feel a bit more secure.

I tell guests of Gary’s participation in Operation Chowhound, a desperate effort to drop food to the starving Dutch population during April and May of 1945. Gary flew on three of the more than 2,200 Chowhound missions, flying low and over specified drop zones, and distributing food from hastily made, low bomb bays. Years after the war, Gary traveled to Holland and was treated like a royalty in a village he had “food bombed” many years before.

While Larson, Bergstrom, and Gary were flying B-17 missions in Europe, other Museum volunteers were working on or flying Boeing’s biggest and most sophisticated World War II bomber, the B-29, into combat in the Pacific Theater. For 19 years – and more than 5,000 volunteering hours devoted to the Museum’s operation and Authenticity to Tours – we’ve had the privilege of leading tours with the B-29.

Eventually, he qualified for a U.S. Army "limited service" designation, which excluded service overseas. Nevertheless, he found himself at war’s end in Guam, keeping B-29s flying in the final assaults on Japan. The Army sent him to technical school to learn sheet metal techniques. He was top of his class – not because I was smarter, but because of previous experience,” he says. In October 1942, he was sent to the Army Air Force Base in Pratt, Kan.

I got off the train and looked up between two buildings. My god! What is that?” he recalls saying. “I was used to B-17 tails, but nothing this immense. I was meeting a government secret face to face. The B-29 Superfortress.”

He was to become closely acquainted with the Superfortress at Pratt, a modification center near Wichita, Kan. A dramatic push had been declared to make the brand-new grounded aircraft combat-ready. “We referred to it as the Battle of Kansas. We worked 12 hours a day, seven days a week. And we also modified bomb bays so that each B-29 could carry its own spare engine,” he says.

One experience guaranteed him that overseas assignment. Jackson caught the eye of a colonel at Pratt when he was the only one able to fix an autoclave. A month later, he found out his classification had been changed. They issued him a rifle and instructions and shipped him to Pearl Harbor and then to Guam, where the military was building 500 feet of coral for B-29 runways. A call came out to find anyone who had skills to build a mess hall. When he raised his hand, they made him lead. A few weeks later he was promoted to sergeant.

Jackson spent the duration of his service helping keep the Superfortress flying as they limped back for repairs after the nighttime raids that brought the war in the Pacific to an end. In December 1945, he came home, married a widow with a ready-made family and went to work at Wilson Machine Works, where he specialized in precision machining of plywood machine components. He retired in 1974 and “hasn’t worked since.” They bought a house in Everett and enhanced their life with travel, skiing holidays, gardening, and collecting buckets of agates along Oregon beaches.

Jackson’s initial visit to the Restoration Center took place shortly after his wife died. His son’s family moved into the homestead to help keep him company and watch over him. Daughter-in-law Sharon is his primary driver and gets him back and forth to the center for his Tuesday and Wednesday shifts. And he’s looking forward to next May, when his Museum mates will help him celebrate his 100th birthday. Photos for Elden Larson, Walter Bergstrom, Ted Gary and Jim Marich by Carol Thomson. Photos for Jim Jackson by Nancy Wright.

The “Gunfighters” moniker was earned in 1967 when two of the squadron’s F-4Cs employed modified gun mounts to shoot down two MiG-17s. The missiles of the U.S. fighter crews were ineffective at ranges less than about 3,000 feet. Unlike the later F-4E which had the 20 mm cannon built into the nose, the early Phantom F-4Cs did not. Without an internally mounted gun, the Phantoms were at a disadvantage in close-in dogfights with the more maneuverable MiGs. The MiG pilots used this to their advantage until one day in May when Gatling gun pods were mounted on two F-4Cs.

During this engagement the MiG pilots came close to the F-4Cs, never expecting a hail of cannon fire to obliterate their aircraft. The rate of fire of the Gatling guns was 100 rounds per second. In the blink of an eye, both MiGs were flaming hulks spiraling downward. Thus were the “Gunfighters”

The 366th earned a Presidential Unit Citation for shooting down 11 enemy aircraft in a six-week period and other combat actions. Joe Crecca’s squadron shot down five MiG-21s, the last two on Nov. 5, 1966. According to squadron legend, up to that point only eight MiG-21s had been shot down anywhere and the 480th had taken five of them. Joe was captured when their aircraft went down and spent more than six years – 2,280 days – as a prisoner of war. He was released on Feb. 18, 1973. Maj. Crecca received the Distinguished Flying Cross and went back on flying status five months after repatriation, serving until he left the Air Force Academy in Colorado Springs on Nov. 22, 1986. It was exactly 20 years to the day after they were shot down and Joe gave Scotty’s eulogy.

Joe and his GIF (Guy-In-Front) Scotty Wilson were inbound to a Joint Chiefs of Staff (JCS) designated target on Nov. 22, 1966, when an SA-2 hit their F-4C at exactly 11:50 a.m. Joe knew this because he also knows it takes 10 minutes to descend in a parachute from 10 thousand feet to the ground and he landed at noon. Their Phantom was loaded with six M-117, 750-pound bombs and none of them detonated. But Scotty Wilson wasn’t so lucky. As his parachute deployed, a second SAM detonated next to him and he was killed instantly. His remains were eventually returned to the United States and he was laid to rest at the Air Force Academy in Colorado Springs on Nov. 22, 1986. It was exactly 20 years to the day after they were shot down and Joe gave Scotty’s eulogy.

Joe had 54 F-4 aircraft during this time. Joe flew 87 missions in 100 days of combat, and thinks he probably flew the Museum’s F-4C that now rests in the T. A. Wilson Great Gallery. Only 17 days after the two MiG-21 kills, Joe’s F-4C was hit by a Russian SA-2, surface-to-air missile. The fighter jocks referred to the SA-2 as a “Flying Telephone Pole.” Designed to bring down a B-52, the missile was 27 feet long with an eight-foot booster rocket. It packed a 420-pound HE (high-explosive) warhead surrounded by 1-inch stainless steel balls, more than enough to level a city block.

The Museum offers its sincere condolences to the families and friends of departed Museum volunteers, members, and supporters.
THREE WAYS TO SAVE

THE MUSEUM OF FLIGHT MEMBERSHIP

1 SIMULATOR DISCOUNTS
2 DISCOUNTS IN MUSEUM STORE
3 3D THEATER DISCOUNT

TO DISCOVER MORE MEMBER BENEFITS AT THE MUSEUM OF FLIGHT, VISIT OUR WEBSITE:
MUSEUMOFFLIGHT.ORG/MEMBERSHIP.