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

EXCLUSIVE!
PLANETARIUM EXPERIENCE
Under the Night Sky
Learn about the Solar System you call home. Presented in our digital portable planetarium, we will explore constellations, planets, moons, and more while learning about the motions and interactions of these amazing celestial objects. Suitable for ages 5 and up.

SKYLINe ROOM
Sundays, March 29 and April 26
Two sessions each day: 1 p.m. and 2:15 p.m.
(Space limited to 20 participants per session)
RSVP required. Space is limited. To attend, email us at membership@museumofflight.org.

MEMBER MOVIE NIGHTS
STEM Starters is a monthly program series geared to our youngest Members! Children ages 3 to 5 and their co-pilots (one adult per child).

WILD, WONDERFUL WIND!
6 sessions available!
Come investigate the movement of air around us and make a windsock to measure the wind outside.

Monads, March 2 and April 6
Three sessions each day: 9:30 to 10:30 a.m., 11 a.m. to 12 p.m., or 12:30 to 1:30 p.m.
All sessions in the SOUTHWEST LEARNING ANNEX
RSVP required. Space is limited. To attend, email us at membership@museumofflight.org.

STEM Starters 2020 sponsored by: Ted & Patricia Under the Night Sky

See artifacts in the Museum Collection not normally on view! Coffee and light snacks provided. Featuring Red Barn Blend coffee, available exclusively at the Museum Store.

THE RED BARN
Friday, March 13 | Noon to 1 p.m.
VIEW LOUNGE (2ND FLOOR)
Please join us in March as we explore the history of Boeing’s famous Red Barn, the centerpiece of the Museum’s collection and our largest artifact! Collections staff will share objects, archival and library materials related to the history of the Red Barn and its relocation and restoration.

THE G. HARRY STINE COLLECTION
Friday, April 17 | Noon to 1 p.m.
NORTHWEST AEROCLUB ROOM
(RED BARN 1ST FLOOR)
The G. Harry Stine Space History and Model Rocketry Collection encompasses the professional work of G. Harry Stine, the founder of model rocketry in the United States, and includes drafts of his writings, rocket designs, aeronautical research files, and materials related to the National Association of Rocketry. Learn about some of the significant items in the collection, the long process to make the collection accessible for research, and upcoming plans for model rocketry collections.

RSVP to membership@museumofflight.org.

*NEW* COCKTAILS WITH THE CURATOR
Join the Museum’s curatorial team for our newest member event! We are offering our popular Coffee with the Curator event format in an evening session with cocktails and snacks. For our first event, we will have an encore edition of “A Few of Our Favorite Things” where each staff member will share some of their favorite items in the Museum’s vast collection. Come learn about some unique objects, interesting images, and hidden treasures. Tickets: $35/person (includes 1 drink ticket and nibbles.) Tickets available at museumofflight.org/Calendar.

J. Elroy McCaw PERSONAL COURAGE WING
Thursday, March 12 | 6 p.m.
WHEN A PASSION GRABS YOU, it rarely lets you go. But as we know, it takes follow-through, support, and much, much more to successfully bring a passion to life. The difference between having a passion or a dream that nibbles at your thoughts and one that actually leads to fulfillment can be vast.

The pictures shown are from Western New York. One shows my childhood neighbor’s farm and the small grass airstrip hewn from acreage normally used for crops. The other is of Batavia Airport (KGVQ) where I started my flight lessons. Although shot in the final days of 2019, the scene doesn’t look much different from that icy December day in 1986 when I took my first lesson. The Cesna 152 I sat in seemed downright modern compared to the Cesna 120 my farmer neighbor floated in over the power lines, often at 20 knots ground speed or less (it’s a bit windy where I’m from). I would stand on the fringes of that grass strip and allowed that passion to grow. I went from watching that farmer to working for him to raise a few dollars. Add that to a couple of other jobs, studying in school, sports and more, and this story starts to sound like a homespun tale of self-reliance, hard-work and all the other great aphorisms that come with a great bootstrap story. But my passion was made possible by the people who provided inspiration, encouraged exploration, and made preparation and execution possible. Who gave me that first lesson, drove me to the airport because I didn’t yet have a driver’s license, and sat through support team to stay up and get down safely. Here at The Museum, we strive to provide the same encouraging and exploration for the youth in our community. With inspirational programs and exhibits, and educational opportunities to allow students to explore the STEM world around them, and with year-round, credit-bearing coursework to prepare them for what comes next, the Museum leverages a young person’s hard-work, intelligence and desire to learn. We provide a spark, but also mentors. Curriculum, but also fun and friendships. College credits, but also wonder.

As I learned, it usually takes more than perseverance to get into the air and it always takes a support team to stay up and get down safely. Here at The Museum of Flight, we exist to help students, their dreams and initiatives, and turn their passion into something real.
THE MUSEUM OF FLIGHT

CURATOR’S CORNER

Never work with animals or children

BY: MATTHEW BURCHETTE, SENIOR CURATOR

What’s new in the collection?

BY: CHRISTINE RUNTE, REGISTRAR

THIS LITTLE GEM is one of many quotes from comedian W.C. Fields. As a long-time air and space museum curator, I have never worked with animals, but I have certainly worked with children, and these interactions have given me some very fond memories.

It is the time of year when students across the country are preparing for National History Day, and the archives staff is busy fielding questions from students that run the gamut from how Bessie Coleman broke barriers to the launch of Sputnik. As a curator, some of the questions come to me. I recently found a handwritten letter on my desk from Vicky, who attends Wilder Elementary in Woodinville, Washington. Vicky is in the gifted program and her impeccable handwriting showed it and she is working on a year-long research project about airplanes. She had just two “simple” questions. The first was, “How do people make ‘modernd’ passenger airplanes?” The second was, “How are all aircraft different (airplanes, helicopters and rockets)?”

Wow. Where do I start?? I sat down at the computer and dumped my brain all over the keyboard. I talked about how even metals have changed over the years to become lighter and stronger. I finally ended the paragraph with details about the 787 and how it’s constructed from 50% composites and 50% metal alloys.

OK, first question down. At this point, I hoped that I had enough paper in the printer and a large enough envelope.

As it turned out, Miss Vicky’s last question was the most fun to answer. I rambled on about wing shape, engine types, Area Rule, the Huey, the Soviet R-7 rocket and even Newton’s Third Law. In all, I blew through nearly four pages answering Vicky’s two “simple” questions. So, Vicky, I hope you found my information useful because I had a great time answering your questions. Thank you for making me remember how much fun it is to work with kids.

What do you remember about your first experience at The Museum of Flight? Was it an exciting memory? What was your favorite exhibit? How did you become involved with the Museum and its education programs? What is your favorite letter of STEM? Who inspires you? What is the most interesting thing you’ve learned through ASP so far?

Robert R. Hadley was the donor’s father. He graduated from the Art Institute of Chicago and was a commercial artist before and after WWII. From 1940 to 1945 he served in naval intelligence as part of the Joint Intelligence Center, Pacific Ocean Areas and was stationed at Pearl Harbor. He worked in the Terrain Model Unit producing 3D terrain maps from aerial photographs. The 3D map is made with a paintbrush and milling cutter guided by an operator following the contours of a topographical map. A cast of rubber and foam is made from a master model and is finished by hand. This 3D terrain map of Iwo Jima prominently features the three Japanese airfields on the island. 3D terrain maps from WWII are very rare and we’re very fortunate to have this collection.

WHAT IS YOUR FAVORITE LETTER OF STEM? Science! Learning about all the different sciences has always been something that I have loved doing.

DO YOU HAVE A FAVORITE EXHIBIT IN THE MUSEUM? My favorite exhibit is of the WASPs in the Elroy McCaw Personal Courage Wing. As a young woman wanting to pursue military aviation, looking at the history of women who flew as auxiliary pilots in World War II is very inspiring. I like how the Museum highlights and acknowledges the women who paved the way for female pilots.

WHAT ARE SOME OF YOUR BEST MEMORIES FROM PARTICIPATING IN THIS ASP PROGRAM? The first memory that comes to mind is the Pathfinder Awards Gala, I was able to immerse myself into the world of aviation and meet some amazing people like Dr. Pettit, a NASA astronaut! The other memory that comes to mind is starting ASP’s aircraft systems class. As the daughter of an aircraft mechanic, I enjoyed learning about fuel systems and how the different flight instruments worked. I love that through learning about and experiencing life in aviation, I am able to form a unique connection with my dad.

WHAT’S THE MOST INTERESTING THING YOU’VE LEARNED THROUGH ASP SO FAR? Learning how to decode an aviation weather report (METAR) has been a fascinating experience. There are many abbreviations and codes used in these reports and all the different weather conditions are absolutely engrossing to me.

WHO INSPIRES YOU? Why? I am inspired by my grandma, Gina. She worked as a secretary for the US Air Force at Clark Air Base in the Philippines during the Cold War, with dreams of living in the US. My grandma’s incredible work ethic led to her, and her children, being awarded special immigration status from the US. She taught me that I can accomplish anything if I work hard and put my mind to it.

HOW DID YOU FIRST BECOME INVOLVED WITH THE MUSEUM AND ITS EDUCATION PROGRAMS? My first experience at The Museum of Flight occurred when my family moved to Washington in 2015. Then, during my sophomore year, I heard about ASP, and I knew that participating in the program would be very beneficial in helping me to reach my career goals in aviation.

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April 22, 2020 marks the 50th Anniversary of Earth Day. The first Earth Day marked an inflection point in an environmental movement that had been growing throughout the 1960s. First created in 1970, the event was conceived as a day of demonstration to raise awareness of issues affecting the quality of our environment.

By: Geoff Nunn, Adjunct Curator for Space History

It is not mere coincidence that our awareness of challenges facing the Earth arose during the height of the Space Race. Despite the common criticism that spending time, money and effort on space exploration pulls focus from pressing problems here on Earth, our access to space has been vital for monitoring and finding solutions to these problems. In fact, space has provided a unique vantage point from which to better understand our home planet, since the earliest days of exploration beyond Earth’s atmosphere.

The very first satellite launched by the Soviet Union and United States stand as examples of going to space to benefit the Earth. Both were conducted as part of a yearlong global focus on Earth science from 1957-58 called the International Geophysical Year. The United States’ launch of the Explorer 1 satellite as part of that effort led to the discovery of the Van Allen Radiation Belts, which shielded the planet from harmful cosmic radiation.

As the Space Race ramped up, astronauts began to return new and stunning photos of our home planet from a never before-seen perspective. For the first time, we saw the whole of the Earth photographed without borders, floating alone in the inky void of space. The “Earthrise” photograph taken in 1968, by Astronaut Bill Anders during the Apollo 8 mission, captured the first full-color view of Earth taken from around the Moon. Surrounded by a vast emptiness, this blue jewel of a planet appeared small, fragile and in need of protection. The photo has been called a “driving force” behind the growing environmental movement, and the first Earth Day was celebrated just 16 months after it was taken.

Space continued to play an important role in building our understanding of Earth during the 30 years of the Space Shuttle era. The reusable orbiter made several flights to measure the composition and depletion of Earth’s ozone layer in the 1990s. Photos taken by astronauts aboard the Space Shuttle Columbia in 1994 revealed that dust from the Sahara Desert in Africa can be blown clear across the Atlantic Ocean to the Americas. Subsequent observations by astronauts and satellites have now confirmed that Saharan dust helps “feed” the trees of the Amazon rainforest.

Today in the United States, NASA continues to work with other government agencies like the National Oceanic and Atmospheric Administration (NOAA) and the U.S. Geological Survey (USGS), international partners, professional scientists, and even citizen scientists to study Earth’s many interconnected systems. A network of ground-based instruments, aircraft, orbital satellites and scientific experiments on the International Space Station monitor environmental changes and provide data to researchers looking for solutions. NASA monitors everything from ocean temperature and sea level rise, to atmospheric carbon levels, polar ice recession and global rain and snowfall. Satellites help track and predict weather on the Earth’s magnetic field. This information is then used to provide information to flights traveling across the North Pole where they might experience adverse effects from electromagnetic disturbances.

Access to space has dramatically changed our understanding of the Earth. Just as addressing the challenges of space exploration is not mutually exclusive from our efforts to tackle terrestrial problems, solutions that improve environmental quality and understanding can also offer economic opportunities.

The Museum of Flight will celebrate the 50th anniversary of Earth Day on Saturday, April 18 with a day of Earth science programming (see page 18). Stop by to join in on hands-on activities, presentations and a focus on the challenges of growing plants in space. The Museum’s Green team will also collect old electronics for an e-recycling event in partnership with 3R Technology so bring in your old computers, phones and batteries. For a list of items accepted and more details about 3R’s collection events, visit 3rtechnology.com/collection-events-2 or the Museum’s website.

“Earthrise” has been called a “driving force” behind the growing environmental movement, and the first Earth Day was celebrated just 16 months after it was taken.”
PRIOR TO THE GREAT DEPRESSION

of 1929, White males dominated the skilled labor market. Minorities were relegated to unskilled labor and middle class women did not work. Labor migration due to the Second World War permanently changed that dynamic.

In the 1930s Japanese aggression against China and the rise of Hitler in Germany caused worldwide alarm. In response, beginning in the mid-1930s, America began preparing defenses in case of war. This helped pull the country out of the Depression as skilled and unskilled labor started back to work. People began moving out of the mid-west and south to Puget Sound to take advantage of defense industry jobs that weren’t available where they lived.

In 1940 the Burke-Wadsworth Act created the United States’ first peacetime military draft; in the first year just under 1,000,000 men were drafted into the U.S. Army. Ramping up immediately after the Pearl Harbor attack on December 7, 1941, over 3,000,000 inductions occurred in 1942 and 1943. These men came directly from the labor force, crippling the ability of companies to meet their commitments to the defense of the country.

The War Manpower Commission was established in 1942 to fix the labor shortage by promoting jobs throughout the country. Patriotic posters encouraged everyone to support the war effort by working. The promise of good-paying jobs and affordable housing was thought to be enough to fill the labor needs. That quickly proved inadequate. Soon, free bus and train transportation to new work locations, meals while traveling, credit at local stores and cash advances against first paychecks were added.

Executive Order 8862 signed by President Roosevelt in June 1941, called for “the full and equitable participation of all workers in defense industries, without discrimination because of race, creed, color, or national origin.” This anti-discrimination requirement for employers with government business helped open doors to minorities throughout the country.

In 1936, just 20 years after Boeing’s founding by William A. Boeing, the company won a contract to build the Model 299, better known as the B-17 Flying Fortress. From Boeing’s inception the company did not employ African Americans, and despite President Roosevelt’s executive order, the federal government did not consider discriminatory labor practices when it awarded contracts.

With the award of the contract, Boeing allowed the International Association of Machinists Local 751 (IAM) to represent workers. The IAM also did not allow African Americans, other minorities or women to join the rank and file. For those not allowed the privilege of membership, the union used a permit system. Permits cost African Americans $3.50 per month while other minorities and white women paid $1.50, both above what union dues would have been. Until 1942 Boeing and the IAM pointed fingers at each other for maintaining discriminatory hiring.

Outside demand and production requirements ultimately pushed Boeing to fully use the available labor force. In January 1942, Boeing hired stenographer Florise Spearman, its first African American employee. Dorothy Williams was hired in April as the first African American sheet metal worker. Within 18 months, Boeing had 329 African American employees of whom 86 percent were women. Women of all ethnicities made up about 40% of the workforce at war’s end.

African American employment at Boeing reached 1,600 employees, 7% of the 31,750 peak employment in Seattle. The African American population in Seattle at the time was about 1% compared to 8.9% in the United States overall.

Navy Yard Puget Sound (now called the Puget Sound Naval Shipyard) in Bremerton was the largest Navy facility on the West Coast because it was the only one with dry docks large enough to handle major repairs to the battleships damaged at Pearl Harbor. The shipyard had grown throughout the 1930s in response to earlier noted world tensions. Non-discriminatory employment practices helped growth. African Americans made up 14% (4,600 people) of the workforce at peak in 1945.

Bremerton’s population in 1940 was 12,498. By 1950 Bremerton had grown to 21,747. The top of Sinclair Park was one of Bremerton’s new housing areas, with a difference: Sinclair Park was designated for African American residents. The 80-acre forested area was about three miles from the shipyard. There were 280 new 1-, 2- and 3-bedroom houses, and a community center in the middle of the development. The first residents arrived in March 1943. Quincy Jones, Sr. arrived there from Chicago on July 4, 1943.

One of the community center’s rooms housed an old upright piano that attracted a young Quincy Jones. In an interview he later said “there was a tiny stage in the room and on it was an old upright piano…That’s where I began to find peace. I was eleven. I knew it was for me. Forever.”

At the end of the war, women and minorities had proved their work skills and the need to remain employed, and refused to go back to pre-war roles. The fight for employment and housing rights continued into the 1960s, civil rights movement, a direct result of World War II.
After the Japanese attack on Pearl Harbor, it didn’t take long for both sides to begin to focus their attention on the Territory of Alaska. The Japanese Navy had been gathering information on the area for years; however, they did not have any up to date information on American forces in the region.

By June 1942, American strength in Alaska stood at 45,000 men: 13,000 at Fort Randall at Cold Bay on the tip of the Alaskan Peninsula, and the rest divided between the naval base at Dutch Harbor on Unalaska Island and Fort Glenn Army Airfield on Unnak Island. In reality, the actual strength of the three bases was no more than 2,100 troops. The Army Air Forces weren’t much better off. The Eleventh Air Force consisted of just ten B-17 Flying Fortresses and 34 outdated B-18 Bolo bombers stationed at Elmendorf Airfield. For fighter cover, there were 95 P-40 Warhawks divided between Fort Randall and Fort Glenn.

To probe the American defenses, Admiral Isoroku Yamamoto, commander-in-chief of the Japanese Navy’s Combined Fleet, sent a small task force of two aircraft carriers and their support ships to attack Dutch Harbor, where the Japanese thought the majority of American units might be. The plan was to launch an air attack against Dutch Harbor, then follow it up with an amphibious attack on the island of Adak to destroy whatever American forces and facilities were found there. Afterward, the remaining Japanese troops would then become a reserve for two more landings: the first on Kiska, and the second on the Aleutians’ westernmost island of Attu.

On June 3, 1942, the Eleventh Air Force sent out reconnaissance aircraft to locate the Japanese fleet, and late on June 2, 1942, a navy patrol plane spotted the approaching Japanese fleet. Bad weather kept the Japanese fleet hidden the rest of the day, and American aircraft were unable to launch a preemptive strike.

The morning of June 3 dawned with the Japanese fleet a few hundred miles off the coast of the U.S. fleet at anchor, ready to move against Kiska. (U.S. NAVY/U.S. NATIONAL ARCHIVES)

American military planners quickly discovered that the Japanese had also occupied Attu and Kiska, and a year after the attack on Pearl Harbor, American forces invaded Attu, resulting in 19 days of heavy fighting to clear it of the enemy. Two months later, American and Canadian forces landed on Kiska, where they discovered the Japanese had evacuated their entire force. With the recapture of Kiska, the Aleutian Islands Campaign was considered over, but an American presence in the region lasted until the war ended.
A B-18 Bolo referenced in the “Forgotten War” on the previous page. An American medium bomber which served with the United States Army Air Corps and the Royal Canadian Air Force (as the Digby) during the late 1930s and early 1940s. The Bolo was built by the Douglas Aircraft Company based on its DC-2, and was developed to replace the Martin B-10. (DOUGLAS AIRCRAFT COMPANY VIA THE PETER M. BOWERS COLLECTION/THE MUSEUM OF FLIGHT)
March

Untold Stories: World War II at 75

FILM SCREENING

When the Fog Clears

Though often overlooked in the broader scope of the conflict between America and Japan, the Aleutian Island Campaign had an important impact on the course of WWII. Producer Director Tadashi Ogawa will introduce When the Fog Clears, his new documentary about the campaign, which traces an unexpected connection between the USS Grunion, lost in the Aleutians in 1942, and a Japanese war widow. Q&A with Mr. Ogawa will follow.

Film length: 80 minutes

WILLIAM M. ALLEN THEATER
Saturday, March 28 | 2 to 4:30 p.m.

SPECIAL EVENT

Beauty and Duty: WWII Edition

Museum of Flight Living History performer Alice Miller will present authentic women’s military uniforms from WWII from her personal collection. Miller will speak about the history behind each uniform, and about the women who proudly wore them. The uniforms will be modeled with Living History performers.

WILLIAM M. ALLEN THEATER
Saturday, March 14 | 2 to 3:30 p.m.

LECTURE

Phantom Drivers: Flying the F-4 in Combat over Vietnam

Presented by the NW Chapter of the Friends of the American Fighter Aces, join us for a discussion of aerial operations over Vietnam/Southeast Asia. Our guests will include USAF Phantom pilots John Madden, Ed Kobleigh & Gail Peck who will share their experiences flying this iconic aircraft. Autographed photos will be available after the presentation.

WILLIAM M. ALLEN THEATER
Saturday, March 21 | 2 to 3:30 p.m.

WEEKEND FAMILY WORKSHOPS

Join us on Saturdays and Sundays for our Weekend Family Workshops. Each month, we’ll explore a new topic through a hands-on activity designed for all ages!

Sound Science

Come make some noise in our workshops this month! We’ll investigate the science of sound by making instruments, exploring the work of early sound engineers, and see ways computer science and sound collide.

SIDE GALLERY

Saturdays and Sundays, Feb. 29-March 1, 7-8, 14-15, 21-22, 28-29
11 a.m. to 2 p.m.
I recently came across a new book that, despite its boring cover, is fascinating! It’s about people with aviation and space careers, plus some dedicated enthusiasts. Amazing folks, really. Welcome to The Museum of Flight Docent Directory.

The directory includes short bios of each docent, and evidences how fortunate we are to have this amazing team of volunteers (and the docents are merely the tip of the volunteer iceberg). If we were a major modern art museum, it would be as if our docents were the artists who created the works in the galleries!

There are over 200 docent volunteers, so there’s no fair way to generalize about them. Instead, imagine a composite individual woven from cherry picked one-liners in the bios. And this Super Docent doesn’t even represent half of them!

This person went to Lockheed in 1958 and worked on various missile and satellite designs, including ten years with the Hubble Telescope; had the most fun working on Unmanned Aircraft Flight Control Systems that included the Museum’s RQ-3A Darkstar; for almost 30 years worked as an Air Traffic Controller at the Seattle Air Route Traffic Control Center; from 1959 to 1990 worked on Bomarc Missile, Minuteman IC BM, 757, 767, NASA Satellites, and military Elint Satellites; worked for several companies as a tool and die maker, some of which were involved in aerospace and other industries, became a Naval Aviator and flew the A-4 Skyhawks, F-4 Phantoms, and Lockheed...
P-O-3 Orion for 15 years, only damaging one, then for 20 years flew for United Airlines on the Boeing 727, 767, and the 777 without damaging any!

And this person designed and built Drake OBY engines for Indy racing cars; served on the Air Force Scientific Advisory Board considering the concept of Predictive Battleroom Awareness; worked hands-on in the manufacture of the Conestoga 4 and Trident aircraft; was certified as a flight instructor and commercial pilot, and received an instrument and airplane single and multi-engine land pilot's license. Since February 2017 has worked for Blue Origin as a Senior Aerospace Engineer on the New Glenn Launch System; also flew DC-3s for Aloha Airlines; flew 100 missions in the AT-36 Intruder over North Vietnam, and was awarded the Distinguished Flying Cross, 12 Air Medals, three Navy Commendation Medals, and the Navy Unit Citation; flew gliders full of tourists on sightseeing trips (852 flight hours in Hawaii); flew over 300 combat and combat support missions in Southeast Asia during the Vietnam War; flying the A-1 Skyraider, the A-4 Skyhawk, and the A-7 Corsair II; is a practicing artist whose work is in the collections of several Seattle art museums as well as many private collections both here and abroad; was responsible for the B-18 terrain following system, flew the F-4C, F-101, and F-162, served as a consultant to Top Gun, has authored many professional publications and presentations on library and archival services.

And this person flew Boeing, McDonnell Douglas, and Airbus aircraft all over the world, flew medevacs with a helicopter squadron in Da Nang, has over 3,000 military flying hours; has professional interests including thermodynamics, propulsion, energy conversion, and aerodynamics; retired from The Boeing Company in 1995 as an experimental flight-test engineer, pilot, and instructor; served as an Air Force Air Traffic Control Radar Supervisor; worked on the development of B-52 flight test and space shuttle launch and landing systems in the Air Force; possesses a vast knowledge of Chinese aviation history; held management and executive positions in higher education (University of Washington, Department of Philosophy and Biology, and has an ATP certificate in the B-707, B-720, B-747, B-757, B-767, DC-9, and L-1011; briefed Air Force crews staff officers on enemy weapons systems, terrorism, and geopolitical events.

And this person flew the A-7 Corsair for four years and then the F-18 Hornet for three years; specialized in the design of advanced carbon-fiber reinforced composites; has over 40 years of experience in all phases of design, development, certification, and support of full-flight (motion and visual) simulators; is an active General Aviation pilot whose number of landings will always be slightly smaller than the number of take-offs as a result of a youthful venture into sport parachuting; was a Customer Engineer on the 727/777/757 Programs; flew the 727, 777, 747, and 737; is an expert modeler of aircraft for 40 years; has a career spanning jewelry design and the aerospace sector; solved an airplane before solising the family car; flew mostly lighter and tactical aircraft, including the T-41, T-37, T-38, T-33, EB-57, F-106, and F-15; was a pilot with single engine land, sea, glider, and commercial ratings; was lead engineer for Apollo docking simulator problems assessment and preliminary design of Apollo/LSA docking simulator; was test engineer on the Space Shuttle Carrier Aircraft during Space Shuttle Landing tests at Edwards AFB, was the Lead Test Engineer and Test Director of the MOLI 777, was the captain on a variety of airplanes for one of the largest air-taxi in Interior Alaska; was an airline pilot for Midway Airlines, Markair, Reno Air, and American Airlines; was in the US Air Force from 1951 to 1955, flying the F-86 in Korea; was responsible for the systems engineering, avionics modernization, and flight test integration for the Air Force F-22 fighter; was a pilot for When Air Alaska, Inc. on DHC-6, F-27/FR-227-B, B-737, and B-727 aircraft in bush and mainline operations; worked for Northwest Orient Airlines as a glamorous international/airline stewardess.

And this person is a Solar System Ambassador for NASA Jet Propulsion Laboratory; a fighter and reconnaissance pilot in the F-100, F-101, F-104, and RF-4C; is a founding member of The Museum of Flight; has a 40-year career in aviation; was a Customer Engineer coordinating foreign airline accounts including British Airways, South China, Air Zimbabwe, Air 2000, and others; had Military Pilot License for the T-37, T-38, F-104, T-33, G-91, and Alpha Jet; has been a classroom teacher for over 20 years; was an Aviation Safety Inspector and Supervisor for the FAA; worked in a variety of engineer, nuclear energy, and consulting positions; flew over 800 combat missions in Vietnam; worked on the B-52, Dyna-Soar, Saturn, and 747; designed remotely-operated processing machinery and other nuclear related R&D projects; was one of United Airlines first female pilots.

**POWER OF GIVING**

**Linda and Allan Dawson**

BY: SANDRA DOLESE, CFRE, CSPG, PLANNED GIVING OFFICER

**GROWING UP IN THE SPACE AGE**

Allan and Linda Dawson were inspired by the space missions related to aviation and space. Linda built an exciting career at NASA as an aeronautical flight controller for the space shuttle programs and as an aerospace engineer at Boeing Space Center in Kent, Washington.

While at NASA, Linda met astronaut Dr. Bonnie Dunbar who later became The Museum’s President. While there, Bonnie successfully recruited Linda for the Museum’s Space Flight Committee after she began teaching at the University of Washington. Linda’s expertise in math, science, and engineering has benefitted the Museum’s Education and Space Flight Committees and educator programs for 20 years.

The Dawsons are long-time members of the Museum and have both served as volunteers: Allan as a docent and Linda as a committee member and educator. They’ve also enjoyed volunteering as a team.

Teamwork is a theme in the Dawson home. In drafting their wills, Allan and Linda each chose to support the Museum of Flight and each qualified for the Legacy Challenge. Allan directed his $5,000 matching gift toward the Education Fund, while Linda chose to support the Collections and Restoration Fund with her matching gift. They like the idea of securing a donation for their favorite areas of the Museum today by simply notifying the Museum of their plans for tomorrow.

When Linda authored two books about space, her most recent being “War in Space: The Science and Technology Behind Our Next Conflict Theater,” she not only shared her knowledge and passion for space, but also paved the way for the stars for generations to come.

**It’s important to inspire them, and this is a great place to do that.”**

When Linda brought college students on field trips to the Museum, she says, “There were always a few students who had never visited a museum before. It’s important to inspire them, and this is a great place to do that.”

Now retired, Allan from the railway industry and Linda as senior lecturer at UW, are spending their days enjoying the Museum of Flight. Chad and Linda have visited the Museum before. It’s important to inspire them, and this is a great place to do that.”

When Linda brought college students on field trips to the Museum, she says, “There were always a few students who had never visited a museum before. It’s important to inspire them, and this is a great place to do that.”

The Dawsons are staying busy. Linda has authored two books about space, her most recent being “War in Space: The Science and Technology Behind Our Next Conflict Theater.” She and Allan are helping pave the way for the stars for generations to come.

**Eagle Heritage Society**

When you include The Museum of Flight in your will, you join a group of supporters who share your love for our cause. We call this inspirational group the Eagle Heritage Society.
CALLING ALL SPACESUIT DESIGNERS! Last year, the Museum hosted its first ever Spacesuit Design Challenge for kids ages 5 to 17. This year, we are putting a little twist on the challenge and posing the question “What would Yuri wear?” This year’s fashion show is during Yuri’s Day on Saturday, April 11 and will be a celebration of space past, present and future inspired by Yuri Gagarin, the first person in space! As a tribute to Yuri and the beginning of space travel, we are asking all designers to take inspiration from retro spacesuit design, as well as current spacesuit technology. Use your imagination to the fullest to create something unique to you! The winning spacesuit design from each age group will be displayed in the Museum’s Alaska Airlines Aerospace Education Center from April 14 until May 25. If you are interested in participating or have any questions, please visit museumofflight.org/Kids-Challenges.

ELLING HALVORSON OFTEN attributes his extraordinary life to having an “old Viking stubbornness.” For the astonishing things he has accomplished for the aviation industry, especially for his work involving Papillon Helicopters, in January, the Living Legends of Aviation Awards ceremony announced and bestowed: “The Elling Halvorson Vertical Flight Hall of Fame Award.” These awards are given to remarkable people with extraordinary aviation accomplishments. Elling says, “I am honored they named that award for me. It touched me when I heard of it.”

Elling was talking into writing a memoir of his extraordinary life. “You should write a book,” his close friends would say. Elling would humbly respond, “I’ll let you help me write it.” And so his adventures became a memoir titled Detour to Destiny. Elling recounts his stories saying, “The more of detours I encountered had the potential to veer me permanently off course. Instead they created a zigzag path to greater successes than I ever could have imagined.”

Elling’s experiences include barely surviving a catastrophic helicopter accident in the Grand Canyon as part of a high-risk construction project on the canyon floor. He innovated quiet technology for helicopters, even when fellow aviators thought it impossible. In his personal life, he designed life-extending devices for his twin sons battling a rare form of muscular dystrophy. Through all of this, Elling maintained his great spiritual faith with his wife Barbara of 66 years, who he calls “my greatest cheerleader,” and his five children. Elling and Barbara’s attention to philanthropy is immense too; they have a deep understanding that they have been given much and feel compelled to give back.

Though Elling thinks living his life was ordinary, he recounts, “I thought I was doing the things I should do. I didn’t know it was doing anything extraordinary”

However, he thoughtfully acknowledges his unusual course and offers this advice, “Navigate each detour with the knowledge that creativity, hard work and a spirit of generosity truly are the keys to success.”

The extraordinary award is well deserved. Congratulations Elling!

The Museum Day ticket provides free admission for (2) two adults, (2) two youth or seniors to participating museums and cultural institutions across the country.

To download your ticket, visit: smithsonianmag.com/museumday/museum-day-2020

The Museum of Flight's Speakers' Bureau program has been restructured with a collection of aviation and space experts who share their knowledge and stories about aerospace history, military and commercial aviation, and the future of spaceflight. Many of our speakers have first-hand experience with these topics because they've worked in the field or completed years of research and training. Presentations are designed for adult audiences only. The only fee associated with Speakers' Bureau is a travel reimbursement if the organization is located further than 50 miles from the Museum or if there are any additional transportation costs. Our main requirement is that organizations cannot directly benefit financially in any way by hosting a speaker. This includes, but is not limited to, fundraisers and/or ticketed events. Contact our Speakers' Bureau at bureau@museumofflight.org or 206-768-7171 today for more information about finding the right speaker and topic for your next event!
YURI’S NIGHT
SATURDAY, APRIL 11
6-11 P.M.
DANCE MUSIC
SILENT DISCO
3D PHOTOBUS
VIRTUAL REALITY DEMOS
FOOD TRUCKS

MOON BOOTS
JORDAN GOFF • SAMAH

SILENT DISCO
STAYIN ALIVE VS SUB 49

THANK YOU TO OUR PARTNERS!
MORE INFO AT MUSEUMOFFLIGHT.ORG/YURI