

aloft



Volume 37, Number 6

November | December 2015

THE MUSEUM OF FLIGHT
MAGAZINE

Spirit of Flight 2015

Juried Photography Exhibition Winners

Page 7





Frequent Flyers For all events, please R.S.V.P. to membership@museumofflight.org.

Member Movie Night: "Alaska"

Friday, Dec. 4 | Movie starts at 6 p.m. (Doors open at 5:30 p.m.)
William M. Allen Theater

Join us for an adventure into the Alaskan wilderness on the big screen. Rated PG. Widower Jake Barnes (Dirk Benedict) moves with his daughter, Jessie and son, Sean to a fishing village in Alaska, and earns his keep as a bush pilot ferrying supplies to remote locations throughout the state. While Jessie adapts easily to her new home, Sean fails to acclimate to his new environment. However, when the children learn that their father is assumed dead in an airplane accident they join forces and embark on their own search for him deep in the Alaskan mountains.



Toys and Books

Friday, Nov. 20 | Noon to 1 p.m.
NW Aeroclub Room (Red Barn, First Floor)

Head Librarian Meredith Lowe-Prather and Collections Specialist Allison Loveland get in the holiday spirit as they share their favorite toys and children's books from the collection and the stories behind them.

Wright First Flight

Friday, Dec. 18 | Noon to 1 p.m.
NW Aeroclub Room (Red Barn, First Floor)

December 17th seems to slip by us each and every year as we brace ourselves for the Holiday season. In efforts to shed some light on one of the most monumental anniversaries in the the history of aviation, Curator Dan Hagedorn and his collections staff honor the first flight of the Wright brothers. Join us for holiday hot cocoa and a refreshing discussion about the renowned brothers and their adventures with flight.

STEM starters

Children ages 3 to 5 and their co-pilots (adult helpers required) are invited to explore the wonders of aerospace during this fun, educational program. Space is limited to 12 families (one child/one adult per family) at each program. **R.S.V.P. required due to limited space. To attend, R.S.V.P. to membership@museumofflight.org.**

Monday, Nov. 9 and Monday, Dec. 14
10:30 to 11:30 a.m.
NW Aeroclub Room (Red Barn, First Floor)

In November and December, join us for a morning of family-based robotic fun! Using Bee-Bot floor robots, children, and parents can explore the world of robotic programming together. Your little robot engineer can practice directional language, basic programming skills, problem solving and design.

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

On the cover: *Propwash*, the first place winner of the 2015 Spirit of Flight Juried Photograph Exhibition. (Jean-Christophe Dick)



aloft

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THE MUSEUM OF FLIGHT
MAGAZINE



Basstronaut (from Astronauts on the Town) stands tall underneath the glass expanse of the T.A. Wilson Great Gallery. (Ted Huetter)

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Corrections: In the Sept/Oct issue, the author of the Volunteer Profile about Alfred Cecil was written by Steve Dennis not Dennis Parks. • In the 50th Anniversary issue, the Fun Fact on page 16 should have stated that the Museum's McCready Gossamer Albatross II was the first *human-powered* aircraft to make a controlled flight indoors.



Smithsonian Institution
Affiliations Program



Santa Fly-in

Saturday, Dec. 12
10:30 a.m. to 1:30 p.m.
View Lounge

Enjoy cookies, coffee and hot chocolate as we await Santa's arrival! Members get prime viewing from the second floor balcony.

To kick start your holiday shopping, Museum Members receive 20% off in the Museum Store Dec. 12!

R.S.V.P. Today!

Due to limited space, admission to this event is limited to two adults and any children or grandchildren as covered by your membership level. R.S.V.P. is required.

Please R.S.V.P. to membership@museumofflight.org by Friday, Dec. 4.



Nearly 5,000 visitors came through the Museum's doors during September's 50th birthday celebration. The event was so popular that the admission line overflowed outside and along half the building. I was fortunate enough to enjoy a walk through the galleries as families adorned in homemade biplane hats enthusiastically searched for the answers to the Museum-wide scavenger hunt, and welcomed back our 25 spectacular astronaut statues. It was a remarkable day.

It's that sort of awe-inspiring experience that reminds me of our potential, and of the thrilling developments in the Museum's near future. Aptly titled, our *Inspiration Begins Here!* campaign continues to gain momentum thanks to our dedicated and generous community of donors. The largest part of the ambitious \$77 million campaign goal is to construct the new Aviation Pavilion, which will stretch between the Charles Simonyi Space Gallery and Raisbeck Aviation High School. Scheduled to open in summer 2016, the Aviation Pavilion's construction is coming along beautifully. Concrete has been laid, and the North side of the building was completed just in time for us to witness the momentous crossing of the 787 and B-17 to their new home. Check out the latest progress photos on pg. 21.

Speaking of the future and new frontiers, it gives me great pleasure to invite you to this November's SpaceFest 2015: Oh the Humanity! Taking a more sociological approach to new space communities, SpaceFest endeavors to explore the future of culture and how we will get along in space. The first Native American astronaut Dr. John Herrington and author/astronomer Dr. Chris Impey are among the many exceptional guests that will be featured throughout the three-day event. Read more about the exciting programs and activities on pg. 17.

With holidays on the horizon, I look forward to sharing some of the Museum's spirit with you and your families. We are truly grateful for your support, and for joining us in our commitment that *Inspiration Begins Here!*

See you soon!

Sincerely,

Douglas R. King
President and CEO

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The Big Five-O

On Sept. 19, the Museum celebrated its big five-o with 50-cent admission and a fabulous birthday extravaganza. Nearly 5,000 visitors joined us to celebrate! Festivities began at noon with a ceremony to announce the Astronauts on the Town Instagram contest winner and the final results from the online auction. Back from their adventures on the town, all 25 of the uniquely decorated, fiberglass astronaut statues were among the most fascinating of party guests. Museum visitors congregated in the T.A. Wilson Great Gallery to view the chain of Astronaut statues splendidly displayed underneath the iconic M/D-21 Blackbird. Families embarked on a fun-filled scavenger hunt throughout the Museum, crafted adorable, "make-n-take" biplane hats, and visited the Museum archivist table to ask questions about preserving images and treasures. And what's a birthday without cake? Thanks to our friends at McCormick and Schmicks, Museum guests were treated to Museum-themed cupcakes. The event was a smashing success. A special shout-out to Museum volunteers and staff, partnering host locations, local artists, and Instagram community for helping celebrate our 50th Anniversary.

Clockwise from top: Museum volunteers pass out 50th Anniversary scavenger hunts to eager visitors. • Archivist Lindsay Zaborowski and Registrar Christine Runte answer questions about preserving family treasures. • It turns out all 25 astronaut statues fit perfectly underneath the M/D-21 Blackbird. • Museum visitors enjoy celebratory cupcakes! • Museum visitors parade around the Red Barn in their newly crafted biplane hats. (All photos by Ted Huetter.)



Inspiration begins here

THE MUSEUM OF FLIGHT CAMPAIGN

Where does inspiration come from?

At The Museum of Flight, we provide youth with the foundation for exploration, learning, and career success. Inspiration begins with controlling a mission to the Moon in the Challenger Learning Center, building a robotic Mars rover, virtually navigating an aircraft in the Aviation Learning Center and so much more! *Inspiration Begins Here!* is the Museum's \$77 million comprehensive campaign that is investing in enhancing every part of your Museum experience. The campaign has been gaining momentum since 2013 with more than \$62 million generously contributed to date. You may have seen some of the *Inspiration Begins Here!* projects already in the works: the construction of the new 3.2-acre Aviation Pavilion that broke ground in April, the unveiling of the Alaska Airlines Aerospace Education Center, and the stunning generosity of Bill and June Boeing and The Boeing Company to create the Boeing Academy for STEM Learning. These investments will further The Museum of Flight's mission to become a world-class hub for education—and inspiration—for future generations of dreamers.



Ornithological in origin, metaphorical in theme, flight is one of the most widely imagined and explored topics in the arts and sciences. For its 7th consecutive year, the Museum asks photographers worldwide to capture the "Spirit of Flight," an unquestionably ubiquitous challenge. This year was no exception. The Museum received nearly 182 entries from around the world. The images selected for exhibition represent seven U.S. states, three Canadian provinces, and Israel. From the outstretched wingspan of a colossal raptor, the painted yellow lines on the grainy, tarmac runway, the twirls of smoke billowing from an aerobic aircraft, and the flawless engineering of an airplane engine, each artist takes a unique approach to the concept of flight. You can see all 39 of the finalists in The Museum of Flight's Great Gallery until Jan. 11, 2016. The top ranking photographs are featured below with a glimpse into both the artists' background and concept behind each piece. BY: JEREMY BELIVEAU, EXHIBITS INTERN AT THE MUSEUM OF FLIGHT



1st Place

PROPWASH

BY: JEAN-CHRISTOPHE DICK
(COVER PHOTO)

Jean-Christophe Dick was born in New York and spent his early childhood in Brooklyn, later moving to Geneva, Montreal, and finally settling in Los Angeles. He started his professional career in the aviation sphere, working first for an airline cartel and then subsequently as consultant in airport design. Dick's passion for photography developed in tandem to his work in the industry; it started as a fleeting interest that moved over the years to become a central part of his identity. He says, "I started experimenting with Infrared photography about four years ago and it has transformed how I see things." The photo's stunning contrast comes from this use of infrared technology, while the composition and artistry of the image are no doubt a testament to Jean-Christophe's own talent and skill as a photographer. Previously included in last year's Spirit of Flight, Jean-Christophe was delighted to learn he would be taking home the first-place prize, in addition to being featured on the cover *Aloft*.



2nd Place

CLAIRVOYANCE II

BY: NING MA

Ning Ma is incredibly passionate about photography and traveling around the world. She went on her first Africa trip to volunteer in Kenya when she was 17. Since then, she has gone on to study Arabic in Morocco and Egypt, explore the rainforests in the Amazon jungle, trek to the basecamp of Mount Everest, backpack through the bustling streets of South East Asia, road-trip to the canyons of Utah and Arizona, sail down the coast of Patagonia, hot air balloon across the red sand dunes of Namibia, and dance under the brilliant Northern Lights in Iceland. Amidst these fascinating voyages, she discovered her interest in landscape and adventure photography in addition to graduating from UC Berkeley in 2012. "Clairvoyance II" was captured on a hazy morning hot ballooning across the Sossusvlei Desert in Namibia. With a hypnotizing sunrise as backdrop, the balloon slowly ascends while the penetrating rays seep through the clouds. The image accentuates the element of time by juxtaposing the motion of the balloon with the quiet whispers of the desert.



3rd Place

BOGEY AT NINE O'CLOCK HIGH!

BY: ERIC LAUGEN

Eric is a lifelong Pacific Northwesterner and current Seattleite. In his own words, "I have been involved with photography off and on since I was about 6 years old, when my Grandmother gave me her mint-green plastic Savoy 2 1/4" x 2 1/4" camera. My Uncle Ken showed me how to use it and later that evening we developed the film in his darkroom. At that point the hook was set." "Bogey at Nine O'Clock High!" was taken last year during the first annual SkyFair at Paine Field. Eric spotted a little boy in a yellow rain slicker as he appeared in the cockpit window of the B-25D Mitchell Bomber "Grumpy." He hurried to get closer to the B-25 before the little face in the window disappeared, luckily capturing the moment. He hopes that the unknown boy or his family will see this photograph and contact Eric, so he can give a copy to the boy.



Honorable Mention

PIR MARCH 2014 FLYOVER

BY: ARCHIE TUCKER

Archie is a self-taught artist that didn't become serious about photography until purchasing his first DSLR in late 2011. He began showing his art in 2014. Archie's dream is "to photograph whatever excites [him], and to be able to do it every day!" The photo was taken while Archie and his wife Connie were attending a NASCAR Sprint Cup Series race on March 2, 2014 at Phoenix International Raceway (PIR) in Avondale Arizona. The 50-plane flyover prior to the race was a world record and was part of PIR's 50th Anniversary celebration.

a few of our favorite things

Chapter 2
Collections Department Staff

Every member of the Collections department was asked to choose their favorite item from the collection, something that isn't on display in the current exhibits, be it a single photograph, a book or even an aircraft, and to explain why they find it so interesting. This is the second installment.

AMY HEIDRICK

Supervisory Archivist

Anyone who is familiar with me and the holdings in the Museum's Photo Archives knows that I have a special place in my heart for the Peter M. Bowers Collection. For those unfamiliar with Pete: he was a world-renowned aviation engineer, historian, author, designer, and photographer, and his vast collection of images is one of the central components of the Museum's archives and of course, my favorite collection.

Nine years ago as a graduate student at UW, I interned here at the Museum and completed my master's thesis project on the Bowers Collection. I conducted an in-depth survey of the collection and then developed a processing plan for organizing and cataloging the collection. Of course I didn't know at the time that I would be the one implementing the plan! Eight years later, we have made huge strides in processing and re-housing significant portions of his collection and I sincerely hope that Pete would be proud of what we have accomplished.

The most interesting images I've come across in the Bowers collection are not the perfect side shots of aircraft posed on the tarmac or ultra-rare images of foreign homebuilts. My personal favorite are the photographs of Pete Bowers photographing aircraft—perhaps the most ironic and certainly, the most “meta” images in the collection. After you have seen tens of thousands of his photos from the camera's perspective, it is so interesting and truthfully, somewhat bizarre, to see him taking the photos himself. It offers such a unique perspective of a man whose collection I have come to know so well and that I feel honored to work with every day.

My favorite thing: **PHOTOGRAPHS OF PETER M. BOWERS PHOTOGRAPHING AIRCRAFT**



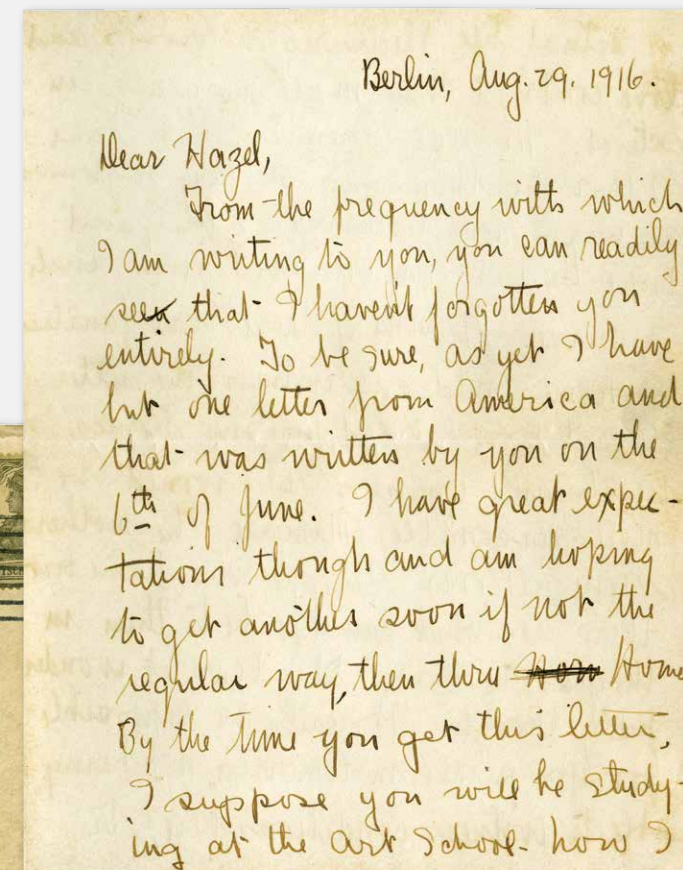
(Peter M. Bowers Collection/The Museum of Flight)

LINDSAY ZABOROWSKI

Archivist

My favorite thing: **WWI LETTER**

There are many touching, disturbing, and funny things in the military collections here at The Museum of Flight, but so far this letter from the Joseph Wehner Collection is my favorite item. Joseph Wehner grew up in Massachusetts and went to Europe after school to help the Red Cross during World War I. In this letter to his sister Hazel, he writes eloquently of the struggles that come with all-out war. What amazes me is that the same person who wrote this letter came home in 1917 and decided to join the Army Air Corps. Wehner was dogged by the Secret Service in the United States during his training (thanks to his German ancestry and time working for the Red Cross), but he eventually got to the Front and earned Ace status before being shot down in his SPAD XIII (7555) on Sept. 18, 1918.



(Wehner Collection/The Museum of Flight)

CHRISTINE RUNTE

Registrar

My favorite thing: **BRANIFF INTERNATIONAL RAIN DOME**

The Braniff International Rain Dome or Bubble Helmet was donated to the Museum in 1994. I dealt with the donation so I saw it when it originally came in. I found the Rain Dome to be so odd and interesting that I have never forgotten it.

The Rain Dome was designed by Emilio Pucci who designed flight attendant uniforms for Braniff during the 1960s and 1970s. This was during the time of some of the psychedelic and wilder flight attendant uniforms. The short-lived Rain Dome was introduced in 1965. It was intended to protect hairdos from rain and wind on the walk between the terminal and the aircraft. Of course, they proved to be very impractical. There was no space in the overhead bins or anywhere in the cabin to store them during flight. They were not used after 1965 and there is also a reference that they were only used for one month. The plastic is fragile and cracks easily so we're lucky to have an example for our collection.



(The Museum of Flight)



Curator's Corner
Your questions answered
by the Museum's Adjunct Curator
for Space History, Geoff Nunn

Q: What is your favorite space artifact in the Museum?

A: That is a really tough question because we have a lot of really exciting space-related pieces in the collection. I think if I had to choose, I would go with Donald "Deke" Slayton's astronaut pin. This is one of the smallest artifacts in our collection—you could easily miss its display case in *Space: Exploring the New Frontier*—but Deke's pin has one of the most powerful stories behind it. Deke was one of the original Mercury 7 astronauts, but was disqualified from flight after doctors discovered that he had a heart murmur. Instead, NASA placed him in charge of the astronaut corps, where one of his jobs was selecting the astronauts to go on each mission. Among the selections Deke made was the crew of the ill-fated Apollo 1. The crew of Apollo 1 decided to commission a special astronaut pin for Deke to acknowledge their respect for him as a fellow astronaut who would likely never get to fly. They planned to deliver the pin after their flight. However, when the crew perished in a terrible fire during a ground test onboard their spacecraft, the pin was instead presented by their widows to honor their husbands' wishes. Deke wore the pin for the rest of his life in memory of his fallen friends. It bounced from jacket to jacket throughout his NASA career and beyond. If you would like to read a more in-depth retelling of the story, be sure to check out the pin's display in the space exhibit next to the Museum's Great Gallery. There is also a more complete article in the November/December 2012 issue of *Aloft*, which can also be read online at: www.museumofflight.org/aloft.

Q: What first interested you in space flight?

I often tell people that I am a child of the shuttle program, which is largely thanks to the influence of my aunt and uncle. They worked for IBM on the Shuttle's computer system in the 1970s and early 80s. I spent my early childhood in Houston, Texas where they also lived. My

aunt and uncle nurtured my interest in space by making sure I had plenty of exposure to the spacecraft they were working on. They gave me shuttle models, books and posters as gifts. I got behind the scenes tours of Johnson Space Center as a young boy, and even visited the shuttle during a ferry flight stop in Houston. While I was fortunate enough to have unique access to NASA's shuttle program, it was predominately the early encouragement by two of my closest role models that sparked a lasting interest in space, science and technology.

Q: Is there an artifact that you would really like to see added to the collection?

The tricky thing about space artifacts is that most stuff that goes up into space either doesn't come back to Earth, or burns up during reentry. The stuff that does come back is often used for follow-up tests or scientific research, so simply getting stuff released to museums is a challenge. I am personally really excited about the research being done into fully reusable spacecraft and rockets. Once companies like Blue Origin, SpaceX, XCOR Aerospace and Virgin Galactic start flying fully reusable vehicles, I suspect the availability of retired space artifacts will open up. I would love to add a flown SpaceX Dragon, XCOR Lynx or Blue Origin New Shepard to the collection when they become available.

Q: What is the longest time a person has been in space?

There are several different ways to answer this question. The record for the longest time spent in space on a single mission belongs to cosmonaut Valeri Polyakov who spent 437 days aboard the Russian space station Mir in 1994–1995. The longest total time a single person has spent in space just changed hands this past summer when cosmonaut Gennady Padalka surpassed fellow cosmonaut Sergei Krikalev's record. Padalka has now spent a total of 879 days in space over five missions. Padalka also has an interesting tie to The Museum of Flight. He was the commander of the Museum's Soyuz capsule which was launched to the International Space Station in 2009. A third way to answer this question is to consider how long humans as a species have been operating in space on a continuous basis. The International Space Station has had rotating crews of astronauts and cosmonauts from around the world working on board since 2000. This means that there has never been a day in the past 15 years without humans living in space. One thing is for sure, if we are going to explore further into the solar system, we will need to better understand the effects of long-duration spaceflight on humans. NASA estimates a human mission to the surface of Mars will take about three years round trip. No single human space mission so far has yet approached this length of time in space.

What's new in the Collection?

By: Christine Runte,
Registrar at The Museum of Flight

Clyde Summerville donated a clock made from a German WWI propeller. It was purchased from an antique store in Washington, DC in 1979. Fortunately the propeller blade still had the manufacturer and serial number listed. Mr. Summerville contacted the National Air and Space Museum in Washington, D.C. for background information. A curator at the Museum wrote to the Deutsches Museum in Germany. Through the information on the propeller they were able to determine that it was built by the ETA Co. in Germany between 1916 and 1918, and was used with a Maybach Mb IV motor. The Deutsches Museum supplied a list of German Zeppelins and reconnaissance and fighter aircraft that could have used this same propeller. The donor also included the original letters in support of his donation.



(The Museum of Flight)

November
FLIGHT PLANS



Sunday, Nov. 1 | 10 a.m. to 3 p.m.
Side Gallery

Radio Controlled Model Aviation Exhibition

Experience the world of flying models! From small indoor models to large scale models made for competition events, the Marymoor Radio Control Club displays a wide range of RC aircraft. The exhibit includes simple models for training, sport models for flying fun, and jet models for speed. Club members will be onsite to answer questions.



Saturday, Nov. 7 | 10 a.m. to 3 p.m.
T. A. Wilson Great Gallery

NorthWest Scale Modelers "Mini Display"

The Museum hosts a special prelude to the upcoming Northwest Scale Modelers (NWSM) annual show. Come see a static modeling display of aircraft, armor, automobile models and in in honor of SpaceFest, spacecraft and rockets too! The full annual NWSM show will run over the President's Day weekend Feb.13-14, 2016.



Sunday, Nov. 8 | 10 a.m. to 5 p.m.
T. A. Wilson Great Gallery

National Historic Miniature Gaming Society Exhibition

The Museum welcomes back the Northwest Historical Miniatures Gaming Society for an exhibition of their fascinating hobby, which combines the challenges of fine model-making and sophisticated strategy game-playing. Several games will be demonstrated at the show, and visitor participation is encouraged. Guests can watch the action or visit the society's information table to see amazing miniatures and learn more about the hobby.



Wednesday, Nov. 11 | 11 a.m. to 1 p.m.
Side Gallery

Veteran's Day Musical Performance: Boeing Employee's Stage Band

On this Veteran's Day, come enjoy a full set of patriotic music from the fabulous Boeing Employee's Stage Band. All U.S. veterans and current U.S. military personnel will be admitted to the Museum free of charge.

Calendar subject to change.
Visit museumofflight.org for updates.



Saturday, Nov. 14 | 2 p.m. to 3:30 p.m.
William M. Allen Theater

American Fighter Aces Association Symposium

The Museum honors and celebrates the iconic stories of the American Fighter Aces with this special public program. Please visit The Museum of Flight website for more details about topics and speakers for this symposium.



Friday, Nov. 20 | 1 p.m.
Charles Simonyi Space Gallery

NASA's OSIRIS-REx Update #1

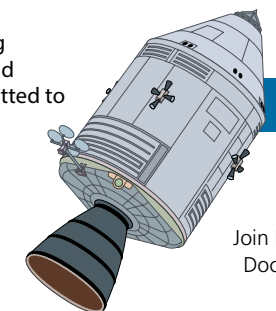
NASA's OSIRIS-REx mission seeks answers to the questions that are central to the human experience: Where did we come from? What is our destiny? As a result of the leftover debris from the solar system formation process that began over four billion years ago, asteroids can teach us a lot about the history of the Sun and planets. This mission will explore the asteroid Bennu, a carbonaceous asteroid that records the earliest history of our Solar System. **Join us for this monthly video chat with OSIRIS-REx experts as we countdown to the launch in Sept. 2016!**



Saturday, Nov. 21 | 12 to 1:30 p.m.
William M. Allen Theater

Seattle Rep's Come from Away Takes a Musical Flight to the Museum

Join us in hosting Seattle Repertory for a special *Come From Away* preview. Artistic Director Braden Abraham will discuss the historic events of 9/11, which created the unlikely scenario for this new musical: 38 planes with 5,000 passengers from all over the world were diverted to the tiny town of Gander, Newfoundland (pop. 7,000), where they were housed, fed and comforted by the citizens for the next five days. Also speaking will be Beverly Bass, the first female commercial pilot, who grounded her American Airlines plane in Gander that day. She will be joined by members of the show's creative team, to discuss how they went about bringing the story to life on the stage. Cast members will sing excerpts from the show.



NEW!
Weekly Aerospace Update

Every Saturday in Nov. and Dec.
Charles Simonyi Space Gallery | 1 p.m.

Join NASA/JPL Solar System Ambassadors and Museum of Flight Docents for a 15-minute informal talk on the week's events in aviation and space exploration. Q&A to follow.

THE MUSEUM OF FLIGHT
Boeing B-52G Stratofortress



WELLS FARGO

Thursday, Dec. 3 | 5 to 9 p.m.

Museum-wide

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 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. Airpark will be open from 5 to 7 p.m.



Friday, Dec. 18 | 1 p.m.

Charles Simonyi Space Gallery

NASA's OSIRIS-REx Update #2

NASA's OSIRIS-REx mission seeks answers to the questions that are central to the human experience: Where did we come from? What is our destiny? As a result of the leftover debris from the solar system formation process that began over four billion years ago, asteroids can teach us a lot about the history of the Sun and planets. This mission will explore the asteroid Benu, a carbonaceous asteroid that records the earliest history of our Solar System. **Join us for this monthly video chat with OSIRIS-REx experts as we countdown to the launch in Sept. 2016!**

Calendar subject to change. Visit museumofflight.org for updates.

Saturday, Dec. 5 | 2 to 3:30 p.m.

William M. Allen Theater

P-51 Mustang: 75th Anniversary

Military Aviation Curator Cory Graff joins us from the Flying Heritage Collection in Everett, Wash. to discuss his new book, "P-51 Mustang: Seventy-five years of America's most famous warbird." Graff examines the whole story of this plane starting with its swift creation, WWII and Korean War history, and legacy as an American symbol. Following the talk, Cory will be available to sign copies of his book, which is for sale in the Museum store.

Saturday, Dec. 12 | 11:45 a.m. to 4 p.m.

East Parking Lot, T. A. Wilson Great Gallery

Santa's Landing Party

A jam packed day of festive holiday cheer lands at the Museum with the much anticipated airplane arrival of Santa and Mrs. Claus! Holiday themed family workshops, and a fabulous musical program featuring the Boeing Concert Orchestra, the Boeing Concert Band, and joyful carolers will take place in the background of Santa's meet and greet. Family workshops will be offered at 11 a.m. and 1 p.m. The jolly couple will arrive by air at 11:45 a.m., and will be available to meet children until 4 p.m. Outdoor event is free, indoor events are free with Museum admission.

MARK YOUR CALENDAR SATURDAY, FEBRUARY 27, 2016

Hops: Props 2016
THE MUSEUM OF FLIGHT

2 DAYS BEFORE ANYONE ELSE! → **MUSEUM MEMBER TICKETS ONSALE *NOVEMBER 16TH**

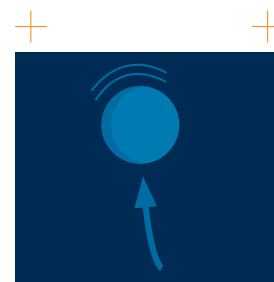
GENERAL ADMISSION TICKETS ONSALE *NOVEMBER 18TH

TICKETS AVAILABLE ONLINE
MUSEUMOFFLIGHT.ORG/HOPS
*LIMIT 4 TICKETS PER PERSON!

Programs made possible by **Bank of America**

Every Saturday and Sunday from 11 to 11:45 a.m. and 1 to 1:45 p.m., unless otherwise posted.

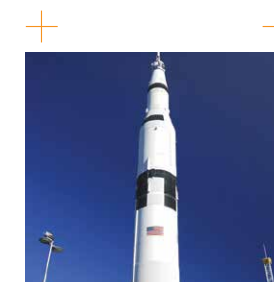
Explore the exciting world of flight in fun hands-on workshops offered every Saturday and Sunday! Family workshops are free with Museum admission and open to all ages (kids six and younger should come with an adult helper). Groups with ten or more children please call ahead to find out whether we will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



Bernoulli the Magnificent!

Nov. 1, 7, and 8

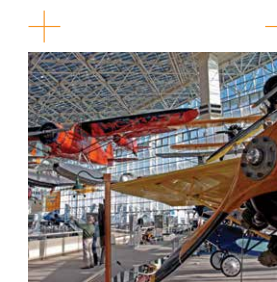
Defy gravity at this week's workshop and make a ball float in the air. Is it magic? No, it's science! Come explore the science behind this feat!



Fanciful Rockets

Nov. 14, 15, 21, 22, 28, and 29

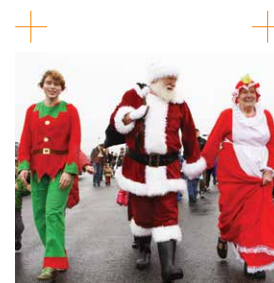
We will look at some of the beautiful rocket designs and images that have inspired real life rocket design. Afterwards, help us send animals into space!



The Marvelous Mini Museum

Dec. 5, 6, and 13

Come create your own pint sized aviation museum, and learn about some of the Museum's most celebrated planes!



Santa's Sleigh

Dec. 12 | 10 a.m. to 3 p.m.

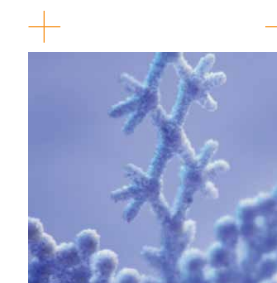
Santa will be here at the Museum to say hello! While he's busy, join us for our family activities!



First Flight

Dec. 19 and 20

They are the most famous brothers in the history of aviation: Wilbur and Orville Wright - inventors of the airplane. Come hear about their first airplane flight on December 17, 1903 and make a model of the Wright Flyer!



Winter Family Fun!

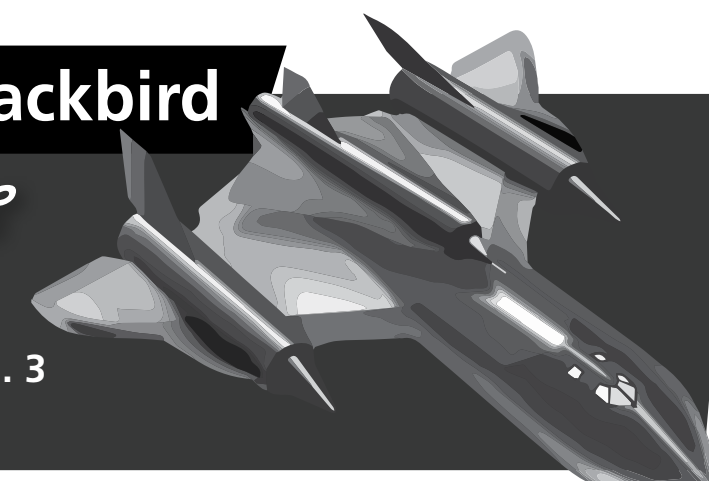
Dec. 26 to Dec. 31 | 10 a.m. to 2 p.m.

Gliders, flying snowmen, robots or rockets - what will it be? Join us for winter themed aerospace and aviation activities during the holiday break.

Lockheed M/D-21 Blackbird

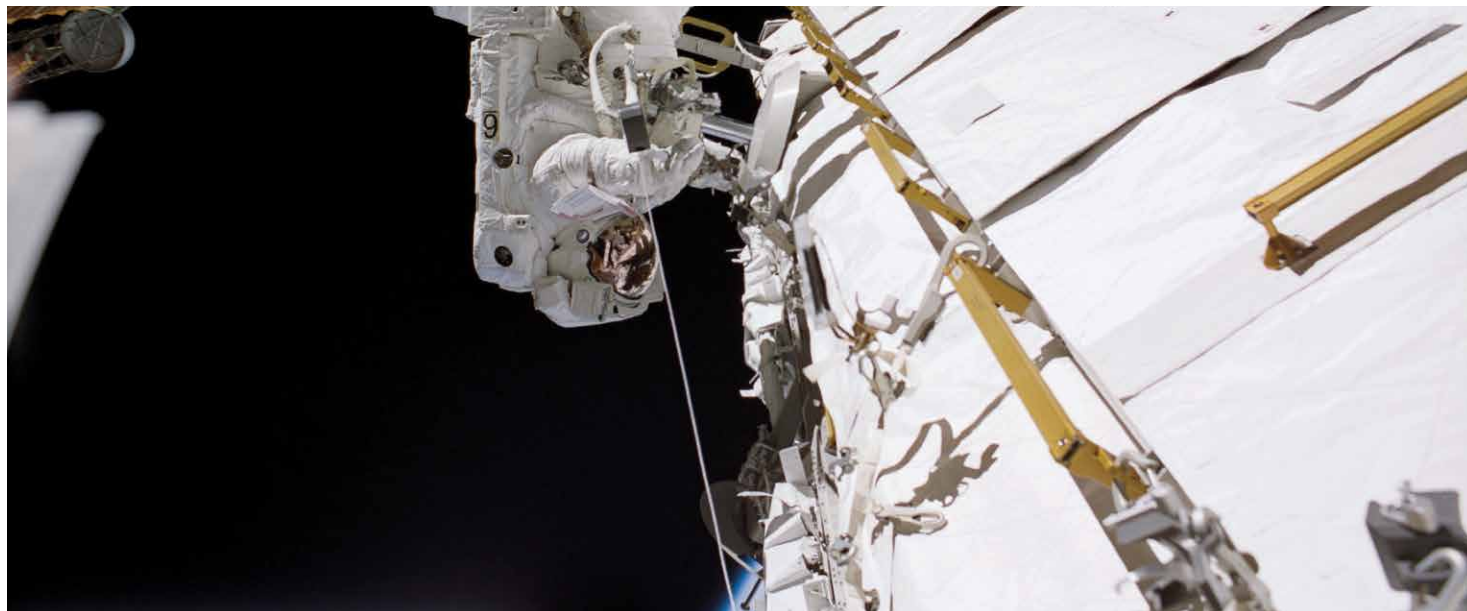
Tip-to-Tail Tours

Saturday, Dec. 26 to Sunday, Jan. 3
Daily at 11 a.m. and 2 p.m.



A LAPSE BEFORE LIFTOFF

By: Nathan Chaffetz, a member of The Museum of Flight Future Leaders Team



When he struggled academically during his freshman year of college, Dr. John Herrington never dreamed he would later become the first registered member of a Native American tribe to become an astronaut. His “academic sabbatical,” as he refers to it, didn’t stop Herrington—instead it helped him become the accomplished and determined person he is today. Herrington, a Naval Aviator, currently serves as the Chairman of the Board for the American Indian Institute for Innovation, a non-profit that promotes culturally competent science, technology, engineering, and math (STEM) programming for Native American high school students.

On November 11, 2002, long after his academic hiccup, Herrington was strapped into NASA’s Space Shuttle *Endeavour* waiting for millions of pounds of rocket fuel to ignite. He earned his seat after decades of dedication and focus, which included service with the Navy-hunting Soviet submarines, training and operating as a test pilot, and formal training with NASA. Just seconds before launch, Herrington recalls thinking, “I’m actually going to achieve what I want to achieve.” And the achievement was a significant one! His mission, STS-113, successfully brought a relief crew to the International Space Station and installed a major structural element.

In his role as Mission Specialist/Flight Engineer, Herrington logged over 330 hours in space and performed three space walks totaling nearly 20 hours. This was the last NASA shuttle mission before the catastrophic loss of the space shuttle *Columbia* in February of 2003. Fully aware of the risk, Herrington recalls being told by NASA “there was a one in three or four hundred chance of dying during launch”...less than desirable odds when your life is on the line. In reality, of the 135 shuttle launches there were two that ended in total loss of crew and vehicle. But for Herrington, the risk was well worth the reward: “You have a chance to go to space.

Are you going to turn that down because [you] don’t like those odds? No, you deal with it.” Perhaps most importantly, if he had not taken the risk, he would not have achieved his own personal dream.

The dream had been a bit of a longshot to begin with. Herrington applied twice to NASA, the first time he didn’t have an advanced degree which impacted his chances. However, the second time around, Herrington had recently earned his Masters and he was interviewed and selected to the astronaut corps in 1996. Yet, the news surprised him. A rumor had circulated amongst the applicant pool that either George Abbey, the Director of the Johnson Space Center or John Young, the head of the Astronaut Selection Board would be contacting the chosen candidates. When astronaut David Leestma contacted him instead, a disheartened Herrington was prepared to relinquish his outer space dreams. To this day Herrington will never forget the conversation with Dave, “I was shocked, I immediately stood up, nearly at attention and announced to my friend sitting next to me that it would be an honor to serve my country by working for NASA. While I was still on the phone, my friend gave me a thumbs up and proceeded to tell the rest of the office. The next words out of Dave’s mouth were, ‘we’d appreciate it if you didn’t tell anyone until we send out the press release.’ ” Too late the cat was out of the bag!

Though Herrington’s adult life began with an academic setback at University of Colorado, Colorado Springs, it wasn’t a reflection of his intelligence or academic potential. His first year of college was isolating, says Herrington, who “didn’t know anybody at the university. I was very shy, an introverted guy. I didn’t like being there, it was overwhelming to me.” As a result, he overlooked his studies, and spent most of his time

Above: Astronaut John B. Herrington, STS-113 mission specialist, traverses along a truss on the International Space Station (ISS) during the mission’s third spacewalk. (NASA)

rock climbing. After a GPA of 1.72 resulted in academic suspension, he decided to take a year off to work in the mountains. Herrington was tasked with climbing up the side of cliffs to help surveyors plan out construction of a highway. An adventurer at heart, he loved the work but it wasn’t financially sustainable. Herrington recalls a conversation with his boss, where he advised: “What are you going to do when you get older? You can’t do this and make a living at it. ...you need to go back to school to make something of yourself.” This question resonated with Herrington and caused him to re-evaluate his goals. He returned to school ready to succeed. “I raised my grade point average up to a 3.1, I think, from a 1.7 which is not bad.” Not only did Herrington end up graduating with a Bachelors in Applied Mathematics, he went on to earn a Masters in Aerospace Engineering from the United States Naval Postgraduate School. At the age of 56, he went on to receive a PhD in Education from the University of Idaho.

Today, as Chairman of the Board for AIII, Herrington has come full circle. He advocates for sustainable, culturally relevant, education solutions for American Indian communities. The organization tackles this challenge on a systemic level through impactful programs such as “GEARUP,” a six-week residential, pre-college STEM enrichment program for reservation-based high school students. The method behind “GEARUP” is both intentional and innovative; it provides Native American students with supportive mentorship opportunities, STEM focused academics, and an interactive curriculum in an environment that promotes American Indian culture. In the 23 years the program has been running, 100% of the participants graduated high school, 83% went

on to college and 65% graduated college. Herrington describes that as “a remarkable thing given the statistics in American Indian education.”

As he tackles this new dream, Herrington draws on his own experience by exploring the obstacles he overcame in college. His goal? To help provide the support necessary for his community to excel in the education system. We have a hunch he is going to be successful.

JOHN HERRINGTON AT THE MUSEUM



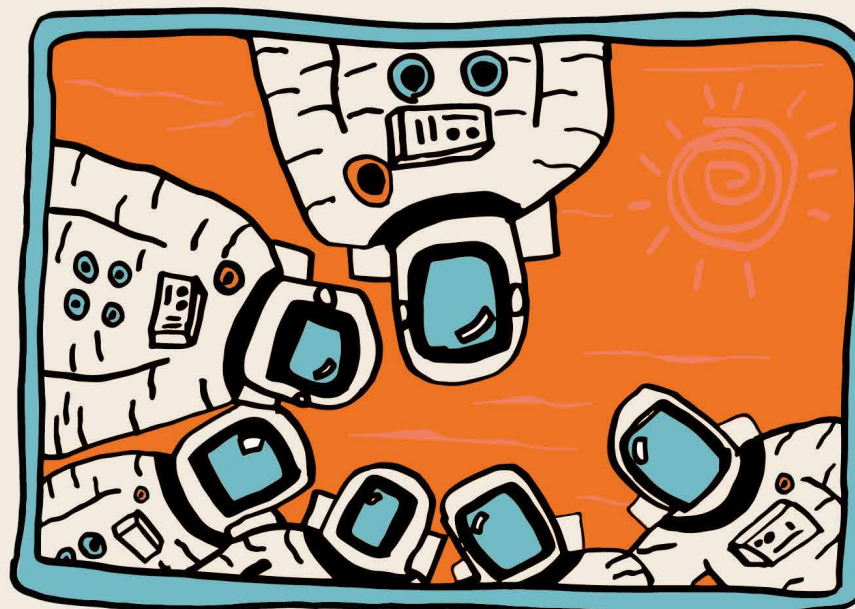
Thursday, Nov. 5 | 6 to 7:30 p.m.
Side Gallery
SpaceFest/Wells Fargo Free First Thursday: Make & Take Gliders with Astronaut John Herrington

Friday, Nov. 6 | 11 a.m. and 1 p.m.
Side Gallery
Astronaut John Herrington Chat and Activity Session

Saturday, Nov. 7 | 3 to 4:30 p.m.
Charles Simonyi Space Gallery
Living in Extremes Panel Discussion featuring Astronaut John Herrington

For more information on any of these programs, please visit museumofflight.org.

SPACEFEST 2015



SPACEFEST 2015: OH THE HUMANITY!

What will it really take for us to live together off the planet?

SpaceFest 2015 features astronauts, artists, astronomers, and experts in the extreme. Join astronauts Dr. John Herrington and Dottie Metcalf-Lindenburger, author/astronomer Dr. Chris Impey, Explore Mars, Inc., The Seattle Opera, and more as we explore and imagine the future of culture and how we will get along in space.

For the full schedule, please visit museumofflight.org.

All public programs are free with Museum admission, and always free to Museum members.

NOVEMBER 5TH THROUGH NOVEMBER 7TH

THE MUSEUM OF FLIGHT

A Fortress By Any Other Name

By: Ted Huetter, Public Relations Manager at The Museum of Flight

Recently, a slim volume on a crowded shelf in the Museum's Kenneth H. Dahlberg Center for Military Aviation History somehow caught my eye—"B-17 Nose Art Name Directory," by Wallace R. Forman, a man with a magnificent obsession. Forman compiled a list of the names of over 8200 Boeing B-17s flown during World War II. Forman sums up the introduction to his book with: "If not useful, at least it may be entertaining as you look at some of the very creative and expressive names GIs coined during World War II." I'll take it a bit further: the names he discovered acquaint us with the crews. Maybe not as individuals, but as a team playing in a game of life and death; and the name of their ship says something about them and their world— within and without the bomber.

The book's list is alphabetical, yet trends soon emerge. There is irony in heaps, with humor light, dark, and blue (still too racy for our gentle readers). In the broadest strokes, the names refer to women, sex, country, popular culture and war. Let's have a look.

The women the crews remembered were Able Mables. And they had bounce with Bouncin' Annie, and Bouncing Bettys. Calamity Janes. Much caroling, with Carol Ann, Carol Dawn, several Carol Janes and Jeans, four Carolines and a few Carries. Then a chain of daises—Daisy, Daisy Janes and Junes, with a good number of Daisy Maes (cartoonist Al Capp's Li'l Abner characters were a popular choice with the bomber crews). How about those dames? Dame Satan and Dame Soo. Dorothy and Dottie scored in the dozens. There were Dream Ladies, Dreamboats, Dragon Ladies, and the Favorite Lady.

There were Duchesses including Duchess of Dixie and Duchess of Fubar. Nans, Nancys and Fancy Nancys. The Myrtles were almost always Fertile. There was a Floozy and Floozy Flossie, not to mention The Floose. The groups were flush with Queens and Queenies, with Queen Bees and a Queen Bee-17, Queen of Harts, Hell, the Air, the Ball and of the May.



(The Museum of Flight)

The boys remembered Rose, Rose Bud, Rosie, Rosie Riveters and Rosie's Sweat Box. Ruth and Ruthie ruled too. Sally was somewhat popular, and who were Salisbury's Silly Saps? There were Shack Ladys and Shack Bunnys (and Rabbits), with nearly a dozen Shady Ladys. And names without a name—She Fox, She Wolf, She Has Ta, She Dood It, and Shedonwanna. Never just a Sue, but Suzy, Sozie, Suzanne, Suzy Sag Sump, and Sozie Smootie. So many sweeties. Sweet 17, Sweet Chick with a Hot Lick, Sweet Pea,

Sweet Stuff, Sweet Revenge, Sweetemper, and Sweathearts of the Rockies, Pas de Calais, and Seattle. There was a Temptress and a Tailor Maid too. For many men, the belles tolled. In addition to The Belle, there were Belles of Bagdad, Boston, Liberty, and of the Ball, Bayous, Blue, Brawl, and the Barberry Coast.

And you don't want to miss the misses. Mis Behavin, Mismalovin', Miss America, Carrie, Chief, Con Duct, Cue, Fits, Flak, Fortune, Gee Eyewanta Go Home, Hap, Irish, Mavis, Ouachita, Prissy, Poisonality, Shakmate, Spent-Youth, Swoose, Treated, X, XXX, and Yu.

The bombers were big. Big A Bird, Big and Nasty, Big Barn Smell, Bazoo, Bust, Buster, Chief, Dog, Deal, Friend, Moose, Poison, Punk, Stinky, Stoop, Time, Time Operator, Wheel, and Widget.

And they were little. Little America, Little Chub, Chum, Girl, Guy, Friend Ark, Joe, Devil, Lass, Lulu, Moron, Pedro, Poopsie Adele, Obnoxious, Runt, Sir Echo, Skunkface, Tannie, Wampus, Willie, and Clamwinkle.



(The Museum of Flight)

Like Alexander's Ragtime Band, music was on the boys' minds too. Ain't Misbehavin', Blues in the Night (and in the Knight), Cabin in the Sky, Cow Town Boogie, Danny Boy, Goin' My Way, Li'l Lamsey Divey, Marzy Doats, Mr. 5 x 5, O'Reilly's Daughter, One O'Clock Jump, Peg O' My Heart, Pistol Packin' Mama, Rum and Coke, Rum Boogie, Sentimental Journey, Shoo Shoo Baby, Sweet Chariot, Swingin' on a Star, Tangerine, Wabash Cannonball, Hit Parade, and Wing and a Prayer.

They were at war, so Ain't It Gruesome, All or Nothing, Axis Axes, Balls of Fire, Battle Baby, Battlin' Bombsprayer, Battling B, Berlin Special, Blonde Bombshell, Bomb Boogie, Boom Town, Bomb Shelter Gang, Dinah Mite, Earthquake McGoon, Grim Reaper, Headache for Hitler, Hitler's Milkman, Hitler's Regret, Knockout, Knox-All, Mac's Flak Shack, Man O' War, Maximum Effort, Murderous Witch, No Regrets, Pappy's Hellions, Peace or Bust, Raiden Maiden, Rigor Mortis, The Saint and Ten Sinners, Slightly Dangerous, Son of a Blitz, Target for Tonight, Taxpayers Pride, Thunder Mug, To Hell or Glory, Torchy, Under Ground Farmer, Victory Devils, Visiting Firemen, War Lover, War Weary, War Weary Willie, Wars End, Wham Bam Thank You Ma'm, Widow Maker, Wizzard of Awes, Worry Bird, You've Had It, and Toughest Crew That Ever Flew.

How they flew! Flyin' Hobo, Flying Fantasy, Flying Flit Gun, Flying Submarine, and Flying Penthouse.

Cards played a hand in the names. Ace of Hearts, Queen of Hearts, Aces & Ates, Four Aces - Pat Hand, Four of a Kind, there were 11 kinds of Joker, and a couple Joker's Wild. Of course, one needs a lot of Lady Luck and Lucky Lady.

The crews were young, but many of the planes were old. Ol' Buddy, Gappy, Swayback, Rum Dum, and Ol' Jackson - That Frisco Kid. And Old Baldy, Old Bassar, Black Magic, Dutch Cleanser, Faithful, Flak Magnet, Gatemouth, Man's Folly, Puss, Sahib, Shilllelagh, and Vibration.

References to ol' Mr. Booze was not infrequent. With Spirit of Alcohol, Stinkin' From Drinkin', Ten Knights in a Bar Room, Barr Fly, Ye Olde Pub, Duffy's Tavern, Kickapoo Joy Juice, Hot Toddy, Chug A Lug Lulu, Boozeness, Alcohol Annie, and Hangover Haven.

The list literally goes on and on. More themes surface along the lines of Heaven, Hell, Hitler, Gremlins, Disney characters, Devils, Angels, hometowns, home states, Home Sweet Home, and more. I will leave with a few originals, and wonder who were Hoomalimali, Logger Once-Logger Always, Sergeant Mary, Ted, and Nameless?

“She Fox, She Wolf, She Has Ta, She Dood It, and Shedonwanna. Never just a Sue, but Suzy, Sozie, Suzanne, Suzy Sag Sump, and Sozie Smootie.”



(The Museum of Flight)



(The Museum of Flight)



VOLUNTEER PROFILE

Expanding our vision

On the afternoon of Aug. 11, Betty Sikkema climbed carefully into the cockpit of the Museum's Cirrus SR20. As she listened to docent Jack Wimpress describe her surroundings, Betty explored the controls and instrument panels with all her senses except one—her sight.

By: Emelia Harris,
Docent Services Specialist
at The Museum of Flight

Docents Robert Guyette (left), Dick Yanak (Center), Bernie Green (right) pose next to the Museum's Cirrus SR20. (Emelia Harris)

As part of a group visiting the Museum from the United Blind of Whatcom County, a non-profit charitable organization based in Bellingham, Wash., Sikkema and her companions had arranged for a unique docent-led tour: one that would allow them to directly experience the Museum's collection and explore the marvels of history and modern aviation through their sense of touch.

Tactile tours of this nature have been done before at the Museum. In 2012, docents Robert Guyette and Fred Quarnstrom developed a series of training sessions to educate docents on leading tours for the blind. Quarnstrom built an extensive series of three-dimensional airplane models that would give persons with visual disabilities the ability to explore the differences in wing shape, design and materials through touch. Guyette, a docent at the Museum since 2008, developed these sessions with first-hand knowledge of what it means to tour the Museum without your sense of sight. As the Museum's only docent with a visual disability, he finds humor in the play on words "the blind leading the blind."

As a child, Guyette remembers taking a tour of McChord Field. "It was amazing for us blind kids to be able to sit in the jets and talk to the soldiers and airmen," he recalls. "That's why I did this—I think they need the same experiences. Especially young kids. They don't get to have these experiences very often."

While not all of the visitors that day chose to climb into the Cirrus's cockpit, Sikkema's described her experience inside as incredibly memorable. After feeling the models, the ability to climb into a real, private plane put the aircraft into perspective. This particular plane, donated by Cirrus Aircraft,

is a major feature of the Museum's Aviation Learning Center (ALC). The ALC is a unique experience in the Museum for all participants, and especially for the docents. Unlike most galleries where docents are trained to keep visitors "hands-off," in the ALC everything is hands-on.

After spending time with the models and a small private plane, each docent individually guided a visitor outside into the Museum's Airpark, located next to the runway of Boeing Field. In a letter to the docents, Holly Turri, Secretary of the United Blind of Whatcom County, remarked that boarding the Concorde "was something I never ever could have done," and that feeling the physical difference between the interior of the Concorde and the 787 put perspective on the sheer size of the aircraft. Throughout the experience, trained and knowledgeable docents described everything around the visitors, guiding them through and around the large aircraft.

Experiences like this make us all think a little differently about the things we do each day. "Hearing and smelling the planes taking off and landing was so exciting," wrote Turri. "Be assured that we will be contacting you for another visit sooner than later."

Thank you to the docents who participated in this tour: Robert Guyette, John Wimpress, Greg Hunter, Dick Yanak, Gordon Pfister, Bob Harrell, Bill Koch, Rob Terrall, Bernie Green.

MUSEUM NEWS

ONWARD AND UPWARD

On Sept. 25-26, thanks to a fabulous team of volunteer pilots and staff, a total of 221 girls and young women took to the skies! The Museum of Flight offered "Flying it Forward," a free first flight program that gives girls and young women the chance to fly in a small plane. It was the perfect complement to Girls in Aviation Day which was declared by Women in Aviation International (WAI) as September 26th. Participating women in WAI chapters around the world hosted their own one-day events to attract more young women to the aviation and aerospace communities. To top it off, Delta Air Lines chartered the airline's first-ever, all-girls flight—Women Inspiring our Next Generation 1 (WING 1)—from Minneapolis to our Museum campus. WING 1 was staffed with an all-female crew transporting more than 130 girls ages 12-18 years to The Museum of Flight, where they spent the day learning more about aviation and aerospace career options with mentors including astronauts Jeanette Epps and Sharon Cobb. It was truly an inspiring weekend, and a milestone in the Museum's efforts to promote STEM opportunities for girls and young women.



(Ted Huetter)



(Karlene Pettit)

CONSTRUCTION UPDATE

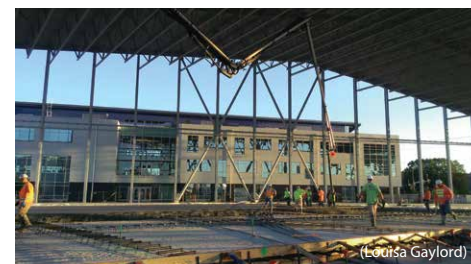
The Aviation Pavilion construction continues to progress ahead of schedule! The concrete floor is complete on the North Side of the building, and the installation of wiring, ceiling lights, speakers, and bird netting is finished.



(Louisa Gaylord)



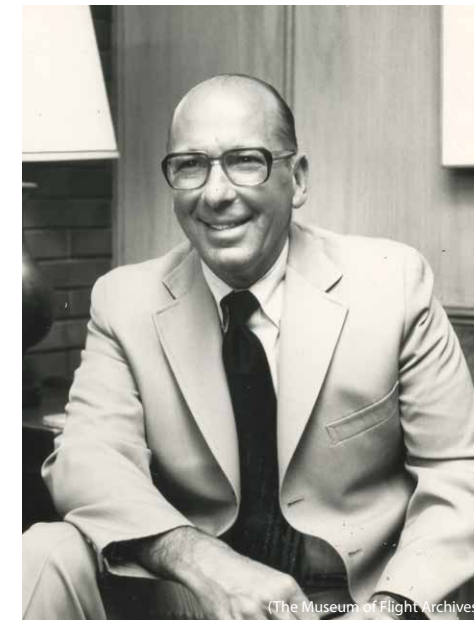
(Louisa Gaylord)



(Louisa Gaylord)

GONE WEST

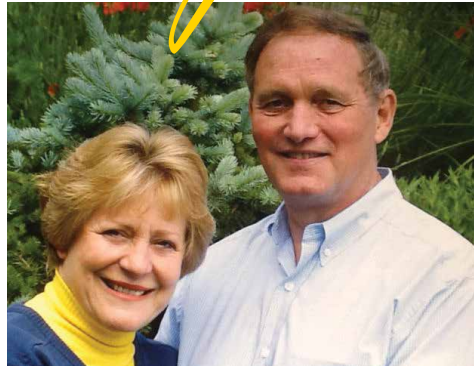
The Museum lost a great friend with the passing of George Schuchart, Sr., 89, on Aug. 22. He was born and raised in Everett, Wash., and except for his service in the US Navy, Mr. Schuchart remained a local man whose contributions to business spanned the country. An engineer, Mr. Schuchart's career was influential in the construction of paper and pulp mills, power plants, and oil refining modules for the vast Alaska north slope oil product project. Mr. Schuchart became a devoted supporter of the arts in the Northwest, and his love of aviation—which blossomed when he was a young Naval aviator—endeared him to The Museum of Flight. A passionate aviator, Mr. Schuchart owned four aircraft during his lifetime; a Piper Tripacer on floats, a Cessna 206, a Beechcraft Baron and finally a Maule Lunar Rocket.



(The Museum of Flight Archives)

He served as a Museum Trustee from 1982 to 2009. One of Mr. Schuchart's enduring legacies to the Museum is the magnificent Goodyear FG-1D Corsair on exhibit in the J. Elroy McCaw Personal Courage Wing. It served during World War II, and was stationed at Naval Air Station, Sand Point, Seattle in 1950. That July, Comdr. Ralph Milleson made a water landing on Lake Washington following a non-fatal midair collision with another Corsair. The wrecked, waterlogged aircraft was recovered from the lake in 1983, and sat for years in desperate condition. In 1990, a tightknit group of friends of Mr. Schuchart's son, Jerome, oversaw and financed the meticulous restoration of the warbird to serve as a tribute to all military aviators and in dedication to the memory of Lt.(jg) Jerome Reese Schuchart, USNR, who died in the service of his country on April 13, 1989. As a fitting testament to Mr. Schuchart's generosity, he and his wife Judy later established a fund for the perpetual care of the resplendent Corsair. The Schuchart family named the Museum as the beneficiary of memorial gifts.

IGNITING THE Spark OF INSPIRATION



By: Louisa Gaylord,
Campaign Communications Coordinator
at The Museum of Flight

When Jim Johnson, emeritus board chair at The Museum of Flight, graduated high school, his father was able to pull some strings and arrange for a job at the local meat packing plant in rural Iowa. But Jim knew that a college degree would earn him a salary three times larger than if he went straight into the workforce. "It used to be that college was so inexpensive that you couldn't ignore that option," he says. Investing in education was the best thing that Jim could have done to ensure a future with many opportunities.

While attending North Iowa Area Community College (NIACC), the enthusiasm of Jim's teachers ignited his interest in science, technology, engineering, and math—before it was commonly known as STEM. After NIACC, Jim earned a bachelor's degree in aerospace engineering and, while working at The Boeing Company, a master's degree in the same subject from the Massachusetts Institute of Technology. Jim worked his way up to vice president of engineering and product development at Boeing, and oversaw the production of the 747, 767, and 777 before his retirement in 1999.

Today, the idea of working a steady job while simultaneously attending college is not as easily attainable for most youth graduating high school. "The education system has let students down," Jim says. "These days you get a degree, but you also get \$100,000 in debt." The steady increase in college tuition costs means that fewer students have the opportunity to enter higher education and go into STEM careers.

The number of STEM careers in Washington state will increase by 24 percent by the year 2018—94 percent of which will require post-secondary education. Jim's highest priority is supporting the institutions that provide students with the tools necessary to move successfully through today's education system. Jim and Sue have launched several scholarships across the United States to meet this need, the most recent of which is the Jim and Sue Johnson Endowed Scholarship at The Museum of Flight. This scholarship will help Museum students pursue their aerospace interests into higher education and the workforce beyond.

The Johnsons have such faith in the Museum's leadership, and know it's the ideal place to give students a head start in STEM subjects. Jim explains, "The Museum of Flight is full of self-starters, risk takers, people who aren't afraid to take a chance on something different... people who see something that could be improved upon, and they go out and do it themselves!" This mentality is exactly the sort of thing the Museum models in its educational programming, encouraging active learning, critical thinking, and problem-solving skills among learners.

The Jim and Sue Johnson Endowed Scholarship is the first named endowed scholarship at the Museum, and their generosity has inspired others to share in the Johnsons and the Museum's vision for the future. If you are interested in creating an endowed scholarship, please visit our website or contact Trip Switzer, Vice President of Development, at (206) 764-5700.

IN MEMORIAM

The Museum of Flight offers its sincere condolences to the families and friends of departed Museum volunteers, members, and supporters.

Phyllis M. Baer	James P. Gaffikin	Gerald T. Katt	Charles R. Pardee	George S. Schuchart, Sr.
Maxine M. Bailey	Betty Gailer	Philip L. Kirkwood	Frederick R. Payne	Ronald D. Spelhaug
Roger L. Carlson	James C. Gonnason	Thomas Krell	David M. Perozek	Donna Stockholm
Kevin M. Connolly	Craig B. Haines	Patti B. Latsch	Mike C. Pietromonaco	LeVern R. Sundet
William P. Cowals	Lidia A. Hess	Judith C. Looney	Edward A. Rauscher	Nancy C. Taylor
John Croce	Gary W. Hinger	Sharon B. Maifeld	James T. Reed	Mary S. Thornton
Barry S. Detraz	Gordon A. Holt	W.W. "Bones" Marshall	Ann B. Rhodes	James M. Vangel
Gregory L. Draper	James E. Hurner	Felix E. Massaia	Albert R. Ricketts	Bernard W. Wetzel
Francis H. Dyer	Rodney D. Jacobson	John E. Maxwell	Harvey C. Ritchey	Debra J. Witsoe
Harold E. Foss	Kay H. Jones	Franklin C. Molina	Barry C. Rogers	Joseph M. Zabinsky
Nancy T. Fujikawa	Stuart D. Jones	Janice G. Montry	Walter E. Schoenfeld	

TRIBUTE GIFTS

Aug. 1 to Sept. 31, 2015

In Memory

In memory of Phyllis M. Baer
Richard and Bridget Cooley

In memory of Edward E. Carlson
Howard and Krista Putnam

In memory of Roland H. Carlson
William and Catherine Milne

In memory of John and Esther Goransson
Ulf and Inger Goranson

In memory of James E. Hurner
James and Charmaine Baker
L. Gene and Judy Craig
Terry and Tamara Fritz
Elaine Inaba
Donald and Pearl Jacobson
Joseph Kiley, III

In memory of Gerald T. Katt
John Purvis and Nancy Wright
Marlene Taylor Houtchens

In memory of Charles Kirk
Roger and Joyce Kirk

In memory of Philip L. Kirkwood
Paula Clark

In memory of Carol Jeep Larson
Anonymous

In memory of Loren L. Luschei
William and Catherine Milne

In memory of Joseph D. McGraw
Paula Clark

In memory of Bruce H. McKibbin
Patricia Crockett and Keith Johnson
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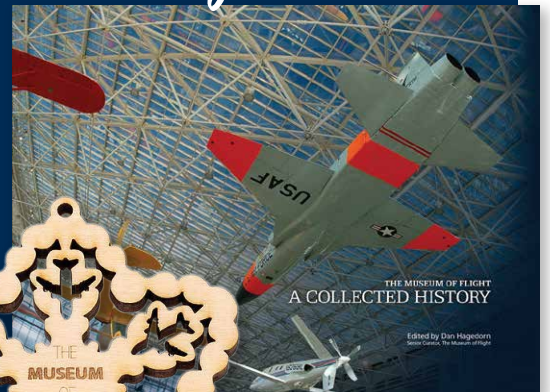
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