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THE MUSEUM OF FLIGHT MAGAZINE



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PROJECT "WELCOME HOME"

Vietnam Air War Memorial Park

BY: LOUISA GAYLORD, DEVELOPMENT COMMUNICATIONS COORDINATOR

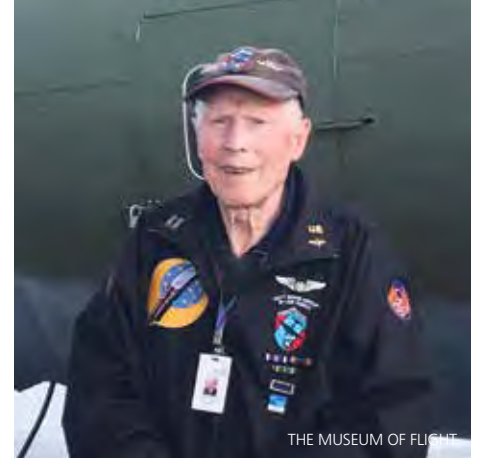


THE MUSEUM OF FLIGHT

ONE OF MUSEUM'S MOST ICONIC AIRCRAFT, the Boeing B-52 Stratofortress #59-2584, has been lost in plain sight for the past 24 years. Like many other American veterans of the Vietnam War, our B-52 has suffered from neglect. The jet is currently parked at Paine Field in Everett, patiently waiting a final restoration and placement at the Museum.

The time has come for this warbird to be given a new home in a place of honor. The planned Vietnam Air War Memorial Park at the Museum will be that place. The B-52 will be the centerpiece of a park honoring the men and women who served their country and the aircraft that made it possible. The restored B-52 will rest between the west side of the Aviation Pavilion and the Duwamish River, and join a statue of a pilot that represents the nearly 8,000 US military planes and helicopters lost during Vietnam. One of only a few memorials in the US dedicated to the Vietnam Air War, the new site will be free of charge, and open to all who wish to learn, honor and remember.

Learn more at museumofflight.org/WelcomeHome.



THE MUSEUM OF FLIGHT

WAR CHATS

DICK NELMS, A WORLD WAR II VETERAN

B-17 Pilot, volunteers in front of his plane in the Aviation Pavilion almost every Saturday. Enjoy these excerpts about his service in Germany from his recent recording session with the Museum's Oral History Team.

"On a Leipzig mission, without any warning at all, the first volley came right up underneath my airplane and it bounced us into the air like it hit a speed bump in your car. Then you hear the sickening sound of flak coming through your plane, you know? And it scared me and I said, okay, that's self-preservation. But it wasn't okay, because it didn't go away...a few moments later one went off at 11:00, very close...And I looked down I said, you missed me. I knew that shouting into my oxygen mask wasn't going to shorten the war, but it still made me feel that by golly, I can yell at you guys if I want to, you know?...I forced myself to say, Isn't it great that thing went off when it did. Everything's okay...that's what keeps the fear down."

You can access Dick's entire oral history for free through the Museum's library. Contact curator@museumofflight.org to request it. This interview was possible with generous support from Mary Kay and Michael Hallman.



THE MUSEUM OF FLIGHT

STILL COOL AT 70

IN AUGUST 1947 the prototype of the Museum's Antonov An-2 made its first flight. The big, boxy biplane is an incongruous sight in the Aviation Pavilion, flanked by sleek jetliners and cool Top Gun fighters, but the Russian taildragger has seen all of them come and most of them go during its 45-year production run. It's a notorious bush plane and a top choice for adventurers. Ours, *Polar One*, is no exception. In 1998 it was one of a team of two An-2s flown on a thrilling aerial expedition to the top of the world, which makes it every bit as cool as the Tomcat beside it.

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THE MUSEUM OF FLIGHT MAGAZINE



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MUSEUM NEWS



PROJECT WELCOME HOME PARTNERS WITH KCTS9

TO GAIN AWARENESS for *Project Welcome Home*, the Museum recently partnered with KCTS 9 in a promotional sponsorship for its upcoming broadcast of *The Vietnam War*, a film by Ken Burns and Lynn Novick. Ten years in the making, the ten-part 18-hour documentary series tells the epic story of one of the most controversial and consequential events of the 20th century and includes rarely seen archival footage from sources around the globe. *Project Welcome Home* will receive sponsorship recognition on-air throughout the months of October and November as well as in print, social media and in KCTS 9's live publicity events which started in July. The Museum will be spotlighted during the series' second broadcast which will run for 10 consecutive Tuesday nights beginning October 16. The series' national premiere is Sunday, September 17 at 8:00 pm.



BECOME A FREQUENT FLYER by making a monthly gift to the Museum. As a Frequent Flyer, you are part of a dedicated group that gives a sustaining gift every month. A monthly donation of just \$10 can fund financial assistance for an outreach program, purchase archival materials for storing our collections, or provide tools for restoration projects. As a Frequent Flyer you not only help create a sustainable and reliable stream of revenue for the Museum, but you allow us to expand our reach. It's a convenient and easy way for you to support your Museum. For more information, visit museumofflight.org/Giving/Frequent-Flyer.

2017 A.M. FLIGHT BREAKFAST

Thursday,
October 26

7:30 AM
at The Museum of Flight

Keynote Speaker -

Dottie Metcalf-Lindenburger,
former NASA Mission Specialist

Supporting the Museum's STEM (Science, Technology, Engineering, and Mathematics) programs, the breakfast will bring together people passionate about the aerospace and technology sector to inspire the next generation of leaders.

FREE to attend;
suggested \$150 donation

To register, visit:
bit.ly/AMFlightBreakfast

Premier Sponsor

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Flight Zone Renaming

THE MUSEUM'S FLIGHT ZONE was upgraded in 2016 as part of the *Inspiration Begins Here!* Campaign. The exhibit now has a new name—the Peggy and Steve Fossett Flight Zone will continue to host a variety of interactive STEM programs, like Fossett Flyers, for the entire family to enjoy!

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THE MUSEUM OF FLIGHT MAGAZINE



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NOVEMBER/DECEMBER 2017

From Vietnam to Seattle: Preserving the B-52 Legacy

BY: LOUISA GAYLORD, DEVELOPMENT COMMUNICATIONS COORDINATOR AND
JOHN LITTLE, ASSISTANT CURATOR AND RESEARCH TEAM LEADER



THE MUSEUM'S B-52G, U.S.A.F. serial number 59-2584, has, until very recently, been sitting neglected at Paine Field in Everett, Washington. Its corroding exterior and engines full of wasps' nests obscured any hint of the aircraft's unique impact on U.S. history and the stories of those who flew it. The Museum has embarked on a renovation project for the B-52 and has big plans for its future.

When Boeing's B-52B Stratofortress entered service with the U.S. Air Force in June 1955, Strategic Air Command (SAC) was already anticipating the aircraft's eventual replacement. Fortunately, Boeing was developing a "Super B-52" that entered U.S.A.F. service as the B-52G and the B-52H. The G-model would prove to be the most prolific of the B-52s, with a total of 193 built at Boeing's Wichita Plant II.

In June 1965, the U.S.A.F. began Operation Arc Light, using B-52s in the growing Vietnam War. At first, only about 30 F-models were deployed, but the increasing need for B-52s in Southeast Asia led to the F-models being replaced by the more-abundant D-models. By the time, North Vietnam launched an all-out invasion of South Vietnam on March 29, 1972, President Richard Nixon's "Vietnamization" policy had already removed almost all American combat troops from the area. The only way for the United States to aid South Vietnam was with the use of air power.

On December 18, 1972, the crews of all 204 B-52s stationed at Andersen Air Force Base on Guam and U-Tapao Royal Thai Navy Airfield – including the crew of B-52G #59-2584 – launched Operation Linebacker II. The air strikes on Hanoi and Haiphong were designed to bring North Vietnamese representatives back to the Paris Peace Talks to negotiate an end to the Vietnam War and the release of the 591 American prisoners of war (POWs). SAC was hesitant to risk so many B-52s because of the threat of North Vietnam's sophisticated Soviet-built surface-to-air missiles (SAMs), and aircraft losses could not be replaced because B-52 production had ended in 1962.

Carl A. Hanson-Carnethon was the navigator of the crew that flew B-52G 2584 for the launch of Operation Linebacker II on December 18, 1972. "In a mass briefing room was a giant map, and the target that was reputed to be the most heavily-defended city in the world at that time," says Carl. "We stood outside on the flight line, waiting for our turn to take off, with a little flicker of fear in the pit of our stomachs. Not all of us will come back from this mission."

The first three days of Operation Linebacker II proved particularly lethal for the B-52s: SAC issued operational orders from its Nebraska headquarters; the Linebacker II missions from Andersen took 13-15 hours each, meaning that the returning aircrews' debriefs did not have time to reach SAC before the next day's orders were issued. The B-52s continued to fly in three-ship cells divided into waves, with barely sixty seconds between cells. A new wave of B-52s was arriving over the targets every four hours. The aircraft were ordered to make an unnecessary post-target turn, which pointed the bombers' electronic-countermeasures (ECM) antennae away from the North Vietnamese radar sites, leaving the bombers vulnerable to SAMs. Unfortunately, SAC's inexplicably repetitive tactics enabled the North Vietnamese to anticipate the B-52s' arrival. None of the G-models—including 2584—carried the state-of-the-art ECM equipment that the D-models did, leaving them even more exposed.

"Over the radio, I heard emergency beacons going off... I could feel the deafening noise and vibration of the airflow over the wings and the roar of the engines," says Carl, "Our

BELOW: The crew E-12 of the Museum's B-52G #59-2584 in 1972. Left to right: James Gabriel, Walt Weggesser, Alan Kirby, Carl A. Hanson-Carnethon, Bob Gee, Ray Culver./MICHAEL WALLER

OPPOSITE: The Museum's B-52G #59-2584 freshly painted on Paine Field's tarmac in Everett, Washington./FRANCIS ZERA





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2584



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...with
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of fear
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stomachs

mission commander asked the bombers for a roll call. Every plane that didn't call in meant that between six and eight crewmen would not be coming home." Between December 18 and 29, 1972, 741 B-52 sorties were dispatched to North Vietnam; 15 of those aircraft and the crewmembers aboard did not return.

As a result of Operation Linebacker II, the North Vietnamese delegation returned to the Paris Peace Talks, and the Paris Peace Accords were signed on January 27, 1973 by the United States and North Vietnam. As part of the treaty, U.S. combat troops would depart Southeast Asia within two months, and all 591 American POWs would be released from North Vietnam. "I wanted to end this war," Carl says, "I never thought that I would one day be a part of something as important as bringing U.S. POWs home. You cannot imagine how good it feels to not be forgotten."

After the Vietnam War, the B-52G #59-2584 resumed its stateside duties with SAC's nuclear-deterrent force. Over the next 18 years, the aircraft was equipped to carry Boeing's AGM-69 Short-Range Attack Missiles, and to deploy Boeing's AGM-86B Air-Launched Cruise Missiles. On September 23, 1991, the U.S. Air Force retired 2584 and delivered it, with 15,305 flight hours, to The Museum of Flight on long-term loan. In 2012, Carl visited B-52G #59-2584 at the Museum's Restoration Center and Reserve Collection at Paine Field in Everett, joined by his fellow crewmembers and their families—and the idea to restore the aircraft was first voiced.

Led by a committee of Vietnam veterans representing multiple branches of the U.S. military, *Project Welcome Home* is the Museum's ambitious labor of love. As part of its efforts, the Museum hired an expert painting team led by Tom Cathcart, the Museum's Director of Aircraft Collections. The aircraft was towed to Paine Field's K-16 ramp where it was restored to its 1972 camouflage livery. The B-52 will be carefully disassembled next spring for transport, and reassembled as the centerpiece of a new Vietnam Veterans Air War Commemorative Park at the Museum's Boeing Field campus. The park is scheduled to open in late 2018, and will open, free of charge, to all who wish to learn, honor and remember.

To learn more about *Project Welcome Home*, the B-52 restoration project and the Vietnam Veterans Air War Commemorative Park, please visit the project's website: museumofflight.org/WelcomeHome.

ABOVE: The crew E-12 of the Museum's B-52G #59-2584 in 2012. Left to right: James Gabriel, Walt Weggesser, Alan Kirby, Carl A. Hanson-Carnethon, Bob Gee, Ray Culver./MICHAEL WALLER