MEMBER MOVIE NIGHT
FLIGHT OF THE INTRUDER

WILLIAM M. ALLEN THEATER
Friday, May 11 | Movie starts at 6 p.m.
Doors open at 5:30 p.m.
Sponsored by:

Want to see artifacts in the Museum collection not normally on view? Join us for Coffee with the Curator. You’re welcome to bring your lunch coffee and dessert on us! Featuring Red Barn blend coffee, available exclusively in our Museum Store. RSVP to membership@museumofflight.org to attend.

PROPOSITION
Aircraft engines often get short shift in aviation museums. Coming in October, the Museum will address that oversight with a year-long, temporary exhibit on aircraft engines. Join Assistant Curator John Little and the Collections Team as they discuss the research that went into the upcoming exhibit and show off some of the Museum’s most interesting propulsion-related artifacts and documents.

NORTHWEST AEROCLUB ROOM
Red Barn, 1st Floor
Friday, May 18 | Noon to 1 p.m.
RSVP required. To attend, email us at membership@museumofflight.org.

SPECIAL MEMBER PREVIEW!
VIETNAM DIVIDED: WAR ABOVE SOUTHEAST ASIA
Our Exhibits Team is hard at work planning a new exhibition focusing on a variety of iconic aircraft used in the Vietnam War, including the McDonnell Douglas F-4 Phantom, the Bell UH-1 Iroquois “Huey” helicopter and the Lockheed YO-3A Quiet Star. The exhibit opens Memorial Day weekend, but Members get to see it first during this special opening reception. A cash bar will be available and light refreshments will be served.

NORTHWEST AEROCLUB ROOM
Red Barn, 1st Floor
Friday, May 18 | Noon to 1 p.m.
RSVP required. To attend, email us at membership@museumofflight.org.

SPECIAL MEMBER PREVIEW!
SPIRIT OF FLIGHT PHOTOGRAPHY EXHIBITION
Members are invited to celebrate the opening of the Spirit of Flight exhibit before the exhibition opens to the general public! Join us for a morning reception and preview of this very special juried photography exhibition, as well as a chance to meet some of the participating photographers! Light refreshments will be served.

T.A. WILSON GREAT GALLERY
Saturday, June 16 | 9 to 10 a.m.
RSVP required. To attend, email us at membership@museumofflight.org.

NOTE: In our March-April 2018 issue, there is a typo in the Contents section, page 3. 1961 was the year that Yuri Gagarin became the first person in space, not 1962. The date is listed correctly in the “Celebrating Yuri” article on page 16.
HISTORY, STORYTELLING, PHOTOGRAPHY—in fact, most things in life—come down to perspective. The history of the 747, for example, boils down to how it transformed the airline industry, travel, and human mobility. The stories told about the Jumbo are often about its power, its size, and its impact on Boeing and Seattle. A photo of the 747 almost always displays its trademark hump in the front (except when the image is of the swanky lounge housed within the hump).

But like almost every artifact within the Museum, the history and imagery change as the storyteller changes. The image (above) is of the Museum’s 747 taken from a perspective not normally seen, yet it is no less compelling. Likewise, the other image (below) is of the team that put together an endeavor called Friendship One. Much different from the stories of Boeing’s Joe Sutter and Brien Wygle and unrelated to Pan Am’s and Juan Trippe’s initial 747 order, the story of Friendship One is equally fascinating.

Thirty years ago, a team of Museum Trustees—Bruce McCaw (left), Joe Clark (center), and Clay Lacy (right)—embarked on a quest that would set a world record, raise $500,000 for children’s charities and put The Museum of Flight on the national stage. At 7:14 p.m. on January 30 1988, 140 crew and passengers, including Neil Armstrong, and a 1988 Jetta took off from Seattle in a 747-SP and flew around the world in record time. Equally important, the Museum started to learn how to engage students and the community in a wonderful aerospace event.

With the help of the US Air Force, we tracked the flight from the T.A. Wilson Great Gallery in a Seattle in a 747-SP and flew around the world in record time. Equally important, the Museum started to learn how to engage students and the community in a wonderful aerospace event.

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So, whether you are seeing something at the Museum for the first or the hundredth time, try to look at it a little differently. Gain a new appreciation of your favorite artifact by hearing a non-traditional story. And learn something new about inspiration, courage, compassion, and community by listening to a previously unknown history. Perspective not only matters, but it can also open up a whole new world.

Cheers,

Matt Hayes, President and CEO
Michael Sobeil donated a Boeing B-32F ejection seat. This seat was the Radar Navigation Bombardier downward firing ejection seat from 57-032 Boeing B-32F-100-BO Stratotrooper at/11426 , built in Seattle. The aircraft was retired, and sent to the Military Aircraft Storage and Disposition Center (MASDC) on November 17, 1978. The donor purchased the seat about 20 years ago from someone in Oregon. He then spent about a year and a half restoring it. He compiled restoration information from several ejection seat and parts websites and additional government websites. He was able to purchase his restoration parts from eBay and other parts websites. The donor also found the ejection seat for his son. How many other kids had a B-32 down arrow firing ejection seat to play with? The seat was removed from its current mount for display in the upcoming exhibit on the Vietnam War.

Q: Did any of the Boeing aircraft (B-17, B-29, B-50, 377) build during the propeller era have the capability to reverse thrust with their variable-pitch propellers? A: “Reverse thrust” does not mean that the propellers reverse their direction of rotation. Instead, the pitch of the propellers’ blades can be reversed so that, instead of pulling the airplane through the air, the propellers “push” against the air, thereby helping to slow the airplane on landing and reducing wear on the brakes. Only one B-17 Flying Fortress, an E model, was equipped with reversible-pitch props as an experiment. The only B-29 Superfortresses that had reversible-pitch props were the 65 Silverplate (later, Saddletree) B-29s and the 116 postwar KB-29P aerial-tanker were the only B-52s with reversible-pitch props, as did most (but not all) of the 56 Model 377 Stratocruisers.

Q: What is the purpose of the two screen-covered vents on the aft fuselage of the museum’s locked model 10-E Electra? A: Airframe and powerplant mechanic Evan Elliott reports that the two screen-covered vents are emergency fuel-dump pipes for the auxiliary fuel tanks in the Electra fuselage. In preparation for her around-the-world flight of 1937, Amelia Earhart installed additional fuel tanks in her Electra. The extra tanks increased her Electra’s fuel capacity from 250 gallons to 1,150 gallons, thereby increasing her Electra’s range to 4,000 miles. In 1937, Linda Finch, flying the Museum’s Electra, replicated Amelia’s 1937 flight and installed extra fuel tanks. In 1937, flying was largely unregulated, so Amelia did not have to install emergency fuel-dump pipes for her extra fuel tanks. By 1997, however, the Federal Aviation Administration required Linda Finch to add the fuel-dump pipes, so she could dump fuel quickly in the case of an emergency and get down to the Electra’s maximum landing weight. The screens merely keep wildlife (birds, snakes, etc.) out of the pipes.

Q: What happened to the Ramjet-Powered Hiller YH-32 Hornet Thinwire that used to be on display in the great gallery? A: The Museum traded the Hiller YH-32 Hornet to Northwest Helicopters, LLC in Olympia, Washington in return for their returning our Bell UH-1H Iroquois (“Huey”) to its 1970 appearance. We got the Huey from the King County Sheriff’s Office, where it had flown for many years as Guardian One. Returning the Huey to its original 1970 appearance turned out to be more difficult than we had anticipated. We also needed the work done quickly. So, in 2011, the Museum negotiated a deal with Northwest Helicopters, whereby they would completely restore our Huey in return for the Hiller Hornet. Though a fascinating concept, the Hornet never went into production. One of the Museum’s former docents, the late Fred Bell, flew the Hornet at Port Fruit, Oklahoma in the 1950s. According to Fred, the Hornet had just enough range to guarantee that every flight ended in a long walk back to the airfield.

Stay up-to-date by liking and following our new Boeing Academy for STEM Learning Facebook and Twitter pages to keep up with news, updates, and videos about our hands-on education programs.
A new exhibit set to open on Memorial Day weekend, “Vietnam Divided: War Above Southeast Asia,” reinterprets four currently displayed aircraft to highlight the strategy and technology behind their involvement in the war. This new exhibit will also create spaces for featuring the oral histories and personal effects of Vietnam air combat veterans. With its focus on the people, places and planes that influenced the Vietnam War, this new exhibit also aligns with our current initiative, Project Welcome Home, which is raising money for the construction of a commemorative park, scheduled to open in November, that centers around a restored B-52.

By: Irene Jagla, Content Marketing Manager
You'll be able to see details and notice some of its more prominent features, like the periscope underneath. The Huey currently sits behind the F-4 and the YO-3A and is largely hidden there. It's one of the most iconic, major players in the conflict, so we're bringing it forward to give it the prominence it deserves. Each aircraft will still have its own identification panel in the familiar Great Gallery style, which will include content around the history of the plane and the important events and campaigns in which it participated.

Also included in the exhibit are auxiliary planes that can be found in other areas of the Museum, like the Grumman A-6E Intruder, Douglas A-4 Skyhawk II and the Mikoyan-Gurevich MiG-17. Nelson notes that part of the challenge of this exhibit is making it as comprehensive as possible and integrating it into the entire Museum by acknowledging the history of the plane not commonly considered as players in the Vietnam War. "There are aircraft across our campus, including the restoration center, with stories that align with this exhibit. The military version of the DC-3 that's hanging in the Great Gallery was the C-47, which was used for transport and turned into a gunship. The Super Constellation was used in early warning communications at the time."

The Korea air combat exhibit consists of four planes—the Lockheed YO-3A QuietStar, the McDonnell Douglas F-4 Phantom, the Bell UH-1 "Huey" and the Mikoyan-Gurevich MiG-21—and reinterprets them in light of how their technological and strategy was used during the Vietnam War. Telling the story behind air combat in Vietnam required some critical adjustments to the current aircraft arrangement: suspending the YO-3A from the ceiling and moving the Huey forward. Exhibit design manager Sune Sandling explains that these adjustments rearrange the Great Gallery space to provide a better presentation for the Vietnam exhibit. "There will be multiple viewpoints of the YO-3A from different levels throughout the gallery. You'll be able to see details and notice some of its more prominent features, like the periscope underneath. The Huey currently sits behind the F-4 and the YO-3A and is largely hidden there. It's one of the most iconic, major players in the conflict, so we're bringing it forward to give it the prominence it deserves." Each aircraft will still have its own identification panel in the familiar Great Gallery style, which will include content around the history of the plane and the important events and campaigns in which it participated.

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The Vietnam War is a broad topic and creating an exhibit around it poses many challenges. According to Sandling, “We had to limit ourselves because we’re tight on space in the exhibit area and, as with WWI or WWII, the subject is huge. Since we are an air and space museum, we chose to focus on technology and strategy pertaining to the aircraft in our collection.” His team, working under Chris Mailander, director of exhibits, has found a way to navigate through the nuance with the inclusion of maps, which will connect both the currently displayed and the soon-to-be-shown artifacts. Nelson comments that the maps are an effective way to anchor the complex topic of Vietnam into something that visitors can see and learn from. "A theme that will continue throughout the exhibit is the use of maps because one of the first questions that many people ask is ‘Where is Vietnam?’ But it's also because it wasn't just Vietnam that played a role in the war, it was this large region of Southeast Asia. The maps throughout the exhibit help ground where this technology was used and where events happened."

One of the anchor points of the exhibit is a 9x9 foot bronze sculpture depicting the landscapes of Burma, Thailand, Laos, China, Cambodia and Vietnam and the locations of air force bases. While docents deliver talks about the air war, they can use this map—and the planes in front of it—as reference points. Other maps will be featured as well, like the aeronautical charts that pilots used during the war.

Because the exhibit is non-linear and is integrated into the Great Gallery, visitors can enter from five different areas. Sandling suggests walking under the right wing of the Blackbird to begin your exploration at the revetments or with a docent talk at the bronze map sculpture. Nelson says this is the best way to enjoy the new exhibit: “There’s about 30 docents with expertise in the Vietnam War, and we’re hoping that their personal stories will enhance the experience of this new exhibit.”

MAPPING IT OUT

The Vietnam War is a broad topic and creating an exhibit around it poses many challenges. According to Sandling, “We had to limit ourselves because we’re tight on space in the exhibit area and, as with WWI or WWII, the subject is huge. Since we are an air and space museum, we chose to focus on technology and strategy pertaining to the aircraft in our collection.” His team, working under Chris Mailander, director of exhibits, has found a way to navigate through the nuance with the inclusion of maps, which will connect both the currently displayed and the soon-to-be-shown artifacts. Nelson comments that the maps are an effective way to anchor the complex topic of Vietnam into something that visitors can see and learn from. "A theme that will continue throughout the exhibit is the use of maps because one of the first questions that many people ask is ‘Where is Vietnam?’ But it's also because it wasn't just Vietnam that played a role in the war, it was this large region of Southeast Asia. The maps throughout the exhibit help ground where this technology was used and where events happened."

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PERSONAL STORIES

Aside from the aircraft, the exhibit will also have features that make room for telling a more personal side of the war. Sandling describes how two of the challenges they are facing were addressed with one solution: "One, we don't have much usable wall space in the exhibit area, and two, the Great Gallery is like a great big greenhouse, full of beautiful sunlight on a nice day, but that sunlight can damage many of the artifacts we want to show. Taking inspiration from period photographs,

AS A FEATURED PLANE IN OUR EXHIBIT, VIETNAM DIVIDED: WAR OVER SOUTHEAST ASIA, IT WILL HANG FROM THE GREAT GALLERY STARTING IN MAY 2018.

CREDIT: THE PETER M. BOWERS COLLECTION/THE MUSEUM OF FLIGHT
NO ONE LOOKS FORWARD to the TSA check-in line, but Bob Burns—the brilliant mind behind the TSA Instagram account—transforms drudgery into delight with posts that feature the bizarre items that travelers pack into their carry-on luggage, which include medieval flails, axes, knives and even gun powder. TSA’s bomb-sniffing dogs also make an appearance, providing a respite from all those hazardous items. Some of the more harmful items make you wonder why anyone would think to bring these items on board a plane, let alone carry-on baggage. A medieval flail—a chain attached to a stick with a spiked metal ball at the end—was found at Chicago-O’Hare in September 2013. A sickle was found in Newark Airport in January 2015. And in February of this year, TSA at the Anchorage airport found a 1lb. container of gun powder and a fuse. “Some people worry about packing nail clippers (they’re allowed). Others pack a pound of gunpowder and a fuse,” quipped Burns in a post featuring the dangerous materials. And then there’s the just plain odd, like the bag of live eels that was found going from Miami to Maracaibo in 2012. The squirming underwater creatures were surrendered to the U.S. Fish and Wildlife Service. Aerospace history doesn’t get special treatment, either. In June 2017, a lunar sample collected on the Apollo 15 mission in 1971 still had to go through TSA security and pizza enthusiasts everywhere can rest easy knowing that their deep-dish can also be a carry-on. Beyond the bizarre is a heavy dose of honesty. While regular travelers bring all kinds of odd things NewSpace [sic] enables is ‘anyone can do anything’ with the latest in spaceflight.” Regardless of your opinion on any given post, it’s pretty clear that one of the major implications of the launch and the recent expansion of space access beyond government agencies to now even entrepreneurial or even individual interests. What does it mean when a billionaire can just choose to send his own car into orbit around the Sun? One Twitter user summed up much of the sentiment: “Regardless of your opinion on any given payload, it’s pretty clear that one of the major NewSpace [sic] enables is ‘anyone can do whatever they want in space for any reason.’” The user went on to draw parallels between the event and the wing-walkers which were a common sight among the flying circuses of the 1920s. Space is no longer just a place for serious science and exploration. This conversation got me thinking: Have we entered spaceflight’s equivalent of the barnstorming age? The expansion of private launch capabilities in the wake of the Space Shuttle’s retirement bears some striking similarities to the chaotic and experimental growth of aviation in the 1920s. Aerial daredevil acts and acrobatics,
founder Peter Beck expressed his hope that their Electron rocket, Humanity Star, which is serious and studious approach. seem markedly different from NASA's very reasons and methods for getting to space can funded space companies has ballooned from privatizing today. The number of privately transport, but access to the skies was beginning to expand. Similarly, the space sector is rapidly expanding. Similarly, the space sector is rapidly technological development and government operations into the world of entertainment. The Falcon Heavy launch is not the only place in how we explore beyond Earth today. us better interpret the significant shifts taking periods of rapid technological change may help not a perfect match, understanding past early growth of aviation and the current trend toward commercializing space access. Though not a perfect match, understanding past periods of rapid technological change may help us better interpret the significant shifts taking place in how we explore beyond Earth today.

NASA HAS SCHEDULED its next Mars mission: InSight (Interior Exploration using Seismic Investigations, Geodesy and Heat Transport). As of this writing, it will launch aboard an Atlas 5 rocket from Vandenberg Air Force Base in California on May 5 of this year. The mission will carry NASA's newest robotic lander to Mars to study the planet's interior. If all goes as planned, InSight will land on Mars' Elysium Planitia in November. The lander will drill 16 feet into the surface of the planet using a heat probe to measure how heat from Mars' core flows through the planet. The lander will also deploy a seismometer to detect Mars quakes and seismic impacts from meteors. By taking the temperature and pulse of the Red Planet, scientists hope to better understand the makeup of the planet's interior, providing clues into its formation.

WELLS FARGO

FAMILY EVENT

Wells Fargo Free First Thursday Space Night

On the first Thursday of each month, the Museum stays open late—and admission is FREE. This month, join us as we celebrate Space Day—an internationally recognized educational event. Local science and astronomy clubs will share their telescopes with the public, who will have opportunities to view solar activity and the night sky. Families can attend planetarium shows and other educational activities.

MUSEUM-WIDE

Thursday, May 3 5 to 9 p.m.

LECTURE

CubeSats

Members of the UW HuskySat team present their very own satellite! HuskySat is a Cubesatellite, a type of satellite invented to give students hands on experience developing space technology. The HuskySat team operates out of the Husky Satellite lab at University of Washington Department of Earth and Space Sciences. In development now, HuskySat is about the size of a loaf of bread and will be delivered to NASA this year as a way to test new space technologies.

CHARLES SIMONYI SPACE GALLERY Thursday, May 3 6 p.m.

SPECIAL EVENT

Memorial Day

The Museum recognizes Memorial Day with a musical performance by the Boeing Employee Concert band followed by a special ceremony commemorating fallen U.S. Service Members. Veterans and active U.S. Military personnel receive free admission to the Museum with identification.

SIDE GALLERY Monday, May 28 2 to 3:30 p.m.
June

**KIDS PAGE**

**Solar System Ambassador**

June Junior

New Space Update with industry, explains how to curate 21st moving developments of the New Space Mars InSight mission and shares the fast-

**Geoff covers the latest launch of NASA’s Saturday, June 9 | 2 to 3:30 p.m. CHARLES SIMONYI SPACE GALLERY**

**InFlight InSight LECTURE**

New Space Update with Solar System Ambassador Geoff Nunn

Geoff covers the latest launch of NASA’s Mars InSight mission and shares the fast-moving developments of the New Space industry, explains how to curate 21st century space artifacts, and much more.

**CHARLES SIMONYI SPACE GALLERY Saturday, June 9 | 2 to 3:30 p.m.**

**FILM SCREENING**

**Vietnam Film Series: Rescue Dawn**

To support the Museum’s new Vietnam exhibit and Project Welcome Home, the Museum will screen four films that explore the Vietnam War. Other films in the series include Platoon, We Were Soldiers, and Full Metal Jacket. An introduction to each film will be provided by a Vietnam veteran from the Distinguished Flying Cross Society. All films rated R.

**WILLIAM M. ALLEN THEATER Saturday, June 23 | 2 to 4:30 p.m.**

**SPECIAL EVENT**

**Picture Perfect: Getting a Prize Winning Shot**

Enjoy mini-talks from featured flight photographers included in our opening festivities for the Museum’s annual Spirit of Flight Photography Exhibition.

T.A. WILSON GREAT GALLERY Saturday, June 16 | 2 to 3:30 p.m.

**BOOK RECOMMENDATION**

**A Day at the Airport**

BY: RICHARD SCARRY

Join Richard Scarry’s beloved characters Huckle Cat, Sally, and Lowly Worm for a day of adventure and discovery at the airport. Airplane fans will get an up-close look at the terminal, the control tower, the runway, and more. A Day at the Airport features over 70 labeled words and sticker sheet. Have hours of fun with this busy adventure from the one and only Richard Scarry! This softcover children’s book is perfect for children ages 5-7.

**TOY FROM THE COLLECTION**

**United Airlines in McDonaldland**

NEARLY 40 YEARS AGO, McDonald’s debuted the Happy Meal: a box or bag printed with puzzles and games, with kid-sized portions of food, a small drink, and the most important part—a toy! Over the years, McDonald’s offered toys from favorite kids’ TV shows, books, and movies, as well as smaller versions of popular toys like Play-Doh, Beanie Babies, and Furby.

In the 1990s, McDonald’s partnered with United Airlines on a line of airport toys featuring popular McDonaldland characters. We have Brolie the Early Bird driving an airport luggage cart, Ronald McDonald driving a catering truck that lifts the food carts into the planes, and a few tiny United jets in a McDonald’s hangar and parked in an airport terminal. There’s even a plush United jet where you can see all the McDonaldland characters through the window! These toys were donated in 2008 by Peggy Verger, a former United flight attendant.

**PHOTOS: THE PEGGY VERGER COLLECTION/THE MUSEUM OF FLIGHT**
WE’VE GOT A BLOG!

BY: IRENE JAGLA, CONTENT MARKETING MANAGER

OVER THE YEARS WE’VE REALIZED that the Museum has a lot of stories to tell, but not many venues in which to tell them. To address this, we launched a blog to make room for all the aviation and aerospace tales that can enhance a visit to the Museum (for those close enough to stop by), while being informative and entertaining enough for national and global audiences who want to learn more about these topics.

In writing the blog, I listened in on docent presentations, interviewed space lawyers, witnessed a U-2 pilot don his space-age uniform, and researched the life of the first human in space. Every article aims to reveal an in-depth perspective or an uncommon history and to introduce exciting aspects of aviation and aerospace history to audiences who may have never thought twice about the difference between a B-29 and a B-50.

Whether you’re an aviation geek, a space nerd or if you’re just curious about the world of flight, visit blog.museumofflight.org.

MUSEUM NEWS

PLAYING THE PAST

IS THERE AN ADVENTUROUS GIRL SCOUT JUNIOR IN YOUR LIFE?

If she is ready to spread her wings and do what it takes to become a Women’s Air Service Pilot (WASP) in WWII during this hands-on exploration of aviation history, your recruit will take on the character of a real WASP, learn about her life, and create a costume piece to take home. To top it all off, the recruit will pilot a flight for an airplane that WASPs flew, then pilot that flight in one of our flight simulators. At the end of the program, all new recruits will earn their Playing the Past Badge.

MAY 19 & 20 | 9 a.m. to 1 p.m. OR 2 to 6 p.m.
JUNE 2, 3 & 16 | 9 a.m. to 1 p.m. OR 2 to 6 p.m.
$18/Participant | Chaperones are free.
Registration required.
To register, email reservations@museumofflight.org
• For Girl Scout Juniors (4th/5th grade)
• Max: 32 participants/Min. 14
• 1.5 chaperone-to-participant ratio is required for each session.
• Additional chaperones may register for $10/each.
For more information, visit museumofflight.org/education

MEET KATRINA SLETten, OUR 2018 BROOKE OWENS FELLOW

THE BROOKE OWENS FELLOWSHIP is a paid internship program that nurtures the next generation of women in aerospace. Each year, undergraduate women from across the United States join teams at innovative space companies and organizations to work with expert mentors who will help them grow into their dream careers. This year we welcome Katrina Sletten, a senior at Drake University, who is majoring in Astronomy, Physics and Public Relations.

Sletten’s interest in space began when she was a child spending time with her uncle, an engineer and amateur astronomer. Her college career reflects her passions for aerospace. Sletten is a member of the Public Relations Student Society of America and serves as President of the Drake Society of Physics Students. During her internship, Sletten will work with the Boeing Academy for STEM Learning to promote Museum education programs that inspire students from underserved backgrounds to explore aviation and aerospace.

Dads get in FREE

Celebrate all the dads out there with a visit to the Museum! Dads accompanied by their kids (of any age) receive FREE general admission on Sunday, June 17.

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MEET KATRINA SLETten, OUR 2018 BROOKE OWENS FELLOW

The Museum of Flight changed all that. Six years ago, Tommy started her training as a docent in a class of experienced men, most with an aerospace background, she was a bit intimidated. But she found herself surrounded by a supportive group of people who welcomed her, shared their knowledge and helped her realize that she could do it. Tommy began her volunteer stint in the T.A. Wilson Great Gallery before spreading her wings at giving tours of the Full Fuselage Trainer, where she finds the work most rewarding.

But she doesn’t stop there. When Museum Trustee Erika Wagner founded the Future Leaders Team (FLT), Tommy quickly joined. The FLT is a group of Museum supporters from a younger demographic tasked with attracting young professionals to the Museum and to the aerospace field. Last Halloween the FLT hosted Embark after Dark, a costume party in the World War I gallery of the J. Elyot McCaw Personal Courage Wing. Tommy also keeps busy by participating in the Museum’s Collections and Exhibits Committees and the Boeing Academy for STEM Learning Education Committee.

Along the way, Tommy reached a long-time goal of starting a career in the aviation industry, and she currently works as a Supply Chain Planner at Boeing. Tommy enjoys sharing her story with young people who aren’t sure how to engage with the aerospace industry. Now that she’s made a home for herself in the industry, as a volunteer and an employee, she offers great advice to others who dream of a career in flight.

Working full time, attending evening committee meetings and serving as a Saturday docent fill up Tommy’s schedule, so what does she do for fun? “On weekends I like to go flying with my husband, who is a Boeing engineer. We often end up near the Auburn Airport where we can sit, eat ice cream and watch the planes come and go.”

SEAN MOBLEY
FIRST PASSENGERS

BY: TED HUETT, SENIOR PR MANAGER
In 1915 Jannus and passenger Ruth Crawford suffered an airboat crash into Tampa Bay during a sightseeing flight. The plane flipped and down when the company's contract with St. Petersburg ended. Some frequent flyers managed to defy the odds, for a while. Doefflinger’s brother-in-law Denis was a relatively inexperienced pilot and new to the Line. When he was scheduled to make his first mail flight to Barcelona, Doefflinger pleaded with the dispatcher, “that’s murder, the weather is terrible.” The dispatcher argued that roughing it out would make Denis “a more valuable pilot.” Doefflinger cleared Denis for the flight, emphasizing that he should definitely not fly the usual route over the mountains. They had a plan.

Unfortunately, Denis’s passenger for the flight had just been awarded a medal from the Aero Club of Paris for having flown this route more than anyone else. Before takeoff Doefflinger told Denis to stick to the plan and don’t listen to the passenger. Poor Denis, he ended up flying the “usual route” and they smashed into a cliff with fatal results. I think pilots have distrusted passengers ever since.

Despite the dangers, adventurous “air minded” passengers continued to put their faith in aviation, and today we continue to complain about over-booked flights. New passenger spaceflight is like aviation a century ago. What will be said about the first “space-minded” passengers one hundred years from now?

THE VISITOR EXPERIENCE AT THE MUSEUM Changes everyday thanks to its location adjacent King County International Airport, or Boeing Field. We are not only a museum of what used to fly, but a museum of what’s flying now. We see prototype airliners make their first landings, Navy fighters blast us with afterburners blazing, World War II bombers and fighters roar around us with their round engines, civil aircraft of all kinds slip past us on approach, and even Air Force One sometimes commands our attention here. Thanks to Boeing Field, the Museum is a lot more than what we offer within our walls. This Boeing KC-135 (above) was spotted from the Museum as it made a few test flights one day in March. Check out our Facebook page for photos and videos of the latest sightings!
WHEN MY BOMB WING DEPLOYED FOR VIETNAM on that high overcast day in February, you and the children and the other wives and families went to the picnic area overlooking the runway and tearfully waved goodbye as the B-52's and KC-135's took off. When they circled overhead you saw them stream westward not knowing where they were headed or when they would return. Days, weeks, months? Some would never be seen again.

What's a young wife and mom to do? Home was too far away. You felt abandoned. But you drew on inner faith and hope and surprised us all by being awakened by the smell of JP-4 jet fuel, but there were no jet planes overhead you saw them stream westward not knowing where they were headed or when they would return. Days, weeks, months? Some would never be seen again.

A Letter from Museum Docent Dave Wollman to His Late Wife Juliana

"Goodbye, Dear Heart. Over.

A Project Welcome Home

Just as Dave paid tribute to his wife and other veteran wives, you too can honor a loved one. Reserve a Tribute Plaque in the new Vietnam Veterans Commemorative Park, due to open Fall 2018. Personalized plaques will appear on a lawn walk along the footpath to the park's flag pavilion.

Reserve your Tribute Plaque today at museumofflight.org/Keepsakes

In Memoriam

In Memory of Ernest Anderson
Barbara Beach

In Memory of Kenneth B. Lake
Paula Clark

In Memory of Kenneth D. Amico
Ralph K. Williamson, Jr.

In Memory of Kenneth D. Amico
Ralph K. Williamson, Jr.

In Memory of Lee (Les) G. Lautman
M. Joyce Jeppesen

In Memory of Lee Neifert
Dorothy (Dottie) L. Simpson

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Dorothy (Dottie) L. Simpson

In Memory of Lee Neifert
Dorothy (Dottie) L. Simpson

In Honor of Clara and Emery

In honor of Claire and Emery

In honor of Claire and Emery

In honor of Claire and Emery

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In honor of Claire and Emery

In honor of Claire and Emery

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In honor of Claire and Emery

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In honor of Claire and Emery

In honor of Claire and Emery
WHAT WAS IT LIKE TO FLY HELICOPTERS, BOMBERS AND FIGHTER AIRCRAFT IN VIETNAM? FIND OUT FROM THE PILOTS THEMSELVES IN THESE PANEL DISCUSSIONS.

MAY 12
U.S. HELICOPTERS

MAY 19
U.S. FIGHTER AND STRIKE AIRCRAFT

MAY 26
B-52 STRATOFORTRESS

CHECK OUR ONLINE CALENDAR FOR DETAILS!