Man Enters Space

‘So Close, Yet So Far,’ Sighs Cape

U.S. Had Hoped For Own Launch

Hobbs Admits 1944 Slaying

Praise Is Heaped On Major Gagarin

Worker Stands By Story

Beds Deny Spacemen Have Died

Soviet Officer Orbits Globe In 5-Ton Ship

Maximum Height Reached Reported As 188 Miles

To Keep Up, U.S.A. Must Run Like Hell’
For all events, please RSVP to membership@museumofflight.org.

**MEMBER MOVIE NIGHT**

**PETE’S DRAGON**

In this dramatic retelling of the 1977 musical comedy, Pete is an orphaned boy living in the forests of the Pacific Northwest with his best friend Elliot, who happens to be a friendly flying dragon. Following a chance encounter with local residents, repercussions of their discovery threaten to separate Pete and Elliot forever. Starring Bryce Dallas Howard and Robert Redford, join us in March for this fantastical story of friendship and family. Rated PG for action, peril, and brief language.

**WILLIAM M. ALLEN THEATER**

Friday, March 9 | Movie starts at 6 p.m.
Doors open at 5:30 p.m.

Sponsored by:

**STEM STARTERS**

STEM Starters is a monthly program series geared specifically for our youngest Members age 3 to 5 and their co-pilots!

**FORCES AND MOTION**

4 sessions available!

In March and April, we will explore forces and motion. Enjoy an interactive story about moving and rolling and then get moving yourself, building and testing ramps.

**RED BARN, 1ST FLOOR**

Monday, March 12 | 10:30 to 11:30 a.m.
Monday, March 26 | 3 to 4 p.m.
Monday, April 9 | 10:30 to 11:30 a.m.
Monday, April 23 | 3 to 4 p.m.

All sessions are in the NORTHWEST AEROCLUB ROOM

RSVP required: To attend, email us at membership@museumofflight.org.

Space is limited to 12 adult/child pairs at each program. For the safety and success of your child and the class, please note that hands-on participation and attention from caregivers is required.

**THE PILOT EXPERIENCE**

Join us for this special evening Pilot Experience and see if you have what it takes to become a pilot! Inspect a real Cessna 182R for safety, plot your course, and take off into the sky in our professional-grade simulators. Ages 10 and up, participants under 14 must be accompanied by an adult. Space is limited, register today!

**RED BARN, 1ST FLOOR**

Friday, April 20 | Noon to 1 p.m.

**NORTHWEST AEROCLUB ROOM**

Please join the Museum’s curatorial team for a new edition of “A Few of Our Favorite Things” where each staff member will share some of their favorite items in the Museum’s vast collection. Come learn about some unique objects, interesting images, and hidden treasures in the collection that aren’t currently on display in the Museum.

**RED BARN, 1ST FLOOR**

Friday, March 16 | Noon to 1 p.m.

**ALASKA AIRLINES AEROSPACE EDUCATION CENTER**

T.A. Wilson Great Gallery

Monday, April 16 | 6 to 7 p.m.

RSVP required: To attend, email us at membership@museumofflight.org.

**COFFEE WITH THE CURATOR**

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 desserts on us! RSVP to membership@museumofflight.org to attend.

**AIRCRAFT MANUALS**

The team from the Museum’s Harl V. Brackin Library (Chris Stanton and Janell Schnackenberg) will discuss the library’s IMLS-funded project to catalog, rehouse and preserve the library’s extensive and one-of-a-kind Manuals Collection. The team will share stories, challenges and successes from working with the collection, which contains more than 14,000 aircraft, engine and accessory manuals over the course of the 3-year project.

**RED BARN, 1ST FLOOR**

Tuesday, April 17 | 4 to 5 p.m.

**WILLIAM M. ALLEN THEATER**

Membership is required.

**NORTHWEST AEROCLUB ROOM**

Red Barn, 1st Floor

Friday, April 6 | Noon to 1 p.m.

**THINGS**

Please join the Museum’s curatorial team for another unique edition of “A Few of Our Favorite Things” where each staff member will share stories, challenges, and successes from working with the collection, which contains more than 14,000 aircraft, engine, and accessory manuals over the course of the 3-year project.

**RED BARN, 1ST FLOOR**

Wednesday, April 25 | 10:30 to 11:30 a.m.

RSVP required: To attend, email us at membership@museumofflight.org.

**NORTHWEST AEROCLUB ROOM**

Red Barn, 1st Floor

Monday, April 9 | 10:30 to 11:30 a.m.

**LOCKHEED 10-E ELECTRA**

**MEMBERSHIP EVENTS**

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

**MARCH/APRIL 2018**

**THE POST**

**FILM REVIEW**

**THE POST**

On the cover: On April 12, 1962, Soviet cosmonaut Yuri Gagarin became the first man in space. This is the front cover of The Huntsville Times, Vol. 51, No. 21 dated Wednesday, April 12, 1962. (THE HUNTSVILLE TIMES/AL)
CURIOSOUS VISITORS OFTEN ASK how the Museum chooses what to collect and display, and they sometimes ask why we may leave a seemingly random item inside an artifact, like a stuffed version of cartoon Garfield’s nemesis.

Check out the front of our Coast Guard helicopter in the T.A. Wilson Great Gallery. Amongst the daunting rotors and the lifesaving equipment, peering through the glass nose, is a stuffed Odie the dog, a stay-away in residence since the HH-52 was raised to the rafters.

Odie has sat shotgun in many aircraft long before his current roost came to our collection. As a full-fledged member of our restoration team, he too became part of the story of the HH-52. A tightly-knit group of volunteers and employees, our restoration team included Odie in everyday activities and he became a fixture of their interactions. Odie shows that we are not just a Museum of flying machines; we also share experiences and become the keeper of stories. We provide a look back at not just a thing, but at why it was important, what is was like to live through it, and what we can learn from it.

Our displays and artifacts are about more than historical accuracy—they are a narrative of the why, how, when, and what. Most importantly, Odie is there because of the who. The people who night fly a helicopter over dangerous waters to save a life. And the people who spend hours, months and years restoring that aircraft and enjoy having an inanimate companion along on their restoration journeys. A stuffed mascot can provide a bit of solace, fun, or humanism during stressful, boring, or even heroic times.

Come see Odie and the hundreds of stories that the Museum has to offer. The collection is the heart of the Museum and I hope you can find the stories, people, and objects (no matter how small) that speak to you.

Cheers,

Matt Hayes, President and CEO
NC91008 LIVES ON
QUESTIONS ANSWERED BY: JOHN LITTLE, ASSISTANT CURATOR AND RESEARCH TEAM LEADER

Q: THE MUSEUM’S DOUGLAS DC-3 BEARS THE MARKINGS OF ALASKA AIRLINES AND THE REGISTRATION NC91008. WHEN DID IT FLY FOR ALASKA?
A: The Museum’s Douglas DC-3 never actually flew for Alaska Airlines. On July 14, 1940, Douglas Aircraft delivered the Museum’s DC-3, 3-277C, constructor’s number 2345, to American Airlines, who registered it as NC15391. American then sold it to TWA on May 28, 1942. After several other owners, Ozark Airlines purchased NC15591 in 1954 and reregistered it as N138D, which remains its official registration to this day. After passing through the usual litany of charter operators, N138D finally ceased operations in November 1982 and was hung in The Museum of Flight in 1987. In early 1998, the Museum performed a major “re-hang” of its aircraft in the T.A. Wilson Great Gallery to put the aircraft into chronological order by date of first flight. Alaska Airlines underscored the re-hang’s huge cost with a generous donation. In appreciation, the Museum put its DC-3 into Alaska Airlines’ markings. Unfortunately, Alaska had many variations in its DC-3 markings and relatively few photographs exist that show the markings in detail. The Museum’s senior curator at the time, Dennis Parks, found an excellent photograph of NC91008, whose markings we applied without further research. Well, it turns out that the real NC91008, a former C-47A-30-DK, constructor’s number 13977, (USAAP serial number 43-48160) crashed into a mountain, some 25 miles northwest of McGrath, Alaska, on August 8, 1954. Both of the pilots were killed; fortunately, there were no passengers or flight attendants aboard. So, “NC91008” lives on, simply because that is the registration number of the aircraft we applied without further research.

Q: OUR MUSEUM HAS ACQUIRED A DOUGLAS DC-6B, BUT THE ONLY PLACE THAT WE CAN DISPLAY IT IS OUTSIDE, IN A CLIMATE SIMILAR TO THAT OF SEATTLE. WHAT ADVICE CAN YOU GIVE FOR DISPLAYING A DC-6B OUTDOORS?

Q: THE MUSEUM RECEIVED A COLLECTION OF 1950s PHOTOGRAPHS RELATING TO THE AEROCYCLE, OR HELI-VECTOR, DESIGNED BY THE DE LACKNER HELICOPTER COMPANY OF MOUNT VERNON, NEW YORK. IN THE 1950s, NACA PROPOSED A ONE-MAN PERSONAL HELICOPTER OR FLYING PLATFORM. IT WAS BELIEVED IF THE ROTORS WERE PLACED ON THE BOTTOM, A PILOT COULD STEER BY SHIFTING HIS WEIGHT. DE LACKNER WAS ONE OF THREE COMPANIES TO DEVELOP A PROTOTYPE, AND THE US ARMY ORDERED TWELVE FOR EVALUATION. UNFORTUNATELY, THERE WERE TWO ACCIDENTS CAUSED BY THE BLADES FLEXING AND COLLAPSING, SO THIS CONCEPT WAS ABANDONED. THERE IS ONE AEROCYCLE STILL IN EXISTENCE AT THE U.S. ARMY TRANSPORTATION MUSEUM. THIS PHOTOGRAPH COLLECTION ALSO INCLUDES OTHER VERSIONS OF A PERSONAL HELICOPTER DEVELOPED BY DE LACKNER. THE DONOR’S FATHER, BRUCE MAUER, WORKED AS A MECHANICAL ENGINEER FOR DON DE LACKNER, WHO LATER OPERATED AN AMUSEMENT RIDE COMPANY. MR. DE LACKNER GAVE THESE PHOTOGRAPHS TO BRUCE MAUER WHO IN TURN GAVE THEM TO HIS SON, KEVIN MAUER.

What’s new in the collection?

BY: CHRISTINE RUNTE, REGISTRAR

WORLDWIDE AND WISE

WITH SUPPORT FROM Boeing and Emirates Airlines, members of our outreach team travelled to Dubai to deliver education programs for the opening of the Emirates Flight Training Academy. This modern facility aims to train the next generation of aspiring airline pilots. From the UAE, staff flew to Nagoya, Japan to begin a nationwide tour of schools and science centers, delivering programs like the Flying Gizmo Show to audiences of all ages. The tour started in Aichi Prefecture, where the Museum has a cooperative agreement with the Aichi Museum of Flight. The Museum also shares an education partnership with the soon-to-be-opened Flight of Dreams aerospace center at the ‘Centrair’ Airport, just south of Nagoya. While some staff circled the globe, others hosted the Exhibition of Learning for the first cohort of Washington Informal Science Education classes. WISE, a consortium of six area informal science providers, develops and implements a multistage education program for all 5th graders in Highline Public Schools. Students participate in offsite and classroom engineering lessons, conduct their own scientific investigations and present their findings to their friends and families at the Exhbition.

THE MUSEUM BEYOND

THE MUSEUM CONTINUES TO PUSH BEYOND the borders of our campus and bring the Museum education experience to students. The Michael P. Anderson Memorial Aerospace Program (MPA), which helps middle school youth in underserved communities explore careers in the aerospace and aviation industry, launched its second year of in-school programming. Teachers in schools across the region work with the Museum to deliver educational programming directly to their students in the classroom, tripling the number of participants in MPA.

Full Circle

ONE HUNDRED YEARS AGO, Boeing engineers used state-of-the-art technology in the Red Barn Drafting Room to design airplanes that changed world travel. Today, thanks to a generous grant from the Archibald Charitable Foundation, the historical Drafting Room has been transformed into a learning laboratory that accommodates a variety of education programs, chief among them the Aeronautical Science Pathway program, which prepares students for high demand careers as a pilot, airport or airline manager, airline dispatcher, unmanned systems specialist or air traffic controller. The room has been fully equipped with computers that allow today’s students to readily access information, conduct research, design airplanes and other artifacts, and create and edit videos—all part of preparing for their future careers. Wong Yin, one of the first engineers at Boeing, would be proud!

SUMMER IS COMING...

Register for ACE camp today! See our ad on page 25.

And with it, a game of drones. Aerospace Camp Experience (ACE), the Museum’s day camp, is building on a record-breaking 2017 by expanding its offerings. At the center is the Museum’s new Learning Annex, two classrooms located just north of our Lockheed Constellation which will be ready for campers to use this summer. The additional space allows ACE to include more programs centered on drones while adding sessions of some of our more popular traditional camps. Check out our camp brochure at museumofflight.org/ace.
WHAT IS PI, AND WHY IS IT CELEBRATED? on March 14? Pi is simply the circumference of a circle divided by its diameter, and it is called a constant because it is the same for any circle, of any size. And when you write Pi as a decimal, it continues forever, never ending and never repeating itself. The first digits are 3.14159.

Named Pi because π is the first letter of the Greek word “perimetros” or perimeter, this constant is found in many areas of math and physics, and it appears routinely in equations describing fundamental principles of the universe.

While only a handful of digits are needed for typical calculations, Pi’s infinite nature makes it a fun challenge to memorize and to computationally calculate more and more digits. Pi has been calculated to over one trillion digits beyond its decimal point!

This year, the Museum joins in the fun as we celebrate Pi Day with author and mathematics professor Eugenia Cheng, author of *How to Bake Pi: An Edible Exploration of the Mathematics of Mathematics*. The event begins with a meet and greet reception with (what else?) pie, followed by a lecture and book signing. (Event details on page 17.)

In *How to Bake Pi*, Cheng provides an accessible introduction to the logic and beauty of mathematics, powered unexpectedly by insights from the kitchen.

Asked about the popularity of Pi Day, Eugenia comments "that while detractors say it’s a bit silly, is an approximation, and only works in American date formats, the idea of having just one day in the year when unlikely people think about and even have fun with something mathematical is a good thing! The fact that people get really excited about it shows, to me, that people do have the capacity to get excited about math concepts if they’re presented in a fun way that doesn’t take itself too seriously, and in a way that everyone can get involved with using their imagination."

In honor of Pi Day, we’d like to share a recipe found in our archives. How does it hold up today? Take a photo and tag us on Instagram and Twitter (@museumofflight) or share on our Facebook page on March 14 to let us know how it turned out!

PIE on Pi Day

HOW PI HAS BECOME A POP CULTURE PHENOMENON

BY: MELANIE KWONG, PUBLIC PROGRAMS COORDINATOR

STEVEN SPIELBERG’S THE POST reenacts the events leading up to the Washington Post’s publication of the Pentagon Papers, classified documents that detail military failures and missteps prior to and during the Vietnam War. At the center of these events is newly-minted Washington Post publisher Katharine Graham, played by Meryl Streep, who vacillates between the desire to uphold the First Amendment and the need to protect the future of her paper.

With masterful storytelling by Spielberg, the film manifests the speed and urgency of a newsroom while carefully attending to the details of the era. One of its standout scenes doesn’t involve its two stars—Streep and Tom Hanks, who plays hard-nosed Editor-in-Chief Ben Bradlee—but rather the giant printing presses and the men who operate them in the Washington Post’s assembly line. In this digital age of news apps and online magazines, seeing the intricate platemaking process and hearing the noise of the printing machines churning away is a welcome pleasure.

But the key element of the film—Graham’s trajectory from uncertainty to bold leadership—is sensitively borne out by Streep. At the beginning of the film we see Graham scrambling from meeting to meeting with an armload of papers and binders, struggling to make her voice heard. Near the end, she asserts her authority when she responds to a statement from one of her male board members: “I’m asking your advice, not your permission.”

Graham’s bold decision to publish resulted in a major turning point in the Vietnam War. There was no going back after the Washington Post ran the story, and the United States ended its war efforts in 1972, due in part to the Post, the New York Times, and other papers winning their battle for the First Amendment.

To learn more about the Vietnam War, be sure to visit our new Vietnam War exhibit, opening in May 2018.

FILM REVIEW

FIRST AMENDMENT FIGHT

The Post Film Review

BY: IRENE JAGLA, CONTENT MARKETING MANAGER

DREAMWORKS STUDIOS/INTERNATIONAL MEDIA/MARVEL CENTURY ENT
Even though women were active in the early days of aviation—Frenchwoman Raymonde de la Roche got her wings in 1910, and American Harriet Quimby earned her pilot license in 1911—they have since lagged behind men, leading to a significant gender gap in the profession. As of 2016, the FAA counted 39,187 women pilots among a total of 584,362 in the U.S. The women who comprise this 6% have stories that reflect the historical and cultural reasons behind this gap. In honor of Women’s History Month, and as a means of drawing attention to this imbalance in the aviation industry, Aloft is sharing the stories of three women pilots who are working to close this gap and inspire young women to pursue careers in aviation.

BY: IRENE JAGLA, CONTENT MARKETING MANAGER

WHEN DID YOU FIRST BECOME INTERESTED IN FLIGHT?
I came from the womb wanting to be in the sky! I always looked up at airplanes and grew up going to air shows at bases. But it didn’t occur to me that I could be a pilot until I met this woman, Maureen, who once took me for a ride in her little plane. I was terrified and super excited and thought ‘Oh my gosh, if this little tiny Southern Belle can do it, I can do it!’ She became a mentor of mine and was so excited because her own kids never really showed any interest in flying. Her husband didn’t really fly anymore, so I picked her brain and sat in the right seat for hours.

WHAT KINDS OF OBSTACLES DID YOU ENCOUNTER DURING YOUR PATH TO BECOMING A PILOT AND WHO MENTORED YOU THROUGH THOSE OBSTACLES?
The main obstacle for me was financial. I didn’t know where to start and ended up taking out a massive loan out from the bank that no one would co-sign for me. It took me twelve years and I had some help in the end paying that off. In my first jet job I made $25,000. My student loan payments were more than my actual salary. The other thing that was a struggle for me was my own self talk: ‘I’m the only girl and girls aren’t good at math; maybe I should have paid attention when dad wanted to work under the hood of the car with me.’ Being gay, too, has been a challenge. Earlier in my career that was a big hurdle. It’s not anymore, thankfully. I work with the National Gay Pilots Association to mentor other LGBTQ people in aviation, and now there’s a scholarship and the major airlines like having a more diverse pilot list. But that wasn’t the case for a long time.

WHAT IS YOUR GREATEST SUCCESS THUS FAR?
One thing I’m most proud of is volunteering for Aviation Day. I took a group of girls to Aviation Day in 2014 and saw that the Girl Scouts didn’t have an ‘Aviation’ badge like the Boy Scouts did, so I called the program manager and wrote a badge program for the Girl Scouts where they would learn about weather, basic aerodynamics and careers in aviation. I wrote seven modules and presented them officially at Aviation Day, which we’ve done for three years. We’ve had about 350 Girl Scouts go through the program and earn their Aviation Merit Badge.

WHAT ADVICE WOULD YOU GIVE TO WOMEN OR GIRLS WHO DREAM OF BECOMING PILOTS?
Find people in your life who remind you of your strengths when things get tough and who will remind you of how badly you want it. At some point, it may get to be too much, or too expensive or it’s taking longer than it should. Find people who can hold up that mirror and say ‘You really want to fly.’
WHEN DID YOU FIRST BECOME INTERESTED IN FLIGHT?
I’ve been interested in it since childhood. I grew up coming to The Museum of Flight with my grandpa, who was a member. I went to Seafair each year and loved seeing the Blue Angels. I finally decided it was in my blood after taking a trip with my mom, who was a flight attendant, to Chicago, where I connected with the crew and a pilot who taught me a lot about flying.

WHAT KINDS OF OBSTACLES DID YOU ENCOUNTER DURING YOUR PATH TO BECOMING A PILOT? WHO MENTORED YOU THROUGH THOSE OBSTACLES?
I had an awesome female instructor for my private pilot license, Susan Ellers, and she was very supportive. The majority of overcoming obstacles was having supportive friends and family who kept me going when I was down. The instrument rating was not an easy thing to learn. Y our eyes have to be strong, so cross-checks took a long time for me to get down.

WHAT IS YOUR GREATEST SUCCESS THUS FAR?
Depends on how you measure success … Probably getting my degree, sitting there next to all those guys and realizing I made it through an intense program. That was a good feeling.

WHY DO YOU THINK THIS GENDER GAP EXISTS IN AVIATION?
Historically, women have been in the position of caretakers, staying home and never really having careers. Their dreams were built upon family and that was the norm. There are organizations that are trying to help women have careers. It’s important to support organizations like the Ninety-Nines so women can have scholarship opportunities. My flight career is on pause right now because I’m trying to pay off loans and continue training; but, if I’m in a pause, we can’t close that gap.

WHAT ADVICE WOULD YOU GIVE WOMEN AND GIRLS WHO WANT TO BECOME PILOTS?
I would say it’s all of those experiences I gained from my aviation career and transferring them into my current volunteer job at The Museum. It feels great to pass along my knowledge to the next generation and get them excited about following down same path. I’m as proud of being the Chairwoman as I am of being a 747 captain.

WHY DO YOU THINK THIS GENDER GAP EXISTS IN AVIATION?
Women are just as important as boys. They weren’t really hiring women. I left the career path that worked out well. Everyone in my career path was really supportive.

WHAT IS YOUR GREATEST SUCCESS THUS FAR?
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WHAT ADVICE WOULD YOU GIVE WOMEN AND GIRLS WHO WANT TO BECOME PILOTS?
I would start by saying that their futures are bright with many opportunities, from flight instruction to being a pilot. Whatever area they want to pursue, my advice is just to keep pursuing. If they work hard, stay the course, and study hard to get the grades they can go down the road full steam ahead to a rewarding career.
CELEBRATING YURI

ON APRIL 12TH, 1961 Russian Air Force pilot and cosmonaut Yuri Gagarin rode his Vostok-1 spacecraft into orbit to become the first human to enter space. During the early days of the Space Race, Yuri’s flight was a significant technical leap and a huge political coup against the United States. While Yuri was orbiting the Earth, the U.S. was still nearly a month away from the first Mercury sub-orbital flight and eight months away from John Glenn’s first orbital flight. Born on a collective farm under very humble circumstances, Yuri became the poster boy for the superiority of the Soviet system over the West. In fact, he became so important as a political tool for the Soviets that they would never know if the spacecraft if needed.

After a little over one hour in space and the completion of a single orbit, commands were sent to fire the retro rockets to slow the spacecraft for reentry. Unfortunately, the service module failed to separate from Yuri’s capsule. This sent the spacecraft into wild gyrations until reentry forces broke them apart. From that point on it was a ballistic reentry with g-forces going as high as 10. While still over 20,000 ft high, Yuri ejected from his spacecraft, completing his journey by parachute. His words to a farmer and his daughter after landing? “Don’t be afraid, I am a Soviet citizen, like you, who has descended from space.” He was, surely, a citizen, but his humble beginnings and historic flight made Yuri a Soviet hero and an icon for future space exploration.

Technically, Yuri’s flight was very risky. Not only were they dealing with all the unknowns of human reactions to being in space but the Luna/Vostok booster that Yuri was riding had a success rate of only 50 percent. Unlike the American approach of careful small steps in full public view, the Soviets had the luxury of secrecy. They could go for broke with a daring orbital flight because even if it failed, the outside world would never know it even happened. The government would decide what the next space achievement would be and the engineers had to scramble and take whatever shortcuts needed to make it happen.

Yuri's words to a farmer and his daughter after landing? “Don’t be afraid, I am a Soviet citizen, like you, who has descended from space.” He was, surely, a citizen, but his humble beginnings and historic flight made Yuri a Soviet hero and an icon for future space exploration.
Special Event

The Space Barons: Elon Musk, Jeff Bezos, and the Quest to Colonize the Cosmos

In partnership with Town Hall Inside Out, this lecture and book signing event with author Christian Davenport examines how billionaire entrepreneurs are funding the quest to colonize the cosmos. Moderated by GeekWire's Alan Boyle.

Tickets: $5 General
Available at townhall.org and at the door.

William M. Allen Theater
Wednesday, April 25 | 6:30 to 9 p.m.

Weekend Family Workshops

Kites on the Fly!

Come hear some kite stories and then make and decorate your own kite to fly at home!

T.A. Wilson Great Gallery
Weekends, April 14 to 22, 28-29
11 a.m. and 1 p.m.

Gliderama!

Learn why gliding is called the "Silent Sport," then make your own high-flying paper glider.

T.A. Wilson Great Gallery
Saturday, April 7 | 10 a.m. to 4 p.m.

Special Event

NASA Climate Day

Monitoring Earth from Space

2017 climate data have revealed that extreme events and weather disasters are the new normal. Learn the latest from NASA & NOAA UW Space & Sea Grant museum partners.

Charles Simonyi Space Gallery
Saturday, April 7 | 10 a.m. to 4 p.m.

Special Event

Sensory Day - Early Opening

In recognition of World Autism Awareness Day, the Museum invites children with autism and their families to join us for a FREE early opening to visit exhibits in a sensory-friendly environment, receive fun conservation activities from regional zoo and museum partners.

Charles Simonyi Space Gallery
Saturday, April 7 | 10 a.m. to 4 p.m.

Family Event

Wells Fargo Free First Thursday

Rosie the Riveter, the Musical

5th Avenue Theatre’s Adventure Musical Theatre Touring Company presents “Rosie the Riveter,” a fast, funny, and stirring family musical about the women who made the men’s airplanes during WWII.

Side Gallery
Thursday, April 5 | 6 p.m.

Ticketed Event

Barbie “Friend Ship” Playhouse

Step inside the Barbie “Friend Ship” playhouse, where your dolls can fly the friendly skies in style! Produced by Mattel in the 1970s, this portable dollhouse was made out of vinyl plastic. It’s two sides fold together and latch to make a box with a carrying handle. The outside looks like the fuselage of an aircraft, with United Airlines colors and logo. Inside, there is a “galley” for organizing food and everyday items and a seating area next to the windows. The dollhouse includes a plastic rolling cart, coffee pot and coffee cup, as well as cooking pots, two sets of orange plastic seats, and five pieces of Barbie clothing similar to what United Airlines flight attendants and pilots wore at the time. This dollhouse was donated to the Museum in 2011 by former flight attendant Barbara Lindcomb.

Saturday, April 14 | 1 to 1:30 p.m.

Flying for the First Time

In partnership with Town Hall Inside Out lecture series, for organizing food and everyday items in the 1970’s, this portable dollhouse was made out of vinyl plastic. Its two sides fold together and latch to make a box with a carrying handle. The outside looks like the fuselage of an aircraft, with United Airlines colors and logo. Inside, there is a “galley” for organizing food and everyday items.

William M. Allen Theater
Wednesday, April 25 | 6:30 to 9 p.m.

Weekend Family Workshops

Kites on the Fly!

Come hear some kite stories and then make and decorate your own kite to fly at home!

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Gliderama!

Learn why gliding is called the “Silent Sport,” then make your own high-flying paper glider.

T.A. Wilson Great Gallery
Saturday, April 7 | 10 a.m. to 4 p.m.

Special Event

R2-D2 Builders Club Expo

It’s the Pacific NW R2-D2 Builders Club! Come and meet these amazing replicas of the famous robots from the Star Wars Universe. R2-D2 will be joined by many friends like R2-A2, R4-M9, R3-B2 plus many more! Take your picture with your favorite droid and explore the world of R2-D2 building. And be sure to catch a presentation featuring R2-D2’s vibrant history in Hollywood at 2 p.m. in the William M. Allen Theater.

T.A. Wilson Great Gallery and William M. Allen Theater
Saturday, April 14 | 10 a.m. to 4 p.m.

KIDS PAGE

Junior Aviators

Aviation Term Word Search

The 16 words below are all names of airplane parts. Can you find them all? Some words may be backwards.

1. Fuselage
2. Nose
3. Landing Gear
4. Propeller
5. Engine
6. Wing
7. Tail
8. Cockpit
9. Flaps
10. Winglet
11. Rudder
12. Aileron
13. Cabin
14. Lights
15. Altimeter
16. Tailhook

Book Recommendation

Rosie Revere’s Big Project Book for Bold Engineers

By: Andrea Beaty
Illustrations: David Roberts

Go on an adventure of personal creativity and invention with Rosie Revere, the great-niece of Rosie the Riveter! Just like her great-great aunt, Rosie Revere is smart, tough, and ready for any challenge. Join her in designing a better bicycle, building a catapult, constructing a solar oven, and creating many more fun inventions. This book has plenty of room for you to draw, design and write your plans for the world’s next great invention. Don’t worry if your invention isn’t perfect on the first try—the best inventions always take time, and Rosie will guide you through every step of the process. With hundreds of full-color activities and ideas, you will never run out of ways to have fun with Rosie Revere while solving engineering challenges.

Check out more books like this in the Museum Store or online at museumofflight.org

Answer key on page 24.
There’s something magical about flying in a glider—or sailplane, as it is called by enthusiasts. Sailplane is a fitting term, a sailplane is to a power plane as a sail is to a motor boat. A sailplane pilot navigates by reading terrain and sky; a sailor reads water and sky. Sailors cross the widest oceans; sailplane pilots soar above the highest mountains.

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There’s the Wright, Lilienthal and Chanute-Herring gliders that taught us how to fly, and slender and unassuming, the Museum’s collection of powerless prestidigitation will be revealed at the Museum’s annual Soaring Expo. Southwest Airlines is also on hand to share its program, and Radio Control model sailplane clubs will also be on hand. Glider experience is something every pilot should add to their logbook, and young aspiring pilots can solo a glider at age 14! Soaring Expo might convince you that flying without an engine doesn’t take a magic touch, just a little sleight of hand.

And in 2006, our off-the-shelf fiberglass Perlan glider was flown to over 50,000 feet—miles above any jetliner of the day (a record recently surpassed the custom Perlan III, with plans underway to nearly double it). Seems like magic.

During the March 24 weekend, the secrets of powerless prestidigitation will be revealed at the Museum’s annual Soaring Expo. State-of-the-art sailplanes will be stationed in the Side Gallery, and members of the Seattle Glider Council, Evergreen Soaring Society and Puget Sound Soaring will be there to share their tricks. Radio-control model sailplane clubs will also be on hand. Glider experience is something every pilot should add to their logbook, and young aspiring pilots can solo a glider at age 14! Soaring Expo might convince you that flying without an engine doesn’t take a magic touch, just a little sleight of hand.

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ON JANUARY 21, 1968, the North Vietnamese Army (NVA) launched an attack against the U.S. Marine Corps’ Khe Sanh Combat Base (KSCB), with up to 40,000 men, two regiments of artillery, and even a few PT-76 tanks. Defending KSCB were three battalions of the 26th Marines, plus the 373rd Ranger Battalion of the Army of the Republic of Vietnam. Fortunately for KSCB’s 6,000 defenders, America’s senior commander in Vietnam, U.S. Army Gen. William C. Westmoreland, had anticipated the NVA’s attack and already had launched Operation Niagara, the aerial attacks that would save KSCB and inflict on the NVA its heaviest losses to that date.

While managing Niagara, however, Westmoreland also had to keep KSCB’s defending Marines and ARVN Rangers supplied by air. Operating Lockheed C-130 Hercules, Fairchild C-123K Provider, and de Havilland Canada C-7A Caribou transports, the steel-nerved pilots of the U.S. Air Force’s 834th Airlift Wing had to run the NVA’s well-laid gauntlet of antiaircraft artillery fire whenever approaching or departing KSCB. Remarkably, only one fixed-wing transport was shot down during the entire 77-day siege.

Weather permitting, American fighter-bombers flew flak-suppression sorties whenever transports were arriving or departing. But even that was not adequate protection. So, the 834th employed the Low-altitude Parachute-extraction System, in which a C-130 would fly some 5 feet over the runway, at a speed of about 150 miles per hour before releasing a 28-foot diameter parachute, which was attached to the cargo pallets. This allowed the C-130 to fly out from under the pallets, which would skid to a halt on the runway. Fortunately for KSCB’s 3,900-foot long runway.

An even smarter technique, the Ground-proximity Extraction System, stretched an arresting cable across KSCB’s runway. The C-130’s cargo load had a large hook attached to it, and the hook protruded from the C-130’s open rear cargo door, dragging on the runway. As the C-130 rolled over the cable, at just below takeoff speed, the cable popped up and was snagged by the hook, which pulled the entire load out, just as the C-130 took off.

When KSCB’s runway was too dangerous to use, cargo arrived by speed offloading, in which the cargo pallets were put on the western end of KSCB’s 3,900-foot long runway. To protect the Sea Knights, the Marines devised yet another ingenious tactic, the “Super Gaggle,” in which twelve Douglas A-4 Skyhawks would escort twelve to sixteen CH-46s and their Bell UH-1 gunship escorts. A two-seat McDonnell Douglas TA-4 Skyhawk led each Super Gaggle. Once the Super Gaggle began operating, in the last week of February, only two Sea Knights were lost.

With aerial supplies to KSCB’s defenders ensured, Westmoreland could turn his attention to Operation Niagara, with a task of annihilating the NVA around KSCB. Every day, the U.S. Air Force, Navy, and Marine Corps flew approximately 300 fighter-bomber sorties in direct support of KSCB. But Westmoreland’s “Big Stick” at Khe Sanh, as elsewhere in Southeast Asia, was Boeing’s B-52D Stratofortress. Carrying a bomb load of up to 60,000 pounds, B-52s flew at least 48 sorties per day in support of KSCB, with two three-aircraft cells arriving over the area roughly every three hours.

Prior to Operation Niagara, B-52 strikes had been prohibited within 1.86 miles of any American or South Vietnamese installation. However, following a successful test on February 26, 1968, B-52s were allowed to practice “close-in” strikes, bringing their bombs to within 1,094 yards of KSCB. In fact, some B-52 strikes came as close as 500 yards from KSCB, and one strike came within 293 yards. Despite the earthquake-like concussions of the close-in strikes, no American or South Vietnamese personnel were killed or wounded by B-52s at Khe Sanh. In praising the B-52 crews following Operation Niagara, General Westmoreland remarked that he had chosen the operation’s name, Niagara, “because I visualized your bombs falling like water over the famous falls in northern New York State, and that’s exactly what happened.”

Air power had saved the Khe Sanh Combat Base. In the words of U.S. Marine Corps Gen. Keith B. McCaffrey, “During the Khe Sanh campaign, the entire spectrum of tactical air support was called into play—not only Marine, but also Air Force, Navy, and Vietnamese Air Force.”

The Museum of Flight is busy expanding our exhibit pieces around Vietnam, in the hopes that it will start an important conversation within our community about the Vietnam War and the veterans from all branches of the U.S. military who served between 1964 and 1975. The month of May will feature a variety of Vietnam-related public programs at the Museum, and new exhibit pieces will open in the T.A. Wilson Great Gallery over Memorial Day weekend. The Museum is also building a new Vietnam Veterans Commemorative Park that will open later this year. For more information, visit museumofflight.org/WelcometHome.
Registration is now open for Aerospace Camp Experience!

One week camp sessions run 6/18 - 8/31

Camps in Aviation, Astronomy, Engineering, Rocketry, Robotics...and many other thrilling scientific subjects!

Camps for ages 4-5 and Grades K-9!

Also available: Wings of Spring | 4/9 - 4/13

Thank you to our community partners!

Answer Key for Junior Aviator Activities:

During Spacegiving Camp 2017, Sofia de Loosze (shown above with ACE Camp Coordinator, Rich Lynch) was selected by lottery to win her very own Fisher Space Pen. The pen (generously donated by Fisher Space Pen) writes in zero gravity and works upside down, underwater and in extreme temperatures.
POWER OF GIVING

PHILANTHROPY FROM THE INSIDE OUT

BY LOUISA GAYLORD
DEVELOPMENT COMMUNICATIONS COORDINATOR

THE MUSEUM IS MADE OF PEOPLE. Yes, it’s a building filled with airplanes and artifacts, but it’s also the people behind the admissions desk and the store cash register; the people who write Thank You letters and fix leaks in the roof; and, the people who organize the programs and events that our visitors love. The employees, docents and volunteers who come to the Museum every day because they enjoy what they do and believe in the Museum’s mission to become the foremost educational air and space museum in the world. But a few go even further by giving not only their time, but their philanthropic support as well.

Rick Hardin has been a project manager at the Museum for nearly five years. His innovative work on the Aviation Learning Center has led to its replication in other aerospace museums around the country. Rick’s father flew bombers in World War II and worked as an engineer on the landing radar of NASA spacecraft, which has inspired Rick to go above and beyond to support the Museum. “From day one, this organization has impressed me,” he says. “I want to give more than just the hours I spend here at my job—my father would have loved this place!”

And Rick isn’t the only one. Christine Runtz is part of the Collections department and directs the documentation of new artifacts being donated or loaned. “I’ve spent my entire career here as Registrar and it’s been amazing to watch the Museum grow from the Red Barn in the 1980s into the incredible institution it is today,” explains Christine. “I donate to GiveBIG every May in appreciation for the opportunities I’ve had over the 31 years that I’ve worked here. I know that every donation matters!”

Many others have contributed to Museum campaigns and appeals over the years as well. “I take our mission to heart, because every dream needs an educational plan to make it come true,” says Mary Batterson, our Corporate Partnerships Officer. “I’m proud to do my part to ensure that we can continue to have a lasting impact on every guest who walks through our doors!” Some gifts are made in honor of a coworker for their hard work organizing a big event. Other employees, like Executive Assistant Sarah Hopper, sign up for Frequent Flyers and make an automatic monthly gift because they want to support a particular program. “The Museum’s docent and volunteer corps is amazing,” explains Sarah Jane. “They bridge the gap between the artifacts and their place in history and our lives. I am a Frequent Flyer because I want to stay connected to those stories in my own small way.”

No one ends up spending time at The Museum of Flight by accident—everyone here is driven by the curiosity and exhilaration that aerospace embodies. “I’m not sure how one could work here and not be compelled to support our mission,” says Mary.

In Memoriam

Our deep gratitude and respect for the following individuals whose contributions to the Museum have made a long-lasting impact on our mission.

In Memory of Eric (Doc) Anders
Jim Compton
In memory of Eleanor C. Anderson
John and Eve Eckerson
Steve Rundstrom
In memory of James R. Anderson
Barbara Osborne
In memory of Richard M. Arnold
Scott Arnold
In memory of Barbara G. Ascanio
Tony Ascanio
In memory of Ubaldo A. Beato, Sr.
Dr. Ubaldo Beato Sr. and Maria M. Beato
In memory of Richard C. Benny
John and Dixie Benny
In memory of Donald V. Birdsell
Dave and Carla Birdsell
In memory of Worden Bishop
David A. Johnson and Catherine Bishop
In memory of Jack Bjerk
Marilyn Galespie
In memory of Bill and Helen Bunt
James H. Bunt, Jr.
In memory of Bert Butterworth
Robert Butterworth
In memory of Benjamin B. Cassidy, Jr.
Paula Clark
In memory of William H. Cook
F. Wyatt Cook
In memory of Lisa W. Creszenz
Robert and Phyllis Woodward
In memory of Franklin J. Davenport
Yvonne Davenport
In memory of Malvin (Mel) R. Davis
Beverly Bong
In memory of James (Jim) E. Duffy
Bette Kalohi
Murphy, Murphy & Murphy, Inc.
In memory of Richard L. Durham
Betty Durham
In memory of Kenneth F. Emerson
Margaret Emerson
In memory of Dick Friel
Sharon L. Friel
In memory of Ellis and Harry Gambini
Rosemary and Larry Breter
In memory of Thomas R. Green
Tommy and Jill Green
In memory of Bernard C. Hainline
Elizabeth A. Thompson
In memory of Ben W. Hall
Dana Dilgard
In memory of Donald Hall
Jimme and Eima Barber
In memory of Willis (Bill) E. Hardy
Gloria Clinton
In memory of William A. Hessel
Ed and Cheryl Waale
In memory of Robert L. Herschkowitz
Buck and Soiree Dossel
Catherine Hall
In memory of Sidney L. Hutchinson
Judith Hutchinson
In memory of Jesse P. Jacobs, Jr.
Dr. Richard P. Hallion
In memory of Arthur J. Kamm
John and Sandy Kamm
In memory of J. Allen Karl
Cordelia Karl
In memory of Ray O. Keeher
Lois Fairfield
Ross Latham and Nancy Penrose Latham
Roger Slatten
James C. Wilson
In memory of Richard B. Kimball, Sr.
Robert E. Kimball
In memory of Bill Kirkland
Linda F. Kirkland
In memory of William R. Knight
Ronald W. Knight M.D.
In memory of Tetuya (Ted) Kunihiro
M. Carolyn Kunihiro
In memory of John A. Lavo Paul and Marge Harvey
In memory of Harold C. Lee
Kenneth and Janet Lee
In memory of Mary H. Lippi
Joseph Lippi
In memory of William (Chuck) A. Lyford
Bruce R. McCaw
In memory of Michael R. Manning
Melinda Faller
In memory of Richard S. Marshall
Christine Marshall
In memory of Suzuko Matsunaga
Robert Murakami
In memory of Edward E. Miller
Sydney Miller
In memory of Craig A. Mueller
Marcia Mueller

In Honor

In honor of Makai Barutt-Der Fierro
Vanessa Barutt-Der Fierro
In honor of Bob Bogash
Christopher Johnson
In honor of Patrick Defroberts
Ted and Donna Steudel
In honor of Ryan C. DeRoeboks
Patrick J. DeRoeboks
In honor of Jennifer Drake
Ethan Anderson
In honor of David Feagins
Gail Feagins
In honor of James N. Gabriel
Alan and Amy Gabriel
In honor of Annie & Pat Gaillard
Melissa and Thomas Peterson
In honor of Matt Hayes
Carrie Hayes
In honor of Joseph W. King
Karen and laurent King
In honor of Bob Mucklestone
Megan Kruse
The Clarius Group, LLC
In honor of the Museum of Flight Staff
Patrick J. DeRoeboks
In honor of Bill M. Staab
Rori and Timothy O’Brien
In honor of Clara and emery
Larry and Kathleen Sunderland
In honor of Mark & Jessica Hatfield
in honor of jason & Mason Smith
in honor of brian & Amy Weisner
in honor of Robert W. Wilusen
Pat Wilusen
In honor of Richard A. Winkenwerder
G. Williams and Marjorie McCutcheon
In memory of Grant F. Wolfkill
Bruce R. McCaw
In memory of Glenn W. Woods
Willy Woods

In Memory of those who have given in honor of the Museum:

In honor of Brien S. Wygle
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In memory of Nat Penrose
Poo Penrose
In memory of Charles S. Rankin
Cordelia Karl
In memory of Orval L. Rice
Carol Miskill
In memory of Earl Rodger
Bob and Joni Rodger
In memory of Bryan W. Royce
William and Lynda Royce
In memory of Grant J. Silvernale, Jr.
Jean Opsahl
Joe and Alex Silverman
In memory of Bruce P. Sutherland
Lori and Timothy O’Brien
In memory of Richard W. Taylor
Richard and Margaret Wallace
In memory of John M. Tipping
Jack and Sharon Tipping
In memory of S. L. (Wel) Wallick
Sara Wallick
In memory of Edward B. & Robert C. Wilder
Mike and Amy Weisner
In memory of Robert W. Wilusen
Pat Wilusen
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