**Santa’s Landing Party**

Join us for some holiday cheer, light refreshments, and festive entertainment as Santa and Mrs. Claus land their plane at the Museum!

Members will enjoy a prime view from the 2nd Floor balcony as the couple touches down at 9:45 a.m. Following their arrival, we encourage Members to head to the T.A. Wilson Great Gallery where Santa will be available to hear children’s wishes until 2 p.m.

**Friday, Nov. 16 | Noon to 1 p.m.**

NORTHWEST AEROCLUB ROOM

(SOUTH VIEW LOUNGE, 2ND FLOOR)

Sunday, Nov. 18 | 11 a.m. to 2 p.m.

**Membership News**

**Receive news directly to your email**

Due to limited space, admission to this event is restricted to two adults and any children or grandchildren under age 18 as covered by your membership level. RSVPs required.

**RSVP by December 7 to membership@museumofflight.org**

**10:30 to 11:30 a.m.**

**Save the Date**

Calling all Flight Leader, Barnstormer, and Barnstormer Gold Members!

You Are GO For Lunch!

Save the date for a special luncheon with George W.S. Abbey, former director of the Johnson Space Center on December 8th! Be on the lookout for a special invitation soon to this inaugural event of our new “You Are GO For Lunch” program series.

**24 Hour Info Line: 206.764.5720**

**Member Events**

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

---

**Save the Date**

Calling all Flight Leader, Barnstormer, and Barnstormer Gold Members!

You Are GO For Lunch!

Save the date for a special luncheon with George W.S. Abbey, former director of the Johnson Space Center on December 8th! Be on the lookout for a special invitation soon to this inaugural event of our new “You Are GO For Lunch” program series.

**24 Hour Info Line: 206.764.5720**

**Member Events**

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

---

**Save the Date**

Calling all Flight Leader, Barnstormer, and Barnstormer Gold Members!

You Are GO For Lunch!

Save the date for a special luncheon with George W.S. Abbey, former director of the Johnson Space Center on December 8th! Be on the lookout for a special invitation soon to this inaugural event of our new “You Are GO For Lunch” program series.

**24 Hour Info Line: 206.764.5720**

**Member Events**

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

---

**Save the Date**

Calling all Flight Leader, Barnstormer, and Barnstormer Gold Members!

You Are GO For Lunch!

Save the date for a special luncheon with George W.S. Abbey, former director of the Johnson Space Center on December 8th! Be on the lookout for a special invitation soon to this inaugural event of our new “You Are GO For Lunch” program series.

**24 Hour Info Line: 206.764.5720**

**Member Events**

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

---

**Save the Date**

Calling all Flight Leader, Barnstormer, and Barnstormer Gold Members!

You Are GO For Lunch!

Save the date for a special luncheon with George W.S. Abbey, former director of the Johnson Space Center on December 8th! Be on the lookout for a special invitation soon to this inaugural event of our new “You Are GO For Lunch” program series.

**24 Hour Info Line: 206.764.5720**

**Member Events**

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

---

**Save the Date**

Calling all Flight Leader, Barnstormer, and Barnstormer Gold Members!

You Are GO For Lunch!

Save the date for a special luncheon with George W.S. Abbey, former director of the Johnson Space Center on December 8th! Be on the lookout for a special invitation soon to this inaugural event of our new “You Are GO For Lunch” program series.

**24 Hour Info Line: 206.764.5720**

**Member Events**

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

---

**Save the Date**

Calling all Flight Leader, Barnstormer, and Barnstormer Gold Members!

You Are GO For Lunch!

Save the date for a special luncheon with George W.S. Abbey, former director of the Johnson Space Center on December 8th! Be on the lookout for a special invitation soon to this inaugural event of our new “You Are GO For Lunch” program series.

**24 Hour Info Line: 206.764.5720**

**Member Events**

For all events, please RSVP to membership@museumofflight.org.
THE MUSEUM OF FLIGHT

Administration | 206.764.5700
info@museumofflight.org
Development | 206.768.7234
development@museumofflight.org
Membership | 206.764.5711
membership@museumofflight.org
Volunteers | 206.768.7179
volunteers@museumofflight.org
Public Programs | 206.768.7162
publicprograms@museumofflight.org
Private Events | 206.764.5706
privateevents@museumofflight.org
Group Sales | 206.768.7104
groupsales@museumofflight.org
Museum Store | 206.764.5704
store@museumofflight.org
Wings Cafe | 206.762.4418
Restoration Center and Reserve Collection
425.745.5150, SVanBerg@museumofflight.org
Collections, Library and Archives
206.764.5874, curator@museumofflight.org
Boeing Academy for STEM Learning
206.768.7239, education@museumofflight.org

Board of Trustees
Chairman
Robert A. Blackstone
Vice Chair
Charles A. Lyford IV
Executive Committee
Bill Ayer
Thomas A. Badlie
John W. Bramlage, M.D.
Nancy L. Auth
John T. Blackstone
Jennifer E. Carr
Robert E. Dannenhold
Bruce W. Hilyer
Robert A. Blackstone
Charles A. Lyford IV
J. Kevin Callaghan
Metcalf-Lindenburger
Edward J. Renouard
Thomas A. Baillie
Bill Ayer
Jeffrey J. Conner
Michael E. Koepe
Bill Ayer
Matthew Lawrence
David G. Logan
Edward J. Renouard
Bruce W. Hilyer
叚�ith Jeffrey J. Conner

We provide educational experiences that can last minutes or years. Hundreds of volunteers enthusiastically share their knowledge with visitors of all ages. There is art and architecture, and yes, even places to take selfies. There is an archive and library for deeper study. There is a community to enthusiastically share their knowledge with visitors of all ages. Instead of being static, our galleries come alive with people and activities, artifacts and interactive exhibits. We provide educational experiences that can last minutes or years. Hundreds of volunteers enthusiastically share their knowledge with visitors of all ages. There is art and architecture, and yes, even places to take selfies. There is an archive and library for deeper study. There is a community to enthusiastically share their knowledge with visitors of all ages. Instead of being static, our galleries come alive with people and activities, artifacts and interactive exhibits.

Season’s Greetings!

Matt Hayes, President and CEO

WHEN I TOOK THIS EARLY MORNING shot of a Mooney descending on Boeing Field, I was struck by the majesty of the mountain, the lights, the symmetry, and the color framing this little aircraft. Remarkably, because I’m a pilot, I was not thinking about what was going on in the mind of the person controlling that airplane. They saw what I saw, but this person wasn’t just looking; they were also moving, thinking, flying in that spectacular 3D environment. Because they were immersed in that moment, rather than observing it, their experience was so much richer and deeper than mine.

These thoughts remind me of why I am so proud of The Museum of Flight, and especially of the people who work together to make it an immersive experience for our visitors. Instead of being static, our galleries come alive with people and activities, artifacts and interactive exhibits. We provide educational experiences that can last minutes or years. Hundreds of volunteers enthusiastically share their knowledge with visitors of all ages. There is art and architecture, and yes, even places to take selfies. There is an archive and library for deeper study. There is a community to enthusiastically share their knowledge with visitors of all ages. Instead of being static, our galleries come alive with people and activities, artifacts and interactive exhibits.

This analogy is a long way of saying thank you to the wonderful team that has evolved the Museum from a simple image to a magnificent, 3D experience that anyone can navigate in and around. It is also an invitation to a world anyone can enjoy and learn from. And finally, it is a chance to become a part of an important community.

This was great to be the photographer of this picture; next time I want to be the pilot. At The Museum of Flight, you can be both.

Season’s Greetings!

Matt Hayes, President and CEO

THROUGH HIS LENS

Flashbacks

TOP LEFT: A sold-out crowd of about 1300 had a lively time at the Museum’s first summer night party, HangarFest. The music, beer, wine, food truck and game event was spread throughout the Aviation Pavilion and West Campus. Seattle band Spike and the Impalas headlined the music at HangarFest. (JACOB CALLAHAN) • Cornhole was a popular game at HangarFest. (TED HUETTER) • WorldViewers, national documentary and travel shows are regular visitors to the Museum, including crews this summer from England, Japan, Turkey and Ukraine. Here Natasha Mazgoyeva from the Voice of America speaks Russian in the Red Barn during a full tour of the Museum. The video will be broadcast to Russia as part her series spotlighting notable attractions around the country. (TED HUETTER) • The Museum’s second annual Maker Night introduced dozens of young students to the Connections program. Most of the children in attendance were in kindergarten to 2nd grades, and enjoyed over 15 hand-on activities ranging from soldering to 3D printing. One parent said, “Wonderful staff, thoughtful, kind and informative.” (JACOB CALLAHAN) • A new British video series, “David Jason: Planes, Trains and Automobiles" hosted by one of England’s most beloved TV actors, Sir David Jason, visited the Museum to learn more about the Boeing story. Boeing Company Historian Mike Lombardi showed Sir David himself a pilot the Red Barn. Model 408, 247 and especially the 747 prototypes where he engaged in a lively and insightful discussion with Museum trustee emeritus and legendary Boeing test pilot, Brien Wygle. The two are seen here in the cockpit, with Jason in the captain’s seat on the left. (TED HUETTER)
ARE YOU THERE?

Air Force on the night of March 9-10, 1945.

QUESTIONS ANSWERED BY: JOHN LITTLE, ASSISTANT CURATOR AND RESEARCH TEAM LEADER AND GEOFF NUNN, ADJUNCT CURATOR FOR SPACE HISTORY

What's new in the collection?

BY: CHRISTINE RUNTE, REGISTRAR

TERRE THOMAS IS the daughter of Nancy Nordhoff Dunnam, a WWII WASP (Women Airforce Service Pilots). Nancy made a donation of her WASP material in 1993 and Terre is making the final donation of Nancy’s WASP collection. Nancy started taking flying lessons at the age of 16 and later received her pilot’s license. She was attending the University of Washington in 1944 and left to join the WASP volunteer program in Sweetwater, Texas. Nancy was also one of 100 surviving WASPs who traveled to Washington, D.C. in 2010 to receive the Congressional Gold Medal. This donation includes Nancy’s copy of the Congressional Gold Medal as well as additional WASP uniforms and insignia. Nancy died in 2017. Nancy Nordhoff Dunnam previously donated WASP uniform on is on display in the J. Elroy McCaw Personal Courage Wing. As part of this donation, Terre has also included material from her grandparents, who served in WWII. This includes photographs and a WWII Signal Corp bracelet.

What’s new in the collection?

BY: JOHN LITTLE, ASSISTANT CURATOR AND RESEARCH TEAM LEADER

PLUTO, ARE YOU THERE?

Q: ON THE LOCKHEED SUPER CONSTELLATION, DO ALL FOUR OF THE PROPELLERS ROTATE IN THE SAME DIRECTION?

A: Yes. All four propellers rotate clockwise, when seen from the rear, which is typical of American-built engines. Having all four engines rotating in the same direction does generate some torque-steer when the engines are running at full-throttle, such as on takeoff, but the Connie’s three rudders have more than enough authority to keep it flying in a straight line, even if an engine fails on takeoff.

Q: WHAT IS THE DEADLIEST BOMBING RAID IN HISTORY?

A: Surprisingly, neither of the two atomic attacks qualify as history’s deadliest bombing raid. That grim distinction belongs to Operation Meetinghouse, which was carried out against Tokyo by 334 Boeing B-29s of the United States Army Air Force’s Twentieth Air Force on the night of March 9-10, 1945. Instead of dropping high-explosive bombs from dense, high-altitude formations in broad daylight, Meetinghouse used incendiary bombs, dropped at night from altitudes ranging from only 5,000 to 8,000 feet, with each B-29 navigating its own course to and from the target. The raid lasted about three hours, completely destroyed some sixteen square miles of Tokyo, killed (officially) 88,000 people (and probably well over 100,000), and left 1.2 million people homeless. On only its second operational mission, the B-29 that is on display in the Museum’s Aviation Pavilion, T Square 54, participated in Operation Meetinghouse.

Q: IS PLUTO A PLANET AGAIN?

A: As you may know, in 2006, Pluto got demoted. The International Astronomical Union (IAU) established a definition for planets that describes them as celestial bodies that (a) orbit the Sun, (b) have sufficient mass to form a nearly round shape, and (c) have cleared the neighborhood around their orbit. Because Pluto orbits among a crowded field of asteroids called the Kuiper Belt, it did not meet the new definition, and was relegated to dwarf planet status. In 2017, a group of astrophysicists and planetary scientists published a paper in the journal Icarus and Planetary Science which proposed a new definition based on internal geophysics rather than external orbital properties. They identify several flaws in the IAU definition. It excludes planets in orbit around stars other than the Sun, and includes or excludes bodies based on whether they got a lucky orbit. The paper argues that even the Earth wouldn’t be able to clear the neighborhood if it orbited where Pluto does. The paper puts forth a simpler definition, which it summarizes as “round objects in space that are smaller than stars.” If adopted, this new definition would increase the number of planets in our solar system to over 100, and would include bodies like Earths Moon, and the moons of several other planets.

Q: WHERE IS WASP 5444, THE LOCKHEED CONSTELLATION, TODAY?

A: WASP 5444, the Museum’s Lockheed P-38L Lightning, is in the World War II Gallery in the Museum’s Aviation Pavilion, T Square 54, participated in Operation Meetinghouse.

Applications Now Open!

MPA inspires underserved middle school youth throughout Washington State to participate in the Academy’s exciting educational programs while being mentored by professionals in the aerospace and aviation industry. It includes interactive online learning activities and several events from January through July.

Applications Due: October 30, 2018

Learn more at museumofflight.org/WAS

WAS is open to high school sophomores and juniors curious about human space travel. It consists of two phases; PHASE 1 - an online distance learning course, and PHASE 2 - a summer experience. WAS allows students interested in science, technology, engineering, and math (STEM) to plan a mission to Mars and get hands-on experience with engineering for space.

What’s new in the collection?

BY: JOHN LITTLE, ASSISTANT CURATOR AND RESEARCH TEAM LEADER

GIRLS TAKE FLIGHT

AMELIA’S AERO CLUB (AAC), an educational initiative that nurtures middle school girls from across Washington State hosted its annual First Time Flers event on Sunday, September 9. The event was a way to inspire young women to continue pursuing their dreams of aviation and aerospace. AAC members, and girls from programs such as Aeronautical Science Pathway and Western Aerospace Scholars, were invited to the Museum to take a seat in a small propeller aircraft for their first introductory flights. In one day, 99 girls put on headsets, buckled in, and witnessed piloting in action, thanks to the hard work of both volunteer pilots, gate managers, and Museum staff.

Applications are now open for two of the Boeing Academy for STEM’s most popular programs—Western Aerospace Scholars (WAS) and the Michael P. Anderson Memorial Aerospace Program (MPA).
Tickets go on sale November 14th

Member Presale at 10 a.m. · General Admission at 3 p.m.

For more information
museumofflight.org/hops

AIR WAR ONE
featuring photographs from the Museum's World War I Collection

BY: DAN HAGEDORN, CURATOR EMERITUS

MARK YOUR DANG CALENDAR!
Saturday, February 23rd, 2019

2019

HOPS & PROPS
THE MUSEUM OF FLIGHT · 17th ANNUAL

Almost immediately, both the Allies and the Central Powers scrambled to exploit the new science. It didn’t take long for the aviation entrepreneurs of France, Britain, Germany, Austria-Hungary, Russia and Italy to recognize that fortunes were to be made, and with astonishing speed, some of the most outrageous contraptions to ever attempt flight were being sold to governments poorly equipped to understand real-world requirements, since nearly everyone alive in 1914 possessed only the foggiest notion of what aeroplanes could really do.

The conflict itself soon dictated the nature of requirements. The French were, initially, wedded to the notion of biplane “pusher” designs, mimicked at the start by many of the leading British designs. The Germans and Austro-Hungarians, likewise, had their own pusher designs – some of them clearly knock-offs of French designs – as did the Italians.

But as engine technology started to catch up with the evolution of ever larger aircraft, capable of lofting significant bomb loads and machine guns, the appearance of huge, purpose-built bombardment aircraft commenced. By 1916, the Germans had organized the deployment of significant numbers of multi-engine Friedrichshafen, Gotha and A.E.G. bombers and, with some of these, commenced the first truly international daylight bombing raids in aviation history against England, bringing the war and its horrors home to the previously impervious citizens of the Scattered Isles. Aces and “fighters” emerged as a genre, relegating the plodding but vital observation aeroplanes to “also-rans.”

The storied, huge Zeppelin airships of WW1, with all of their inherent flaws, struck fear of “strategic bombing” as it came to be known, into the hearts of even the most remote elements of society, while the courage and discipline of their crews—especially those “fighting top” gunners out in the slipstream—is now but forgotten, a form of aerial warfare never repeated.

When all is said and done, the militarists who had been actively preparing for the European conflict which they flung onto the world in August 1914 had envisaged a short campaign designed to overcome, fairly easily and quickly, a largely unprepared enemy. In truth, with but 246 aircraft of all kinds, the actual German use of aircraft had scarcely been considered.

But when the Germans’ initial, spectacular advances were halted, then stubbornly resisted—an achievement to which the intelligent use of aerial reconnaissance by the Allies had contributed in no small measure—some members of the German Imperial Staff finally started to think seriously about their rather slow organization of air power.

The Germans’ more serious thinking resulted in aviation legacies like the Eight Air Combat Maxims, which can be examined in our J. Elroy McCaw Personal Courage Wing. And as I walk through our Personal Courage Wing, I remember my grandfather. He did not think highly of the aviators swirling over his head in 1918—indeed, he was thankful they were there. He had very little comprehension of how they did it all. But he did envy them their clean sheets (he was sure they had nice beds), tidy uniforms, and successes with the fairer sex in Paris at the end of the day. Some things never change.

To see more archival images from the Museum’s Digital Collection visit: mof.omeka.net
**MUSEUM MUSINGS**

**50 YEARS SINCE APOLLO 8**

By: Geoff Nunn, Adjunct Curator for Space History

50 YEARS AGO THIS DECEMBER, the crew of Apollo 8 became the first people to fly around the Moon and the first to look back at the Earth from another celestial body. Cmdr. Frank Borman, Command Module Pilot; Jim Lovell, and Lunar Module Pilot Bill Anders launched aboard the Saturn V rocket on December 21, 1968. Their six-day journey carried the astronauts to lunar orbit where they circled the Moon 10 times before returning to Earth on December 27.

Apollo 8 was viewed by many as a globally unifying accomplishment at the end of a very tumultuous year. The United States was embroiled in the Vietnam War. In January, the North Vietnamese launched the Tet Offensive, beginning one of the bloodiest periods of the conflict. U.S. troop deployments peaked at 541,000 individuals. Students around the world demonstrated for social reform, at 541,000 individuals. Students around the world demonstrated for social reform, and often turned violent. The clashes between police and demonstrators were common, and often turned violent. The assassinations of Martin Luther King Jr., and Senator Robert Kennedy punctuated the sense of division and despair shared by so many.

U.S. troop deployments peaked at 541,000 individuals. Students around the world demonstrated for social reform, at 541,000 individuals. Students around the world demonstrated for social reform, and often turned violent. The clashes between police and demonstrators were common, and often turned violent. The assassinations of Martin Luther King Jr., and Senator Robert Kennedy punctuated the sense of division and despair shared by so many. For the American people, the Apollo missions were a unifying accomplishment at the end of a year marked by assassinations of Martin Luther King Jr., and Senator Robert Kennedy.

The Moon landing was a milestone event that captured the imagination of the world. The famous photo “Earthrise” taken during the mission was one of the most iconic images of the 20th century. It showed the Earth rising over the horizon of the Moon, and it captured the sense of awe and wonder that the Moon landing inspired.

On December 24, 1968, the astronauts took photos of the surface, and delivered a live Christmas Eve television broadcast from the Moon. Mission Commander Frank Borman recalls that they received little instruction for the program other than to “do something appropriate.” The crew decided to take turns reading the Christian version of the creation story from the book of Genesis. They made the selection because versions of the story can also be found in the texts of the other Abrahamic religions, Judaism and Islam. The crew recognized that they were representing the whole world in their achievement, and offered a message that would resonate beyond the United States.

Turn the page to see this iconic image.

---

**ICONIC EARTHRISE**

The famous photo “Earthrise” taken during the mission provided an image of our planet from deep space, without borders. The frame captures the location of every event in human history, and of every human then alive, except the three astronauts of Apollo 8.

The Apollo 8 reached lunar orbit on December 24, 1968. There, the astronauts took photos of the surface, and delivered a live Christmas Eve television broadcast from the Moon. Mission Commander Frank Borman recalls that they received little instruction for the program other than to “do something appropriate.” The crew decided to take turns reading the Christian version of the creation story from the book of Genesis. They made the selection because versions of the story can also be found in the texts of the other Abrahamic religions, Judaism and Islam. The crew recognized that they were representing the whole world in their achievement, and offered

---

**SCHEDULE**

**Friday, Nov. 2 - 5:30 to 9 PM**

**EVIDENCE OF SPACE EXPLORATION...ON EARTH**

Join us for a cocktail reception, lecture and book signing with photographer and author Michael Soluri as he presents his series “Evidence of Space Exploration... On Earth.” Michael will reveal the context of the craft, labor and humanity of the New Horizons mission to the Pluto system, the sun-bound Parker Solar Probe and the last space shuttle astronaut crew to train and repair the Hubble Space Telescope. **TICKETS: $15 GENERAL | $10 MUSEUM MEMBERS**

**Saturday, Nov. 3 - 11 AM to 3 PM**

**SPACE EXPO ACTIVITIES, DEMOS, VR AND PANEL LECTURES**

Meet top names in the arts and sciences of space to celebrate all things out of this world. Learn about space exploration from those who do it, those who photograph it, and experience it for yourself. **INCLUDED WITH MUSEUM ADMISSION**

---

**Saturday, Nov. 3 - 5:30 to 8 PM**

**MARS DIRECT: HUMANS TO THE RED PLANET WITHIN A DECADE**

In the 1990s, Dr. Robert Zubrin proposed the “Mars Direct” mission architecture, using conventional rockets and Mars in situ resources to establish a sustained human presence on Mars. Now with interest in Mars at an all-time high, the “Mars Direct” plan is more relevant than ever! Learn about this cost-effective approach that is possible to achieve with current technology. Also featured will be demos of the MarsVR Program, a virtual reality tool for serious research and advancement of the exploration of Mars. **TICKETS: $15 GENERAL | $10 MUSEUM MEMBERS**
During the early 1950s, Armstrong hosted the cable series, First Flights, where he traveled to airports large and small to fly airplanes of all types. At left he’s at a California gliderport, eager to begin a flight in an AAI 21 sailplane that’s not too different from the Museum’s DG-500 Perlan.

AS WE APPROACH THE 50TH anniversary of Apollo 11 and wonder how in the world we got to the Moon, let’s erase the lines between the histories of aviation and spaceflight. The Apollo astronauts were all pilots. It was a NASA rule back then. Pilots flew the Mercury, Gemini and Apollo missions. The Neil Armstrong biography, First Man: the Life of Neil A. Armstrong, and now its movie adaptation, make clear that the “first man” was a pilot first—and foremost.

Flying was Neil Armstrong’s passion, and he brought all of his experience to the surface around you.

Armstrong’s descent to the surface of the Moon began with his first solo flight. It was 1945 and he was 15; flying an Aeronca Champ, a 65 hp two-seat, tube and fabric plane not very different from the Museum’s World War II Aeronca L-3B. He became a naval aviator in 1945 and he was 15, flying an Aeronca Champ, soaring, in his spare time Armstrong was an avid glider pilot (the Museum’s modern gliders are similar types).

In 1955 Armstrong moved to the Mojave Desert to be a test pilot with NASA’s predecessor, the National Advisory Committee for Aeronautics (NACA) at Edwards Air Force Base. Perfect timing. The skies of the Right Base. Perfect timing. The skies of the Right

*During the early 1950s, Armstrong hosted the cable series, First Flights, where he traveled to airports large and small to fly airplanes of all types. At left he’s at a California gliderport, eager to begin a flight in an AAI 21 sailplane that’s not too different from the Museum’s DG-500 Perlan.*

**SPECIAL EVENT**

**First Man: The Life of Neil A. Armstrong**

Join us for a reception, lecture and book signing with James Hansen, who wrote First Man, the only authorized biography (now a major motion picture) on the life of America’s most famous astronaut, Neil Armstrong—the man whose “one small step” changed history. And see the Behind the Scenes of First Man exhibit on display until Dec 20.

**TICKETS:** $20 GENERAL | $15 MEMBERS

Purchase online at museumofflight.org

**T.A. WILSON GREAT GALLERY**

**Thursday, Nov. 29 | 5:30 to 9 p.m.**

**SPECIAL EVENT**

**Hobby Day Expo**

Explore the world of hands-on hobbies as the NW Scale Modelers, the National Historic Tower exhibits, and Tower exhibits. Speaking of soaring, in his spare time Armstrong was an avid glider pilot (the Museum’s modern gliders are similar types).

In 1962 Armstrong left Edwards to be an astronaut. And then he flew spacecraft, too.

**SPECIAL EVENT**

**Einstein’s Monsters: The Life and Times of Black Holes**

Distinguished Astronomer Chris Impey discusses Einstein’s Monsters, his recent book that explores black holes and their historical role in theoretical physics from confirming Einstein’s equations for general relativity to testing string theory. The discussion will be followed by a book signing.

**TICKETS:** $5 GENERAL

Purchase at TownHallSeattle.org and at the door.

**WILLIAM M. ALLEN THEATER**

**Thursday, Nov. 15 | 7:30 to 9 p.m.**
December

LECTURE

Native Vision
Learn about the experiences of Native Americans in the 1930’s and 1940’s through the eyes of Alice Benally, a young Navajo girl. This presentation includes a dynamic solo performance from Living Voices and archival film and sound to illustrate how Alice maintains ties to her culture while living in a government-run boarding school.
QUONSET HUT, FIRST FLOOR
J. ELROY MCCAW PERSONAL COURAGE WING
Saturday, Dec. 1 | 11:30 a.m. and 1:30 p.m.

LECTURE

Astronaut Maker
Join us for a conversation with George Abbey, former director of the NASA Johnson Space Center, and his biographer as they discuss the 39-year career of a largely unknown figure who made essential contributions to the Apollo missions and the Space Shuttle. A book signing follows the presentation. Astronaut Maker: How One Mysterious Engineer Ran Human Spaceflight for a Generation will be available for purchase in the Museum Store.
WILLIAM M. ALLEN THEATER
Saturday, Dec. 8 | 2 to 3:30 p.m.

FAMILY EVENT

Wells Fargo Free First Thursday
On the first Thursday of each month, the Museum stays open late—and admission is FREE. Enjoy the Museum’s J. T. Wilson Great Gallery, E. Eloy McCaw Personal Courage Wing, Charles Simonyi Simonyi Space Gallery, Aviation Pavilion and more from 5 to 9 p.m., courtesy of Wells Fargo. The Museum Store and Wings Café will also remain open for extended hours.
MUSEUM-WIDE
Thursday, Dec. 6 | 5 to 9 p.m.

WEEKEND FAMILY WORKSHOPS

First Flight
They are the most famous brothers in the history of aviation: Wilbur and Orville Wright, inventors of the airplane. Come hear about their first airplane flight in December of 1903, and make a model of the Wright Flyer!
T.A. WILSON GREAT GALLERY
Saturday and Sunday, Dec. 1-2, 8-9, 16 11 to 11:45 a.m. and 1 to 1:45 p.m.

Winter Family Fun
Giders, flying snowmen, robots or rockets—it will be up to you! Join us for winter themed aerospace and aviation activities during the holiday break. *The Museum will be closed on Dec. 25.
T.A. WILSON GREAT GALLERY
Saturday through Sunday, Dec. 22-30 | 10 a.m. to 2 p.m.

SPECIAL EVENT

Lindbergh Electric Aircraft Flight (LEAF) Fly-Off
This engineering competition features students designing, building and flying electric aircraft. The LEAF Challenge is sponsored by Powering Imagination, Starfish Education, and the Pacific Northwest chapter of the American Institute of Aeronautics and Astronautics. Event takes place during Free First Thursday.
SIDE GALLERY
Thursday, Dec. 6 | 5 p.m. to 9 p.m.

SPECIAL EVENT

Aircraft Flight First Thursday
First Thursday, Dec. 6 | 5 p.m. to 9 p.m.

FAMILY EVENT

Santa’s Landing Party
Our annual holiday party begins with Santa and Mrs. Claus arriving in an airplane at 9:45 a.m. They will hear children’s wishes in the Museum while the Boeing Concert Orchestra and Boeing Band provide holiday music. Enjoy festive family workshops, too!
PARKING LOT AND T.A. WILSON GREAT GALLERY
Saturday, Dec. 15 | 9 a.m. to 2 p.m.

TOY FROM THE COLLECTION

Little Miss American Airlines Stewardess Set, circa mid-1950’s
WELCOME ABOARD! The Little Miss American Airlines Stewardess kit gave children the chance to dress up and play pretend while learning about air travel. With the growth of commercial aviation in the 1950’s, there were more opportunities for young women to become stewardesses. Released by American Airlines and Venus Paradise, the kit contains an American Airlines Stewardess hat, ring and wings pin, in-flight service items, and a “certificate of qualification.” The set also includes a booklet, “Welcome Aboard” which is about how planes fly, along with a “How to Play Little Miss Stewardess” instruction manual. The manual provides a narrative to re-enact, which begins with helping passengers to board the plane, then serving them lunch, and finally arriving safely in sunny California. This playset was donated to the Museum in 2004 by Don R. Stumpf.

BOOK RECOMMENDATION

The Flying Girl: How Aída de Aestoa Learned to Soar
BY: MARGARITA ENGLE
ILLUSTRATED BY: SARA PALAEIOS
DON’T EVER LET ANYONE tell you what you can’t do! Aída, a young girl growing up on a lively Paris street, sees something that would change her life forever: an airship flying in the sky. From that day on, she knew she wanted to fly. When Alberto, the inventor of the airship, invited her to be a passenger, Aída refused—she would rather be flying the air ship. Although no woman or girl had ever flown before, she was not discouraged. Available for purchase in the Museum Store and online at museumofflightstore.org.

Answers to Air Travel Rebus:

1. D + A = T
2. A + K = W
3. C + R = E
4. - - + = R
5. D + + = A
6. T + T = W

A rebus is a puzzle in which words are represented by combinations of pictures and letters. Try to decipher what words are represented below. Can you solve all 7? Answers on this page.

TOY FROM THE COLLECTION

Little Miss American Airlines Stewardess Set, circa mid-1950’s
WELCOME ABOARD! The Little Miss American Airlines Stewardess kit gave children the chance to dress up and play pretend while learning about air travel. With the growth of commercial aviation in the 1950’s, there were more opportunities for young women to become stewardesses. Released by American Airlines and Venus Paradise, the kit contains an American Airlines Stewardess hat, ring and wings pin, in-flight service items, and a “certificate of qualification.” The set also includes a booklet, “Welcome Aboard” which is about how planes fly, along with a “How to Play Little Miss Stewardess” instruction manual. The manual provides a narrative to re-enact, which begins with helping passengers to board the plane, then serving them lunch, and finally arriving safely in sunny California. This playset was donated to the Museum in 2004 by Don R. Stumpf.

BOOK RECOMMENDATION

The Flying Girl: How Aída de Aestoa Learned to Soar
BY: MARGARITA ENGLE
ILLUSTRATED BY: SARA PALAEIOS
DON’T EVER LET ANYONE tell you what you can’t do! Aída, a young girl growing up on a lively Paris street, sees something that would change her life forever: an airship flying in the sky. From that day on, she knew she wanted to fly. When Alberto, the inventor of the airship, invited her to be a passenger, Aída refused—she would rather be flying the air ship. Although no woman or girl had ever flown before, she was not discouraged. Available for purchase in the Museum Store and online at museumofflightstore.org.

Answers to Air Travel Rebus:

1. D + A = T
2. A + K = W
3. C + R = E
4. - - + = R
5. D + + = A
6. T + T = W

A rebus is a puzzle in which words are represented by combinations of pictures and letters. Try to decipher what words are represented below. Can you solve all 7? Answers on this page.
The steady hiss of air conditioning and murmur of fuzzy radio transmissions filled the air as tiny blue blips—planes flying within the Boeing Field's airspace—danced across two large radar screens in the Tower's air traffic operations center. On this hazy August afternoon, you could see Beacon Hill to the east, the Seattle skyline to the north, and traffic crawling along I-5.

But the five air traffic controllers (ATCs) on duty weren't interested in the views. They were too busy monitoring air space and intoning strings of letters and numbers over headsets to incoming and outgoing planes, occasionally using a pair of binoculars to get a closer look at what's happening on the runway.


“There’s only a few people in the world who can afford that,” he responded, pointing to the $60 million Bombardier Global Express that just touched down on the runway underneath us.

Aside from these quick, quiet conversations, the scene inside the Boeing Field/King County International Airport (KBFI) Tower cab was unexpectedly serene, and worlds away from the chaos you may have seen depicted in Pushing Tin, a 1999 dramedy featuring fast-paced dialogues and action sequences on airport runways. Rodney Lindbeck, air traffic control manager at Boeing Field, demystified some of these misconceptions when he took my colleague and I behind the scenes at KBFI (Boeing Field Air Traffic Control Tower) to explain what it's like being an ATC and how their work ensures that your travel plans go smoothly this holiday season.

During our tour, we learned that the 85-foot Boeing Field tower was built in 1952 and its design mirrors that of many other air traffic control towers: administrative offices on the lower floors, breakrooms and quiet areas on the middle floors, and an operational control tower at the very top where all the action happens. This is where radar screens of all sizes display data that the controllers constantly monitor: distance between true north and magnetic north; levels of fog, which determine the location of the clearest, safest points on the runway; the location and speed of incoming and outgoing planes. All of these operations are made possible by machines that are, to put it mildly, outdated. But the clunky, beige legacy systems are getting the job done and Lindbeck has navigated through the FAA's bureaucratic approval processes to replace some of the outdated technology with newer, digital systems like the Surface Weather System (SWS) automated wind indicators along with altimeter readings, and a Standard Terminal Automation Replacement System (STARS) radar display that tracks weather and aircraft.

This modernization process is part of why Rodney loves what he does, and his ability to move such projects forward stems from a passion for air traffic control and a dedication to his team. “I wanted to be able to make changes and help younger people come along in this career field. I have so much passion for this job,” said Rodney, who has been working in air traffic control since he was eighteen years old. “I love to develop these younger people who will take over my position one day. The best part is growing and building a team.”

So, who are the young ATCs that constitute his team? On the day I visited, the men behind the controls seemed super laid back, and I asked Rodney if this is indicative of the kinds of people who are drawn to air traffic control. He smiled and replied, “That’s Warren Buffet.”

“How do you know?”

“There’s only a few people in the world who can afford that.”
traffic control. “It’s a spectrum of personality types,” he replied. “Mainly type A, but some can be laid back. The people who succeed are those who are on their game and love adrenaline. They are focused, passionate and can take constructive criticism.”

And yes, they are good at math. “It’s the math they told you that you’ll never use after high school,” joked one of the controllers. Rodney’s team routinely predicts a plane’s landing time based on its speed and distance from the tower—no calculators needed.

In addition to math skills, ATCs need to have excellent memories in order to internalize all the information necessary to talk to airplanes. The source of this information is FAA Order 7110.65 version X, what Rodney jokingly calls “the Bible” of air traffic control because of its immutable rules. “Between two 737s you always need 3 miles of separation, that will never change,” said Rodney. This consistency is helpful for controllers who relocate to other towers. “Once you have the book down, it’s down to deleting what you previously knew, in terms of airspace and airport dimensions, and rewiring your memory for your new place.”

This process of deleting old information and learning anew can be made more difficult based on the kind of traffic that an airport monitors. SeaTac, for example, has a fairly homogenous repertoire of large commercial and cargo jets entering and exiting its airspace; KBFI, monitors. SeaTac, for example, has a fairly homogenous repertoire of be made more difficult based on the kind of traffic that an airport

airspace and airport dimensions, and rewiring your memory for your new place.”

“Once you have the book down, it’s down to deleting what you previously knew, in terms of airspace and airport dimensions, and rewiring your memory for your new place.”

“Once you have the book down, it’s down to deleting what you previously knew, in terms of airspace and airport dimensions, and rewiring your memory for your new place.”

During their busiest seasons, Boeing Field sees about 700 to 750 operations (either a take-off or a landing) each day and SeaTac boasts over 1,400 operations daily. But no matter where ATCs are based, it’s their creativity and ability to stay cool under pressure that allows us to travel safely and efficiently. “A Cessna 182 coming into Boeing Field normally only does 70-80 knots on final, but, if you have a Gulfstream behind that airplane, they normally do 200 knots, so you have to space them out and make sure to move them to smaller runways or be more creative.”

Volunteer Profile

The Library Volunteers

The Museum of Flight

BY: STEVE DENNIS, VOLUNTEER

THE MUSEUM OFFERS VISITORS a world class collection of historically significant air and space artifacts. But there is more to our collections than meets the casual visitor’s eye. Tucked away near the Charles Simonyi Space Gallery is the Harl V. Brackin Memorial Library, home to over 90,000 books and periodicals and 18,000 aircraft manuals and technical reports. While not as flashy as the Great Gallery, the library makes an important contribution to the Museum’s mission as a resource for researchers, aviation enthusiasts, students, model makers and authors.

With a small staff, the library depends on volunteers to perform a myriad of tasks. Volunteers, like Ed Davies and Steve Ellis, examine acquired books, periodicals and technical material, screen for duplicates and forward them for cataloguing by Museum staff. The more detail they can input, the better the search results for library users. It is important work because the library is not just about collecting “stuff” — it’s about making the collection accessible.

85-year-old Ed Davies has volunteered in the library for 20 years. With an interest in aviation history, Ed describes working in the library as being like a “kid in a candy store.” Ed’s early interest in the Douglas DC-3 (aka C-47) has made him the local expert for researchers interested in the venerable plane and its variants. “Every day I learn new things working with the other volunteers and people like Dennis Parks and Dan Hagedorn, our former Curators,” says Ed.

Volunteer Steve Ellis, who boasts 16 years in the library, agrees. “Every day is a learning day” Steve believes he’s handled over 20,000 books during his library time, shelving returned items and “shell-reading” books to ensure that the catalog descriptions are correct. He is currently filing miscellaneous items in the aircraft and technical files. Some of the magazine and newspaper articles date back to World War I.

Steve likes to share his knowledge with Museum visitors outside the library as well by working as a Sunday docent and an interviewer with the Oral History program. Between them, Steve and Ed have contributed 11,700 volunteer hours: Davies with 4,600 and Ellis with 7,100.

Chris Stanton, Supervisory Librarian, believes the library wouldn’t be able to provide the same level of service to library users without the efforts of the volunteers. “They help us to care for the collection and share our resources and knowledge with Museum visitors, researchers and the wider public. They are a critical part of the library team.”

Steve, Ed and the other library volunteers are an important part of the Museum’s cadre of volunteers, working behind the scenes to make the Museum a world class organization.
Behind the Scenes of First Man

ON OCT. 12, THE MUSEUM PREMIERED A SPECIAL COLLECTION of costumes and properties used in the making of Universal Studio’s blockbuster movie First Man. The Museum has been associated with First Man filmmakers and distributor Universal Studios since production started in 2017, and our new exhibit is a result of this partnership. First Man opened in theaters nationwide on October 12, 2018.

First Man, the movie based on James R. Hansen’s book First Man: The Life of Neil A. Armstrong, is the first Hollywood feature about the global hero whose dangerous mission to the Moon and “small step” forever changed humanity’s bonds with Earth and space.

Neil Armstrong developed a close kinship to the author of his biography, who serves as a co-producer on the film, which allowed the production to move forward. “Neil thought that as long as we followed the blueprint that Jim provided, he was comfortable with us making this film,” says First Man producer Wyck Godfrey.

Academy Award winning director (La La Land) Damien Chazelle, Academy Award winning screenwriter (The Post, Spotlight) Josh Singer and First Man’s stellar production team, cast and crew collaborated with Armstrong’s family, his biographer, NASA, Apollo engineers and Apollo astronauts to make an authentic and gripping portrayal of the astronaut’s personal and immeasurably public journey. The film stars Ryan Gosling and Claire Foy. Behind the Scenes of First Man runs through December 20. See it before it’s gone!

Blackbird Tip-to-Tail Tours

The holidays mark the return of a perennial favorite: Blackbird Tip-to-Tail Tours. Explore stories and technical details of the Museum’s remarkable M/D-21 in these special hour-long tours offered only during the week between Christmas Day and New Year’s Day.

December 26 through January 1, 2019
11 a.m. and 2 p.m. daily

Museum News

Airfield Noise

The Museum’s Boeing Field Location is considered ideal for plane spotting, but this wasn’t always the case. 50 years ago, putting a museum on a working airfield was considered an inappropriate use of valuable property. The Museum founders were understandably faced with delays, financial hurdles and official red tape. But early Museum proponents had an ambitious vision of incorporating airfield dynamics into visitors’ experiences on the site where the region’s first flight occurred. Ultimately, former Governor John Spellman and other King County officials decided to take a chance, resulting in a new model of immersive aerospace education that impacted museums across the U.S. When asked how to deal with noise at an airfield, a Museum representative simply said, “We have no issue, as the Sounds of the Airfield are part of the Real-World Aviation Dynamic.”

Read the full story in For Future Generations, available at the Museum Store and online at museumofflightstore.org!

GIFT THE MOON AND THE STARS

Purchase a gift membership to The Museum of Flight this holiday season, featuring exclusive access to the traveling exhibition Destination Moon: The Apollo 11 Mission (coming April 2019) and receive $10, $15, or $20 off!* *Receive $10 off Navigator level, $15 off Aviator level, and $20 off Captain level. Offer valid Nov. 1-Dec. 21, 2018. Orders must be placed by December 18th for guaranteed holiday arrival. Please visit our store or call 206.764.5711.

Soaring Into TOMORROW

Make an Impact For Future Generations

Join the Museum’s Legacy Challenge and make a bigger impact than you ever thought possible.

Leave a gift in your will or living trust (and let us know).

A $5,000 matching gift is made in your honor to the area of your choice.

Impact future generations today.

Help secure the future of the Museum by notifying us of your intention today. Contact Sandra Dolose at 206-768-7199 or sdolose@museumofflight.org.
Helping Amateur Aviators Take Flight

BY: JEAN PICHA-PARKER, MAJOR GIFTS OFFICER

Brothers Ben and Marty Ellison have been a familiar sight at the Renton Airport for more than three decades, and their company, Ellison Fluid Systems, was based in one of the airport’s hangars. As they look to conclude their era of business at their long-time home, the Ellisons remain invested in aviation’s future and look to the Museum as a way to continue making a difference in their local aviation community.

Both are members of the Museum where Marty, who flew the Grumman A-6 Intruder in the Navy during the Vietnam War, has supported the Museum’s project to build the Vietnam Veterans Memorial Park, set to open next year. “Project Welcome Home is of particular significance to me,” says Marty, “Jim Farmer, a B-52 pilot, and I flew Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, “ says Home is of particular significance to me, "
VETERANS DAY
WEEKEND CELEBRATION
Saturday and Sunday
Nov. 10 & 11

Events include:

- Keynote address by Lt. Col. Ron Limes
- Performances by The Boeing Band
- Color Guard Presentation
- Beauty and Duty: A Look at Women’s WWII Military Uniforms
- A General’s Decision film screening
- An in-depth look at WWI Aviation Technology
- 50% off American Fighter Ace lithographs

FREE Admission on Nov. 11 for all Veterans and current military!
Daily schedule and details online at museumofflight.org.

Sponsored by

#TOLLTHEBELL
On November 11 at 11am, Americans across the nation will toll bells in remembrance of those who served and sacrificed.