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

**CIRCUITS, CIRCUITS**

Four sessions available!

We will gain hands-on experience while exploring the world of electricity, circuits, and energy.

**Monday, Jan. 8 | 10:30 to 11:30 a.m.**

**Monday, Jan. 22 | 3 to 4 p.m.**

**Monday, Feb. 12 | 10:30 to 11:30 a.m.**

**Monday, Feb. 26 | 3 to 4 p.m.**

All sessions are in the NORTHWEST AEROCLUB ROOM Red Barn, 1st Floor

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

Space is limited to 12 families (one child/one adult per family) 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.

---

**MEMBER MOVIE NIGHT**

**ARRIVAL**

Linguistics professor Louise Banks (Amy Adams) leads an elite team of investigators when twelve gigantic spaceships touch down at different locations around the world. As nations teeter on the verge of global war, Banks and her crew must race against time to find a way to communicate with the extraterrestrial visitors. Taking a chance that could threaten her life and quite possibly all of mankind. Rated PG-13 for strong language.

**WILLIAM M. ALLEN THEATER**

Friday, Jan. 19 | Movie starts at 6 p.m. Doors open at 5:30 p.m.

---

**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!

**NORTHWEST AEROCLUB ROOM**

Red Barn, 1st Floor

Friday, Jan. 19 | Noon to 1 p.m.

---

**MEMBER MOVIE NIGHT**

**UNDER THE NIGHT SKY**

Step inside our portable planetarium to immerse yourself in the Solar System you call home. Explore planets, moons and more while learning about the motions and interactions of these amazing celestial objects.

**SIDE GALLERY**

Wednesday, Feb. 7

5:45 to 6:45 p.m. OR 7 to 8 p.m.

RSVP with preferred session time to membership@museumofflight.org.

Space is limited to 35 people. For ages 5 and up (under 17 must be accompanied by an adult). Participants must be able to sit on the floor for one hour. (Wheelchairs can be accommodated with advanced notice). Not recommended for those with motion sensitivities.

---

We appreciate our Members and thank you for supporting The Museum of Flight. We hope to see you often in 2018 and look forward to sharing more events and special opportunities with you.

---

CONTACT THE MUSEUM

www.museumofflight.org

24-Hour Info Line: 206.764.5720
AS I TAKE A GLANCE over the T. A. Wilson Great Gallery, I think about how few get a chance to follow their dreams and give back to the community. There are two images that encompass this connection for me: our Stearman PT-13A Kaydet and the Congressional Gold Medal.

The first image, our Stearman PT-13A Kaydet, a WWII era trainer, is the same type of aircraft in which I received my taildragger rating. Many, if not most, of the WWII Aces trained in a Stearman just like ours. Remarkably most of them—fresh from the farms, city streets, and high schools—had never been in an airplane. Just months after climbing into a Stearman for the first time, these pilots were fighting for their country over Europe and the Pacific. Over the years, some of these pilots would earn the honor of Fighter Ace for their exemplary service.

This brings me to the second image: the Congressional Gold Medal. As the highest honor Congress can bestow, it was awarded to America’s Fighter Aces, who comprise almost 1,500 aviators that have fought bravely during military conflicts of the last century.

At the Museum, we do our best to honor the Aces and all Veterans for their selfless acts. We thank them deeply for their service. They not only fill our Museum as visitors and guest speakers, but they also continue serving our community as staff members, Board members, and volunteers. Since they have returned, they have continued to serve their fellow citizens and we heartily thank them for that as well.

Cheers,

Matt Hayes, President and CEO
HIDDEN IDENTITY

QUESTIONS ANSWERED BY: JOHN LITTLE, ASSISTANT CURATOR AND RESEARCH TEAM LEADER

Q: IS IT TRUE THAT, DURING WORLD WAR II, THE FAMOUS TUSKEGEE AIRMEN NEVER LOST A BOMBER UNDER THEIR ESCORT TO AXIS FIGHTERS?

A: The myth that "the Tuskegee Airmen never lost a bomber" originated in an article that appeared on page 2 of the March 24, 1945, issue of an African-American newspaper, the Chicago Defender. "332nd Flies Its 200th Mission without Loss." Though the 332nd Fighter Group, better known as the "Tuskegee Airmen," earned an unprecedented reputation for protecting Fifteenth Air Force heavy bombers from Axis fighters, not even the 332nd had a perfect record. According to Dr. Daniel L. Haulman, Ph.D., at the Air Force Historical Research Agency, Maxwell Air Force Base, Alabama, the 332nd lost 27 bombers between them, an average of 46 bombers lost per fighter group—far more than the 27 bombers that were lost by the 332nd. Despite the embargo, however, the Israelis acquired some P-51s and, to conceal the Mustang's origin(s), the Israelis removed all identifying markings. During the Suez Crisis of 1956, Israeli Mustangs were assigned to cut Egyptian telephone lines in the Sinai Peninsula to prevent the Egyptians from reinforcing the Mita Pass against Israeli paratroops. Four Israeli P-51Ds cut the telegraph wires with their propellers and the leading edges of their wings; the Museum's P-51D might be a veteran of that mission.

Q: IS IT TRUE THAT, BUT FOR A FARMER GIFTING HIS LAND, BOEING WOULD HAVE MOVED TO SOUTHERN CALIFORNIA IN THE 1930S?

A: In the early 1930s, Boeing seriously considered moving to the Los Angeles area, where clear weather and a skilled-labor pool already had made Southern California the center of American aviation industry. Alarmed by the prospect of losing Boeing, a patriotic, civic-minded, Italian-American farmer, Giuseppe "Joe" Desimone (who later would own Seattle's famous Pike Place Market), sold to Boeing forty acres of his farmland, between the east bank of the Duwamish River and the "Seattle-Tacoma Highway" (now E. Marginal Way S.). The sale price was $1.00 and Mr. Desimone's only condition was that Boeing agree to remain in Seattle. Boeing did so and used the land to build Plant II, construction of which began in 1936. Plant II's aircraft production began with the YB-17s in 1937, and ended with the eighth 737, in 1967. Sadly, Plant II was torn down in 2011, as part of Boeing's settlement of an environmental-remediation lawsuit.

Q: IS IT TRUE THAT THE MUSEUM'S NORTH AMERICAN P-51D MUSTANG ONCE FLEW WITH THE ISRAELI DEFENSE FORCES/AIR FORCE (IDF/AF)?

A: We do not know for certain, but we strongly suspect that it flew for the IDF/AF at some point during its career. The P-51D has no serial numbers anywhere on its airframe, and the only organization that "sanitized" combat aircraft like that was the Israeli Air Force. For fear of provoking an arms race, the United States maintained a strict arms embargo to all Middle Eastern countries prior to 1968. Despite the embargo, however, the Israelis acquired some P-51s and, to conceal the Mustang’s origin(s), the Israelis removed all identifying markings. During the Suez Crisis of 1956, Israeli Mustangs were assigned to cut Egyptian telephone lines in the Sinai Peninsula to prevent the Egyptians from reinforcing the Mita Pass against Israeli paratroops. Four Israeli P-51Ds cut the telegraph wires with their propellers and the leading edges of their wings; the Museum’s P-51D might be a veteran of that mission.

What’s new in the collection?

BY: CHRISTINE RUNTE, REGISTRAR

WILLIAM H. “BILL” COOK, JR. (1913-2012) began his career with the Boeing Company as a draftsman in 1938. He designed a “dual cycle transport” very similar to the SST, and an early image of this design is pictured here. The William H. “Bill” Cook, Jr. Collection (donated by Tandy Cook Hennings) extends from the 1930s to the 2000s and consists of personal and professional correspondence, documents, reports, personal writings, log books and photographs. One of the standout objects in the collection is the slide rule that he used in the 1930s and brought with him to the Boeing Company.

AMELIA’S AERO CLUB took on a new adventure this fall by participating in a FIRST (For Inspiration and Recognition of Science and Technology) Tech Challenge, or FTC. The team—Amelia’s Alicorns, Defenders of Technology—constructed and programmed a robot to compete in FTC’s "Relic Recovery" game. The team competed in their first league event on November 4, and after a challenging start, was able to outscore 31 out of 13 teams. On December 3, the team continued its success by placing first in the league and securing a spot in the regionals on December 16. Team numbers have all been active in Museum programming for several years and were looking for something new, and FTC fits the bill. FTC challenges the team in not only building a robot, but also programming and controlling the robot in a themed game with over 100 teams around the state.

IN FRONT OF A CROWD of proud family members and educators, students from the Aeronautical Science Pathway (ASP) program presented findings from their fall semester research projects. The dozen of participating students hail from schools as far as Woodinville and Tacoma to local Seattle-area districts. Using PowerPoint presentations with photos and relevant facts, students in groups of three shared their knowledge of topics related to aviation and aerospace, such as early aviation, the physics of flight, and the reasons behind strict TSA security protocols. One of the most creative presentations involved a humorous skit about TSA protocols that demonstrated what kinds of items may cause TSA agents to question a traveler.

The ASP program provides a fast track for high school juniors and seniors who aim to become pilots or begin careers in aviation operations management. Students enrolled in the program take courses at the Museum and complete online learning modules to earn both high school and college credit, and the showcase provided a venue for the students to share the results of their hard work with their most loyal supporters. The ASP program is open to students who reside in the Puget Sound region. Additional program and enrollment information can be found at museumofflight.org/ASP.
Meet Boeing Field

THE AIRPORT IN OUR BACKYARD

BY: NANCY WRIGHT, VOLUNTEER

MOST KNOW IT AS BOEING FIELD, but its formal name is King County International Airport. In many ways, the airport in our backyard is a living artifact featuring continuous displays of commerce: planes of all sizes and shapes; two railroad lines framing the Northshore's major freeway; and, on a clear day, Mt. Rainier.

Visitors can get a 180-degree view of our backyard two stories up in the tower display, where they can listen to conversations between aircraft and the Boeing Field air traffic control tower, located several blocks to the north.

In the early days of flight, Seattle only had one small air strip, Sand Point Field, which was inconvenient for Boeing's new venture: building airplanes that land on the ground. When Charles Lindbergh arrived to promote commercial aviation, local leaders heeded the call and made plans to build an airport nearer town. King County residents voted in favor of developing property resulting field was paved in 1941 to accommodate B-17 bombers being built for WWII.

Having Boeing Field as our back yard connects aviation history to the present and the future. On the east side of the airport, you can see new construction supporting the growth of corporate business jets and private hangars. During summer weekends, the Museum offers tours inside the airport's security fence, where future aviators can get inspired by the view.

DID YOU KNOW?

Boeing Field was dedicated on July 26, 1928. As stated on the plaque at the King County International Airport terminal, Boeing Field was "acquired by the people of King County, State of Washington, for the purpose of promoting aeronautics and named in honor of William Edward Boeing whose intelligent, active and long continued interest in all that concerns and advances the science of aeronautics merits and receives the public gratitude." A re-dedication ceremony was held back in July 2008 celebrating Boeing Field's 80th anniversary. Bill Boeing, Jr. attended the ceremony and revealed the new plaque just like he did as a kid in 1928 with his father.

POWER OF GIVING

A Tradition in Honor of Pat DeRoberts

BY: DANA FLANEGIN, DONOR SYSTEMS COORDINATOR

EACH YEAR THE MUSEUM receives hundreds of tribute gifts, many of which are memorials, that help support our programs and activities. There are also cases when we receive gifts in honor of someone who is still living. Many of these tributes are given to celebrate a special birthday, anniversary, graduation, or to acknowledge a friendship or thank a colleague. Over the years I’ve processed many gifts in honor of Pat DeRoberts from his friends, and I have often wondered how the tradition started. Last week I sat down with Pat, a Museum docent and former Boeing flight instructor, to ask him in person.

He explained that to understand this tradition of giving, we had to start at the beginning. As his retirement from The Boeing Company got closer, he and his wife, Donna, began to search for a small piece of property to establish the farm he had always dreamed about. In 1987 they purchased a 5-1/2 acre lot in Olympia, Washington that had a rural feel while also having neighbors nearby. In 1990, they built a home on the property and added some horses to the DeRoberts clan. For five years Pat commuted from his job near Boeing Field to his dream home in Olympia. During that time the DeRoberts formed closer friendships with their neighbors. After 39 years at Boeing, Pat retired and became a volunteer docent at the Museum. For five years Pat commuted from his job near Boeing Field to his dream home in Olympia. During that time the DeRoberts formed closer friendships with their neighbors. After 39 years at Boeing, Pat retired and became a volunteer docent at the Museum.

Having Boeing Field as our back yard connects aviation history to the present and the future. On the east side of the airport, you can see new construction supporting the growth of corporate business jets and private hangars. During summer weekends, the Museum offers tours inside the airport’s security fence, where future aviators can get inspired by the view.

To his surprise, the tribute gift tradition began on his 80th birthday bash, complete with outdoor tents and catering, organized by his wife. Along with the festivities, one of Pat’s best memories from that day was when a friend gave him the gift of a donation to The Museum of Flight. The rest of Pat’s friends knew how much the Museum meant to him, and they followed suit in the coming years with more donation gifts.

But a funny thing happened. When the list of gifts made in Pat’s honor became public, a few friends mistakenly thought he had passed away and called his wife, Donna, to express their sympathy. She had to laugh when she heard what had happened but quickly assured them that Pat was still very much alive.

Several years after Pat’s retirement, a group of his friends in honor of Pat DeRoberts from his friends, and I have often wondered how the tradition started. Last week I sat down with Pat, a Museum docent and former Boeing flight instructor, to ask him in person.

He explained that to understand this tradition of giving, we had to start at the beginning. As his retirement from The Boeing Company got closer, he and his wife, Donna, began to search for a small piece of property to establish the farm he had always dreamed about. In 1987 they purchased a 5-1/2 acre lot in Olympia, Washington that had a rural feel while also having neighbors nearby. In 1990, they built a home on the property and added some horses to the DeRoberts clan. For five years Pat commuted from his job near Boeing Field to his dream home in Olympia. During that time the DeRoberts formed closer friendships with their neighbors. After 39 years at Boeing, Pat retired and became a volunteer docent at the Museum.

To his surprise, the tribute gift tradition began on his 80th birthday bash, complete with outdoor tents and catering, organized by his wife. Along with the festivities, one of Pat’s best memories from that day was when a friend gave him the gift of a donation to The Museum of Flight. The rest of Pat’s friends knew how much the Museum meant to him, and they followed suit in the coming years with more donation gifts.

But a funny thing happened. When the list of gifts made in Pat’s honor became public, a few friends mistakenly thought he had passed away and called his wife, Donna, to express their sympathy. She had to laugh when she heard what had happened but quickly assured them that Pat was still very much alive.

Several years after Pat’s retirement, a group of his friends in honor of Pat DeRoberts from his friends, and I have often wondered how the tradition started. Last week I sat down with Pat, a Museum docent and former Boeing flight instructor, to ask him in person.

He explained that to understand this tradition of giving, we had to start at the beginning. As his retirement from The Boeing Company got closer, he and his wife, Donna, began to search for a small piece of property to establish the farm he had always dreamed about. In 1987 they purchased a 5-1/2 acre lot in Olympia, Washington that had a rural feel while also having neighbors nearby. In 1990, they built a home on the property and added some horses to the DeRoberts clan. For five years Pat commuted from his job near Boeing Field to his dream home in Olympia. During that time the DeRoberts formed closer friendships with their neighbors. After 39 years at Boeing, Pat retired and became a volunteer docent at the Museum.
IT’S NOT ALWAYS EASY
for war veterans to talk about their experiences, especially those who served in Vietnam, but on November 4th 2017, we were fortunate to have four veterans share their air combat stories for the panel, The Vietnam War: Perspectives from Air Combat Veterans.

BY: LOUISA GAYLORD, DEVELOPMENT COMMUNICATIONS COORDINATOR
I was at 4,200 feet when the missile struck.

-Capt. Mike Brown

Next, Museum Trustee Capt. Jim Farmer detailed his experiences piloting a massive B-52 on more than 100 combat missions. "We got shot down on the third night of Operation Linebacker II," Jim recalled. "If you’re ever wandering around in the woods, 100 miles from an enemy city, and you’re praying for a guardian angel—that’s what she looks like!"

The Sikorsky HH-3E Jolly Green Giant helicopter that rescued the group was a welcome sight for the downed crew.

Maj. Joe Crecca was the last to speak. He flew “86 and a half missions” while enlisted in the U.S. Air Force. On November 22, 1966, Joe was flying a McDonnell F-4C Phantom towards Hanoi when he was shot down by a SAM. Joe was able to eject safely but was taken into custody and interrogated, tortured and imprisoned by the North Vietnamese for 2,280 days—over 6 years—before he was released on February 18, 1973. Joe detailed his time in captivity at the Hoa Lo Prison in Hanoi, the layout of the prison campus, and the improvised normalcy that the American troops maintained while incarcerated. "If it hadn’t been for the tactical air crews like Dave Cable, and especially the B-52 crews like Jim Farmer, I would not be here. My bones would be in North Vietnam, " Joe said.

Jim rejoined Joe on stage to announce the Museum’s newest endeavor, Project Welcome Home—a veteran-initiated campaign to restore our B-52G Stratofortress #2584 and install it in a new Vietnam Veterans Commemorative Park. Mike Brown says, “Just as our effort in Vietnam was, this should be a team effort. " The aircraft was repainted last summer at Paine Field in Everett, and it will be disassembled and transported to Boeing Field this spring. The park, due to open later this year, is a venue for veterans to share their stories and will be free to all who wish to learn, honor and heal.

To learn more about Project Welcome Home or support the project, visit: museumofflight.org/WelcomeHome

Above: After being rescued from North Vietnam, Crecca is repatriated. (COURTESY JOE CRECCA) • Crecca, far left, awaits his repatriation. (USAFA)

Opposite: High angle right side view of a B-52G in flight, banking to the right. (USAFA) • Pararescuemen do a “fast rope” from a hovering HH-53 Super Jolly Green Giant helicopter. (USAFA)
THE MUSEUM'S F/A-18 IN ITS NEW PLACE OF HONOR ON THE SOUTH LAWN. (TED HUETTER)
THROUGHOUT THE 1960s, Boeing was at the forefront of commercial aircraft design. In 1967, the company prototyped its revolutionary new aircraft, the SuperSonic Transport. But in the 1970s government support dried up and the SST was quickly relegated to the history books. With such a drastic demise, the SST was often viewed as an abject failure for being too expensive and too controversial. However, research intended to usher in a new era of flight—too expensive and too controversial. However, research intended to usher in a new era of flight—was the silver lining in the program’s failure.

Many SST designs boasted a range of innovations from the program’s beginning. Boeing’s 2707, its most ambitious design, was at the bleeding edge of commercial aircraft technology. Aside from the wide-body fuselage, glass cockpit, and variable-sweep wing (swing wing), this aircraft would push the boundaries of aerodynamic efficiency with an exclusive new technology courtesy of NASA. Known as a supercritical airfoil, this design feature was unassuming, yet revolutionary in its applications. Tailored to enhance efficiency and control at supersonic speeds, this wing design allowed the aircraft to use less fuel at higher speeds—critical when operating costs can equate to success. The structure’s extensive use of titanium enabled the 300 foot long aircraft to cruise at speeds approaching Mach 3.0 and at an altitude of 60,000 feet, all while minimizing fuel consumption. Despite Boeing’s efforts, shifts in public opinion, a lack of congressional support and record oil costs ultimately thwarted the aircraft’s launch. By the 1970s, government-subsidized technology programs were on the chopping block and aerospace technology shifted to favor a more cautious and cost-effective approach.

While the SST never left the ground, the design ideas it pioneered were salvaged and re-implemented in aircraft just as innovative. As we again approach a new era of air and space technologies, it is tempting to look critically at risky projects. But to do so would be incredibly short sighted. When reaching for new heights, it is worth remembering that silver linings can be found anywhere.
**February**

**Lecture**

**Michael P. Anderson Memorial Aerospace Program**

In honor of Black History Month, and in conjunction with the Michael P. Anderson Memorial Aerospace Program, this inspirational presentation will feature an empowering lecture from a surprise guest. This annual event gives underserved children throughout Washington the chance to participate in the Museum’s aerospace education programs. Open to the public. Please check our website for speaker details.

**T.A. WILSON GREAT GALLERY**

Saturday, Feb. 3 | 2:30 to 4 p.m.

---

**Special Event**

**Popsicle Bridge Contest**

Teams of high school students, and the popsicle bridges they design, will be driven to their breaking points during the annual Popsicle Bridge Building Contest, sponsored by the Younger Member Forum of the American Society of Civil Engineers. Competitors design and build small bridges of the American Society of Civil Engineers. The bridges are judged for creativity, while using only popsicle sticks and white glue. The bridges are subjected to the pressures of a hydraulic press until they snap. The longest-lasting and most original structures win.

**T.A. WILSON GREAT GALLERY**

Saturday, Feb. 10 | 10 a.m. to 2 p.m.

---

**Special Event**

**Puget Sound Engineering Council Fair**

The universal span of engineering is demonstrated at the Puget Sound Engineering Council’s annual Engineering Fair. Young engineer enthusiasts in engineering can learn all about exciting career opportunities by talking to professionals in the field, including those from NASA, Boeing and universities. Student clubs will be sharing information and younger visitors can enjoy hands-on STEM activities.

**SIDE GALLERY**

Saturday, Feb. 10 | 10 a.m. to 4 p.m.

---

**Lecture**

**InFlight InSight: Safety by Design**

Discover how flying evolved from a risky adventure into one of the safest ways to travel. The Museum presents its new J. Kenneth Higgins Aviation Safety Exhibit with a panel discussion featuring some of the world’s foremost experts in aviation safety. You can see a full list of panelists on the Museum’s website. Following the panel, you can take a docent-led tour of the new exhibit.

**WILLIAM M. ALLEN THEATER**

Saturday, Feb. 10 | 1 to 2:30 p.m.

---

**Special Event**

**2018 NorthWest Scale Modelers Show**

Explore the world in miniature at the 2018 NorthWest Scale Modelers Show. See hundreds of detailed scale models of all types at the largest model show in the Northwest! Featuring special displays, modeling seminars and free make-and-take activities for families.

**T.A. WILSON GREAT GALLERY**

Saturday and Sunday, Feb. 17 and 18

10 a.m. to 5 p.m.

---

**Weekend Family Workshops**

**Long-Distance Valentines**

This workshop takes you on a journey to the early days of airmail, and then you can send your loved ones over the moon with a sweet, hand-made valentine.

**T.A. WILSON GREAT GALLERY**

Saturday and Sunday, Feb. 3-4 & 10-11

11 a.m. and 1 p.m.

---

**Special Event**

**11 a.m. and 1 p.m.**

Saturday and Sunday, Feb. 17 and 18

**10 a.m. to 5 p.m.**

**Aviator Word Scramble**

Unscramble the words below to reveal seven aviation terms and three Museum aircraft. Can you solve them all?

1. **KCRILBDAB**
2. **DOORECNC**
3. **ITPKCOC**
4. **GLAEEFSU**
5. **LINEGIC**
6. **PTILO**
7. **ARHGNA**
8. **LCEREAT**
9. **ROLEINA**
10. **LOFIRAI**

---

**Book Recommendation**

**Astronaut Academy**

BY: STEVE MARTIN

ILLUSTRATED BY: JENNIFER FARLEY

In the Astronaut Academy, you learn to be a pilot, an explorer, a scientist and a team player while practicing your quick-thinking skills with out-of-this-world activities. From puzzles to experiments, to space suit training and even astronaut exercise routines, this book has everything you need to prepare for your future astronaut career right at home!

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

---

**Junior Aviators**
EMPIRE WRITES BACK

In honor of Star Wars Reads Day, we hosted a writing contest for Padawans in grades 2-8. These are the winners.

DIARY OF A STORMTROOPER
BY: MARCUS L., AGE 9 1/2

HI, I'M R5-2061. (A stormtrooper) Now you might think I'm evil, but I'm not. The evil one is the Emperor. If you don't know who the Emperor is, which is unlikely, he is an old wrinkly dude who shoots lightning from his fingertips. Creepy right?!?

Anyways that tells you most about him. There's also this guy named Darth Vader. He looks like a cross between a robot and a human. He sounds like an old man with breathing problems. He's also kind of scary. Anyways I... OH SHOOT!!!! Someone is trying to escape in a tie-fighter!!!! Now everyone is shooting at it. Isn't that dumb?! Well I think it's dumb because YOU'RE GOING TO BLOW UP YOUR Own TIE-FIGHTER!!!!!!!!!!! Aaaaand it got away. UH OH... Darth Vader is calling me over. Be right back diary.

So apparently Darth Vader wants me and my friend R5-2062 to go find the missing tie-fighter. Yay! We each get to fly in our own tie-fighter!!! I've always wanted to fly a tie-fighter!!! How hard can it be? Wow! This is super easy! I'm already flying in space.

According to R5-2062, the tie-fighter is heading to Naboo. Out of all places why Naboo? Isn't that where Darth Maul died? You know, Darth Maul, the guy with horns and red black tattoos. Anyways, here at Naboo.

Now to look for this missing tie-fighter.

Now I haven't explained why I'm not evil. The only reason I'm a stormtrooper is that I wanted to be an engineer, but becoming a stormtrooper was the only job available in town.

Anyways, I think I see something in the distance. R5-2062 sees it too! We run to it. Sure enough, it's the missing tie-fighter! Yay! We found it.

Just then, we hear a loud BOOM! We look back to find that our tie-fighters blew up. Then we hear laughing coming from the missing tie-fighter. We draw our guns and look who's inside the tie-fighter. We find... a hologram of the Emperor cackling.

Now I'm not going to write down what he actually said, because that will take a really, really, really long time. Which is kind of strange really. Because usually his hologram messages are pretty short. So what he basically said was this: HA! HA! HA! You are now trapped on my homeworld Naboo. HA! HA! HA! The Empire doesn't need you nimrods any more! HA! HA! HA!

Then we hear a soft "swoosh" R5-2062 looks and spots a lit bomb. How in the world did it get there? Who knows? Anyways the important thing is that we have get out of here quickly. Me and R5-2062 run for our lives. Then we hear a BOOM! I get launched into the air and land on a Gungun. 5 days later... 

Living on Naboo isn't so bad. I got to be an engineer for designing different starships. R5-2062 works at a local food market. But his name isn't R5-2062 anymore. Call him Zack. My new name is Jeff. So if you want to see us, go to Naboo!

MR. DRAGON’S GREAT ADVENTURE
BY: ANGELA P., AGE 9

ONCE UPON A TIME there was a guy named Mr. Dragon. One day he travelled by a moon and said "Ooh! Look at this! I'm wondering what's inside." So he went into this moon looking thing. Then he was seeing bad guys all over the place. "Yipes!!!!" he screamed. "This is not a moon! This is the Death Star!" A few moments later, the laser guns started firing, trying to shoot him down. He couldn't escape. He jumped into water. He shouldn't have
John Archer was a humble man just trying to defend the Rebel Alliance. But one day John thought to himself "I think I have deserved a break. I should go ask the Admiral." So he did. "Admiral Forest, sir!" said John. "What do you want Archer?" said Forest trying to find a travel agent. "Well sir, you see we just defeated the Empire and I thought... well... Ok. But I want you back here as soon as we call you. " John admitted and then he went off to find a travel agent of his own. "Sorry to pull you away from your vacation John but we need help!!!" John told Jar Jar that he had to go. On the way home, John's tie-fighter started to sound strange and he told his fellow friends. One went down. Then two. After a lot of battling, the ship exploded and the rebels made the trip home. But on the way home, John's tie-fighter started to sound strange and he told his fellow members that he was having problems with his engine and made an emergency landing on the closest planet.

The pilot landed on the planet and started to look at the engine. After a little bit, he looked up from his work and saw that this planet had looked like the one he was on when he was on vacation! Then John heard a familiar sound. "JONNY!!!!!!! MESA HAPPY TO SEE YOU!!!!" John saw Jar Jar running over to great him. For next 3 hours, John and Jar Jar worked together to fix John's ship. They were also offered all of his fellow friends a slug or two to eat. When they said no, John shrugged and ate one.

The house and John was offered a jar of bugs that looked like slugs and refused to eat it. They sat down and talked for about a half hour but then John got a call from Admiral Forrest. "John! We just got word that an empire fleet is heading for Tatooine and we could use some backup. Sorry to pull you away from your vacation John but we need help!!!"

John told Jar Jar that he had to go. On the way home, John's tie-fighter started to sound strange and he told his fellow members that he was having problems with his engine and made an emergency landing on the closest planet.

The pilot landed on the planet and started to look at the engine. After a little bit, he looked up from his work and saw that this planet had looked like the one he was on when he was on vacation! Then John heard a familiar sound. "JONNY!!!!!!! MESA HAPPY TO SEE YOU!!!!" John saw Jar Jar running over to great him. For next 3 hours, John and Jar Jar worked together to fix John's ship. They were also offered all of his fellow friends a slug or two to eat. When they said no, John shrugged and ate one.
LAUNCHING DREAMS OVER BREAKFAST

BY: ROBIN WEBSTER, DIRECTOR OF DEVELOPMENT

THE 5TH ANNUAL A.M. Flight Breakfast, held in late October last year, raised over $50,000 in support of The Museum of Flight’s education programs. 220 guests enjoyed breakfast under the Blackbird spy plane and were inspired by fantastic speakers and hands-on learning programs from the Museum’s education department.

Dottie Metcalf-Lindenburger, a former NASA astronaut, was the featured keynote speaker. She shared her journey of becoming an astronaut and the role museums played in piquing her interest in science and empowering her to pursue a career in aerospace. As a young girl, she dreamed of space and eventually spent 362 hours in space as a Mission Specialist with NASA. She credited her parents for encouraging her curiosity by taking her to visit various cultural institutions throughout her childhood.

Dottie’s speech underscored a morning dedicated to the importance of connecting young women with science programs. Local educator Dorina Calderon-McHenry, Executive Director of the Renton/Skyway Boys and Girls Club, reflected on how the Museum’s programs complemented and enhanced the STEM curriculum she was implementing at the Club. “Our committed, community-based partners believe in the importance of delivering a robust STEM education to all children during their out of school time. For the past several years, we have enjoyed a great relationship with Museum’s education staff who come to the Club and share with our families their fantastic educational opportunities.”

Jazieriah Gregg, an 8th grader at Dimmitt Middle School and member of the Renton/Skyway Boys and Girls Club, exemplifies how Museum science programs currently empower young women to pursue their dreams. She said that “being involved with The Museum of Flight programming has opened doors that I didn’t even know existed. Last year, I was selected to go with the all-women’s Space Camp. I attended the largest aviation event in the world with other girls in Amelia’s Aero Club. Jazzie thanked Museum staff and mentors for their time helping kids all around the state of Washington and the country. She felt around the world. The Museum is proud to act as a forum for these discussions and an active partner in conversations related to the use of outer space.

If you are interested in attending or sponsoring the 2018 A.M. Flight Breakfast, please contact Katy Ahrens at KAhrens@museumofflight.org to be added to the invitation list.

Thank You for your support! Over $50k Raised!
I always return home from the Museum with a smile on my face!”

NAME: Jon Fehrenbach
EDUCATION: Civil Engineer, Marquette University, Milwaukee, Wisconsin
PROFESSION: 35 years with Boeing. 15 years in advanced composites, transitioning to various management roles for last 20 years. Retired in 2014.
PASSION: History and education. He considered a second career as a teacher but now finds his passion fulfilled with his work at the Museum.

FIRST MUSEUM RECOLLECTION: In the early 1980s, Jon worked at the Boeing Developmental Center, across the street from the future Museum of Flight. He watched the Museum grow from a dilapidated Red Barn on a gravel lot to the world-class museum it is today.

MUSEUM ACTIVITIES: He entered the docent class of 2015 and soon became a part of the Tuesday morning docent team. He also teaches docents who lead tours in the Developmental Center, across the street from the future Museum of Flight. He watched the Museum grow from a dilapidated Red Barn on a gravel lot to the world-class museum it is today.

MUSEUM ACTIVITIES: He entered the docent class of 2015 and soon became a part of the Tuesday morning docent team. He also teaches docents who lead tours in the Personal Courage Wing and the Red Barn.

APOLLO EXHIBIT: With the May 2017 opening of the APOLLO Exhibit there was a need for trained tour leaders. Jon developed a training module that over 130 docents have completed.

BY: STEVE DENNIS, VOLUNTEER PHOTO: THE MUSEUM OF FLIGHT

Jon frequently shares his experiences during Docent Storytelling. His compelling story, “The Unseen I Never Knew”, explores how he discovered two uncles from different sides of his family who both served as B-17 crew members in Europe. Both died in combat. While they never met, their paths followed similar routes to England and WWII.

He believes his first uncle was lost just as the second arrived in theater. After hearing Jon’s compelling story, many visitors are inspired to share their own.

WHAT DRIVES HIM TO THE MUSEUM: Jon enjoyed being retired but found he missed being around “airplane” people. Now he finds himself surrounded by air and space people and finds the volunteers and community inspiring. “My work at the Museum fulfills my passion for history and education.”

FEHERENBACH FOUR-SQUARE CHART: Ever the engineer, Jon entered retirement with a four-square chart as a guide. The squares included STEM education, the Museum, cycling and travel. The first two are satisfied by his Museum involvement. For square three, he cycles over 1000 miles annually for exercise, often participating in charity fund raisers. After four years of retirement the first three squares have occupied his time, so square four, travel, is not fulfilled, but he has no complaints.

NAME: Jon Fehrenbach
EDUCATION: Civil Engineer, Marquette University, Milwaukee, Wisconsin
PROFESSION: 35 years with Boeing. 15 years in advanced composites, transitioning to various management roles for last 20 years. Retired in 2014.
PASSION: History and education. He considered a second career as a teacher but now finds his passion fulfilled with his work at the Museum.

FIRST MUSEUM RECOLLECTION: In the early 1980s, Jon worked at the Boeing Developmental Center, across the street from the future Museum of Flight. He watched the Museum grow from a dilapidated Red Barn on a gravel lot to the world-class museum it is today.

MUSEUM ACTIVITIES: He entered the docent class of 2015 and soon became a part of the Tuesday morning docent team. He also teaches docents who lead tours in the Personal Courage Wing and the Red Barn.

APOLLO EXHIBIT: With the May 2017 opening of the APOLLO Exhibit there was a need for trained tour leaders. Jon developed a training module that over 130 docents have completed.

BY: STEVE DENNIS, VOLUNTEER PHOTO: THE MUSEUM OF FLIGHT

Jon frequently shares his experiences during Docent Storytelling. His compelling story, “The Unseen I Never Knew”, explores how he discovered two uncles from different sides of his family who both served as B-17 crew members in Europe. Both died in combat. While they never met, their paths followed similar routes to England and WWII.

He believes his first uncle was lost just as the second arrived in theater. After hearing Jon’s compelling story, many visitors are inspired to share their own.

WHAT DRIVES HIM TO THE MUSEUM: Jon enjoyed being retired but found he missed being around “airplane” people. Now he finds himself surrounded by air and space people and finds the volunteers and community inspiring. “My work at the Museum fulfills my passion for history and education.”

FEHERENBACH FOUR-SQUARE CHART: Ever the engineer, Jon entered retirement with a four-square chart as a guide. The squares included STEM education, the Museum, cycling and travel. The first two are satisfied by his Museum involvement. For square three, he cycles over 1000 miles annually for exercise, often participating in charity fund raisers. After four years of retirement the first three squares have occupied his time, so square four, travel, is not fulfilled, but he has no complaints.

BY: STEVE DENNIS, VOLUNTEER PHOTO: THE MUSEUM OF FLIGHT

Jon frequently shares his experiences during Docent Storytelling. His compelling story, “The Unseen I Never Knew”, explores how he discovered two uncles from different sides of his family who both served as B-17 crew members in Europe. Both died in combat. While they never met, their paths followed similar routes to England and WWII.

He believes his first uncle was lost just as the second arrived in theater. After hearing Jon’s compelling story, many visitors are inspired to share their own.

WHAT DRIVES HIM TO THE MUSEUM: Jon enjoyed being retired but found he missed being around “airplane” people. Now he finds himself surrounded by air and space people and finds the volunteers and community inspiring. “My work at the Museum fulfills my passion for history and education.”

FEHERENBACH FOUR-SQUARE CHART: Ever the engineer, Jon entered retirement with a four-square chart as a guide. The squares included STEM education, the Museum, cycling and travel. The first two are satisfied by his Museum involvement. For square three, he cycles over 1000 miles annually for exercise, often participating in charity fund raisers. After four years of retirement the first three squares have occupied his time, so square four, travel, is not fulfilled, but he has no complaints.
Whether you’re planning a 14-person meeting or a 4,000-guest gala, The Museum of Flight offers the Northwest’s best—and most unique—backdrop for your event. Through a combination of spectacular settings, unparalleled convenience, and unmatched expertise, we can help you create an enormously successful and memorable event for business, pleasure, and everything in between.