



HERITAGE FLIGHT MUSEUM

Where History Flies in Skagit County

Member Newsletter

Spring 2021

Breaking Ground

By Greg Anders, Executive Director

After many years of planning and fundraising, the Heritage Flight Museum has finally taken that next step toward our final vision of our museum being a full events venue as a source of sustaining revenue. Our Founders, Bill & Valerie, put spade to dirt and broke ground on March 22 for our new museum entrance and maintenance facility. The new facility is scheduled to be completed in October and has essentially two primary components: the entryway and the maintenance hangar. There are also other impactful components such as the Archive storage room. But of the two primary components, each will impact us in different ways.

The museum entry is most impactful to our brand recognition. It feels like a museum entry and it makes it clear right at the front door that our museum finds its roots in the Apollo 8 mission by making the Earthrise Gallery the first major display area the patron experiences. If you want to set the proper historical context for understanding the impact of Apollo 8 on our society, you can choose to enter through "The '68 Experience" where you are immersed in the many issues that our Nation faced that terrible year that concluded with the bright spot in December of Apollo 8's successful mission.

We tell many stories at the Heritage Flight Museum. Some of those stories are centered around the aircraft we work hard to keep flying, but THE story for our museum is Apollo 8. Now we can all understand that better from the time we walk through the front

door, to the time we exit through the gift shop.

While the entry is critical to our story, the Maintenance Hangar is most impactful to our aircraft operations, safety and our business model functionality. Not only do we establish a more sterile environment in which to allow Cassidy, our chief mechanic, to safely run her team and maintenance processes, we have an area that we do not have to dismantle to hold a large event. A major part of the cost of running an event was stopping the maintenance processes, clearing out the hangar, then restarting the maintenance after the event. Now it will simply be moving a few aircraft out of the way and setting up for the event. That won't always be so simple but at least it does not require the interruption of our primary maintenance work.

There have been many obstacles just getting started but now that we are underway, we can stick to the planned schedule, using the same contractor that did our recent bathroom/office expansion: Chad Fisher Construction. They were under budget and on time for the bathroom/office construction and I have been experiencing that same level of professionalism from Chad Fisher on this project.

We will plan what I hope will be a fantastic "Ribbon Cutting" event to mark the completion of the construction process, and we will keep you posted as to what and when that will be. I look forward to that major day of celebration.

Until then: Sic Tempus Ad Fugit!



Bill and Valerie Anders break ground for HFM's new facilities expansion project. Photo: Jerry Barto

www.heritageflight.org
360-424-5151



HFM Founders and Supporters Celebrate New Expansion



Photographer Deane Crilley captured moments from the HFM groundbreaking ceremony: from top left, Bill and Valerie Anders breaking ground, the site of the new museum expansion, Greg Anders taxis in after a few passes in the Skyraider, major donors Jan and Jerry Barto

help kick off the project, front-page article in the Skagit Valley Herald. At bottom is the architectural rendering of the new HFM building, which will include the Earthrise Gallery, 1968 Experience, Garden of Aircraft and new maintenance hangar.

Volunteer Spotlight

Al Lindell

Heritage Flight Museum volunteer Al Lindell is a history buff, aviation enthusiast and a man on a personal mission to learn at least one new thing every day. He came to the right place for that, joining the museum's Volunteer Corps in September of 2015.

Born and raised in Seattle, Al worked at Eddie Bauer for 13 years before starting his own toy and hobby shop in Redmond in the 1980s. He enjoyed running his own business because it allowed him to meet inquisitive young people and use model airplanes as a way to share his love of history.

Al takes a particular interest in the Pacific Theater of WWII, as he comes from a family with a background of military service. One of Al's uncles survived the sinking of a U.S. Navy fleet oiler during WWII. His father's naval career spanned both World Wars. Carl Lindell lied about his age, got in on the tail end of WWI, and made Chief while minesweeping in the North Sea. After the Attack on Pearl Harbor, he went back in the Navy to work at an ammo depot in Fallon, Nevada; he also served on the U.S.S. California and the U.S.S. Texas.

Al has continued the family tradition of military service. He joined the Marines in 1954, then transferred to the Navy, which earned him a second stint in boot camp. He served as an Interior Communications Electrician and spent 3 years aboard the U.S.S. Whitfield County.

He and his wife, Rainy, moved to Coupeville 25 years ago. He and a few

others adopted the Central Whidbey Sportsmen's Association, a small pistol and trap range, expanding it into the premiere 32-acre facility it is today. Al gives firearm safety and combat shooting instruction free of charge as a way to serve the community.

Al chose to volunteer at HFM to fulfill his own thirst for learning and to spark a similar interest in the museum's visitors, especially the kids. He loves to bring history to life in three dimensions by getting an especially interested child into the cockpit of the H13 Sioux

helicopter. Exhibits like Harry Ferrier's hat allow him to highlight the incredible stories of the Greatest Generation that are among his favorite historic topics.

Every volunteer has a favorite aircraft; Al's are the A-1 Skyraider for its impressive size and horsepower and the PT-13 Stearman because of its open cockpit and iconic trainer status. His favorite jet is the A-10, one of the planes flown by HFM's Executive Director Greg Anders during his service in the USAF.



Photo: Rainy Lindell

Who's Who at HFM

Bill and Valerie Anders - Founders

Greg Anders - Executive Director

Alan Anders - Maintenance/Operations Director

Julie Shelby - Chief of Staff

Karen Hicks - Events Manager

Grant Reefer - Volunteer Coordinator

Cassidy Moore - Chief Mechanic

Tiffany Hamilton - Collections/Exhibits

Marne Cohen-Vance - Visual Media

Neal Padbury - Building Maintenance

Exemplars of Courage

Margaret E. "Marge" Neyman Martin



The Womens Airforce Service Pilots (WASP) was initiated in 1943 to recruit, train and deploy women as noncombat pilots in roles such as aircraft ferrying, flight instruction, test flying and practice target towing. The wartime shortage of male pilots on the home front led to the military-style training of female civilian pilots. Out of 25,000 applicants, 1830 were accepted, and a total of 1074 intrepid women made it through the program and ultimately took to the skies.

The missions they flew were dangerous; 38 women gave their lives. Although they did not fly in combat, they faced many challenges, such as poorly-maintained aircraft, discrimination—sometimes even sabotage—and having to spend their own money for benefits that were paid by the military for their male counterparts. Yet, they refused to complain out of a fierce desire to prove themselves, keep their jobs as pilots and help win the war.

The WASP trained under military discipline and were held to a high standard of conduct on base and off. The program was disbanded at the war's end; a disappointment for the WASP, who had hoped for both a

continuing career and attainment of full military status. The WASP program fell into obscurity for decades after it was deactivated. In the 1970s, when the details of their service were declassified, a grassroots campaign began to recognize what these women had done for their country.

Margaret E. "Marge" Neyman Martin of Oak Harbor was one of these pioneering aviators. Martin was born on Whidbey Island in 1921. After attending Sequim High School, she graduated from a business college in Tacoma. She took a leave of absence from her job as a secretary at Standard Oil when she read about the newly formed WASP program. After obtaining a private pilots license at Felts Field, Spokane, she applied for the WASP.

She joined Class 44-W-7 at Avenger Field, Texas, where she was put through the same demanding course male pilots received, except for the combat training. She earned her wings on 8 Sept, 1944. Martin was sent to Douglas Army Air Field, Arizona, where she flew the North American B-25 Mitchell and various other aircraft on administrative, engineering and utility flights up and down the West Coast.

When the war ended, male pilots returned and began to resume their piloting jobs. Martin was sent home along with the other women, without veterans benefits.

Some decades later, the WASP began a movement to reclaim their history, which culminated in 2009, when the approximately 300 surviving WASP were awarded the Congressional Gold Medal by President Barack Obama. Martin's medal is currently on display at HFM, along with other artifacts, as part of our new exhibit about the WASP program.

Marge Neyman Martin retired in 1982 as secretary to the commanding officer at Whidbey Naval Air Station, and passed away at age 95. We are proud to exhibit her silver WASP wings as a reminder of the groundbreaking initiative and courage shown by these first female Air Force pilots.



Fly Days Ahead!



HERITAGE FLIGHT MUSEUM

2021 Fly Days

Where History Flies in Skagit County!

First 100 guests receive a free HFM pint glass while supplies last.



We will be flying April through September, every third Saturday of the month between 10:00 am and 4:00 pm. Please check our website or Facebook for up-to-date information; there may be changes due to circumstances beyond our control.

~~April 17~~

May 15

June 12

July 17

August 21

September 18



Photo: Karen Hicks

We have been working on getting Fly Days scheduled this year. Aside from the obvious current challenges, we are also working around our new facilities expansion project. There will not be a Fly Day in April, but we are

shooting for the summer months. Please check our Facebook page often. The decision to go ahead (or not) with a Fly Day may be sudden and subject to last-minute considerations.

Winter/Spring Quarter Donors



Photo: Karen Hicks

The new HFM facilities expansion has been a hopeful and uplifting way to begin the new year. It is with particular gratitude that we thank our recent donors who have helped make the dream a reality.

Greg Anders flies lead in a T-34 Mentor 3-ship formation (right), Bill Anders #2 right wing (center) and Alan Anders #3 right wing (left)

*Jerry Barto
Carol Allender
Greg Anders
Michael Carpentier
Shannon Clark
Linda Codlin
Don Callen
Pat Fitzpatrick
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HFM's F-89 moves to Skagit Regional

Photo: Kate Simmons

SHOUT OUT!



Here's an official HFM thank you to all who contribute to the museum in so many ways. Our "shout out" this quarter goes to:

Research:
Al Lindell

Fundraising:
Cassidy Moore

Library:
**Diane Danielson, Chris Alker,
Del Chasteen, Grant Reefer, Jack
Herring**

Exhibits:
Ralph Peterson

Newsletter:
Fred Smyth

Photography: **Deane Crilley,
Karen Hicks, Jerry Barto**

Welcome to the Attic

By Tiffany Hamilton



Postcard From Another Pandemic

March 1918:

"Dear Sara,
Took my 2nd inoculation yesterday. Am on the sick list today. Our quarantine will be lifted today I guess. Take the trade test today. Think I'll go in as machinist's helper or cook & baker's apprentice. Learn more that way. They announced I cud (sic) do that.
Lovingly
Alvin"

Rarely has an artifact from HFM's "Attic" taken my breath away as this one did. It is a postcard, postmarked March 1918, written by a man named Alvin to a woman named Sara, telling her about his day. It appears that Alvin was a military man, possibly in the Army, located in San Antonio, Texas.

Based on the date and description of his trade test, Alvin likely served during World War I and was possibly a new recruit still getting his footing in the military at the time he wrote his card to Sara. What stands out to me about the postcard is the mention of inoculation,

quarantine, and the date: March, 1918, which makes the card feel eerily similar to something that might be written on a postcard (or in an email) today.

What Alvin refers to as inoculation is the act of introducing a small amount of viral material into a body in order to teach the body's immune system to fight off a virus. This is a slightly different procedure than vaccination, but ultimately with the same result, and the terms are often used interchangeably. As is common with many vaccinations, Alvin seems to have acquired a touch of illness afterward, which is sure to pass.

During WWI, the U.S. Armed Forces were vaccinated against Smallpox and Typhoid, suggesting that these were most likely the subjects of what Alvin was referring to in the card as his "2nd inoculation". In addition to these vaccines, U.S. Armed Forces were also given antibodies against diphtheria and tetanus to protect them in the field.

Alvin and his fellow soldiers must have been under some kind of quarantine prior to the writing of the postcard. What this quarantine was for is unclear. It is noteworthy, however, that 1918 was the beginning of the Spanish Influenza Pandemic. From the time that virus first reared its head in March, 1918, (the same

month this postcard was sent) until the pandemic's end in summer 1919, Spanish Influenza would infect 500 million people and claim more than 50 million lives worldwide. The severity of this pandemic led to the common practice of quarantining sick individuals or groups, though it is doubtful Alvin's quarantine was connected to Spanish Influenza because it was so early in the virus' public spread.

To me the most eerie part of this postcard is how closely it echoes modern-day experience. We hear many comparisons of today's COVID-19 pandemic to prior pandemics, most commonly citing the Spanish Influenza pandemic of 1918 to 1919. Alvin's quarantine during March of 2018 is captured in the postcard for future generations to read.

Meanwhile, in March of 2021 there are again quarantine orders in place all over the U.S. since around March of last year (2020) to try and halt the spread of COVID-19. Alvin's mention of being inoculated twice is reminiscent of the Pfizer and Moderna vaccines being distributed right now, which also require two doses. It is as if Alvin wrote a message straight from 1918 to 2021, and the message would read the same if he were writing it today.

Private Event Slots Still Available

As the county is opening up, the museum's events calendar is filling up with private events. We are looking at

a very busy year end. Why not book your holiday event? Let's get you on the calendar.

360-424-5151 ext. 107
events@heritageflight.org



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**HERITAGE FLIGHT
MUSEUM**

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