



HERITAGE FLIGHT MUSEUM

Where History Flies in Skagit County

Volunteer/Member Newsletter

Fall 2023

Fly Day Hibernation...But No Rest for Museum Development!

By Greg Anders, Executive Director

We have safely completed another summer of Fly Days. I am grateful that so many Fly Days were accomplished effectively and safely with attendance at times topping 400 paying patrons. Some may feel it is time for HFM hibernation. But there is no rest for the staff, and while some of our volunteers head south for warmer climes, others will continue working hard at improving our museum!

Probably our biggest effort remains in the area of displays. One major element of our effort to improve as a museum is the Transition Gallery, which will help patrons transition from the Apollo 8 story to the rest of what Heritage Flight Museum really is. Bill's brush with history as a member of the Apollo 8 crew, and his moment pressing the shutter button to capture what became one of the most iconic and influential photographs of the 20th century will soon be an excellent introduction to what Heritage Flight Museum is all about.

To help make that transition, as you exit the Earthrise Gallery into the museum hangar space, you will now enter into what we are calling the "Transition Gallery." Several display stands will be set up in a bit of a maze that allows the patron to understand how Apollo 8 was a key stepping stone in the genesis of the Heritage Flight Museum. We have a strong start with two of five display stands completed and three of fourteen walls completed.

That leaves three display stands and eleven more walls still to develop. The stands are a team effort with Brent Work volunteering his time to help Tiffany, Marne and Neal build those gallery display stands. Work on the walls

continues with Marne, Tiffany and me leading the content development. The outline of the Transition Gallery is posted in the museum on what will eventually be our Volunteer wall (Wall 13). I encourage all of our supporters to stop in and take a look at what will be a very big effort we hope to have accomplished by the end of the year. So let's do a quick written tour of the gallery.

When entering from the Earthrise Gallery, you will be facing Wall 1. This wall is completed and is a commentary on "Why HFM?" It hopes to shine a light on the motivation

for establishing the museum and the passions that will hopefully sustain it long into the future. Wall 2 is an introduction to the aircraft that will be seen during the visit. Wall 3 is the "Founder's Wall" and really delves into Valerie and Bill's lives outside of Apollo and gives deeper meaning to their support of this incredible community asset that is now a big part of the Skagit Valley Community.



Tiffany is so dedicated to the displays, she is trying to include herself in one!

The gallery will continue with some yet-to-be-built display walls that give broader context to Bill & Valerie's family with introductions to their children and their parents. We will follow that with a wall elucidating the concept of what we mean by our tag line, "Honoring Veterans," with particular cognizance of the fact that all military members swear to defend the Constitution of the United States upon entering the military.

By delving into these particular topics, a patron is now able to explore the museum with a deeper understanding of how the many stories and artifacts tie together to most effectively "Honor Veterans." I hope that the second part of our tag line,

The Ongoing Work of Keeping History Alive

"Keep History Alive," is obvious enough through the fact that we fly our aircraft and some of our stories are backed up by our museum team like "Jink" Bender and other Veterans that support us on our staff, in our volunteer corps, and in our membership.

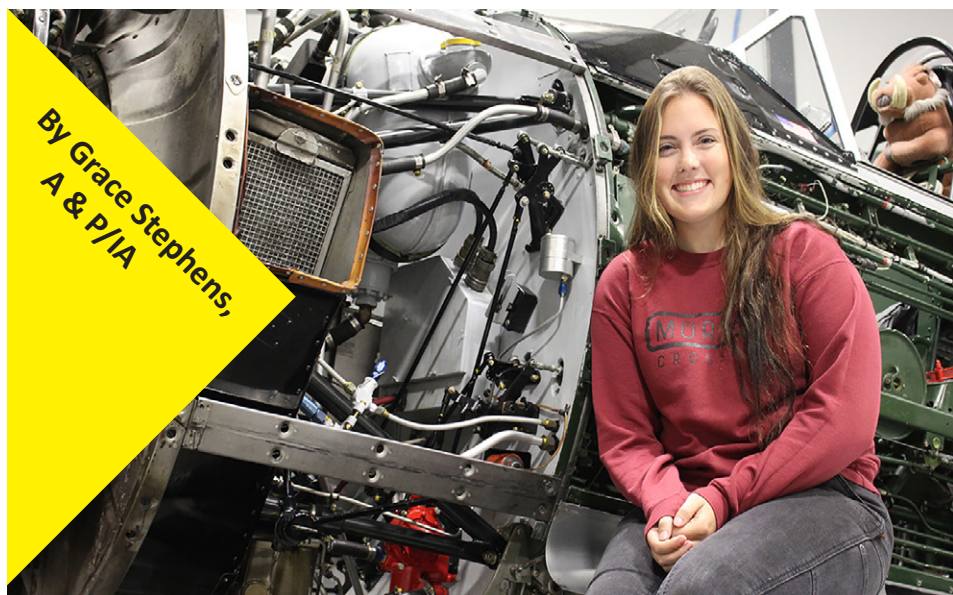
Additionally, we will dedicate some space within this "gallery" to delve into some additional topics germane to our museum. Topics such as three generations of the Anders family in military service and, most poignantly, the story of Bill's father, Arthur "Tex" Anders, the first US Naval officer to order "open fire" on the aircraft

of Imperial Japan on 13 December, 1937, while taking Command of the USS Panay. This order was given by Lt Anders almost four years to the day prior to Japan's attack on Pearl Harbor. Finally, one of the most important facets of this gallery will be our ability to develop both a "Volunteer's Wall" and a "Donor's Wall" to both thank and honor those who allow our organization to function as effectively as we do.

Yes, we are in Fly Day hibernation mode, but we are not afforded the opportunity to hibernate as a museum. We will continue to rent our facility for events, continue to develop several

other displays in the works, continue to maintain our flight currencies in the season of uncooperative weather, continue to pay the bills and keep our buildings functioning correctly, continue to stand up a first class gift shop, continue to work to make our library functional, and we haven't even touched on the challenges we are facing in the maintenance shop. We need to annual our aircraft, get an AT-11 flying and maybe get ourselves turned to restoring a J4F2 (Grumman Widgeon) we will name "The Panay Phoenix." We may not be hosting Fly Days for a bit, but we are certainly NOT hibernating.

Mechanic's Corner



There's a lot that goes into maintaining the old birds we have here at the museum. We have around thirteen aircraft that are currently in airworthy condition and two that are in the process of eventually seeing the skies again. All the aircraft have slightly different needs, different oil levels, different tire pressures, and different inspections.

Some inspections include Annuals, Condition Inspections, 25-hour inspections, Airworthiness Directives (AD's), prop retorque times, and many other items. I thought we could discuss the differences between them.

The different inspections depend on what airworthiness category the airplane is in. Most of our birds are in the 'Standard' category—this means

that they must have an annual inspection and comply with everything that is written on their Type Certificate Data Sheet (think of the TCDS as the airplane's bible) and any AD's that come out for that airplane.

The Mustang is in a 'Limited' category, meaning that it was a military surplus aircraft, which has been converted for civilian use. It still has annual inspections and must comply with its TCDS, but it has a few more rules to follow than a standard category aircraft; for example, an additional 25-hour inspection.

The Raider, Zero and (soon to be) AT-11 are in the 'Experimental Exhibition' category. There are a few categories under 'Experimental' but all of ours are under the subcategory of 'Exhibition'. This means that the aircraft either does not have a TCDS or does not conform to it but is still safe to fly as determined by the FAA after rigorous flight testing. This category also requires a program letter for the

“Hello, it’s your friendly neighborhood mechanic here to talk your ear off about maintenance.”

aircraft every year which lets the FAA know where they are operating out of and what airshows they plan on attending.

Annuals and Condition Inspections are very similar. They both are required to be done in 12-calendar month intervals. After the 12 months have passed, the airplane is not airworthy until it has been inspected again. You are required to follow FAR43(d), which is a part of the Federal Aviation Regulations (FARs). FAR43(d) describes what must be inspected on the aircraft during its annual or condition inspection.

The inspection must include the propeller, engine, and airframe. The major difference between an Annual and Condition Inspection is that a Condition Inspection can be signed off by an A&P (an Airframe and Powerplant mechanic). However, an annual can only be signed off by an A&P/IA—meaning an Airframe and Powerplant mechanic who also holds an Inspection Authorization certificate.

A 25-hour inspection is primarily

an engine inspection. For the Mustang, we will pull all the oil screens and inspect them. Val-halla has five screens total; two internal screens, two spin-on oil filters, and a Hinz filter. We will look at the cam racks by removing them from the engine, visually inspecting the cam lobes, fingers, and towers the camshaft and fingers ride against, and while the cam rack is out, we will also check the torque on the heads. Once the cam rack is reinstalled, torqued, and safetied, we check valve clearances, mag timing, and the general condition of the engine and its accessories.

Airworthiness Directives are an order from the FAA where they have found an issue on an aircraft or component that has made the aircraft unsafe. Once an AD comes out, you must correct that unsafe condition either before the aircraft is allowed to fly again or before a certain amount of flight hours has elapsed. ADs can be aircraft model specific, meaning that you may have an AD for the P-51 that the T-6s will not have even

though they are both built by North American. Or ADs can be component specific, meaning that an R-1340 engine can have an AD that applies to any aircraft that has that engine. For instance, our T-6s and our Zero all have an R-1340 and that engine has an AD that states that the cylinder heads must be inspected for cracking every 100 hours of operation. For our collection, since only the T-6s and the Zero have an R-1340, those are the only aircraft that AD applies to. Our AT-11 has an AD for its wing structure where (depending on if the spar has a strap installed or not) you must X-ray certain parts of the wing every certain number of hours to look for cracks. For our collection, this AD only applies to our AT-11 since we do not have any of the other birds that fall under this AD.

There are plenty more items we do here in the maintenance department to keep these birds happy and healthy but that will have to wait for another time. I currently have a T-6 calling my name.



Volunteer Spotlight

Bill Quehrn



Bill Quehrn interviews HFM's chief mechanic at a Fly Day in 2022.
Photo: Deane Crilley

As a volunteer, Bill Quehrn wears more hats than the “average bear.” On Thursdays, he wears his docent hat and guides visitors through the exhibits. On Fly Days, he becomes “The Voice of HFM,” our announcer and on-the-spot interviewer. His smooth delivery and professionalism never fail to put a polish on the event. On occasion, he dons his Cecil B. DeMille beret and produces educational videos about HFM’s aircraft.

Bill acquired his public address skills from years of speaking over the radio airwaves, and he adds a unique perspective to a Volunteer Corps that is heavy on pilots and engineers. His upbringing in a military family shaped a lifelong interest in military history, so volunteering at museums comes naturally.

Bill was born in Wenatchee and raised in Seattle. His mother was a Women’s Army Corps corporal whose final posting was the Santa Monica Separation Center in late 1944. As fate would have it, she processed

the discharge papers of an Army Air Forces sergeant who later became her husband. As Bill’s father liked to tell it, “out of one service—into another.”

The son of two Army veterans, Bill had hoped to join the Navy. However, a disability sent him down a different path. From the time he first turned on a radio, Bill realized what he wanted to do with his life. He attended Ron Bailie School of Broadcast, received a BA in political science and economics from WWU, and began his radio career in 1968, covering everything from sports to news to features. Bill’s voice was a staple on Bellingham’s KGMI up until his retirement in the late 1990’s.

One of Bill’s favorite programs was called “The Fourth Corner,” which aired in the Bellingham area for nine years. He put together three-minute features on all kinds of people and community-interest topics. When Ferndale High School’s marching band played at the inauguration of President Ronald Reagan, Bill travelled to DC with the students to cover the story.

A project he found especially rewarding was taping radio shows for sailors on deployment aboard the USS *Sacramento*. He would combine clips from his radio shows with personal greetings from sailors’ wives and families and provide the reels for the benefit of those serving on the ship. Bill has received commendations from every branch of the military for his volunteer work.

Bill piled on a lot of overtime working in broadcast news. When he got around to taking his compensatory time off, he would volunteer at service organizations. In the late 1990’s, Bill spent his off days driving disabled veterans to the VA for their medical appointments. He volunteered as a public information officer for the Dept of Emergency Management, helping to coordinate disaster management efforts during floods, accidents, police actions, etc.

Fortunately for us, Bill came across Heritage Flight Museum while searching the internet for summer volunteering opportunities in 2019. He does so many different things around the museum, we hate to lose him to Arizona and the CAF Museum every winter. His favorite HFM aircraft? If forced to choose, he’d have to go with the A-1 Skyraider. Not for its own sake alone, but its connection to local Vietnam veteran and HFM volunteer Jim Bender, whom Bill has truly enjoyed getting to know.

Got skills and time to share? Contact our volunteer coordinator, Mark Carpenter:

volunteer@heritageflight.org

New HFM Merchandise



The Heritage Flight Museum retail store is enjoying some revamping and restocking, courtesy of our new retail manager, Mariah Samora. Among the new merchandise we are bringing into

the shop are new HFM T-shirt designs available beginning in October. We're featuring three of our aircraft and adding a design commemorating the famous Earthrise photo taken by HFM

founder Bill Anders. In the coming months, we anticipate adding HFM coffee mugs and child-sized shirts.

Look for these and other goodies on your next trip to the museum.

A Tribute to Modern Exploration



In 1845

British Captain Sir John Franklin and the 129 members of his expedition boarded HMS Erebus and HMS Terror for the Arctic Ocean. As they sought to navigate the yet-unexplored Northwest Passage, the ships became icebound in Victoria Strait. By the spring of 1848, survivors had abandoned ship and disappeared during a doomed attempt to reach the Canadian mainland. Lady Franklin was understandably desperate to learn the fate of the expedition.

A group of wealthy New Yorkers, all prominent citizens and enthusiasts of polar exploration, answered her pleas for help. They began in 1851 to establish the American Geographical and Statistical Society, later dropping

“Statistical” from the title. The Society’s first objective was to try to locate the Franklin expedition, and its first home was New York University. It moved to the former Astor Opera House in 1858 and Cooper Union in 1866.

By 1911, a lavish building at Audubon Terrace had been built to house the AGS, thanks to the largesse of Gilded Age philanthropists. It sported giant classical columns and a frieze depicting the world’s famous explorers. The Society’s motto, *Ubique* (everywhere), was carved in stone above the entrance. Its archives grew to contain the world’s largest map collection, which included the 1452 Leardo Mappa Mundi, Captain James Cook’s original maps, and a number of priceless globes.

The AGS was not successful in locating Franklin’s lost expedition, whose abandoned ships would not be discovered until 2014 and 2016. But the AGS did support later polar expeditions and funded survey work for the transcontinental railroad. It invested more than a half million dollars in an ambitious global project to map first Latin America and then the

entire world at a scale of 1:1,000,000.

President Woodrow Wilson used AGS resources to gather information in advance of the Paris Peace Conference of 1919-1920. During WWII, the Society’s collection of ethnographic data was used by many US government agencies working to defeat the Axis nations. Throughout its tenure at Audubon Terrace, the grand AGS building played host to streams of scholars and dignitaries.

In 1923, New York Times editor John H. Finley presided over the AGS. Finley began a tradition, and in doing so, bestowed one of the Society’s most interesting legacies. He purchased an ordinary Rand-McNally & Company 18-inch Terrestrial Globe and invited the great explorers and aviators of the era to sign it as they returned from successful adventures, mapping their routes for later generations to see.

This artifact, titled *The Fliers & Explorers Globe*, was signed by the likes of Amelia Earhart (first woman to fly solo across the Atlantic Ocean), Charles Lindbergh (first nonstop flight from New York to Paris), Wiley Post (first solo flight around the globe), Louise Arner Boyd (first woman to fly over the North Pole), Roald Amundsen (first successful traverse of the Northwest Passage), Matthew A. Henson (first African American at the North Pole). It also bears the poem “All the World’s a Plane,” penned by Finley, and a prayer written by Bishop William T. Manning.

Along came the 1960s. As the Space Race ignited a prolific period of technological advancement, the globe acquired new signees: the first explorers to slip the bonds of our home planet, such as John Glenn (first American to orbit the Earth). On 10 January, 1969, it was signed by the first three humans to travel to a celestial body other than Earth: the crew of Apollo 8.

The AGS Fliers and Explorers Globe



All photos courtesy of the American Geographical Society, Brooklyn, NY

The AGS archives, which were moved to the University of Wisconsin in Milwaukee, house a photo that bears witness to the signing. It pictures Apollo 8 crew James Lovell, Frank Borman and Bill Anders in black tie beside AGS president Serge Korff as they sign the venerable globe. This event occurred during the official heroes welcome extended by the City of New York to the returning astronauts. At some point amid the parades and the NY State Dinner at the Waldorf Astoria, the famous globe was signed in Borman's suite, as arranged through the office of Governor Rockefeller.

The Apollo 8 astronauts added their signatures to a priceless collection documenting 82 first, farthest and otherwise most significant travels in the history of exploration. Later, Neil Armstrong signed it (first person to land on the Moon) as well as Soviet cosmonauts Valentina Tereshkova (first woman in space) and Alexei Leonov (first spacewalker).

Over the years, the American Geographical Society shed much of its grandeur and drifted toward obscurity. The keen public interest in geography that abounded at the turn of the 20th century gradually waned. In 1970, the

AGS sold its headquarters and moved into a series of decreasingly fancy accommodations, culminating in a modest office in Brooklyn. But one of its great legacies remained. The existence of this spherical symbol of humankind's enduring determination is slowly returning to the national consciousness, and the globe began a process of restoration in May, 2023.

Meanwhile we all go on together
Whatever be the wind or weather,
The whole great many-millioned human race
Goes flying on in one lone plane through space.

-Excerpt from a poem by John H. Finley

Thanks for Your Support



A big “shout out” goes to the following supporters from the local community and beyond, who have donated their time and/or expertise to benefit the museum:

Photography: **Karen Hicks, Larry Stiles, Jim Van Namee, Deane Crilley**

Fly Day Pilots: **Craig Nelson, Joe Fisher, Matt Groth**

Exhibits: **Brent Work, Ralph Peterson, Allan Snowie, Montana Reese**

Fly Day Support: **Corporate Air**

Newsletter Editing and Huey Restoration: **Fred C Smyth**

Artifact Loan or Donation: **Rick Berry, Ronald Medcalf, Greg Anders, Bill Anders, Colton Cummins**

Fall Exhibits Interns: **Montana Reese**

Volunteers

**Jim Bender
Michelle Bender
Rick Berry
Randall Best
Jay Borella
Mark Carpenter
Tom Carroll
Del Chasteen
Linda Codlin
Joyce Eastwick
Joe Faherty
Gary Farrow
Nick Ferrera
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**Dennis Harr
Anne Griffin
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Brent Work**

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We Appreciate our Donors

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***Jack Fankhauser
Stephen Hansen
Kristy Hanshew
Deborah Johnstone
Robert Olson
Rachel Orndorff
Bill Quehrn
Anonymous (2)***

HFM's F-89 Cockpit, restored with generous donations from Barron Hilton, Joe Clark and Bill Anders. Photo: Steve Kessinger



Welcome to the Attic

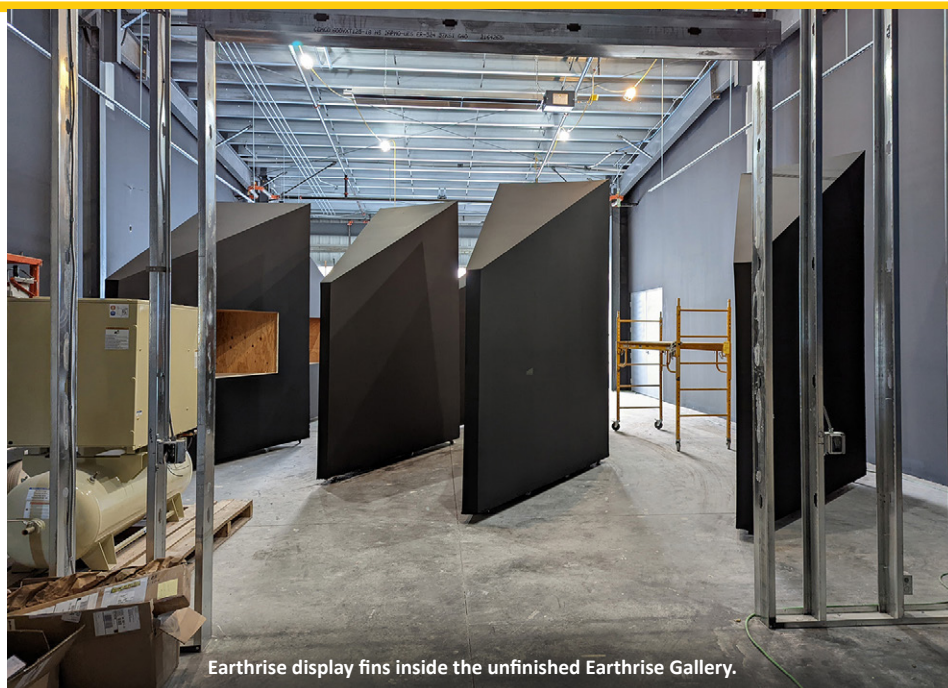
The Oddities of Exhibits

By Tiffany Hamilton

We do a lot of odd things in the exhibits department. From exhibit conception to final presentation, a lot of things need to happen along the way that often are stranger than you might think. From the outside, the creation of exhibits is straightforward; come up with a topic, write some stuff about the topic, find some artifacts, and stick 'em in a box with a lock on it. Ta-da! But there's a lot more that goes into it, and some of it can be surprising. In this article, I'm going to take you through some of the "oddities of exhibits," the things we do in the background to make each HFM exhibit what it is.

Let's start with the 1968 Gallery. Marne, our graphic artist, was assigned the impossible task of taking our executive director's vision and creating something tangible. Immediately, it was an overwhelming task. Calculated, the wall space we were required to fill stretched 227 feet long. (That's more than half the length of a football field!)

To make sure we got our proportions right and had the ability to truly visualize the exhibit while it was still only studs and open air, we built a 1:13 scale model of the exhibit in our office. Additionally, we printed and taped sample paragraphs to the wall and then stood back from them at different distances, debating font size, not to mention the looong discussion about the likely distance at which a person might stand when reading from a wall.



Earthrise display fins inside the unfinished Earthrise Gallery.

A unique feature of HFM is that most of our gallery exhibition cases and display walls are custom-built in-house. Building Manager Neal Padbury, the ever-dedicated volunteer Brent Work, and I often find ourselves surrounded by clouds of sawdust, with loose screws and 2x4 offcuts strewn around our feet. In the Earthrise Gallery, we were presented with the concept of fin-shaped display cases (similar to the Saturn V rocket fins), that had display windows. In fact, the fins are so large they needed to be forklifted into place before the walls of the building were put up; they are too tall and wide to fit through any door.

As the exhibits and collections manager, my job was to design a display case that would both entice the eyes and protect the artifacts. The goal was to use archival materials, make the display area as air-tight as possible, and provide proper security. We lined the inside cases with what we called "tin foil" which is actually a barrier film that resists the transmission of oxygen, water vapor, and other gases that are potentially harmful to the artifacts

inside. This foil was stapled to the inside wood of the display box, and the staples were then covered with a foil-backed sealer tape. Next, 100% cotton cloth (which tends to be acid-free) was used to cover the bright silver foil. After the cloth was stapled in place, a small detailing brush was used to paint over the staples in black zero-VOC paint that was safe for use in exhibit cases, to make sure that the staples would be near-invisible to the eye.

And sometimes, it's just too difficult



Brent tackles the serious work of constructing a display for the new Transition Gallery

Behind the Scenes at HFM

to get the job done without becoming a part of the display yourself. Exhibit interns and I often find ourselves crammed in tiny workspaces, or sitting merrily inside a display case, grinding off screw ends, painting, or building a post-construction stud on the inside of

a display wall so that a “barnacle” unit has something upon which to attach. (Barnacles are what we call mini-display cases that stick out from the wall.)

These are just a few examples. I have many other stories of thrift shopping on weekends, scavenging

through electronics recycling sites, dumpster-diving, obsessive eBay searching, learning copyright law, and calling every single department at NASA looking for someone to talk to about transferring the Ambassador of Exploration Award to HFM. (To track down the right person took almost three months, and from there it took an additional 12 months to accomplish the artifact-loan transaction.)

The exhibits department isn't one to sit around and wait. We like to get working and get our hands dirty. We're the grunt work, the get-it-done people. It is fulfilling for us to see an exhibit come together in its entirety and be able to look at it on opening day and say, “Wait, the Cuyahoga River isn't in Chicago...”



Above: Neal forklifts a display unit across the HFM ramp
Below: Exhibits manager gets into her work



Above: Levelling a “barnacle”
Below: Cardboard scale model of The ‘68 Experience exhibit, complete with scaled viewers

A Word from the Allenders



The Allender Family would like to Thank the Heritage Flight Museum for all of the love, care, and support you have shown our family especially after Rev made his final flight into heaven. Thank You for the special Missing Man Flight as well as the special tribute to him on the Cessna O-2 (the exact plane which he trained in before going to Vietnam). Rev enjoyed being a volunteer and part of the HFM family.

Rev loved airplanes and flying. He earned his private pilot's license by age 16, hitchhiking 50 miles each way to the airport. After graduating from high school, he attended the UW and graduated with an Aeronautical Engineering degree. He worked as a Flight Test Engineer for the Air Force at Edwards AFB, CA.

Rev then joined the Air Force and was sent to Aviation Cadet program at Lackland AFB, San Antonio, Texas. After graduating, he continued with advanced training in jets. He was assigned to Hamilton AFB, CA to the F-104 83rd FIS. During his check ride, he had to bail out in San Francisco Bay. Several months later, he had to bail out again due to engine failure. He met his future wife, Carol, "by accident" as she was the secretary at the Flight Surgeon's office. Despite his track

record, he actually asked her to go flying. They were married August 19, 1961.

Rev was sent to Homestead AFB, Florida to fly the F-104 to guard/protect the east coast during the Cuban Missile Crisis. He then was sent to Goose Bay Labrador, Canada; Webb AFB, Texas; and then to Edwards AFB, CA. He worked on the SR-71 (Blackbird) as a Flight Test Engineer in stability and control and acquired some flight time in the SR-71 and earned a place in the "Mach Three Plus" club.

Before being sent to Vietnam to fly the Cessna O-2 as a Forward Air Controller (FAC), Rev trained at Hurlburt Field, Florida in the same O-2 now owned by HFM. He received the "Distinguished Flying Cross" medal while flying a mission in Vietnam. He was involved with many humanitarian efforts while there. Rev returned to the U.S. and was reassigned to Edwards AFB, CA to work at the Test Pilot School. Later, he was sent to Seattle, WA to work with the Air Force and Boeing on the AWACS project.

Rev retired from the Air Force and went to work for Boeing. He worked as a Flight Test Engineer on the 767. Then he worked as an engineer on the MX Missile project. Next, he became a

flight crew instructor on the 747-400, training pilots from other countries to fly in the 747-400 simulator. He also obtained his A&P Mechanics license to work on planes and continued to teach private flight instruction, including aerobatics and mountain flying.

In his long flying career, Rev got to fly many different aircraft both in the Air Force and in private flying. Some of the Air Force planes included the T-28, T-34, T-33, F-86, O-2, F-101, F-102, and his favorite, the F-104. He also flew many civilian planes, but above all, he really loved the experience of flying the SR-71 Blackbird.

Rev had many interests but most of all, flying, especially his Cessna 140A. He loved being around airplanes, which led him to volunteering as a docent at the Heritage Flight Museum at the Skagit Airport. Rev cherished all of you -staff and volunteers- his chosen family at the Heritage Flight Museum. Thank you for making him feel honored, special, and important. We are so thankful and grateful to you all.

His life impacted so many, and he will be greatly missed. If you would like to make a contribution in Rev's memory, please consider the Heritage Flight Museum.

-Deborah Allender Johnstone

Events Corner

“Volunteering is an act of heroism on a grand scale. And it matters profoundly. It does more than help people beat the odds; it changes the odds.”

– William J. Clinton

The Heritage Flight Museum Events Center would like to take this opportunity to thank the volunteers who graciously give their time and energy to help with events. Most events occur on weekends, in the evening and, on some rare occasions, even into wee hours after midnight. The volunteers always arrive with a smile and ready to help wherever they are needed. The various tasks they help with include:

- Assisting with setting up tables and chairs and the HFM bar.
- Standing long hours while keeping an eye on things, making sure all are safe, including the people and the aircraft. Often, guests are tempted to touch the aircraft and sometimes ask if they can sit in the aircraft “just this once” but our volunteers are well practiced at politely stating that there is no touching the aircraft or artifacts.
- Directing guests, answering their many questions about the aircraft, vehicles and artifacts, and sharing stories of veterans.

- Keeping children from running and screaming and taking time to praise the kids for good behavior.
- In addition to protecting the beautiful items of the museum, volunteers will greet guests and show them the way to the ceremony location.
- Escorting guests from their car to the museum with an umbrella during rainy day events.
- Cleaning drops of oil, sweeping the occasional drifts of cottonwood seeds or dust bunnies, and mopping up spills.
- Staying late to help restore the museum after events, put tables and chairs away, place garbage in the dumpster, sweep, check and refill restroom supplies.

THANK YOU VOLUNTEERS! We appreciate you enormously! You are

such a vital part of the success of our events that we wanted to take this opportunity to thank you publicly and let each Heritage Flight member and reader of this newsletter know how amazing you are and how appreciated you are!

“Volunteers do not necessarily have the time; they just have the heart.”

–Elizabeth Andrew

With respect and admiration,
Lynn Wade, Events Manager
Mariah Samora, Events Coordinator
and Retail Manager



Who's Who at Heritage Flight Museum

Bill & Valerie Anders - Founders/Board
Greg Anders - Executive Director/Board
Alan Anders - Board Member/Staff
Julie Shelby - Executive Administrator

Lynn Wade - Events Manager
Mariah Samora - Retail Sales/Events
Mark Carpenter - Volunteer Coordinator
Grace Stephens - Chief Mechanic

Tiffany Hamilton - Collections/Exhibits
Marne Cohen-Vance - Visual Media
Neal Padbury - Building Maintenance
Bruce Dietsch - Board Member/Staff/IT

Fly Day Memories



From the 2023 Fly Day Season



Join the HFM Membership Circle



Photo: Karen Hicks

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MUSEUM**

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