



HERITAGE FLIGHT MUSEUM

Where History Flies in Skagit County

Volunteer/Member Newsletter

Spring 2024

The Privilege of Fly Days

By Greg Anders, Executive Director

Our guests start arriving at 10:00 on a Fly Day and come into a museum filled with vibrant displays, eager docents, food trucks at the ready, exhibitor tables, aircraft on display within the hangar and starting engines on the flightline. It is a stirring and brilliant moment that is the culmination of a great deal of effort to pull all of those elements together to bring a three-ship formation of T-34's down the crosswind runway with our Founder at the controls of one of those birds. Simple, right?

While it may look that way in the moment, it is definitely not that way in the months, weeks, days and minutes leading up to that moment. And we get there through the effort of people. People working hard and diligently to get the aircraft, themselves, and the Museum ready for that moment.

There are four major components of being ready for our guests to enjoy a fly day: people, aircraft, our facility and weather. We cannot control weather so we make the most of what is presented to us. Only a few of our Fly Days have been weathered out, so we will continue to count our lucky stars and remember that even if the weather doesn't cooperate, a Fly Day is still a great chance to get us all together and it actually affords more time for the personal interactions I so enjoy but rarely have time for.

While people are our most precious asset, I would like to take a specific look at what it takes to prepare the aircraft

for Fly Day. A great amount of effort occurs long before the moment of engine start. While aircraft burn AvGas to get those motors turning, the flying really starts with burning paper, copious amounts of paper. Our admin staff plays a key role in coordinating with our maintenance staff to ensure the paperwork is in order for each of our aircraft. Airworthiness certificates, aircraft registration, airworthiness directives, and logbooks compose the majority of the paperwork. Each of these elements takes time and effort, and without the paperwork, the aircraft are grounded.

Maintenance is the most obvious element of getting the plane ready. There are three elements to maintenance that all need to be accomplished for an airplane to fly: the annual inspection, the FAA-issued Airworthiness Directives (AD's), and discrepancy repair.

The annual inspection that our maintenance staff must accomplish every year is a very comprehensive inspection of the aircraft. From tip to tail, engines to wings, tires to top side strobe light and everything in between, each aircraft is inspected to ensure proper functionality for every component on the airplane. Each aircraft has a different amount of time required to inspect it. The Interstate Cadet can be done in a single day if no discrepancies are found. The Skyraider and Mustang can exceed two weeks of hard work if no discrepancies are found.

Photo by Karen Hicks



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What it Really Takes to Get Off the Ground

During the annual inspection, maintenance checks the FAA Database for Airworthiness Directives. These are specialized elements of maintenance that the FAA directs, usually because they found that issue as a causal factor in an aircraft accident. Few aircraft are without AD's that need to be checked. Sometimes they are simple visual inspections, but sometimes they are elaborate processes that require special work, such as doing x-rays on the AT-11 wing every 5 years. That AD came about because a Beech 18 wing broke off in flight due to internal spar corrosion that was undetectable to the naked eye. Sometimes our aircraft fail these inspections, which brings us to our third form of maintenance: discrepancy repair.

Discrepancies are aircraft issues that need to be corrected. If they are minor, the aircraft can be flown as-is and the discrepancy fixed at a later, more convenient, date. But most discrepancies need to be repaired prior to the next flight. And if that flight is supposed to happen soon, our maintenance priorities just got re-arranged!

The last piece of the maintenance needed to earn a Fly Day is getting the correct aircraft out on the flightline in an arrangement that supports the planned flying schedule. Key staff and volunteers for moving aircraft show up no later than 7:00 AM to open the hangars, start up the tugs, and start moving airplanes to optimize the aircraft that will remain in the hangar on static display, while pulling and staging the aircraft that are going to fly. T-6's in a line by the grass. Maybe Val-Halla in the same line. What about the T-34's? The Proud American off to the side in the corner to await being pulled forward for her turn to fly. PT-19 and Stearman in the maintenance hangar until their time to fly. And maybe the Interstate Cadet left inside at the front of the hangar so she can be admired and protected until it is her turn to fly.

And that is a tacit review of only one facet of the effort required to earn

the privilege of our Fly Day. There are volunteers to be organized and appropriately trained and tasked. There are food trucks to coordinate with, there are bathrooms to be cleaned and checked, there is the front door to be monitored and admission fees to collect, there are galleries that need to be loosely watched, there are displays that need to be checked and sometimes moved to be properly staged, there is a gift shop to be prepped, there is the rope that needs to be set on the flightline to demark the edge of the guest area, there is a schedule that needs to be built, there are pilots that need to fly in, there are coffee pots to be started, etc., etc...

We begin to earn the privilege of our Fly Days long before the museum doors open to the crowd. But that privilege is fully earned at 10:00 AM the morning of Fly Day, and it is earned only with great effort on the part of the staff and volunteers. As Executive Director, I greatly appreciate all the work they do to earn us the ability to conduct a Fly Day. Thank you for everything you do.



Photos by Karen Hicks

Volunteer Spotlight

Joe Faherty

Joe Faherty was born in Los Angeles in 1945. At the age of nine, he flew to Ireland with his mother in a Lockheed Super Constellation. The crew of the airliner put Joe in the pilot seat as it crossed the Atlantic Ocean by night; he decided at that moment exactly what he wanted to do with the rest of his life.

Joe joined the Air Force ROTC program while attending Loyola College in Los Angeles and was commissioned as a second lieutenant in 1968. After pilot training at Williams AFB near Phoenix, Arizona, his next stop was the Vietnam War. Joe flew 800 hours as a Forward Air Controller in O-2 Birddogs and picked up a Distinguished Flying Cross.

Whenever there wasn't much fighting going on, he says there was a tendency to get bored and do "stupid stuff." The F-100 fighter pilots at Phan Rang were skeptical when Joe told them elephants lived near the base, so he took one of the doubters up in the right seat of his O-2 to look for pachyderms. Spotting a mother and her calves, he put the plane into a split S to turn as quickly as possible, which put the plane in a high-speed stall. The oblivious fighter pilot kept snapping photos while Joe tried to pull out of the stall. An L-19 pilot flying nearby later remarked that Joe got "really low on that pass."

After the war ended, Joe went to the Clark Air Base in the Philippines and stepped up from the diminutive O-2 to the massive C-130. The highlight of his career as a Herc pilot was delivering a plane to the government of Israel, flying into Tel Aviv with an F-4 under each wing.

Joe fell in love with the Pacific Northwest when his squadron was moved to McChord AFB south of Tacoma. He and his wife lived for 30



Photo by Mark Carpenter

years on nearby Fox Island. Like all good Northwesterners, he enjoyed Seafair and lent his skills to the event; on one occasion, he flew a C-130 over the Seafair crowd in formation with a C-141. The C-141 pilot told Joe she wasn't formation qualified, but was qualified for air refueling, which required even closer, more precise flying. After the two aircraft peeled off over the 520 bridge, his loadmaster called the cockpit to report that she had gotten "really close."

In 1988, Joe retired from the Air Force but stayed on as a contractor and ran the C-130 simulator at McChord for recurrency training until the H model was finally sent to the boneyard. He and his wife moved up to Shelter Bay, where they now reside.

In 2020, Joe happened to drive past Heritage Flight Museum just as staff members were hoisting our Huey into place on concrete blocks in the "aircraft garden" out front. When the pandemic restrictions ended, Joe came in to join

the Volunteer Corps and has been here ever since, earning his spot on our crew of knowledgeable docents. He was pleased to reconnect with another of our volunteers, Don Griffin; the two were crosstown gridiron rivals in the LA area during high school.

If you happen to see Joe at the museum, ask him for some stories from his O-2/C-130 days or ask him about a long-term project he is currently wrapping up: a 1974 Alfa Romeo. Rumor has it the newly-restored car is just about ready for public viewing.

**Enjoy making new friends?
Join the HFM Volunteer Corps.
It's the perfect way to share
your time and talents, give
back to the Skagit Community
and meet like-minded aviation
enthusiasts and history
buffs. Contact our volunteer
coordinator, Mark Carpenter:**

volunteer@heritageflight.org

2024 Fly Day Season on Final Approach!

HERITAGE FLIGHT MUSEUM

Where History Flies in Skagit County

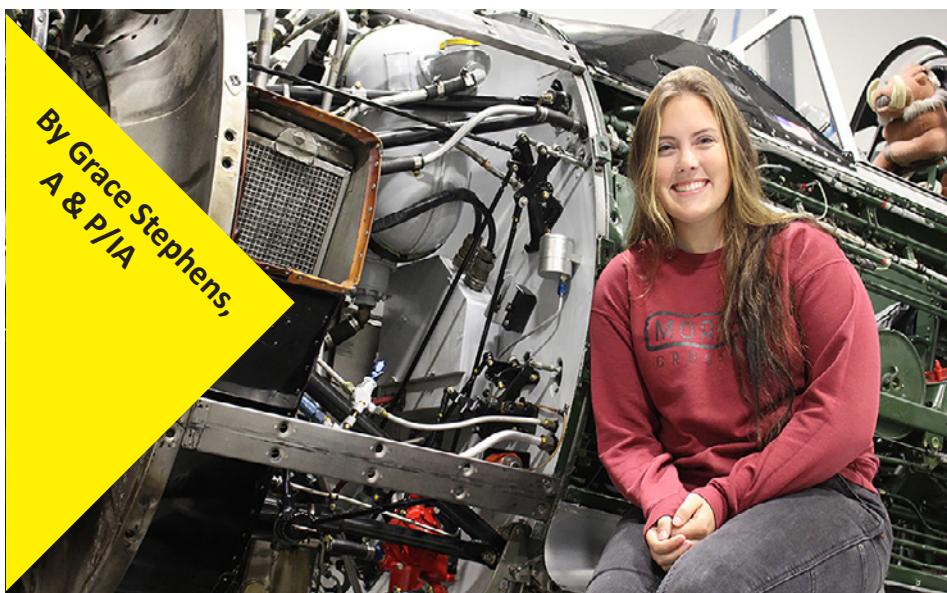


FLY DAYS 2024

POWER • SPEED • HISTORY • FUN

~~April 20~~ • May 25 • June 8 • July 20 • August 17 • September 14

Mechanic's Corner



Pull up a chair and learn about the weird and wonderful world of aircraft maintenance; more specifically, Mustang maintenance. You may have noticed while strolling through the museum that our lovely Valhalla is missing a few pieces. The absent parts are called the “clamshell doors.” These doors help reduce drag by covering the tire portion of the landing

gear while in flight. There is a lot of rigging and proper fitment to make these doors function correctly.

Before we get into the nitty gritty of the doors, let’s take a look at their function so we’re all on the same page. When the door is attached to the airframe there are three main “sides:” the forward side (faces the aircraft’s nose), the bottom side (fac-

es the ground) and the aft side (faces the tail). The aft side has a hydraulic actuator on the top that pulls the door closed during operation, while the bottom side of the door has two latches facing forward and aft respectively.

The way these doors work is the hydraulic actuator will bring the door up with the forward side touching the airframe first, then the aft side will touch a moment afterward and pull the door up to create a solid seal around the airframe. Finally, the latches will go out and lock into place.

To operate correctly, there must be a significant curve or ‘preload’ to the forward side of the door. Without this preload, the doors may start to gap during G loads or high airspeeds. The only way to ensure that the doors have the proper preload is by using a special jig which the doors are built inside of. HFM doesn’t have this jig, so our old doors were shipped down

The Weird, Wonderful World of Aircraft Maintenance

to a shop in sunny California where they could be disassembled and used in the building of the new ones.

The first step in this process is to place the old doors in the jig and see how far out of tolerance they are. Then the doors are taken apart and all the usable parts are inventoried. (The useable parts may include the internal hardware or inner skins, depending on wear.) Almost all the old hardware in our doors was reusable, but the inner skins were not up to standard so new ones had to be built.

Once the inventory is completed, the usable hardware gets shipped out for CAD plating while the shop starts the process of building the inner and outer skins. Everything is primed before being put together to prevent

corrosion. Throughout the building process, the doors are regularly placed back into the jig to ensure the proper fit. Near the end of the process, the shop will reinstall the internal hardware and start checking the fitment onto a set of mustang wings as well as the jig.

While checking the fitment, they will use the old outer skins as somewhat of a guide and trim the new skins down so that the final fitment onto Valhalla is less intensive. The new doors are returned to us only in primer so that while we are doing the final fit-

ment, the paint does not get ruined. Once they are fitted, we will remove the doors once more and paint them.

We have just received our new freshly-primed doors and will be finishing this project in the coming weeks. Be on the lookout for Valhalla's fancy new clamshell doors at the next Fly Day!



Above: New doors fitted on Val Halla



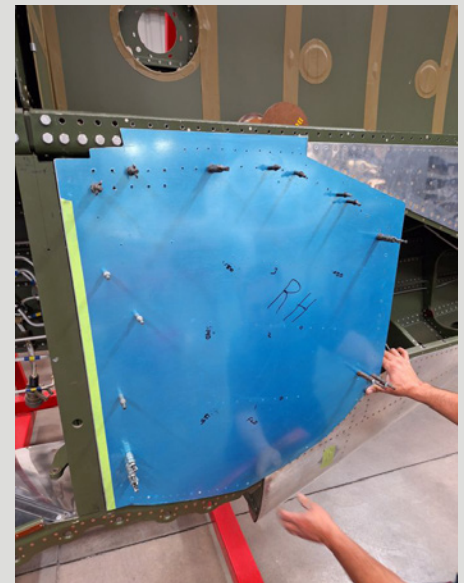
Above & below: using the jig



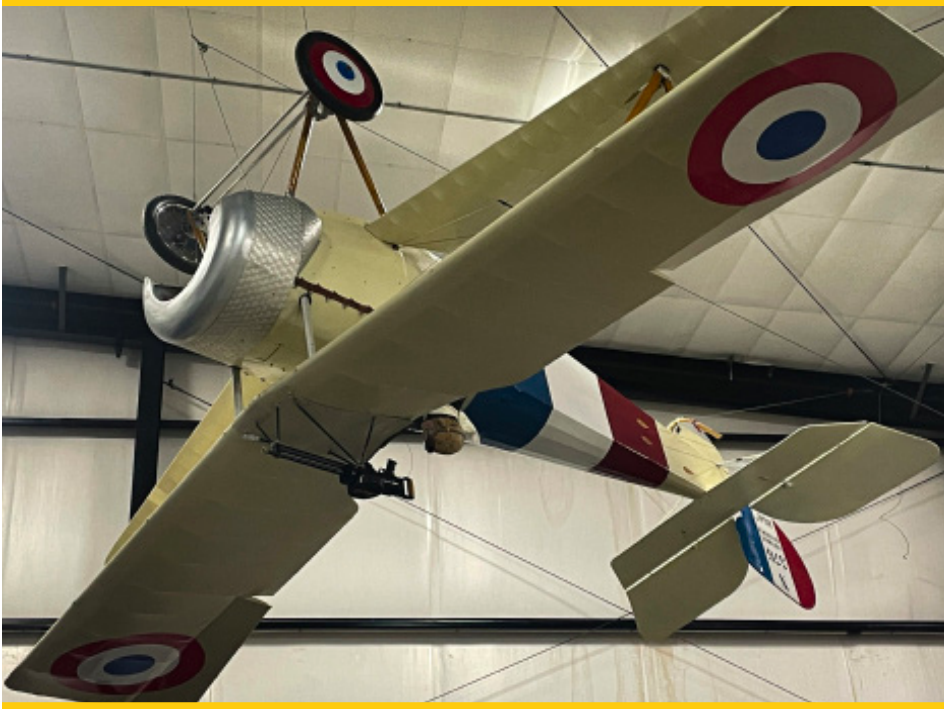
Above: fitment onto the wing; below: unprimed door



Above: priming the doors; below: more fitment



Victory Roll: Flight of the Nieuport XI



A Replica WWI-Era Nieuport XI

is suspended at the apex of a victory roll in the “skies” over HFM. France’s Nieuport XI was introduced in 1916 and was in its day the latest, fastest plane available to be converted into a fighter for the Allies of WWI. A single seat sesquiplane (lower wing chord more narrow than upper) with ailerons for better control in the upper wing, it featured a Lewis gun mounted on the upper wing to fire above the propeller arc. Nicknamed the “Bebe” due to its small size, it helped end the “Fokker Scourge.”

A huge thank you is owed to the Nieuport’s donors, pilots Allan and Cynthia Snowie of Bellingham. A word about the Snowies: they may look mild-mannered, but their calm exteriors

disguise international adventurers of the first degree. Cynthia, a retired ICU nurse, got her pilots license at the “tender age” of 66. After realizing that there was only one way to keep up with her flying husband’s exploits, she began training locally then disappeared to Florida for about three weeks and came back a certified pilot. Allan flew S2F Trackers in the Royal Canadian Navy, then became a commercial pilot for Air Canada. After retirement, he pursued his interest in flying light aircraft.

It doesn’t get much lighter than WWI-era planes, so he undertook a fateful trip to Independence, Oregon where the local Experimental Aircraft Association had been involved in an interesting project from 1997 to 2003. EAA members had combined their skills to build fourteen airworthy 7/8 scale Nieuport XI models and drew lots for who would own which aircraft. Their dream was to fly in formation as an escadrille. By the time Allan came on the scene in 2007, some of these pilots were selling off their Nieuports.

The first one Allan bought was owned by a father-son pair, both military, who each had one of the

original EAA planes. After the son was tragically killed in a Blackhawk accident, the father decided to sell and Allan acquired his first XI. (That plane is now hanging at the RCAF headquarters in Ottawa.) The Nieuport that now resides at HFM was the second plane Allan bought, number ten out of that EAA’s original fourteen. Before he was done, he had purchased five of these aircraft.

The year 2009 marked the 100th anniversary of powered flight in Canada, and Allan wanted to join the coast-to-coast aircraft group marking the occasion - but the Nieuport’s relative slow air speed led him to embark on a solo flight instead. Cynthia followed below in their SUV, empty trailer in tow, showing up wherever he landed with cans of fuel and sandwiches.

They started at Comox AFB, Vancouver Island. On reaching the Rocky Mountains, they disassembled the plane, packed it on its trailer, drove through the mountains and reassembled it at Lethbridge, Alberta in a farmer’s barn, using the farmer’s grandchildren as labor. At their next stop (High River, Alberta), the Snowies encountered the president of the Canadian EAA, who encouraged them to take the Nieuport to Oshkosh to honor Canada’s Centennial of Flight being celebrated there that year.

Allan and Cynthia disassembled the plane once more and towed it to Oshkosh. It was reassembled at a nearby field and flown into Airventure, where it was featured on Aeroshell Square – the smallest French aircraft and the largest, the new Airbus 380. From there they flew the rest of the way to Nova Scotia, finishing at the Sherwater Aviation Museum, where the Nieuport was displayed for a month before returning home by trailer.

Jumping ahead to 2014, Allan was aware that plans were being made for a special 100th anniversary celebration

A Generous Gift from Allan and Cynthia Snowie



in Northern France on April 9, 2017 to commemorate the decisive First World War Canadian victory at Vimy Ridge. As there was no aviation component slated for the event, Allan wanted to change that. Working together with former military pilots and sponsors, such as Boeing and the Air Canada Pilots Association, he arranged for a formation of Nieuports to fly over the Vimy Memorial on the appropriate date. It would become the highlight of Allan's flying career.

The Canadian Forces provided a crucial component - the transport of the replica biplanes to France. A RCAF C-17 was carefully packed with four Nieuports, one SE5a and two static-display Sopwith Pups. Despite the numerous aircraft filling the cargo bay floor, it was one of the lightest loads the C-17 had ever lifted. The forty-member Vimy Flight Team followed via passes courtesy of Air Canada. (HFM's Nieuport did not make the trip to France, owing to an earlier mishap that ended her airworthy days.)

On 9 April, the Nieuport contingent carried out the centennial fly-past over Vimy Ridge. After the anniversary flight and various adventures related to what the Direction Générale de l'Aviation Civile does or does not deem a crash landing, the Nieuports and their pilots returned to the East Coast of Canada with many stories.

This brings us to the Nieuport's connection with HFM, which began during our tenure at the Bellingham Airport. Cynthia, having a background in graphic art and displays, was helping with exhibits when Allan flew his first Nieuport to the Museum in 2007. As Cynthia tells it, Bill Anders was there and

observed to her, "So that's a 7/8 scale Nieuport . . . I reckon you'll need a 7/8 scale pilot to fly it," and volunteered his services.

He also offered hangar space for the plane, and the Snowies eventually

presented the Nieuport to HFM as a static display. They worked throughout 2023 to get her wings on and add a dummy machine gun and pilot. Imagine our surprise to see Allan walk through the door with the disembodied head of Jean Navarre tucked under his arm like a football! Jean's face was painted by the talented Cynthia, who also applied the decals to the aircraft and supplied other finishing touches.

The Nieuport XI "Bebe" now hangs inverted as in a dogfight, with Navarre at the controls. As she lacks an engine, fabricator and HFM volunteer Ralph Peterson is working on a mock-up to complete her look. She will be the centerpiece of our new WWI section in hangar one, an exciting addition to the museum's many stories.

WWI Flying Ace Jean Navarre

Jean Navarre, "The Sentinel of Verdun," was a pioneering French flying Ace of World War I. He shot down his first German fighter in April, 1915. Later, he was assigned to fly Nieuport fighters in Escadrille 67. Navarre chalked up his twelfth and final confirmed aerial victory on 17 June, 1917, but was shot down and never returned to air combat after that because of his injuries. He died while practicing to fly a protest pass through the Arc de Triomphe after French airmen were ordered to march in (rather than fly over) a WWI victory parade on the Champs Elysees.



The Vimy Ridge Centennial Flight



Photos: Lyle Jansma, Allan and Cynthia Snowie

New to the Crew

Heritage Flight Museum is pleased to welcome Western Washington University graduate Sarah Spencer, who joined our staff in December and will take over managing the Exhibits and Collections departments in early 2024. Sarah was HFM's Collections Intern in the spring of the previous year. She graduated with a Bachelor's Degree in Anthropology (with a concentration in archaeology).

We owe a fond farewell and thank you to Tiffany Hamilton as she tackles a new career with her Masters Degree in Biology from University of Miami. For the past two years, we've vicariously enjoyed Tiffany's adventures in field work. She swam with whale sharks while studying field methods in Baja California, Mexico, monitored golden lion tamarins in Rio de Janeiro, Brazil and got to observe many Galapagos Islands species up close while studying island geography and evolution.

Tiffany has left her mark in the reorganization of the archives and creation of the new exhibit galleries that were added as part of HFM's facilities expansion in 2022. She was instrumental in working with NASA and the Smithsonian Institution to get HFM founder Bill Anders' Ambassador of Exploration Award (with lunar sample) and the watch he wore during the Apollo 8 space mission moved to Heritage Flight Museum. She has also assisted with everything from marshalling aircraft at Fly Days and handling memberships to prepping for events, and she drives a mean forklift.



Incoming Sarah Spencer (left) replaces outgoing Tiffany Hamilton (right).

Employment Opportunity

Heritage Flight Museum has job openings for an A & P/IA Lead Mechanic and an A & P Mechanic. Check our website for more information about applying for these positions: www.heritageflight.org/employment



Thanks for Your Support



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

Photography: **Karen Hicks, Deane Crilley**

Exhibits: **Brent Work, Ralph Peterson, Allan Snowie, Jay Borello**

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Fall Exhibits Intern: **Montana Reese**

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

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Welcome to the Attic

Letters From Vietnam

By Tiffany Hamilton,

"My Dearest Shirley, I have half an hour now..." (18 February, 1971) "I'm in between briefing and going out to my plane..." (12 August, 1971) "I'm just grabbing a few minutes out the middle of my day..." (16 September, 1971).

In handwritten letters and stolen moments lies the story of Seattle native Delbert Harold Jacobs, a seasoned Air Force pilot stationed in Vietnam in 1970-1971. By the time he deployed, Del was a man of many accomplishments. He graduated from West Point Military Academy in 1955 as Sergeant Major of Cadets, the highest graduating rank there is. He received the Eisenhower Award from President Eisenhower himself.

After West Point, Del earned a Master of Science in Aeronautics in 1960 and an honorary doctorate in 1961. Del spent time as a commander and NATO instructor pilot at Furstenfeldbruck AFB, Germany. He was also an assistant professor of astronautics at the US Air Force Academy and an F-101 chief test pilot at Tyndall AFB, Florida.

In 1969 Del was awarded the General Hoyt S. Vandenberg Trophy by the Arnold Air Society for technical achievement in developing the electro-optical ATAR recognition system for fighter interceptor aircraft." According to the original award citation, "It is very unusual for a fighter pilot to receive our highest national award for achievement in the field of science".

Del was a family man. He married Shirley, the love of his life, in 1956. The couple had four children: Lynn, Greg, Cheryl, and Jeff. As a family, they spent many adventurous days together in the great outdoors, pursuing their love of boating, skiing, camping, and backpacking.

In 1970, Del found himself far from home and his beloved family. He was in Vietnam, flying F-4s as a Lieutenant Colonel and Commander of the 390th Tactical Fighter Squadron. Del was stationed in Da Nang and spent a few months on the aircraft carrier USS *Kittyhawk*. During his time there, Del would fly 168 combat missions in F-4s, earning the Distinguished Flying Cross, two bronze oak leaf clusters, and many more awards and citations.

From December 1970 to December 1971, more than 322 letters were sent between Del and his wife, his kids, his brother, his mother and grandfather. Shirley kept Del informed about their finances, house repairs, the ongoing space exploration of the Apollo missions, and news about the family, including her father's passing. She tells Del that their dog bit someone and updates him on her efforts to sell the house. Of course, she tells him about their kids and occasionally encloses a child's letter to Dad.

On Del's side, the letters describe a man who faces the challenges of combat, finds adventure in his work,

and greatly misses home. Del writes some letters to his kids, often including a small gift, but most of the letters are addressed to his wife. Each one begins with "My Dearest Shirley," and finishes with "I love you, Del." In these letters, Del describes his daily activities and compliments his wife on her household management. He encourages Shirley to continue to do her best, make sure their kids have normalcy and pleasure in their lives, and go backpacking on weekends. "Be cheerful & let the kids get away with things sometimes!" he advises in his letter dated 31 December, 1970.

Del tells Shirley about the missions he flies. While stationed as an F-4 fighter pilot exchange on the USS *Kittyhawk*, Del describes his first takeoff and landing from an aircraft carrier. Del would fly a total of 10 combat missions from the carrier, but by April 1971, would have his wheels back on solid ground.

On 19 April, 1971, Del tells the story of a combat sortie in which he and his wingman each thought the other had gone down. "Went to a high threat area in Laos instead of the planned Ashan Valley area." He writes. "Target was 2 trucks and a storage area. We demolished it. On my last pass I lost my radios just as I pulled out. Thought it might be a AAA as the FAC said some big guns were shooting at me. I turned to my egress heading but couldn't find



Wartime Correspondence

my wingman. Came home alone & quiet with no radio. He saw a big explosion on the ground about 6nm from target on my egress heading & thought we had gone down. Couldn't raise any contacts, etc. Worked out ok finally but wingman was really worried."

Del also describes other missions where he is stationed in the backseat of the aircraft, but prefers to be in the pilot seat and gripes about sorties when he isn't the man in control of the aircraft.

By June and July, Del was starting to wear down. After long days, high-stress assignments and isolation from his family, his letters reveal a man who is low on spirit. On June 16, 1971, he wrote the following, "My Dearest Shirley, Hi honey, Just a note to tell you I love you. I am quite lonely these days. Day after day of hard work with the combat strain and without a let up is taking its toll finally."

In late July Del had the opportunity for Rest & Relaxation (R&R). He headed for Hawaii where he was reunited with his wife and kids. His first letter home after R&R dates August 3, 1971, and is written on a postcard purchased in Hawaii. "I sure hated to see you & the kids walk away... I had the feeling that it just might be the last time I'd see you... the children are doing so well... I had a wonderful stay at home..." In October Del again had the opportunity for R&R, this time he and Shirley went alone to Hong Kong. Despite the bitter-sweet goodbyes, his following letters sound

like a man who has been rejuvenated.

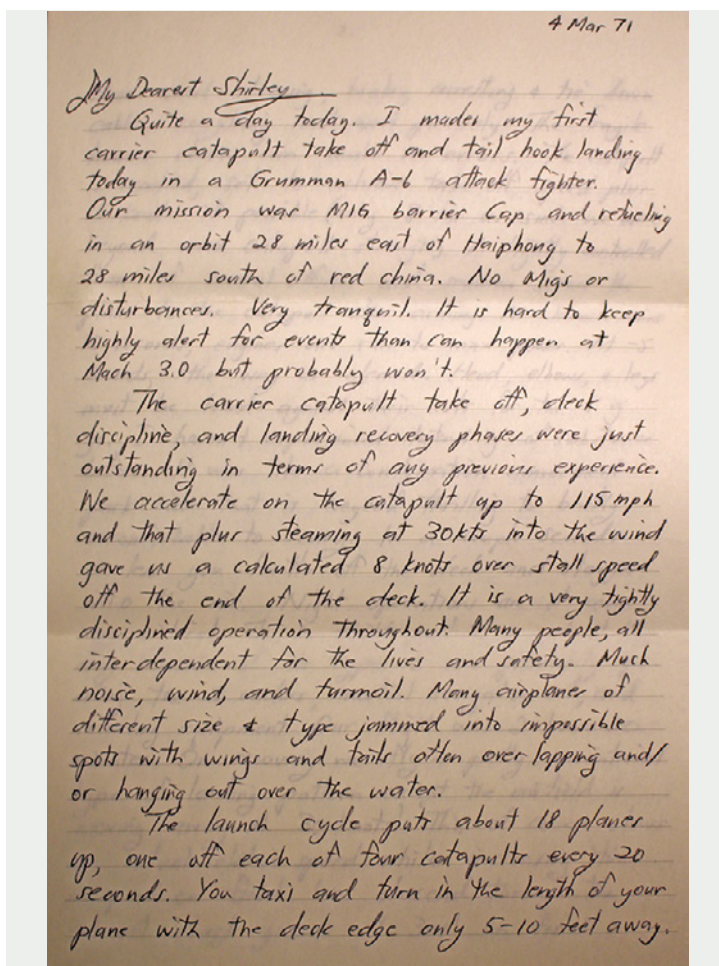
The passage of time is a common theme Del mentions in his letters. On December 31, 1970, Del writes, "My Dearest Shirley & Family, Time sure drags here but it will pass faster soon." Throughout his letters Del often describes how the days in Vietnam pass quickly yet the months seem to drag on, and it feels as if he is no closer

house, and Del praises her efforts. "I am very proud of your strength, stamina, and intelligence displayed in the preparation, negotiation, and sale of our home. I draw a lot of strength clear over here from knowing you are doing such a fine job at home." Del encourages Shirley to fly to Washington DC and choose a home. "Buy the house if you like it, select the colors & the finish. I'll be happy with it if you like it as well... I Love You so much, darling. Del XXX"

In December 1971, Del touched down once again, this time on US soil. He would be promoted to Brigadier General in 1979 and 28 years later, retire from the service. In civilian life, Del would become the Vice President of Northrop's advanced stealth fighter design and development.

Letters such as these demonstrate the bravery and sacrifice of those who serve. "My Dearest Shirley & Family / Deep in my heart I guess I have a suppressed fear of going down in combat... Yes, you do learn to live and suppress all sorts of fears and anxieties here. It isn't easy to go out into combat day after day when so few are taking the risks for so many."

These letters that offer a poignant glimpse into the life of an American family separated by the Vietnam war have been graciously donated to the Heritage Flight Museum by Del's oldest son, Greg Jacobs, and Greg's wife, Dr. Donna Moore. In addition to the letters, the donation includes 102 audio tapes Del and Shirley sent to one another.



to returning home. In November he begins at last to count down the days in his letters; 30 November, 1971, "My Dearest Shirley, 18+ Days to go... I'll be home soon. I Love you but these days are passing too slow."

The final letter in the Del Jacobs collection is dated 4 December, 1971. Shirley has managed to sell the

The Huey Report

By Del Chasteen



On 20 October 1956, the world first heard the sound that would become the anthem for an entire era. On that day the first Bell UH-1 “Huey” helicopter took flight. Between 1960 and 1975, these iconic aircraft would tally almost eleven million flight hours in Vietnam. The Huey would evacuate over ninety thousand wounded soldiers, sailors, airmen and marines from combat landing zones all across Southeast Asia. Ask any of our warriors who served during that time and you will find that all of them vividly remember the unique “whop whop” sound of the rotor blades of the Hueys coming to take them out of harm’s way.

Our ship here at HFM, UH1-B/C 62-2000 S/H #00520, was built in Fort Worth, Texas in 1962 as a B/C model during the manufacturing changeover from the B model to the C model. She is a perfect example of an in-theater (field modified) ship with parts from several different versions of UH-1s that saw service in Vietnam. The Huey was designed to be a true utility

airframe with about 85 percent of parts interchangeable with other models.

Many details of our Huey are lost to the fog of history. As far as we can ascertain, she was sent to Vietnam in 1962 as a member of the 57th Medical Evacuation Detachment of the US Army, serving as an unarmed rescue and utility helicopter. When it became apparent that gunships were needed to cover operations, she was converted to a heavily-armed ground support vehicle and transferred to the First Cavalry Air Mobile Division. In that capacity, the ship was damaged by enemy ground fire and received battle damage due to those missions, which were all successfully completed.

After her military service she was sold to the Halverson family of Kirkland, Washington, the owners of the Papillon Group (Grand Canyon Helicopters), where modifications were made. After years of service to Papillon, the aging and no longer airworthy UH-1 was donated to the Boeing Field Museum for restoration as a static display. Boeing

elected not to restore her because they received another donated Huey in much better condition.

Over the years our proud old veteran has been cannibalized for parts, vandalized and ravaged by decades of exposure and neglect, ending up in a scrap yard in Bellingham, Washington. Mr. Paul Pace, owner of Pace Salvage and an HFM lifetime member, donated the helicopter to us in 2019. For four years she has been awaiting restoration as a static display at the museum entrance. She will be restored in the livery of HHC 1st Brigade 1st Air Cavalry of the United States Army in honor of Mr. Fred Smyth, an HFM member and officer in the Cascade Warbirds. Fred flew the Hughes OH-6A Cayuse, a LOH (Light Observation Helicopter, pronounced “loach”).

It has been a long and arduous task to trace the history of our Huey and ready her for restoration. It couldn’t have been done without the dedication and help of those many folks to whom the Huey is truly a very special aircraft.

HFM Helicopter Restoration Thank Yous

HFM would like to thank the following for assisting with the Huey project and this article:

Del Chasteen

Restoration Project Lead

HFM Docent

Former assembly line manager,

Bell Helicopter

Fort Worth, Texas

CW2 Fred C Smyth (USA Ret'd)

Decals & Paint Scheme

Vietnam Veteran June-Sept, 1969

HHC 1st Brigade 1st Air Cavalry

HFM Member

Paul Pace

Airframe donor

Owner, Pace Salvage

Bellingham, Washington

Ralph Peterson

Fabricator/Restoration Crew

HFM Volunteer

Bill Quehrn

Facilitator

Docent at HFM and Arizona CAF

Museum

David Ryan

Airframe History Source

Aeronumerologist

Manchester, England

Dr. Ray Willhite, PhD

Airframe History Source

Archivist, US Army Aviation Museum

Fort Novosel, Alabama

Lt. Col. (US Army Ret'd) Dave Sale

Aircraft Parts Donor

Director, US Army Helicopter

Association and Museum

Mesa, Arizona

Barry Schiff

Airframe Specifications Source

Contributor, AOPA Pilot Magazine



...and a special thanks to all the HFM volunteers and staff who have stepped up to help us accomplish this formidable task.



Events Corner: The Ins & Outs of Creating an Event



HFM's events center brought in about 19% of our income through private events last year, and fun was had by many. Our clients held weddings, fundraisers, large birthday parties, family reunions, company Christmas parties, memorials, business meetings, and educational meetings.

Although our priority is being a museum first, the events center provides a service to the community as well as income to support the museum. There are several factors involved in renting space to clients. First and foremost, it takes the entire Heritage Flight Museum team of staff and volunteers to pull it off.

The process begins as HFM Executive Director Greg Anders is briefed on all potential event inquiries. He reviews every detail of the event in a coordination document and determines which aircraft will be made available for the event; also how and when they will be moved.

Our events staff, Mariah Samora

and Lynn Wade, receive and respond to inquiries from potential clients and continue to work with them throughout the planning, implementation and closing phases. This service may include a price quote, museum tour, sample floor plan and rental agreement. Once the agreement is signed, they oversee the basics: acquire permit and insurance, coordinate with caterer, collect 50% down payment with included \$500 damage deposit.

Next, they review the floor plan and agree upon the following: which hangars will be used, number and placement of tables and chairs, style of linens, preferred aircraft/vehicles to display (subject to availability), placement of the HFM bar, audio/visual equipment and/or stage. If needed, they provide space and tables for caterers to set up, as HFM does not have a commercial kitchen.

At this point, they establish a time frame for setup and event details. The events staff coordinates with the following museum personnel to ensure a smooth event:

- Chief mechanic Grace Stephens regarding the arrangement of the aircraft and vehicles.
- Building maintenance expert Neal Padbury regarding electrical or supply needs.
- Media manager Marne Cohen-Vance for information that needs to be passed on to the public, such as events-related closures.
- Archive team Tiffany Hamilton and

Sarah Spencer regarding best ways to protect exhibits and artifacts that may need moving.

- Volunteer coordinator and tech expert Mark Carpenter for recruiting the volunteers to staff the event and providing technical assistance.

- Administration and Human Resources office personnel Julie Shelby and Judy Grace for processing payments and damage deposit returns.

- Dave Bargelt at the front desk, who will track timeline details of each event.

Before the event, volunteers assist with setting up tables, chairs and whatever else is needed per the floor plan. During the event, the staff and volunteers keep a watchful eye on the museum's front desk, galleries, aircraft, vehicles, and artifacts and enforce the museum's rules for safety. They also answer questions about the museum, attend to spills or messes and basically stand by to help in any way needed.

After the event, they assist with breaking down tables, putting away chairs, emptying garbage cans, sweeping and helping guests have a safe and comfortable exit.

The coordination needed to successfully manage an event is multilayered. Every piece is important and each HFM staff member and volunteer is appreciated.

Contact events staff:

Events@heritageflight.org

360-424-5151, ext 107 or 110.

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

Nothing But Blue Skies at our 2023 Fly Days



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