



HERITAGE FLIGHT MUSEUM

Where History Flies in Skagit County

Volunteer/Member Newsletter

www.heritageflight.org • 360-424-5151

Fall 2025

What Is Our Value?

By Greg Anders, HFM Board Chairman

As we work to continue the museum's path forward and maintain its viability, I reflect on what value we bring to our community. I see that value as having many facets, and I cherish each one. But at the core, I believe we should focus on our capacity to inspire.

Earthrise has inspired humanity in many ways, from its first publication in 1968 to the present. This inspiration is baked into our museum's founding. Still, the ongoing inspiration that our museum can provide is best reflected in the excerpt at right from Dr. Benveniste's article on one of our founders. We should not try to inspire a youth to become an astronaut, join the military, or follow any particular path we demonstrate in our displays, flights, or docent conversations. I believe we should inspire people to the highest achievable peak in following their own passions.

Bill did not attend the Naval Academy thinking "I'm going to be one of the first humans to go to the moon and I'm going to take the most iconic space picture of the 20th century." He went to the Naval Academy because he knew it would prepare him to serve in the military as his father had. He wanted it badly enough to seize every opportunity. During his plebe year, late at night when he was supposed to be in his rack, he would sneak out of his room, risk raising the ire of an upper-classman, and hide in a closet under the stairs he had set up with a reading lamp. Study, not sleep, was the path to his goal.

This is not a story we tell in any specific part of the museum, but it exemplifies the story we should be trying to tell with every display or conversation.

At airshows, I approach the crowd after a performance and look for my favorite attendees: the youth in the crowd. I ask them if they enjoyed my show and if they had an interest in flying. If they say "yes," it is an easy transition into my three steps to achieving a flying career. One, listen to your parents and learn from them. Two, work hard anytime you get the chance to learn, whether that is in school or anything else you pursue. Three, stay away from the trouble of bad behavior or illicit drugs.

At first, I was a little stumped if they said "no," but I have learned to use that moment to express the same rules for any of their interests, even if they don't fully understand what their interests are. I do believe that interests well pursued commonly become passions.

As our docents tell the stories of our aircraft and displays, I hope we can always keep an eye on the highest value of our museum: inspiration to pursue passion at the highest level. Whether that passion is

flying, military service, or becoming a chef at a world-class restaurant; it doesn't matter. We tell the stories of those who have achieved to inspire all to pursue their own passion effectively.

You never know where you will find your excellence.

"I began reflecting on the inspiration I had derived from watching the Mercury, Gemini and Apollo missions on television when I was a boy and a teenager. It was not an inspiration to become an astronaut but rather to follow my own passionate interests and explore the world beyond what is known."

— Dr. Daniel Benveniste

From Psychobiographical Reflections on the Life of Astronaut Bill Anders



Volunteer Spotlight

By Marne Vance

Deborah Johnstone



Rev Allender with Deborah Johnstone and Bill Anders

“Honoring Veterans and Keeping History Alive.” The first two words of HFM’s motto come to mind when considering our spotlight subject. People come from many converging directions to volunteer at the museum. Registered Dietitian Deborah Johnstone may not seem like the most obvious candidate to show up at our door. But her secret is out: her dream has always been to become an astronaut.

Deborah was born at Homestead AFB, Florida, into a military family. The street addresses of her youth are all at military bases, including Goose Bay, Labrador, Big Springs, Texas, and Edwards AFB in the Mojave Desert.

The astronaut dream is not so far-fetched when you look at her family background. Her father, the late Air Force pilot and Vietnam Veteran James “Rev” Allender, flew many planes, including the O-2 and the F-104. He even got to fly the SR-71, when his work as a test engineer in stability and control put him in the cockpit during a test flight.

Deborah’s mother, Carol McHarry Allender, was the daughter of a barnstormer turned Army Air Corps pilot with 10,000 hours in the C-47 during WWII. After the War, he started a flying school in Bartlesville, OK, then rejoined the Air Force. Carol spent

a lot of time in the air with her dad growing up. Then she got a civilian job as secretary to the flight surgeon at Hamilton AFB.

Deborah’s parents met after Rev and his instructor had to bail out of his check ride in an F-104. Carol filled out Rev’s accident report (twice; a second bailout came later) and still had the guts to go on a flying date with him. Thanks to her dad, Carol was quite comfortable in a cockpit. Aviation clearly runs in the family. Their daughter took the example to heart and set her sights on the job she wanted: Space Shuttle astronaut.

A prerequisite to that job was starting as a pilot, and Deborah had picked out her plane, the F-15. In second grade, she was awarded a special prize at school for her poster about firefighting safety. The other kids got candy, but her prize was a model of an F-15. When Rev saw it, he told her those models were usually only given to test pilots. It might have influenced her choice.

She excelled in math and science in high school. She also competed in ice skating, but gave it up in favor of marathon running after a math teacher told her he had “never heard of an ice skater becoming an astronaut.”

Deborah joined the Reserve Officer Training Corps (ROTC) at the University of Washington, the only woman in her squadron. She did everything she could to build up her physical fitness—and her height. She had looked up the qualifications for becoming a military pilot and was aware there might be an issue with her five feet of personal altitude.

After two years, ROTC candidates are required to pass a “huge, intense” physical exam to stay in the program. She signed up for a morning slot, when people are said to be at their tallest.

She hung from a bar, hoping to stretch. After the physical, Deborah was told her sitting and standing height fell short of requirements for a pilot slot. She was devastated.

Deborah chose not to continue in ROTC and started looking for other ways to use all the science courses she had taken that might still somehow lead to a space-related career. Her research led her to nutritional science and then to a three-year graduate program to become a Registered Dietitian. Her dietetic internship took her into the Harborview Intensive Care Units, Trauma Center, and Burn Center. She passed the national exam and found a new passion in counseling outpatients, many of them military. Her dream of becoming an astronaut, however, was receding.

Back when Deborah turned sixteen, Rev gave her a logbook and started teaching her to fly at Boeing Field. Throughout high school, college and graduate school, she worked toward becoming a pilot. After she soloed, Rev asked her to pay for her own fuel and plane rental, though he didn’t charge for the instruction. She took a job at a bookstore to cover the cost. In her words, “I’m glad he did that. It means more when you have to work for it.”

On the day she got her pilot’s license, Deborah called her grandfather, the barnstormer, to tell him she had “earned her ticket.” Rev said, “He’ll know what that means.” Later, she earned her taildragger rating in a Cessna 140A that Rev acquired.

Deborah’s first non-pilot passenger was a customer at the bookstore where she was working, a law student. After he passed the bar, Deborah sent him a card of congratulations with a “coupon” for a flight around Seattle. It was during this flight that she first felt the weight of

Honoring Veterans Starts at Home

someone's life in her hands, someone who couldn't fly the plane himself if anything went sideways.

Five months after that flight, her passenger stopped by the bookstore to share some photos he had taken from the air. Deborah was out. It was her 21st birthday; she was celebrating by parachuting out of a plane with Rev at Harvey Field, Snohomish. (They had to pry her hands to get her out of the jump plane, and there was a surprise birthday party waiting for her on the ground!) But the young man eventually tracked her down, and after passing muster with Rev, started dating his pilot. He was, and still is, Larry Johnstone, Deborah's husband.

In the Allender family, some of the biggest holidays were Veterans Day and Memorial Day. Deborah and her siblings were taught to honor veterans and thank people in uniform. When Rev started volunteering at a certain small flight museum in Bellingham, she volunteered to help him volunteer. Rev had seen a plane there, an O-2 that he had once flown in training at Hurlburt AFB, Florida. Seeing this plane got him talking about his experience coming home from Vietnam, a painful topic he had always kept quiet about.

When the museum (yes, it was HFM) acquired the building it now occupies at Skagit Airport, Rev and Deborah both stopped in once a week to help scrape old tiles off the concrete floor. This was brutal work, but Deborah was glad to do it. She felt Rev's volunteering there had given her dad a purpose, helped him open up to his family, and made him feel valued. And always in the back of her mind was the dream of space travel that she had never forgotten.

As HFM transitioned from Bellingham to Skagit, a fundraiser was planned in 2018 to pay for the cost of



bringing the new building up to code. When Deborah found out that three astronauts and some of the ground crew from NASA's Apollo 8 moon mission would be at the event, she was beside herself. Rev encouraged her to officialize her volunteer status; despite many hours worked, she had never actually signed up. This she did, and then she helped set up for the big event. At a pre-event barbecue, she would meet some of her heroes, including Bill Anders, face-to-face.

She was "beyond thrilled." It became a very special memory that inspires her to continue volunteering to this day. When she walks into the museum, Deborah feels like she's here to visit her dad. She loves that Bill, Greg, and Alan Anders treated Rev in a way that made him feel seen, respected, and acknowledged.

You will find Deborah at Fly Days. She keeps coming back to her "chosen" family. She's at the Future Flyers table working along with Leigha Bender and Michelle Bender to engage the

junior-most members of our audience. She loves sharing aviation with kids, sparking their interest, and honoring her father in the process.

As a footnote, Deborah has a nephew, Josiah Reverdy Nemes, who shares a middle name with her father. After flying with Rev at Harvey Field, Josiah was inspired to represent the fourth generation of pilots in the family and became a flight instructor there.

And as for Deborah's dream, it has never left her. If ever given the chance to go into space for any reason, she says she'd do it "in a heartbeat."

To our AWESOME Volunteers from the Chairman:

Our best source for employees is our Volunteer Corps. If you are looking to up your involvement, and a little side compensation helps you commit to that, please let Mark know of your interests.

There are a couple of areas I am willing to commit funding to but I am not willing to fund those areas for an outside hire. I will endeavor to sit with Mark and define some of those funded opportunities available to our Volunteers.

Make a Gift That Makes a Difference

By Eric Sanders, CPA

As the year winds down, I want to take a moment to thank you for being part of our community at Heritage Flight Museum. Your support—whether through volunteering, attending our Fly Days, or simply spreading the word—has helped us keep the P-51 Mustang and other WWII aircraft flying, maintained, and accessible.

This year, we're writing with a special opportunity that could make your support go even further, both for our mission and for your financial planning. New tax law changes are coming in 2026, and a gift made before December 31, 2025, could be especially impactful.

Before we explore those changes, let's remember that anyone can offer financial support without viewing it solely as a tax write-off. It's quick and simple to donate. Regardless of how you choose to contribute, we at the Heritage Flight Museum appreciate your support, as we rely on it to continue our operations.



Why 2025 Matters—What's Changing in 2026

Starting in 2026, significant shifts in federal tax policy may affect how your charitable contributions are treated. Here's what you should know:

- A 0.5% AGI "floor" will apply for itemizers; only gifts above that threshold will be deductible.
- High-income donors will see a slightly reduced effective tax benefit, dropping from 37% to 35% for their charitable deductions.
- A new above-the-line deduction is being introduced for non-itemizers (as much as \$1,000 for individuals, \$2,000 for couples). But this does not apply to gifts to private foundations like ours. These changes mean that donations made in 2025 could be more tax-efficient than those made in 2026—especially for larger gifts or planned giving strategies.

How Your Gift Makes a Difference, Now More Than Ever

By giving now, you help us in two powerful ways. First, you support our ongoing mission. Your donation fuels:

- The care, restoration, and flight operations of our P-51 Mustang and other historic warbirds
- Educational outreach, tours, and events that bring aviation history to life
- Preservation of artifacts, stories, and archival materials for future generations. Second, you maximize your giving efficiency. A gift before year-end may allow you to make the most of the current tax rules, a real win for both you and the museum.

Ways to Give:

- Cash contributions
- Gifts of appreciated securities

- Multi-year pledges (which we can help structure)
- Legacy gifts (such as bequests, or naming us as a beneficiary on your IRA or trust)

How to Take Action

- Talk with your tax or financial advisor about the upcoming changes—ask them to run the numbers on what gifting in 2025 looks like versus 2026.
- Consider "bunching" your giving: combining what you would normally give over multiple years into 2025 for greater tax benefit.
- Make your gift by December 31, 2025, to ensure it counts under the current law.
- Reach out to our development team. We're here to help you plan a gift that fits your goals and makes a lasting impact.

Inspiration that benefits General Aviation starts locally

By Elizabeth Gibbs

It can be said that an organization can have a profound effect on the people whose lives are touched by it. At least, Lyle Jansma and I found this to be true of our time at Heritage Flight Museum. It was the inspiration of HFM and the encouragement of the people there, in particular Executive Director Greg Anders, who enabled us to develop a unique path of our own in aviation.

In 2006, Lyle Jansma first walked into HFM's hangar with his camera in hand. His first air-to-air photoshoot with Val-Halla soon followed, an opportunity that inspired him to become the best aviation photographer he could be. Throughout his photography career, several of his photos of HFM's aircraft landed on the cover of renowned aviation publications such as *Air & Space Magazine*.

I started my journey as an HFM intern in 2014 while studying at WWU, and later in 2016 I joined the staff at the museum. Lyle and I joined forces to support the 75th anniversary of Pearl Harbor and HFM's Interstate Cadet "The Pearl." Lyle photographed the aircraft and I wrote the story for *EAA Sport Aviation* magazine, the same summer that the aircraft would be featured at EAA AirVenture in Oshkosh, Wisconsin. It would be a trip to Oshkosh with the HFM crew that would truly give me the spark of aviation and the desire to learn to fly.

In 2018, Lyle and I joined forces again to begin what would be an extensive refurbishment of a Cessna 172L that we would learn to fly. While upgrading the instruments in the aircraft, Lyle fabricated an aluminum instrument panel and posted photos of it online. When others started asking if he could help them do the same for their aircraft, a new business—Six Pack Aero—was born.

In the process of upgrading our

172, Lyle discovered an issue which would become more prevalent as we continued to work with more aircraft owners. In 172's manufactured prior to 1975, the control yokes were actually mounted a little higher than newer models, causing the space for instruments to be mounted in the center above the yokes to be too small for a standard instrument "six pack" or a 10-inch electronic flight display. In order to achieve the look of the newer aircraft, many aircraft were being altered in ways that could potentially impact the structural integrity of the instrument panel.

With almost 8,000 aircraft still registered that could encounter this issue, it sparked an idea for a solution to the problem: building a new structural instrument panel that expands the upgradability of older Cessnas without compromising the structural integrity. The idea turned into a reality around 2021 when Lyle decided to pursue a STC (Supplemental Type Certificate) to

be able to install the panel, which he received in December of 2022.

That was followed by a PMA (Parts Manufacturing Authority) to be able to manufacture the part and sell it, which was received in the spring of 2023, and finally a U.S. Patent was issued for the complete panel kit in 2025.

After several years of selling panels to aircraft owners all over the world, we decided to take our experience working on our own aircraft and apply for a Part 145 Repair Station. The Repair Station enables us to perform the installation of the Legacy XL Stationary Panel Kit in Cessna 172 aircraft. Now, Six Pack Aero operates the Repair Station and manufacturing facility out of a hangar at Bellingham International Airport, and we have fabricated over 350 instrument panels for Cessna owners all over the world.

None of this would have been possible without the inspiration and passion developed by the Heritage Flight Museum.



The Author (above left) after passing her private pilot check ride; Lyle Jansma (above right) in his early days at HFM, and their instrument panel (below)



The Original Flying Tiger

By Bill Quehrn



Photo: National Air and Space Museum

In 1937, Imperial Japanese forces invaded China, setting off what would become an opening round of World War II in the Pacific. Of immediate concern to the Chinese was the potential loss of the Burma Road, which carried vital supplies across the country.

The United States was a declared neutral nation. But the Chinese government, under the leadership of Generalissimo Chiang Kai-shek, needed immediate help to fend off the invading Japanese forces and turned to the USA.

A recently retired United States Army General, Claire Lee Chennault, was hired by the Chinese, along with other Americans, to work privately for China. Chennault was initially offered a three-month contract and charged with completing a survey of the Chinese Air Force. He quickly determined that their air force existed primarily in name only and was totally unprepared to face the invaders. He knew he had a monumental task before him.

Over the next three years, Chennault, as a military advisor and director of the

Chinese Air Force Flight School, worked tirelessly to assist his employers. He traveled several times to Washington D.C., and was eventually able to arrange purchase by China of 100 US Army Curtis P-40 Warhawk fighter planes.

By 1941, he had convinced President Franklin Roosevelt to allow him to send recruiters to US military bases to seek pilots and ground crews who would resign their commissions and “volunteer” for service in the Chinese Air Force as private citizens, carefully protecting America’s neutrality. He managed to round up about 300 pilots and ground crew members.

During the fall of 1941, Chennault organized the American Volunteer Group (AVG) of combat pilots and support crews who soon became known as the Flying Tigers. They did not actually enter combat until about two weeks after the Japanese attack on Pearl Harbor. Although vastly outnumbered by combat-experienced Japanese pilots flying vastly superior aircraft, the AVG fliers racked up an

impressive score of nearly 300 combat victories.

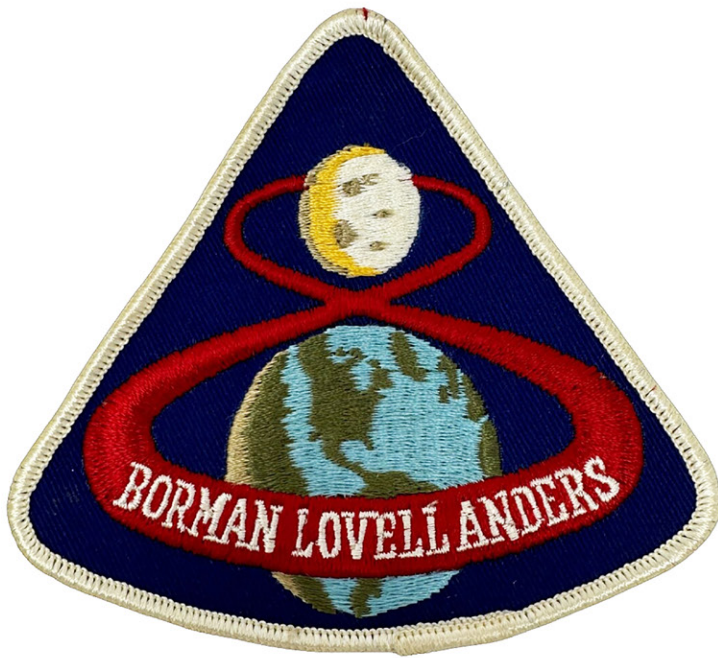
Their success rested on three points. First was the relentless training and strategic mastery of Chennault himself. Second was Chennault’s engagement of a network of both American and Chinese observers in towns and villages across the country to provide vital early warnings of Japanese attacks. Third was his tactic of instructing AVG pilots not to take on the faster and more maneuverable Japanese planes head-on. Rather, he taught them to use their early warning advantage time to reach high altitudes, dive down on the unsuspecting attackers, swoop back to their altitude advantage, and renew their attacks.

The stunning success of the Flying Tigers provided beleaguered Americans with about the only good news in the avalanche of crushing losses and setbacks the US sustained between 1942 and 1943 in both the Pacific and Europe. In July of 1942, with the US now at war with Japan, the AVG was disbanded, and its mission was transferred to the United States Army Air Forces 23rd Fighter Group. But by then, the Flying Tigers had soared to almost legendary status.

AVG’s planes carried the distinctive shark mouth nose art, a design borrowed from British Royal Air Force planes in North Africa, who in turn had borrowed it from a German aircraft designer. It was the image with which most people identify the Flying Tigers. But the unit’s actual insignia logo painted on their plane’s fuselage was the was the picture of a winged/flying Bengal tiger. That insignia was designed especially for the Flying Tigers of the American Volunteer Group ... by Walt Disney Company artists.

From Apollo 8 to Artemis II and Vice Versa

By Marne Vance



At the beginning of September, HFM's Greg Anders, Executive Director and Board Chairman, received a letter from the National Aeronautics and Space Administration, Johnson Space Center. Enclosed with the letter was a mission patch of Artemis II, NASA's expected venture to the Moon aboard the Orion spacecraft. April 2026 is the target window for launch of this first crewed lunar mission since Gene Cernan left the last human footprint in the lunar soil in December 1972.

The letter was signed by the four prime crewmembers of Artemis II: Reid Wiseman, Victor Glover, Christina Koch, and Jeremy Hansen. Its subject: the origin of the newly-unveiled Artemis II mission patch design. The patch, it explained, was created with Apollo 8 very much in mind.

Apollo 8's mission patch had been designed in 1968 by astronaut Jim Lovell. Among a field of mostly circular Apollo patches, 8 had a unique triangular shape reminiscent of the letter A with an image of the lunar orbiting spacecraft's path, a figure eight

described in red around two celestial bodies, the Earth in the foreground and the Moon behind it.

The Artemis II patch is an angular version of the A shape, with a red path evoking both the spacecraft's trajectory and the number two. The celestial bodies are reversed, with the moon in the foreground and the Earth behind it, as represented in the famous Earthrise photograph taken from Apollo 8's Command Module while in lunar orbit on Christmas Eve, 1968.

The similarities between the patch designs are no accident, according to the letter that seems to speak to the spirit of HFM's founder, Apollo 8 astronaut Bill Anders, who captured the Earthrise photo from the farthest distance a human had ever traveled. The text of that letter follows.

"Dear Mr. Greg Anders," it begins. "We write with great respect and gratitude as the crew of Artemis II. While we prepare for this historic journey, we are continually reminded of the legacy on which we build.

"The courage and spirit of discovery that you, your crew, and the wider team embodied still resonate today. The Artemis campaign echoes many accomplishments of the Apollo era, and in doing so, draws strength and inspiration from that time.

"One particular image came to represent an important part of the Apollo campaign: "Earthrise." Capturing both the fragility and unity of our planet, it changed the way the world saw itself and inspired several of us individually. That same Earth as seen in the original photo from Apollo 8 now appears on the Artemis II mission patch. This design choice was intentional and deeply meaningful to us. It symbolizes the continuum of exploration and honoring the era that first revealed our home to us from afar.

"We stand on your shoulders as we move forward into this new era of lunar exploration. We humbly offer that the bravery and legacy of your mission are forever a part of Artemis II. Thank you for leading the way."

On the Road With Val-Halla



Photos by Josh Kaiser

Scenes From the 2025 Airshow Season



Photos by Josh Kaiser

Thanks for Your Support



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

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Welcome to the Attic

Burlington Historical Society Hosts HFM

By Will Stein

We at the Heritage Flight Museum regard our commitment to Honoring Veterans and Keeping History Alive as more than just a pledge; it is a promise kept. This acknowledgment is especially proper on November 11th—Veterans Day. On that day—and indeed, during that entire week—HFM pays an extra special salute to those who have served in our nation’s armed forces. This commemoration is not merely within the walls of our museum; we share it with our neighbors in the local area.

A recent example of this community outreach occurred during the week of Veterans Day, when, as part of the Burlington Historical Society’s (BHS) symposium on the Burlington/Skagit County homefront during World War II, I was invited to speak on the history of Skagit Airport during that time. Given that said airport is the home of HFM, I was delighted to participate in BHS’s event.

Organized by HFM volunteer (and BHS board member) Tim Loving, the event was held at the Burlington Library on November 15th. The symposium featured numerous guest speakers, ranging from locals who had lived during the War years to younger individuals who shared their family stories as told by those who are no longer with us.

The tales were fascinating: a man remembered that, in the days following the attack on Pearl Harbor, Burlington

was almost immediately swarming with soldiers and Jeeps (he had never seen either before, so he cheerfully admitted that what he considered a “swarm” was maybe not as many as one would think!). Another man recalled how those soldiers bivouacked in his school’s gym. One poignant story was told by a woman who brought to the symposium the uniform of her grandfather, a member of the famed 442nd Regimental Combat Team, a unit comprised entirely of Japanese Americans.

Her grandfather and his family were interned early in the war, yet he and his brothers all volunteered to fight. All came back to Skagit County thanks to neighbors who kept that Japanese American family’s farm operating during the time they were interned.

Among the many reminiscences shared were memories of the massive number of warplanes that ranged in the skies of Skagit County. On any given day, there were P-38 Lightnings from Bellingham Army Airfield conducting gunnery training. The empty shells would rain down and be picked up as souvenirs by children watching from below. Similar entertainment was provided by low-flying and strafing F6F Hellcats from NAS Whidbey.

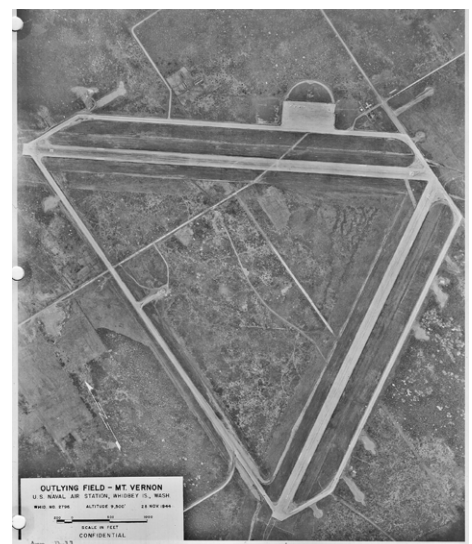
Part of my remarks were devoted to informing/reminding people that the airports now known as Bellingham, Arlington, and Skagit County were, during World War II, military airfields. And, of course, there was nearby NAS Whidbey Island, the base that had the most direct connection to Skagit Airport’s history.

During World War II, the grassy field known as Skagit Country Airport was acquired by the US Navy, which expanded and developed it into an auxiliary training field for aircraft

assigned to NAS Whidbey. With freshly paved runways and a new name, “Outlying Field [OLF] Mt. Vernon”, the base operated as a facility for instrument approaches and touch-and-go landings. A small contingent of sailors called the base home. Still, there was no permanent major base infrastructure other than the runways themselves. The field remained Navy property until 1957.

I thank the Burlington Historical Society for inviting HFM to their function. It was an honor to meet so many people with an interest in history. For my part, I gave a narrative of wartime Skagit Airport that ended with a homage to veterans and our mission at HFM. I talked for only fifteen minutes and could have gone much longer, but there was so much to learn from those who attended the gathering, from their stories.

My favorite: When the war ended, the Navy retained OLF Mt. Vernon but leased out the land as pasture to local farmers. This, from an attendee who remembered that her father’s cows grazed between the runways—even while planes were taking off and landing. No doubt the controller in the tower advised traffic of the presence of cows on the airfield.

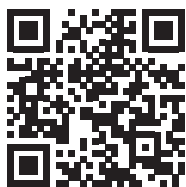




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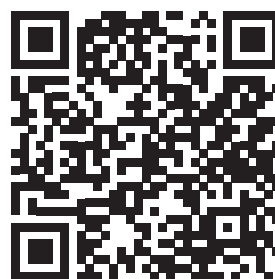
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Photo by Josh Kaiser



Photo: Josh Kaiser

New to the Crew: Will Stein

Heritage Flight Museum announces the welcome addition of a new employee in the Collections & Exhibits office: Will Stein of Coupeville. Born in the Puget Sound region, Mr. Stein comes to us with a background as an Air Force veteran whose 20-year career included participation in Operation Desert Storm and the wars in Bosnia/Kosovo, Afghanistan, and Iraq.

Our new curator has worn, and continues to wear, many hats. He taught K-12 in the Oak Harbor School District, and, holding a master's degree in military history, he taught military history at NAS Whidbey. He wrote the book, literally, on the Whidbey airbase as the author of *Naval Air Station Whidbey Island*.

Will served as director of the Pacific Northwest Naval Air Museum, aka The PBY Museum, for seven years. Before joining HFM as a staff member, he volunteered here as a docent. He has enjoyed a lifelong interest in history, thanks in part to his grandfather, a Seattle publisher and historian. Will continues to volunteer but has also taken on the duties related to accepting accessions, exhibiting artifacts, and maintaining the archives. He takes over the desk previously occupied by Sarah Spencer, who is now pursuing a masters degree in Library and Information Sciences at the Pratt Institute in Manhattan, New York.



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