



HERITAGE FLIGHT MUSEUM

Where History Flies in Skagit County

Volunteer/Member Newsletter

www.heritageflight.org • 360-424-5151

Summer 2025

Merlin Song

By Greg Anders, HFM Board Chairman

At the end of the 2022 Heritage Flight Training Course, I flew in a P-51 four-ship formation for the flight back from Davis-Monthan AFB to Chino California with Steve Hinton the younger leading us, Steven Hinton the elder on his right wing and Kevin Eldridge on his left wing. I was "Blue Four" on the right wing. I found myself flying the incredible P-51 with some of the most incredible warbird pilots. Add to that the "music" of the running Merlin engine and a small piece of inspiration hit me. So between level off and descent, I got my phone out, opened my Evernote app, and wrote out the below poem. It is a "memento" poem marking a very special moment for me. I do not consider it a high quality poem but

it does elucidate effectively a primary aspect of flying the P-51: listening to the "music" of the Merlin engine in flight. That is my constant focus when airborne and I hope the song stays the same until I move the throttle and set a different key. And then I had the opportunity to capture the three Mustangs in front of Mt San Jacinto with the wing of Val-Halla in the foreground. Not quite the Alps but pretty darn similar. It was a special flight and I am pleased to have been able to create a small memento by putting the poem on that strikingly beautiful image I captured just prior to descent. It is a glimpse into how I am sometimes struck by the beauty of what I get to do. I hope you enjoy the glimpse.

Merlin Song

of HFTC 2022

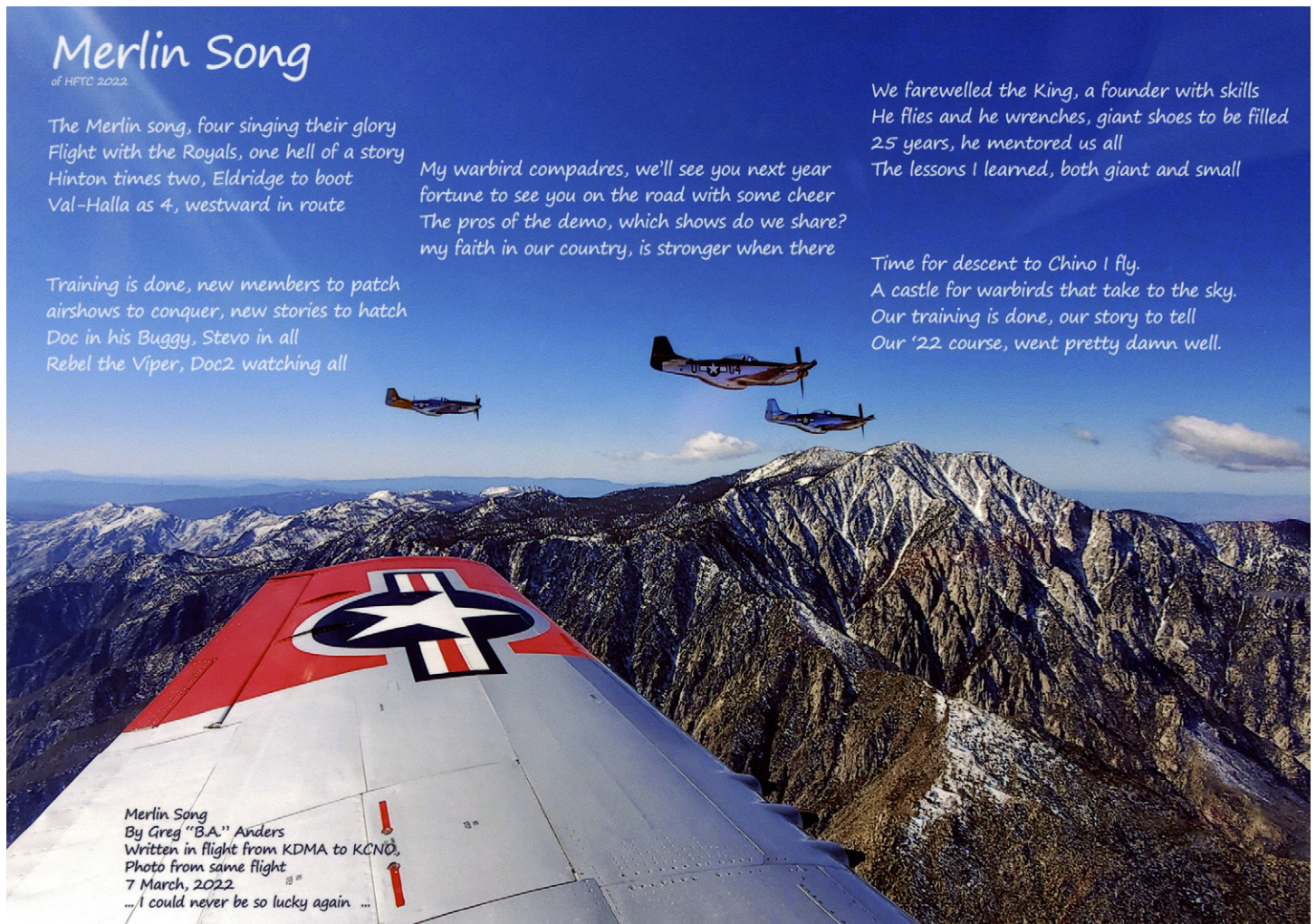
*The Merlin song, four singing their glory
Flight with the Royals, one hell of a story
Hinton times two, Eldridge to boot
Val-Halla as 4, westward in route*

*Training is done, new members to patch
airshows to conquer, new stories to hatch
Doc in his Buggy, Stevo in all
Rebel the Viper, Doc2 watching all*

*My warbird compadres, we'll see you next year
fortune to see you on the road with some cheer
The pros of the demo, which shows do we share?
my faith in our country, is stronger when there*

*We farewellled the King, a founder with skills
He flies and he wrenches, giant shoes to be filled
25 years, he mentored us all
The lessons I learned, both giant and small*

*Time for descent to Chino I fly.
A castle for warbirds that take to the sky.
Our training is done, our story to tell
Our '22 course, went pretty damn well.*



Merlin Song
By Greg "B.A." Anders
Written in flight from KDMA to KENO,
Photo from same flight
7 March, 2022
...I could never be so lucky again ...

Volunteer Spotlight

By Marne Vance

Dave Bargelt

Dave Bargelt has been at HFM for so long that he seems to be a permanent resident of the front desk; it's somehow hard to imagine that he ever goes home. He has been volunteering since 2001, when the museum was at Bellingham Airport. He started as a docent. Eventually he was put on staff, a promotion he describes as a "real honor."

Dave is the first face visitors see when they walk in the front door. He comes in two hours before opening, unlocks the doors in the morning, rolls out the red carpet for patrons and closes the museum at the end of the day. He presides over admissions, meeting and greeting people from around the country and the globe. He starts by asking them to add their signatures to the guestbook beside those of visitors from all 50 states and many countries. Then he asks a few questions to root out how much they know about the Anders family and/or aviation in general.

Dave's dependability may be a reflection of his upbringing; his father worked for Shell Oil during the WWII years. His family lived like nomads, traveled the world, moved every three years and never owned their own house or car. When Dave reached college age, he came to Bellingham to attend Western Washington University and never left.

While staying put, he enjoyed a 42-year career as owner of a successful Bellingham florist shop. The I.V. Wilson Florist was established in 1918 and the Bargelts bought the shop in the 1960s. For a short time, Dave's business partner was giving him flying lessons in a Cessna 182, but as they could not both be absent from the shop at the same time, Dave's alternate career as a pilot never materialized.



**Join the HFM Volunteer Corps; share your time and talents.
Contact Mark Carpenter: volunteer@heritageflight.org**

He attained membership in several national florist associations, including the prestigious American Academy of Floriculture (AAF), which is joined by invitation based on significant community service. Dave was one of twelve AAF members sent to the White House in 1992 to induct First Lady Barbara Bush as an honorary member. He recalls being driven by bus to the White House and briefed by Mrs. Bush's

secretary during the trip.

The AAF group was told "The White House is your house," and, to Dave's surprise, was allowed free access to all of it except the President's quarters. At a reception after the induction ceremony, Dave met Mrs. Bush in the Red Room and spoke with her for about 20 minutes. A few weeks later, a photograph of Dave shaking hands with the First Lady arrived in the mail. It was

You never know where flowers might take you...



A younger Dave Bargelt met First Lady Barbara Bush at the White House in 1992

captured by David Valdez, the official White House photographer at the time. Dave kept it in his florist shop for years; it is now at home on his “wall of remembrance.”

Dave sold the shop and retired in 2003. He took up the hobby of building replica 1900s furniture using authentic old barnboards and square nails. His first project was a pie safe too big to fit in his house, so he auctioned it. He discovered the pie safe later in an antique store at twice the price and passed off as a genuine turn-of-the-century relic.

Dave and his wife, Phyllis, bought a former dairy farm, where they raised horses and went on adventure pack trips in Northwest wilderness areas. On one such trip, he slept in a tent through a major storm to find himself surrounded in the morning by fallen

trees. Although his group had to saw their way out through obstructing tree trunks, they found their horse trailers intact at the trailhead, minus one can of emergency beef stew “borrowed” by a passerby, who left a \$5 bill.

Dave is a longtime supporter of HFM and has enjoyed watching the museum grow, relocate and develop. When he started as a volunteer, the museum only had a handful of aircraft. With the new facilities expansion and growing collection, Dave is glad to still be part of it all.

His favorite aircraft are the A-1 Skyraider for sheer impressiveness, followed by the PT-13 Stearman for its vintage good looks. He also loves the Skyraider exhibit wall with stories of pilots like Ron Rounce, Rick Drury and “Jink” Bender, who flew the “able dog” during the Vietnam War.

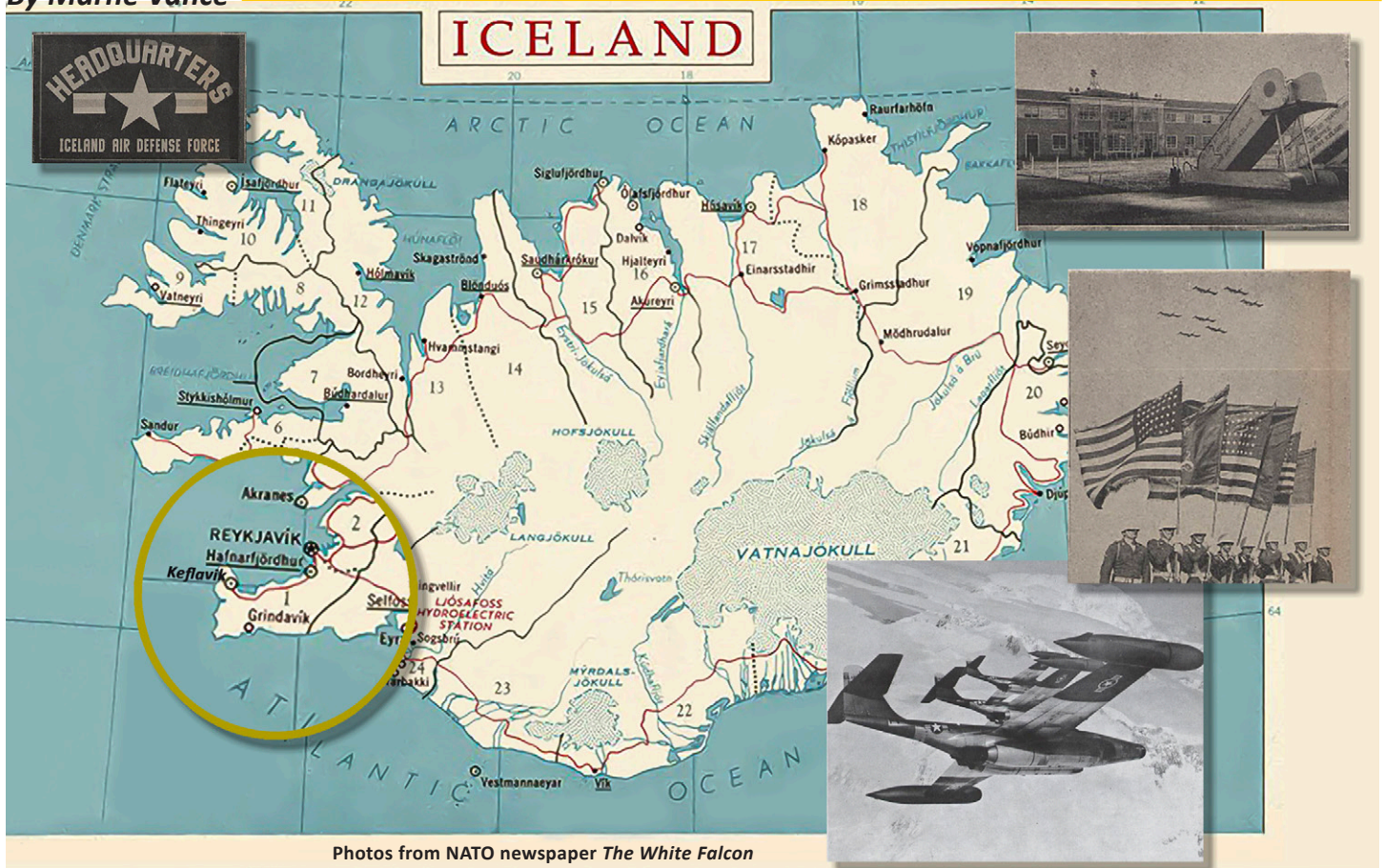
Dave reserves his highest praise for his colleagues, pointing out that “the volunteers and staff that I work with are some of the finest people I’ve met in all my working years. It’s a pleasure to be here. I really do treasure these times.”

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 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.

Cold Days on The Rock

By Marne Vance



In the southwest corner of Iceland, westward from Reykjavik, a hooked peninsula juts into the North Atlantic. On the inside curve of the hook sits the town of Keflavik, meaning “driftwood bay.” In Skagit County terms, its population is roughly half of Mount Vernon’s or twice Burlington’s. Keflavik is the site of Iceland’s main air hub for international travelers. It’s also considered the rock & roll capital of the country, and boasts an elegant Nordic heritage museum known as Viking World.

Keflavik was founded in the 16th century by Scottish settlers who established a fishing industry there. During WWII, US forces built an Allied military base and airport as a strategic fuel stop and deterrent to a German presence in Iceland. It became a NATO base during the Cold War, tracking

marine and submarine traffic in the Atlantic. The US Air Force expanded the base’s role to include radar, inflight refueling, fighter intercepts and marine rescue operations.

In 1951, it was the headquarters of the Iceland Defense Force (IDF), a subordinate unified command of US European Command (EUCOM), created to protect the only NATO country with no standing army. By 1958, there were about 4000 US troops stationed at the base, which they nicknamed “The Rock” or “Rockville.” Among them was one Lt. Bill Anders, a young pilot of the 57th Fighter Interceptor Squadron (The Black Knights) flying F-89 Scorpions out of Keflavik Airport.

The Rock had a military-staffed IDF newspaper, *The White Falcon*, that preserved a glimpse of what life was like for Lt. Anders and the other Air Force,

Navy and Marine Corps personnel. It brought news of the world to the base, with progress reports on the US Space Program and items of interest from other military bases worldwide. It also served up local interest stories, such as daring rescues by the Rock’s 53rd Air Rescue Squadron, the exploits of the IDF’s sports stars, and the curricula vitae of incoming and outgoing commanders.

Lt. Anders’ first arrival at Keflavik Airport would have been attended by a bit of ceremony unique to The Rock, according to the 17 May, 1958 edition of *The White Falcon*. New troops arrived on a C-117 operated by the Military Air Transport Service (MATS), and traversed the ramp to the tune of a musical “welcome aboard” by the 519th Air Force Band, leading some to believe a visiting dignitary was hiding among

Lt. William Anders, heard the explosions and raced to a second aircraft, taxiing it clear of the hangar.

Bastion of the North

Lt. William A. Anders
General's Aid-de-Camp

them. Afterward, the newcomers exchanged their US currency for Military Payment Certificates, and were escorted to the Information Center to be briefed on local ground rules as well as Icelandic history and government.

The installation at The Rock provided for its inhabitants' morale and cultural enrichment with a wide array of activities and entertainments. It had a movie theater and library, its own TV and radio station, and every kind of sports team. Competitions were held in photography, short story writing, suggestions for cost-saving initiatives, spelling bees for children at the Dependent School, a costume contest of the Officers Wives Club, a motor vehicle "roadeo," bridge tournament, beard contest, and talent shows. There were also choirs, scouting programs, bingo, fishing expeditions, lecturers, a barber shop quartet and a local theatrical troupe, in addition to visiting acts that passed through the Viking Service Club.

Summer tours of Iceland departed the Service Club on Sundays. A team of Icelandic wrestlers demonstrated their traditional sport, "Glima," which owes its origins to the early Vikings. A part-time chess playing Icelander who worked at the newspaper's print shop entertained the troops by taking on 19 of their best in a simultaneous chess match. After four hours on his feet, moving quickly from one chessboard to the next, Birgir Sigurdsson emerged undefeated.

Bill Anders is mentioned for the first time on 4 Sept, 1958, in an article praising several 57th squadron members whose quick actions saved lives and equipment after an explosion led to an aircraft fire during a practice alert. Though one F-89 burned up, further losses were averted. In other

news, twelve NATO officials visited the airport, and a theatrical production of *Visit to a Small Planet* was planned by the Keflavik Theatre Guild. IDF Commander Brigadier General Henry Thorne's daughter announced her engagement, while A/2C William J. Mitchum was named Airman of the Month.

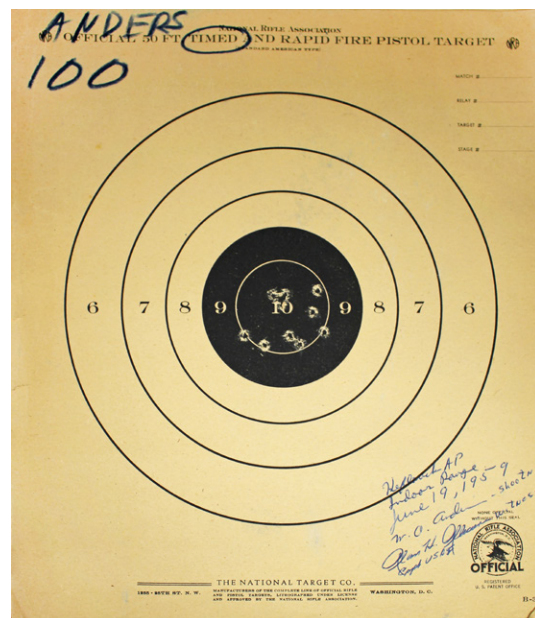
During Bill's approximate yearlong stay at The Rock, the temperature ranged from a high of 69.8 degrees Fahrenheit to a low of eight. In the heart of winter, the sun rose around 11:00 am and set sometime between 3:00 and 4:00 pm. As spring arrived, baritone Robert McFerrin of the Metropolitan Opera stopped at the Service Club to deliver a short recital in the midst of his world tour, sponsored by the US State Department. Meanwhile, A1/C Donald G. Farrell, an airman at Randolph AFB, Texas, spent seven days locked in a three-by-five-foot test chamber simulating a trip to the Moon and Sp1/C Wally Kissel became the first bowler in Keflavik Airport history to bowl a perfect game at the so-called Kef Bowl.

Bill received a second mention in the edition of 12 January, 1959, when he was selected as Brig. Gen. Henry G. Thorne's aide-de-camp. The article outlines the types of duties performed by a general's aide, while noting that the duties are not clearly defined but subject to the habits and taste of the general in question and require a strong understanding of etiquette, protocol, and military custom.

In February, the paper reported that 1Lt Harry C. Hewitt at Craig AFB, Alabama, won a \$1000 savings bond by submitting the winning entry "Talon" in a name-the-plane contest for the Air

Training Command's new supersonic jet trainer, the T-38. In May, Dr. Wernher von Braun described a plan to fire a man 150 miles into space on a Redstone missile and return him in a capsule that separates from the rocket's nose, calling it a precursor to intercontinental troop movement by rocket. The paper also outlined an effort by the Army to develop a vertical takeoff flying Jeep.

The 15 May issue named Bill Anders for a third time in a notice that he and SSgt Alfred E. Cahill had placed in the MATS pistol tournament, thereby winning a berth in the all Air Force matches. HFM's exceptionally sharp readers will have certainly connected the Bill Anders at Keflavik in the late 1950s to Apollo 8 astronaut Bill Anders, who flew to the Moon, and later founded Heritage Flight Museum with his wife, Valerie. We have in our archive a paper target from the Keflavik indoor range, a snapshot of the prowess that earned Bill an all-expense-paid trip back to the States. According to his son, Greg, that trip home was Bill's ultimate objective in joining the pistol team to begin with.



Why We Wear Poppies

By Bill Quehrn



You're walking through a retail or business area one day and a person, usually wearing a veterans organization cap, offers you a little red paper flower on a green pipe-cleaner stem. The paper flowers represent poppies. The person who handed it to you is probably a member of the American Legion, Veterans of Foreign Wars, or other veterans organization. And when you check the date, it is likely on or near either Veterans Day or Memorial Day. So what does it all mean?

Over several wars and many years poppies became the iconic symbol of remembrance and honor for those who paid the supreme sacrifice for our freedoms. They are an important part of events and activities dedicated to honoring veterans throughout the Allied world, particularly in the United Kingdom where they play a dominant role in veterans observances.

Using flowers as a tribute to those who perished in war started as early as 1868. The practice was first formally recognized with the publication of General Orders 11 by Grand Army Of The Republic General John Logan on May 5th of that year. Often called General Logan's orders, he laid out a stirring tribute to those who died in battle in the Civil War which said in part; "Let us, then, at the time appointed, gather around their sacred remains and garland the passionless mounds above them with choicest flowers of

springtime." The day he appointed was May 30. The annual observance soon gained the name of Decoration Day. Over the next few years, and particularly after World War I (WWI), it became more popularly known as Memorial Day and was eventually so named in the U.S.

WWI handed the world an enormous new task of remembering all those who died in the so called Great War. The red poppy became the distinct flower of choice to symbolize the blood shed during those battles following the publication of the wartime poem "In Flanders Fields." The poem was written by Canadian Lieutenant Colonel John McCrae, M.D. while serving on the front lines. Organizations like The American Legion and Veterans of Foreign Wars soon began annual programs to honor the nation's war heroes by passing out bright red crepe paper poppy pins on Memorial Day. The American Legion and Legion Auxiliary launched their annual "Poppy Day" Program and Veterans of Foreign Wars members began their "Buddy Poppy" program. Both became fund raisers for the organization's support of veterans and their families.

In 1926 Congress, at the urging of President Calvin Coolidge, adopted a resolution calling for an appropriate remembrance of United States military in WWI and set November 11th each year as Armistice Day to celebrate the end of the war; not to be confused with the observance of Memorial Day each May which specifically honored all those who had died in battle. With all the changes, the poppy remained the main symbol of remembrance.

While WWI casualties were horrible enough, the number of casualties America and the world sustained in World War II (WWII) overwhelmed a war-weary world. In 1947 a

delegation led by WWII Supreme Allied Commander, General Dwight Eisenhower, launched an initiative to find a day expanding the concept of Armistice Day's recognition of the end of WWI to one honoring all US veterans of all wars, living and deceased. By 1954 a law was passed to strike the word Armistice from the November 11th date and permanently replace it with the title, Veterans Day.

Over the years the difference between Memorial Day and Veterans Day may have blurred a bit. The essential variance remains that Memorial Day is focused on veterans who died in wars while Veterans Day is a tribute to all veterans, living and deceased. But the poppy has remained the universal icon of honor. Veterans Day in the United Kingdom is officially called Remembrance Day, but it is commonly referred to as Poppy Day and the flowers adorn every aspect of the annual observance.

Here in the US, major veterans organizations often use both Memorial Day and Veterans Day to distribute poppies. While those handing them out don't usually ask for a donation to the charities they support, people gladly reach into their pocket for a gift. These days most of the millions of poppies that are distributed each year are just the bright red flower on the pipe-cleaner stem. The proper place to wear a poppy is pinned to a lapel, pocket, or collar.

In the past many of the poppies included a green leaf behind the flower. Just in case you are given an older version with the little green leaf, make sure the leaf is pointing to the 11 o'clock position on a clockface when you pin it on. That serves as a reminder that World War I ended at 11 o'clock on the eleventh day of the eleventh month in 1918.

2025 Fly Day Season Update

HERITAGE



FLIGHT MUSEUM

Where History Flies in Skagit County

FLY DAYS 2025



POWER • SPEED • HISTORY • FUN

24 May

21 June

23 Aug

13 Sept

**15053 Crosswind Drive
Burlington, WA**

10:00 am to 4:00 pm

Flying subject to last-minute
change/cancellation;
please check our website
for updates

Fresh from the Flight Line



Photos by HFM Retail Manager Chris Petersen

Commemorative Air Force's Stinson AT-19 Reliant



Coming soon to a Fly Day near you!

It might surprise people to learn that since 2018, Arlington Airport has been the home base of the Pacific Northwest's own newish chapter of the Commemorative Air Force (CAF): the Rainier Squadron. Its founding asset is a 1944 Stinson AT-19 Reliant, one of approximately 500 AT-19s provided to the United Kingdom through the Lend-Lease program. The Royal Navy Fleet Air Arm designated this aircraft FB605 and its paint scheme honors our British allies who flew it.

History tidbit: in the runup to America's entry into WWII, Lend-Lease was a way to support our Allies who were getting pummeled by the Axis powers. The US embarked on a system to *lend* strategic materiel to Allied nations in return for being allowed to *lease* ground for overseas military bases.

FB605 was built in Wayne, Michigan and delivered to the US Army on May 15, 1944. It was assigned Army Air Forces serial number 43-44046. It was flown to Newark, New Jersey, disassembled, and crated less than a week later and shipped from the US on June 7.

The Fleet Air Arm assigned the aircraft the identifier FB605 and sent it to Royal Navy Aircraft Repair Yard Coimbatore, in modern-day India. Unfortunately, no records of the aircraft's squadron assignments or missions are known to exist. It is believed to have flown in India and the surrounding area.

FB605 returned to the US after the War, converted to civilian type and was bought by the CAF in 1985. This plane is a guest at HFM's September Fly Day, a perfect opportunity for the public to look over the airframe and chat with the Rainier Squadron representative about their mission.

Founded in 1957, CAF is a non-profit organization dedicated to educate, inspire, and honor through flight and living history experiences. CAF owns over 180 World War II aircraft, the largest private collection of vintage warbirds in the world. More than 12,000 volunteer members in over 80 units engage about 20 million Americans each year.

Learn more at: <https://www.cafrainier.org/>

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:

Photography: **Karen Hicks, Doug Bender, Taylor Maxwell, Aviation PhotoCrew, Chris Petersen**

Exhibits: **Will Stein, Rick Slater, Dave Courtney, Melissa Boe, Mary Kate Johnston**

Newsletter: **Fred C Smyth, Bill Quehrn**

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or make your own: contact volunteer@heritageflight.org and tell us what you can do!



Welcome to the Attic

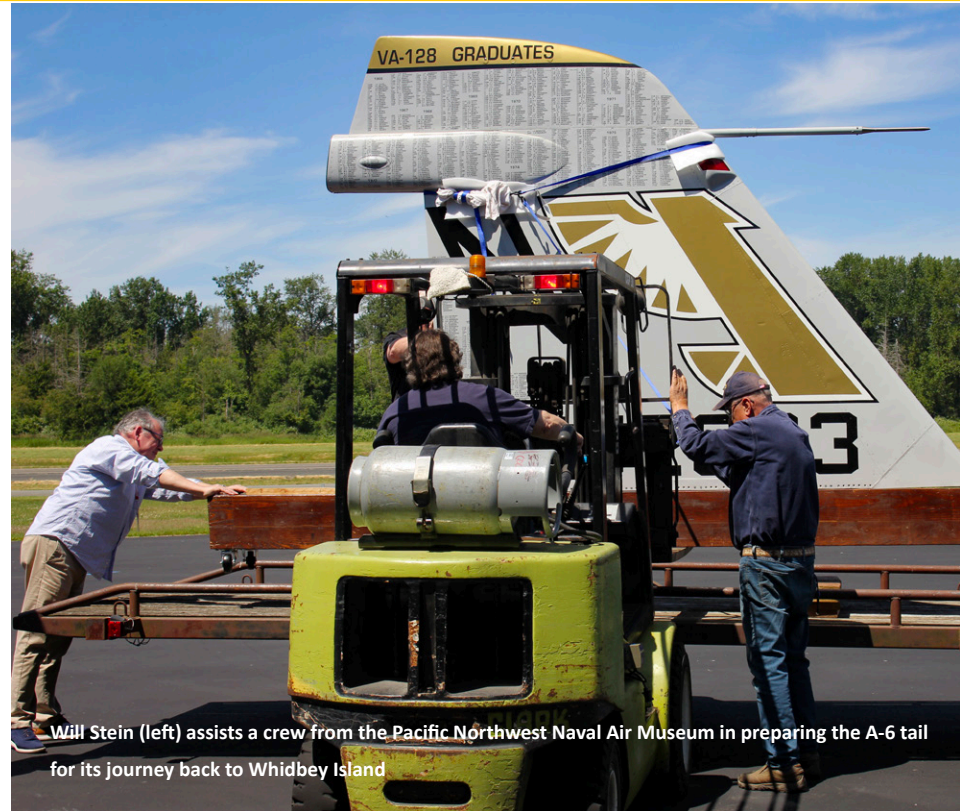
“Mission Accomplished”

By Will Stein

The Heritage Flight Museum (HFM) is home to a significant number of historical artifacts that date from the earliest days of flight to the Space Age and beyond. This wide variety of memorabilia is key in fulfilling HFM’s mission of honoring veterans, especially those who gave the ultimate sacrifice for their country. Recently, we found a fitting new home for an artifact that has served HFM’s mission well: the vertical stabilizer (tail) of one of the US Navy’s legendary aircraft, the A-6 Intruder.

It almost didn’t make it to our museum; it was found abandoned in a warehouse and destined for the scrapyards until an A-6 enthusiast rescued the piece and donated it to HFM in 2017. Known by museum staff simply as “the A-6 tail,” it stands eight feet tall, stretches a dozen feet in length, and bears the insignia of Attack Squadron 128 (VA-128), a NAS Whidbey Island squadron that from 1967 to 1995 trained all A-6 aircrews on the West Coast. Testimony to that fact is seen on the tail: on its starboard side are the neatly stenciled names of 1,937 aviators and bombardier/navigators, all graduates of the VA-128 A-6 schoolhouse.

Among those names are men slated to become admirals, astronauts, and a best-selling novelist. (One of our own volunteers, Hank Tingler, is listed.) But there are other names as well; amongst



Will Stein (left) assists a crew from the Pacific Northwest Naval Air Museum in preparing the A-6 tail for its journey back to Whidbey Island

the many graduates listed on the tail, there are those who lost their lives flying the A-6 in war or time of peace.

We at the Heritage Flight Museum honor their sacrifice.

Therefore, in keeping with our commitment to our nation’s veterans, HFM has decided that the most suitable location for this piece of naval aviation history is where it originated: Whidbey Island. Accordingly, it is with great pride that HFM can announce that we have partnered with the Pacific Northwest Naval Air Museum on Whidbey Island, and they have gladly accepted the donation of our A-6 tail. With the museum’s naval aviation theme, it will become a centerpiece of their displays. It is also a fitting location: the Naval Air Museum is right across the road from NAS Whidbey Island, the longtime venue of the A-6 Intruder.

Having once languished in a warehouse and narrowly escaped destruction, our A-6 tail has truly

“come home,” its journey complete. That homecoming is just one of the many ways we at the Heritage Flight Museum maintain our mission of commemorating those who have served our country. Always seeking ways to better that commitment, we teamed with a like-minded museum, and as a result, a valued artifact is now in a location most suited to its history.

Having donated the A-6 tail to better honor veterans, we at Heritage Flight Museum can justifiably say “Mission Accomplished.”

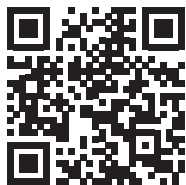




HERITAGE FLIGHT MUSEUM

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Photo Credit SrAmn Nicholas Rupiper
ACC F-35 Public Affairs Specialist

New to the Crew

Please join us in welcoming our new Retail Manager, Chris Petersen. If his surname sounds familiar, it's because he's the son of our "winter" aircraft maintenance technician, Lewis, who trucks across the country from Upstate New York each autumn to help us "keep 'em flyin."

Chris brings wide-ranging experience to his new role at HFM. He has held an A & P license for 20 years, maintaining such diverse aircraft as the J-3 Cub, C-130 Herc, Black Hawk helicopter and 747 airliner. He was part of the preflight & delivery team for the early KC-46s that Boeing delivered to the USAF. He has volunteered his time to the Civil Air Patrol as an Aerospace Educator, drawing on college-level teaching experience. He has also traveled up and down the East Coast implementing short-term pop-up retail stores as a market research mechanism for selecting the best permanent locations for stores. In a different zipcode every week, he created K-Mart-sized temporary sales outlets, then dismantled them and moved on to the next location.

Chris now heads the HFM gift shop operation and is contributing to our visual media department with a passion for photography he has cultivated alongside his longtime twin interests of aviation and car culture. Chris is a big fan of the famous Earthrise image, which is reflected in our gift shop merchandise as he works with the staff on new product development.



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<input type="checkbox"/> \$60 Family (2 adults + children under 16)	<input type="checkbox"/> Renewal
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Circle one: Army / Navy / Air Force / Marines / Space Force / Coast Guard / Other

I/we are enclosing a gift of:

\$500 \$250 \$100 \$50 _____

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