



HERITAGE FLIGHT MUSEUM

Where History Flies in Skagit County

Volunteer/Member Newsletter

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Fall 2026

Foreword

By Greg Anders, HFM Board Chairman

Heritage Flight Museum's Greg Anders was asked to write a foreword for *Apollo 8 In Photographs*, a volume in a series of books that featured the Apollo photo archive, bringing together the most comprehensive pictorial record of America's moon-landing program published to date. It is quoted in full below:

I had just turned six when my dad flew on Apollo 8. My firsthand memories of that time come in bright bits and pieces but completely lack the context of a more sentient, mature perspective. Probably the most interesting "confession" is that when my parents told me in early 1969 that we were moving to the Washington, DC area, I thought that we would meet all the astronauts from that city, because I had the myopic expectation that all cities had space programs. Having my new classmates so excited that my dad was an astronaut baffled me at first but helped with my appreciation of Apollo's significance.

My understanding of Apollo came mostly from the stories Dad told us, the literature, and the periodicals we collected. In later years, I gained my broadest knowledge of the program from Andrew Chaikin's *A Man on the Moon*, and more recently, *Rocket Men* by Robert Kurson.

I believe that a common human attribute is appreciation of images over the written word, and I am a visual person; so, while written accounts can create imagined pictures in my mind, a significant portion of my current perspective came from the

Tom Hanks TV series *From the Earth to the Moon*, which was based on *A Man on the Moon*. Now, this set of books by J.L. Pickering and John Bisney chronicling Apollo in photographs reveals new details of these historic missions and is another excellent contribution to the cultural understanding of them.

One hundred years from now, I predict two things from the Apollo program will be remembered:

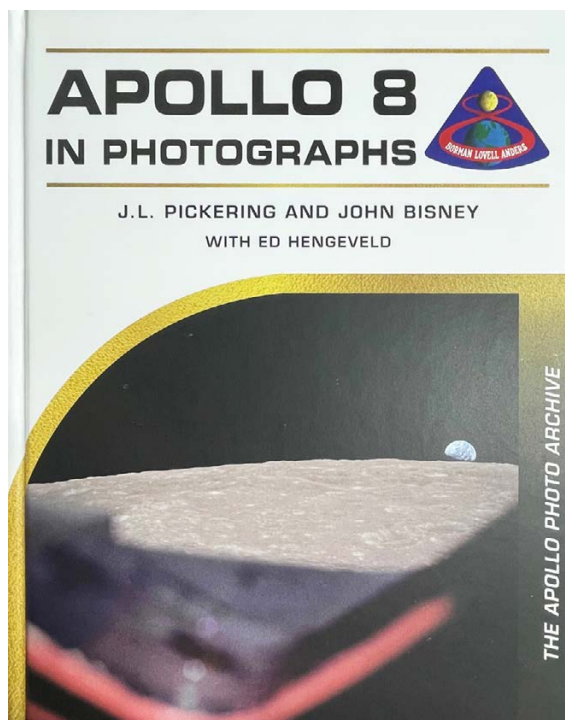
Neil Armstrong's first step on the Moon, and the unexpected image captured by my dad on Apollo 8, *Earthrise*.

Today I look at the Moon and marvel that I was raised by a human who had been there. I look forward to when we return and effectively establish a continuing presence on that celestial body so close to our own. The twenty-four-hour-a-day view of Earth will be amazing and will help us be better stewards of it. These days, I believe that the most significant scientific discovery of Apollo was the Earth.

While looking through this compendium of images from Apollo 8, I believe your mind

will enjoy feasting on many rare or unseen images. But remember, as Dad said, "We went all that way to discover the Moon and what we really discovered was the Earth."

—Lt. Col. Greg Anders, USAFR (Ret.)
Bellingham, Washington
President, Heritage Flight Museum



Volunteer Spotlight

Hank Tingler

Hank Tingler started volunteering at HFM just before Covid hit in 2019. He guides tours on Saturdays and can sometimes be spotted among the orange-vested Fly Day ground crew. Keen observers may have spotted his name on the A-6 Intruder tail that was formerly displayed at HFM. A Navy veteran, Hank has logged over 1700 hours in Naval aircraft and amassed 279 arrested landings, a.k.a. traps.

He was born in West Germany to a U.S. Army dad and a German mom. His father was a mess sergeant who spent more time on the unit rifle team than in the mess hall, which was just fine with him. The family moved Stateside in 1957; first to Fort Lewis, WA, then Fort Benning, GA. Hank's father went back to Germany, and then to Korea in the early 1960s, while the family stayed in Virginia and South Carolina. Hank attended high school and college in North Carolina.

Pinpointing the moment that sparked his interest in aviation, Hank recalls a childhood Christmas gift, a vinyl mat with an airfield printed on it and tiny airplanes that he could move

around. Later he became an avid modeler, and during high school, he began Cessna flights with an instructor.

Hank applied for ROTC scholarships from the Navy and Air Force and was awarded a full scholarship to Duke University by the Navy. As a ROTC midshipman, he spent summers on active duty undertaking such adventures as polishing brass in the summer heat of Corpus Christi and standing watches in the dead of night aboard a guided missile destroyer. He was also fully submerged on a SSBN (ballistic missile submarine) for a few days and stormed a beach from a landing craft during a two week period of US Marine Corps familiarization.

Commissioned an Ensign the day before graduation, Hank was assigned to his ROTC unit to await his flight school report date. For the next seven months, he enjoyed college life without having to study, responsible

Hank Tingler at HFM's October Fly Day in 2022



only for assisting the senior Navy ROTC instructor teach celestial navigation.

In 1978, Hank reported to NAS Pensacola and, lacking the perfect eyesight required to become a Naval Aviator (pilot), began training to become a Naval Flight Officer. NFOs generally perform mission critical duties that don't involve actual physical control of the aircraft, e.g., navigation, radar employment, communications, and co-pilot duties.

Upon successful completion of the NFO course of instruction and earning his "wings of gold", Hank reported to NAS Whidbey Island for Bombardier/Navigator (B/N) training where he learned how to employ the navigation, communication and weapons systems specific to the A-6E Intruder aircraft. Crucial to the effective employment of the aircraft was learning to work as a team with the pilot in all flight regimes, including low-level attack profiles, night operations, and carrier operations.

While in this training squadron,

Below: Hank posed with the first aircraft that had his name painted on it and his photo was captured by his squadron-mate, George "Friar" Steed.



How Hank Earned His Schlitz

Hank joined his fellow students on deployments to weapons ranges for intensive operations with live ordnance and to the USS Lexington off the coast of Florida for his first ever carrier landing (trap) and take-off (cat). Student B/Ns were paired with student pilots for all of these flights. In retrospect, he said that he was “too stupid to be scared”, especially during night carrier cats and traps.

Upon completion of his training, Hank joined his fleet squadron at NAS Whidbey Island and made two seven-month cruises onboard the USS Coral Sea to the Western Pacific and Indian Oceans that took him to the ports of Pusan, Korea; Pearl Harbor, Hawaii; the NAS Cubi Point, Philippines; Singapore, Hong Kong, and Pattaya Beach, Thailand.

Hank's maiden cruise marked the first time beer was allowed aboard Navy ships since 1913. The instruction stated that after 60 continuous days at sea, the crew could be issued two cans of beer. He earned a couple of cans of Schlitz served at ambient temperature, but they still tasted like a fine champagne.

In April of 1980, Hank was aboard the USS Coral Sea as part of Operation Eagle Claw, an attempt to rescue and extract 53 American diplomats, Marines, and U.S. citizens that had been taken hostage by the new Islamist government of Iran. His squadron was assigned to support the USMC, USAF and USA assets performing the rescue, eliminating ground threats during the actual conduct of the operation.

Unfortunately, a number of the rescue assets could not complete their mission due to maintenance problems, adverse weather, and a ground accident at an intermediate refueling point. The mission was aborted.



Iran hostage rescue attempt (above): Iran was flying F-4 Phantoms and F-14 Tomcats that had been supplied by the U.S. during the Shah's rule. To minimize the chance that U.S. fighters could accidentally shoot down one of their own, the rescue aircraft were hastily painted with “invasion stripes” on the starboard wings the night before the operation.

After eight years of active duty, Hank entered the Reserves, and began flying in P-3B Orions out of NAS Whidbey Island on weekends and Okinawa and the Philippines during active duty periods. This, he points out, was the aircraft with the scandalous \$1000 toilet seats that sparked a wasteful spending protest in the 1980s. Hank also points out that the P-3 and associated toilet seat are Lockheed products.

Hank recalls an incident when his A-6 was parked on the starboard side of the carrier and a Phantom was parked to their right. Hank and his pilot had manned up, started their engines, and closed the canopy to complete post start checks. Hank was head down entering data into the aircraft computer between his legs as the F-4 started to taxi forward to the cats. Their first indication that something was amiss was when they noticed a flood of some

kind of liquid being blown over their canopy, which was odd since it was a beautiful clear day.

Hank looked off to the right to see where it was coming from and saw the F-4 blowing fuel from the A-6's 2000 lb drop tank all over them. The yellow shirt had immediately stopped the Phantom when he saw that he had spun it out of its parking spot early, slicing about a 3-foot-long gash in the A-6 drop tank and blowing F-4 exhaust directly at the drop tank and the A-6.

Hank told his pilot what was going on and they discussed (very quickly) their options. Opening the canopy and egressing was not an option since they would be soaked with JP-5 that could ignite at any moment. They opted to stay in the aircraft with the canopy closed and eject through the canopy only if the fuel ignited around the aircraft.

Hair-Raising Tales from the HFM Break Room

After what seemed an eternity, the yellow shirt moved the Phantom out of the way. When the exhaust was no longer focused on the A-6, they opened the canopy and shut down their engines before setting a world record on egressing from an aircraft. The pilot of the F-4, Randy “Duke” Cunningham, Viet Nam ace, never had a clue as to what was going on behind him.

While a Reservist, Hank worked as an operations analyst at Boeing’s Developmental Center and the Kent Space Center, where he used computer simulations to define system requirements and then check aircraft designs against the defined metrics. While using simulated scenarios to test aircraft functions, he got to “fly” the Joint Strike Fighter, the F-22 and the B-2 while it was still top secret.

After Hank retired at from the Navy with the rank of Commander and, 15 years later, retired with his wife from their respective civilian jobs, they bought a retirement home in Stanwood. He was recruited to the HFM Volunteer Corps by Steve Kessinger, who persuaded Hank to check out the museum. Hank did so, signed up as a docent and is still active today. His favorite HFM aircraft? The A-1 Skyraider, of course. (He prefers its Navy designation, the AD-4.)

The Editor’s would like to note, with appreciation, that this edition of Volunteer Spotlight should be almost entirely credited to Mr. Tingle himself.



Hank “Geek” Tingle, AKA Jack D. Ripper, circa 1980

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.

Back to the Future



During the longer-than-intended gap between our previous newsletter and the one you are reading, humankind has taken another giant leap. On the first day of April, four astronauts flew back to the Moon after a hiatus of fifty-plus years. NASA's successful Artemis II mission took on the role Apollo 8 played in the 1960s: a crewed venture to our nearest celestial neighbor and back, testing the systems that will deliver us to the lunar surface.

Watching Artemis II launch was especially inspiring for those who watched and remember the moment Apollo 8 left Earth. HFM Archivist Will Stein featured the two missions in a new exhibit in our Earthrise Gallery. Placed side by side, objects representing the two missions highlight

the elements shared by both, bridging the intervening years.

Our Apollo 8/Artemis II display was helped along with some timely prodding by HFM volunteer Patrick Fitzpatrick, who felt strongly that the historic connection between Apollo and Artemis deserved a spotlight. He loaned the museum four model spacecraft depicting the launch vehicles and command modules for a then-and-now comparison.

HFM Executive Director Greg Anders contributed a letter from the Artemis astronauts articulating their debt to Apollo 8, mission patches for both crews and a countdown timer to the impending launch. As the countdown progressed, everyone at the museum was affected by the spirit

of renewed commitment to space exploration.

Despite the intervening decades of supposed progress, the intense effort required to pull off a commute like this one is hardly a smaller matter now than it was when Bill Anders did it. In his honor, museum staff gathered in the Earthrise Gallery to watch Artemis lift off successfully, despite its launch slot having fallen on the potentially inauspicious April Fools' Day.

From Launch Complex 39B, Kennedy Space Center, Florida, the Artemis astronauts began a 10-day journey to and from the Moon. They looped around it using a free-return trajectory and splashed down safely on Friday, 10 April 2026 at 5:07 p.m. Pacific Daylight Time.

Northwest Regional Model Championships

By Orin Humphries

The 53rd running of the Regional Model Airplane Championships was held in Roseburg, Oregon from May 22 through the 24th this year. A total of 58 pilots made 116 entries into 27 different events. Pilots came from all over the Western United States and two Canadian Provinces; this is the largest Control Line model contest outside of the Nationals, which are held in Muncie, Indiana.

“Control Line” means that the models are tethered to the pilot by 60-foot wires, and the models fly anywhere on the surface of an imaginary, upside down, giant “fish bowl”. They are not drones or Radio Controlled (RC) models.

HFM docent Orin Humphries entered the Scale Model Event in “Profile Class,” one of five classes of scale models for contests or sport flying, each with different rules regarding skill levels, build times, and costs. “Built-up” models are fully three-dimensional miniatures where every part is modeled. In contrast, “Profile” models are designed for quicker projects.

In this class, the fuselage is built in two dimensions and only reflects the shape of the full-size aircraft when viewed from the side. This simplified construction allows builders to spend less time in the shop and more time flying and socializing with friends.

Two other Washingtonian pilots also entered Scale classes, and all three won first places in their respective classes. Humphries flew his venerable Beech Staggerwing in Profile Class this year, which he built around 1976, and has competed it most years since. This model now has 396 flights in its logbook, a bit of a record for Scale Models.



Above: The Author and his impressive profile scale Staggerwing.

Scale Model World Championships

Pint-Sized Aviation on a Grand Scale

For two weeks in mid-July, Team USA went to Buckminster, UK, for the Scale Model World Championships. America sent the author's team in Control Line Scale and two other teams in different classes of Radio Control Scale. The festivities began with The Parade of Nations and wrapped up with a Championships Banquet.

Twenty four countries vied for the trophies, sending 114 pilots. America's four control line pilots took the Team Silver Medal in the Championships. Their female member took the Silver Medal in her Class.

The RC Teams placed well, even though they were flying in a strong storm throughout and killer high



Control Line Team USA, Silver Medalists: (L to R) Orin Humphries (flying the blue and red Stinson), Mike McHenry, Jeremy Arvin, Team Leader Pete Bauer, Team Manager Kathy Bauer.

temperatures for the first half. There were numerous crashes due to the weather, and every pilot at the event helped every other pilot with the consequent repairs, regardless of nationality.



Upper left: Parade of Nations, Team USA waving flags to the media and the crowds

**Lower left: the author's pilot number was not a confidence booster
Below: Team USA shirt is a real keepsake**



Josh Kaiser Captures Great Moments in the Air With Greg Anders



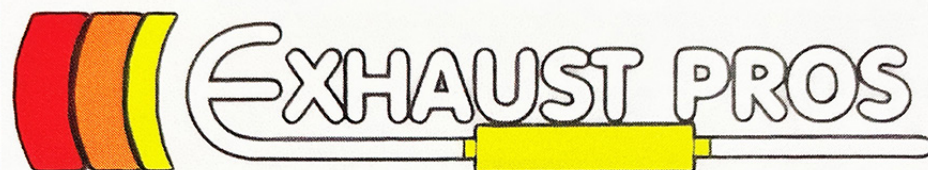
HFM's Greg Anders flies Val-Halla in a course designed to prepare America's military demonstration team pilots for the upcoming airshow season

2026 Heritage Flight Training Course Photos by HFM's Multi-Talented Mechanic



All photos by Josh Kaiser

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An enthusiastic thank you goes out to Forrest and Amber Fry at Exhaust Pros, who donated parts and labor to repair our iconic WWII-era Jeep.

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, Josh Kaiser**

Exhibits: **Janicki Industries, Matthew Abbott, Nathan Slesinger, Dave Courtney, Melissa Boe, Mary Kate Johnston, Ralph Peterson**

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

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

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A Well-Traveled Artifact

Valerie's Gemini Bracelet

By Will Stein

Among the many artifacts on display at the Heritage Flight Museum (HFM) is a wristwatch our founder, Bill Anders, wore on the historic Apollo 8 mission to the Moon in 1968. But recently, HFM acquired a more delicate piece of “wrist-worn” memorabilia from the 1960s Space Race: a charm bracelet owned by Bill’s wife, Valerie.

At first glance, the two items have little in common. Bill’s watch is big and bold. Valerie’s bracelet consists of small medallions/charms on a dainty chain. However, the two items share a distinct bond: Bill wore his watch as he traveled through space; Valerie wore her bracelet on Earth to bring her husband luck and a safe journey home.

But there is more to this story.

Yes, Bill’s watch flew into space, but, surprisingly enough, so did Valerie’s bracelet. In fact, it was a seasoned space traveler before Bill ever left Earth. How could this be? It all goes back to the predecessor of the Apollo flights, the Gemini Program, which lasted from 1965 to 1966.

During that time, a tradition began: each Gemini crew designed its own unique logo, which appeared on commemorative medallions carried on the flights. Another tradition began when a celebratory dinner followed each flight, where those medallions were presented to the astronauts’ wives. Valerie took her medallions to a jeweler, and the result was a charm bracelet she could wear to bring Bill luck during his space travels.



That bracelet was already a piece of history because, in Valerie’s words, “I was there for all the Gemini flights and all the dinners, so all the flown Gemini coins are on this bracelet.” Ten of them, in fact. One from each manned Gemini mission.

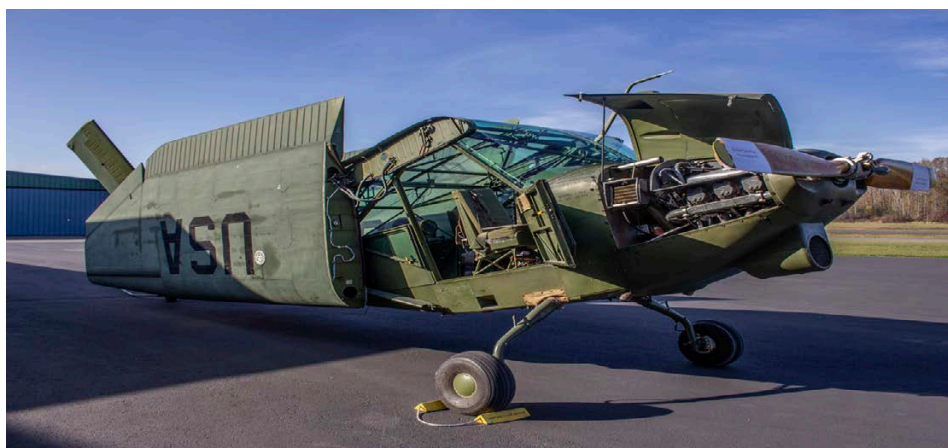
Valerie wore the finished product when Bill took his epic flight to the Moon, December 21–26, 1968. With

Apollo 8’s safe return, the charm bracelet clearly worked.

Soon, Valerie’s bracelet will join Bill’s watch, already on display at Heritage Flight Museum. Both the watch and the bracelet are highly experienced space travelers, yet it’s only fair to note that the ten medallions on her bracelet spent almost 40 days in space—Bill’s watch: about one week.

L-13 Grasshopper: Airplane in a Box

By Bill Quehrn



In 1958, the female singing trio The Pony Tails released their biggest hit, *Born Too Late*. A similar lament might have been penned for a post-WWII airplane, the L-13 Grasshopper. Although the plane was an interesting—if somewhat bizarre—engineering marvel, its service life was short. By the time Grasshoppers were introduced in Korea they had fallen victim to a new advance in aviation technology: the helicopter.

Ordered in 1945 by the military as a multi-purpose liaison aircraft with short takeoff and landing capability, it was tasked with a withering list of chores including liaison, observation, photography, search and rescue, and forward air control. The plane was equipped with wide doors on each side that could accommodate loading of stretchers when used as an air ambulance and it had to be able to operate on wheels, skis or floats.

But its most unusual requirement made it look like something purchased from Ikea when the plane was in storage mode. Its vast 40-foot wing span and overall length of nearly 32 feet had to be tucked and folded into a maximum width of 62 inches to be towable by a Jeep. The wings folded back up against the tail and the stabilizer folded inward to reduce the width enough to

fit a Jeep track.

And it had to be able to fit inside a transport aircraft like a Fairchild C-82 Packet. If Jeeps or transport planes weren't available, the Grasshopper could theoretically be towed to a location by a C-47 transport, start its engine when released, and fly on; however, there is little evidence that this maneuver was ever actually attempted.

The L-13 was initially developed by Stinson Aircraft Company and introduced in 1946. When Stinson's parent company, Consolidated-Vultee, sold the Stinson division to Piper in 1948, the L-13 was retained and ultimately marketed and built by Convair. Those with triskaidekaphobia (fear of the number 13) might point to the plane's numerical designation as a bad omen. Despite its rich family history only 302 L-13s were built between 1946 to 1947.

The plane was large, bordering on huge, for its intended purpose. At an empty weight of 2,023 pounds it was still able to take off in about 230 feet and land in a bit less than that. Originally equipped with 6-cylinder 245 horse power Franklin in line engine, an L-13 could cruise at 92 miles per hour, making it ideal as an observation or photo-reconnaissance platform. One shortcoming was the plane's

relatively limited range of 360 miles which reduced its effectiveness for reconnaissance, search and rescue, or forward air control missions.

The Grasshopper's cabin was anything but luxurious. The standard issue zinc chromate interior finish was applied with a spray gun. Pilots complained that while the seats were well placed for its missions, they were uncomfortably rigid and were not adjustable.

Steel tube construction gave the plane excellent durability. But by far the Grasshopper's premier asset was the living room size Plexiglas rimmed cabin. Perched below the plane's high wings, a Grasshopper's cabin gave the pilot and up to three additional crewmembers a commanding view ahead, below, above, and even a bit behind the line of travel. The sheer size of the cabin could accommodate a variety of photographic or electronic configurations, stretchers, passengers, or cargo.

The Grasshopper L-13 arguably fulfilled every one of the roles it was designed to perform. Impressive, given that the engineering needed to achieve each function could seriously hamper the others.

Its downfall was the timing of its entry into service. Despite all its amazing design achievements, the L-13 was soon replaced in Korea by helicopters like the Bell H-13 Sioux or the massive Sikorsky H-19 Chickasaw.

Surviving L-13's did eventually find private owners, especially after the Franklin engines were replaced with 300 horse power R-680 Lycoming radial engines. They were soon forgotten as military planes. But they will always be remembered, as some have suggested, as the airplane that looked like the box it came in.

At Last: The Secret of a Perfect Brew

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12,026 years ago, more or less, in a field of grain somewhere under the skies of Mesopotamia, beer was accidentally invented. A puff of breeze, a bit of rain, some spilled grains and wild yeast sparked an age of obsession with either perfecting the product or just making it as profitable as possible.

Some of the techniques used to improve beer in recent years include boiling the wort by dropping hot stones into wooden vats, capturing the yeast from a meteorite that fell from outer space, fertilizing the growing malt with human urine, smoking the harvested malt in a barbecue full of brisket, and a long list of strange additions: oysters, edible glitter, coffee beans extracted from elephant poo, Norwegian currency, boiled squid ink, whale testicles, fossilized Jurassic yeast DNA, pre-chewed corn, pork brains, ground cicada car-

casses, and the seemingly unavoidable autumnal addition of pumpkin spice, to name a few.

If you aren't an extreme craft brewer but want to enhance your beer-drinking experience as much as you can within the limitations of your brewing I.Q., here is something you can try without needing to scour the circumference of the globe (sorry, Flat Earthers) for weird things to put in your beer. It is a simple four-step process as follows: 1) go immediately to the HFM gift shop; 2) buy an official HFM pint glass; 3) pour your favorite beer into the glass; 4) drink the beer.

You may be asking yourself how is that going to make my beer taste better? The process, we must admit, is not well understood by science, but it goes something like this: centuries of camaraderie, brotherhood and/or sis-

terhood among those who built, maintained and flew the historic air and space craft of the United States have suffused the very air inside Heritage Flight Museum with a unique vibration frequency.

Objects made of glass, wood and metal that remain in this rarefied air for a certain amount of time align with the frequency at the molecular level. The subtly-altered vibe is transferred through contact with liquid, where it imparts an indefinite something that lends a feeling of belonging to an elite corps, which, we have noticed, tends to make beer taste better than it otherwise would.

It helps also to sip your beer while sitting on the wing of a P-51 on the tarmac in the late afternoon sunshine. But that part is optional.



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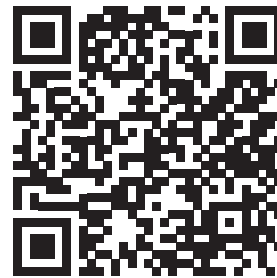
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