Thank You Veterans
If your Birthday is missing from the list, please send me an email or let your day Captain know.
email to Katha Lilley, tootiekat@live.com

MAY BIRTHDAYS

1- John Mash
1- Hillary Morgan Watt
1- Spencer Vail
3- Jeff Bladel
3- John Ousterhout
5- Ted Raszka
13- Richard Haller
13- Zachery Martin
15- Russell Harvey
15- Saad Al-Rashidi
15- Larry Trevaskis
17- Allen Bassett
18- Dick Henderson
18- Cassie Kwon
20- Jerry Brickner
20- Ann Tweet
21- Kenneth Luras
21- Robert Mulkey
23- Fred Ehrlich
23- Larry Terry
24- Robert Ruck
25- Bill Hainsworth
25- Earl Scott
26- Rich Taibbi
26- Jerry Young
26- Jerry Neff
27- Rebecca Kramer
28- John Wilberding
29- Ron Smuckac
29- John Jennings
29- Linda Thompson
30- Jim Hosford
30 - Edward Green

IN MEMORIAM
Jim Ashford
Monte Thwing

WELCOME NEW MEMBERS

Jason Cramer

To inspire and educate
To promote and preserve aviation and space history
To honor the patriotic service of our veterans

To All Veterans
Whether At Home Or Abroad
Active Duty ~ Reserves ~ Retired
All Americans Say:
THANK YOU!
GERMANY’S MYSTERY CARRIER

During WWII, the U.S. Navy commissioned 112 aircraft carriers; Britain 72; and Japan 21. Germany produced one; it was never completed. However, the prospect of a German aircraft carrier loose in the North Atlantic is fascinating to contemplate. How effective might it have proven? How would she have operated her aircraft, and how would she fit into Germany’s overall naval strategy?

In early 1939, the Kriegsmarine formulated Plan Z, a construction program expected to be completed in 1948. It included ten battleships, three battlecruisers, and four carriers. The lead ship of the Flugzeugtrager class was named Graf Zeppelin, a logical connection to Germany’s dirigible pioneer, Ferdinand Adolf Heinrich August Graf von Zeppelin, better known as Count Zeppelin. Because of his fame within Germany the authorities decided to name their aircraft carrier in his honor.

Adolf Hitler pledged his support to the Kriegsmarine, with Graf Zeppelin’s keel being laid by Deutsche Werke at Kiel in 1936. She was launched two years later. Originally planned for 18,000 tons, her 361-foot length gained another 10,000 tons, but she was originally rated at more than 33 knots. By the end of 1939, she was 85% finished.

The Kriegsmarine seemed to thrive on doing things the hard way. Rather than allowing aircraft to perform “deck run” takeoffs or using conventional catapults, the Germans decided upon a complex launch cradle. Aircraft were lowered onto the cradle, retractable wheels folded, and held in a tail-up configuration. Once fitted to the cradle on the hangar deck, planes were raised to the flight deck on one of three elevators, guided forward along the tracks in the deck, and fitted onto the catapults. Upon launch, the plane was flung into the air at some 80mph, with the cradle retained on deck for return to the hangar.

Graf Zeppelin’s original air group was envisioned with 20 Fieseler 167 torpedo planes, 13 Ju-87 Stukas, and 10 Bf 109 fighters. Tragergruppe 186, Graf Zeppelin’s dedicated air unit, conducted preliminary training but wartime experience and ship construction delays forced a rethinking of the air group composition. The biplane Fieseler passed into obsolescence; and the Stuka was considered for the role--but nothing came of the plan.

By 1939 there was only one choice for Germany’s carrier-based fighter, and the Bf 109E was navalized as the 109T (for Trager or carrier). The most obvious difference were the folding wings, installed on the first seven prototypes by Fieseler and evaluated for operability. The folded wing-span was reduced to 13 feet, 4 inches, but the flaps had to be removed before folding. Other Bf 109 carrier equipment included landing gear plus catapult fittings and an arresting hook mounted forward of the tailwheel, such as on Seafires and Sea Hurricanes.

British intelligence learned of the enemy warship and took notice. In late August, 1942, the RAF launched a mission against the nascent threat, with nine bombers attacking Gotenhafen with 5,500-pound antiship bombs. The Avro Lancasters claimed a hit but none were confirmed in German records.

Because the German Navy regarded carriers as fleet auxiliaries, neither Graf Zeppelin nor any sisters would have formed independent striking units as did Japan and the Allies. Therefore, Tr.Gr. 186 would have provided improved scouting to locate British convoys in the North Atlantic, and to defend capital ships from attack.

However, Graf Zeppelin could not have sustained the sortie rate common to Allied carriers. In short it was never going to be “an all-up round”. Germany began aircraft carrier design and testing far too late to meet wartime realities. Yet it’s intriguing to speculate on an Atlantic carrier duel—a miniature North Sea version of Midway or the Philippine Sea. It’s the stuff of wargamers’ fantasies.

Researched by Bob Osborn

Thanks go to Al Stewart for the heads-up and Flightjournal for the researchable material. Questions and or comments:
osbornrlawrence@frontier.com

Messerschmitt Bf 109

German “JU –87 Stuka”
**MAY LAUNCH PAD**

<table>
<thead>
<tr>
<th>Date</th>
<th>Launch Date</th>
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<tr>
<td>15</td>
<td>Delta 4</td>
<td>United Launch Alliance to launch AF’s 6th navigation satellite for the Global Positioning System. Medium configuration with 2 solid boosters. From Vandenburg AFB</td>
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<tr>
<td>16</td>
<td>Proton</td>
<td>Russian rocket to deploy Express AM4R satellite to provide TV broadcasting, broadband internet, &amp; other comm. for Russian Satellite Comm. Co. From Kazakhstan</td>
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<tr>
<td>17-25</td>
<td>Falcon 9</td>
<td>SpaceX: launch 6 2nd-generation Orbcomm. comm. satellites. Satellites to provide 2-way data messaging services for global customers.</td>
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<td>15</td>
<td>Zenit 3SL</td>
<td>Sea Launch: rocket to attempt to carry into orbit the Eutelsat 3B comm. satellite to provide telecomm. services over Europe, Africa, Middle East, Central Asia &amp; South America. Odyssey platform: Pacific Ocean</td>
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<tr>
<td>22</td>
<td>Atlas 5 (401)</td>
<td>United Launch Alliance to launch a classified spacecraft payload for the U.S. Reconnaissance Office. Cape Canaveral</td>
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<td>Soyuz</td>
<td>Russian: Launch manned spacecraft to ISS with members of the next Expedition crew which will remain at ISS for about 6 months. Kazakhstan</td>
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<td>28</td>
<td>Ariane 5</td>
<td>Arianespace: Launch Measat 3b &amp; Optus 10 satellites. Measat 3B to provide broadcasting &amp; telecomm. services over Malaysia, India, &amp; Indonesia. Also provides some TV broadcasts &amp; data services to Australia &amp; New Zealand. Launch in French Guiana</td>
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**John Jennings**

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**SOME FUN FACTS ABOUT MEMORIAL DAY**

* In 1924, an artificial poppy factory was created in Pittsburgh, PA, and employed veterans who needed work.

* Memorial Day observance peaked in the first part of the 20th century, when aged Civil War veterans attended parades in towns across America.

* Memorial Day observances were at an all-time low in the 1960’s, then experienced a resurgence in the 1980’s.

* On the Thursday before Memorial Day, soldiers from the 3rd U.S. Infantry (The Old Guard) place small American flags at each of the more than 260,000 gravestones at Arlington National Cemetery. They patrol the cemetery 24 hours a day during the weekend to ensure that each flag remains standing.

* This tradition, called “Flags In”, has been in place since 1948.

* In 2004, Washington D.C. held its first Memorial Day parade in over 60 years. This coincided with the dedication of the National World War II Memorial.

* Memorial Day traditionally marks the start of summer, while Labor Day traditionally marks the end.
MARK YOUR CALENDER

Would you like to volunteer for an extra day on Sunday? If so, please talk to your Day Captain for details.

FIRST FEDERAL VOLUNTEER HOURS CAMPAIGN

Beginning Thursday May 1st a new campaign starts and I will be around each day to register participants and record your volunteer hours as I have done in the past. If you do not already know about this program, inform your Day Captain about your interest. There are a number of rules. The program gives $2 for each hour you volunteer providing of course you have an account at First Federal Bank. In past years we have easily achieved the maximum award possible; however each year we have had a slow rate of attrition so we can use all the new participants we can get. First Federal is a local Yamhill County bank that supports local charities.

Bob Gustafson
Friday & Sunday Docent

VOLUNTEERS NEEDED

Save the PT Boat, Inc. (www.savetheptboating.com) is looking for volunteers to help show the only completely restored and equipped patrol torpedo boat left in the world. During the summer months, we are teaming up with Willamette Jetboat Excursions on Thursday and Friday evenings from 4:30-6:30 p.m. to help with tours of PT 658. Limited knowledge about the boat is required. General orientation can be done in about 15 minutes. This is a great opportunity to be associated with an incredible piece of WWII history. Contact Fred Juras at 503-989-1891

On May 6, a special rocket launch from the East Coast will carry an EASA project to the ISS; it will be returned to Earth via Soyuz.

Event Name: Movie View of 4-4-43
Date: May 15 6pm
Members are Free
$5 General Public

An educational and entertaining epic documentary film, “4-4-43” is an American tale of fate, faith, sacrifice, heroism, teamwork and inspirational triumph over long odds – Based upon the book, Escape From Davao: The Forgotten Story of the Most Daring Prison Break of the Pacific War, by John D. Lukacs.

MOVIE: D-day
Date: Thursday, May 22 6 pm
Members are Free

Home School Days: Space Flight Challenge
Date: May 23 2014
Time: From 10:00 AM to 3:00
http://evergreenmuseum.org/upcoming-events/
Famous Aviators – Bob Hoover

“I don't think I possess any skill that anyone else doesn't have. I've just had perhaps more of an opportunity, more of an exposure, and been fortunate to survive a lot of situations.”

Bob Hoover (1922 - )

R.A. “Bob” Hoover may not be a household name outside of aviation circles, but he was called the “best stick and rudder man who ever lived” by Jimmy Doolittle, and his friend and fellow test pilot, Chuck Yeager, said he was “the best pilot I’ve ever seen.”

A southern boy with an urge to fly, Hoover worked in a Nashville, Tennessee, grocery store to earn money for flying lessons. He joined the Tennessee National Guard and was selected for fighter pilot training.

Hoover’s first overseas assignment during WWII was testing newly assembled aircraft, but he soon joined a Spitfire-equipped air unit in Sicily. On his 59th mission he was shot down over France and taken prisoner, spending 16 months in a German POW camp.

During his captivity he talked to a fellow prisoner who had tested the German FW-190, getting flight details for a possible escape. Several months later he escaped and stopped at a farm house to get some water and food. The woman who owned the farm befriended him and gave him food and a gun for protection. He stole a bicycle and rode to a deserted Luftwaffe base, found a fully-fueled FW-190, and took to the air.

Hoover resigned from the Air Force in 1948 and began a career in performance and exhibition flying that soon made his name known throughout the aviation community. He began with Allison Engine Company but soon joined North American as a test and demonstration pilot. In that capacity he went to Korea to show pilots how to effectively use the newly introduced F-86 Saber Jet.

His efforts helped F-86 pilots to achieve a 7-to-1 victory ratio over the Russian MiG-15s, an aircraft that was close match to the F-86.

During the next four decades Hoover was a fixture at air shows. His signature exploit was shutting down both engines of his demonstration Aero Commander, then executing a roll, gliding down to touch on one wheel, then the other, before landing. He eventually carried passengers on his demonstrations. They became known as “Hoover’s Heavers” due to the number who became airsick.

During his career Bob Hoover knew Orville Wright, Eddie Rickenbacker, Charles Lindberg, Jimmy Doolittle, Jackie Cochran, Neil Armstrong, and Yuri Gagarin. All considered Hoover to be the better pilot.

With a combination of natural talent and finely honed skill, Hoover traveled the world and entertained hundreds of thousands of people. Always approachable and friendly, he was and is a favorite at any air show.

https://www.youtube.com/watch?v=g7R7jZmlIGc

Bud Varty

Bob Hoover (center) with friends Neil Armstrong and Chuck Yeager
Docent Profile—Dave Sears

If you wander through the Space Museum’s Moon flight artifacts on Wednesday, you’ll likely meet Dave Sears, a 14-year Evergreen volunteer.

Growing up in McMinnville, Dave attended local schools through high school. Upon graduation he enlisted in the U. S. Army’s 11th Airborne Division. He began his army tour at Fort Campbell, Kentucky, then went to jump school at Fort Benning, Georgia. After completing his parachute training he was transferred to Fort Bragg, North Carolina. It was there that he experienced a bad day for his unit.

One day in November, 1953, Dave and his Airborne company were scheduled to make a routine jump in the Fort Bragg area. They climbed into their C-119 Flying Boxcar, took to the air, and prepared to make their practice jumps. The flight went smoothly, and they approached the jump area, hooked up and began to jump out of the airplane. “As I exited the airplane and received the shock from the chute opening, I sensed something silver in color.”

One of the C-119s participating in the drop had lost control and was careening through the strings of newly dropped troops. “As I was descending I saw a large explosion behind some trees. I couldn’t tell and didn’t understand that it was the C-119,” he remembers. “I also saw what I now know was one of the wheels flying through the air.”

The out-of-control aircraft hit and killed nine members of Dave’s company. One of them was the man who jumped just two ahead of Dave. Three people in the aircraft were also killed when it crashed. “Shortly after I landed I saw an empty parachute in the air with leg straps hanging unattached. The Air Force crew chiefs on our planes always had their leg straps unhinged so they could move around more easily. Apparently the crew chief in that aircraft jumped out but didn’t hook his leg straps up. He was listed as one of the men killed.”

Dave and the surviving members of his company were not sure what had happened until they were briefed on the incident when they returned to their base.

Dave finished his tour of duty in the Airborne, returned to McMinnville, and went to Linfield College to study for a career in education. He received his degree in 1959 and began teaching science and math at McMinnville high school. During that time he also coached baseball and football.

In 1966 Dave went to Oregon State University for graduate work and received his Masters degree in physics and geology. In the 1970s he enhanced his credentials with a Certificate of Administration in education. His career continued as an school administrator in Sheridan and Hood River County. He retired in 1989.

Moving back to McMinnville in 1999, Dave soon joined the fledgling Evergreen Aviation Museum. He spent his first years in the children’s area, handling school field trips and tours. “We had only one employee that was assigned to education,” he recalled, “so the docents had to pick up most of the educational responsibilities.”

Prior to the opening of the the Space Museum, Dave was instrumental in preparing and orienting docents who would eventually move to the new building. He moved to Space the day that it opened.

A devotee of the Mercury, Gemini, and Apollo space programs, Dave spends most of his time in that area of the Space Museum. “...the Apollo program is my favorite,” he says, “so I hang around that area.”

Bud Varty

Dave Sears
RACE TO THE MOON

When President Kennedy uttered the words “...this nation should commit itself to achieving the goal, before this decade is out, of landing a man on the Moon and returning him safely to Earth”? , what did he really know about such a mission? Could humans launch and navigate a probe to hit the moon? If we could hit the Moon, could it be done softly enough that men would survive the landing? Would the surface of the Moon support a landing craft or would it simply sink out of sight? In his book “The Voyages of Apollo”, Richard Lewis reminds us that in the early 1960’s telescopes were the only way of observing the Moon and “no one had seen the lunar surface detail any smaller than a kilometer in diameter”. But President Kennedy was not working in a total knowledge vacuum when he set that goal. Beginning with the creation of NASA in 1958, answers to these basic questions were being sought through two unmanned space programs; missions to launch and strike the Moon (Able and Ranger) and a mission to execute a soft landing and verify that the lunar surface could support a manned landing craft (Surveyor).

The first human attempt to strike the Moon was made by the United States with the launch of Able-1 in August, 1959. It missed, as did NASA’s eight subsequent attempts. The Soviet marksmanship was better, impacting the Moon on September 13, 1959, with their second attempt, Luna 2 – nineteen months before Kennedy’s speech. It wasn’t until April, 1962, eleven months after the Kennedy speech that NASA finally succeeded when Ranger 4 crashed into the back side of the Moon. The first fully successful NASA effort was Ranger 7 which took close-up photos of the lunar surface and radioed them to Earth before crashing into the Crater Tycho in August, 1964. These images showed a terrain of gently rounded hills and craters within craters, some as small as 10 inches in diameter. Rangers 8 and 9 repeated the success, amassing a total of 17,000 photographs from which scientists would select landing sites for future missions.

The first landing of an unmanned probe on the Moon was achieved by the Soviet Union with Luna 9 in February, 1966, west of the Crater Reiner. The United States successfully landed Surveyor 1 on June 2, 1966, in the Oceanus Procellarum – a dark area of the Moon which looked like lava flows. Its cameras revealed a coarse granular surface with the look of a ploughed field that was firm enough to support the 5-foot tall, 640-pound craft. Surveyor 2 crashed on landing but the following April, Surveyor 3 landed safely in the Oceanus Procellarum and revealed a landscape similar to that discovered by Surveyor 1. The next mission, Surveyor 4 failed; but the last three landers were successful and revealed the Moon to be basaltic in nature, similar to the Earth, and covered with a fine, granular soil, called Regolith, which was capable of supporting man-made vehicles. Surveyor 3 was made the landing target for Apollo 12, the second manned mission to the Moon. Astronaut Alan Bean found Surveyor 3 covered in a brown film of dust after two and a half years of exposure on the lunar surface. Thus showing the Lunar surface to be a dynamic environment of erosion from micrometeorites and solar wind.

Jack Higginbotham
“six turnin’” was expanded to include ‘... four burnin’.’ The resulting configuration became the B-36D model. All B-36D models had ten engines and two flight engineers.

The B-36A models were essentially “service-test aircraft” as they carried no defensive armament. Later in the program all B-36As were returned to Convair for conversion into a ten-engine RB-36E reconnaissance aircraft. At the same time B-36B aircraft began conversion into the ten-engine B-36D configuration.

The jet engines were intended only for use at takeoff, climb out, and during combat. This meant that an air-intake plug was needed to keep the jet engines from wind milling between takeoff and combat. Standard B-36 missions could last in excess of 36 hours, 44 hours was not uncommon, and a wind-milling engine created significant drag. In addition, a wind-milling engine would have pumped all of its lubricating oil overboard during the first 8 to 10 hours.

Aircraft Summary: I entered the B-36 program about the time the B-36A fleet entered conversion, and left just after Boeing won the B-52 contract. My first assignment was with the ground crew of aircraft 047, later with the ground crews of 069, both of which were B-36B models, then moving on to 054, a B-36B to B-36D conversion. Aircraft 047 had “old” engines when I joined the ground crew. Engine life was set at 600 flight hours between overhauls. The six on 047 had over 500 flight hours, each. Other planes may have had a few high-time engines, but no other B-36 in all of the 7th and 14th Bomb Wings had all six of their original engines with over 500 flight hours. We could not wait until we hit the magic 600 hours and got six brand new engines.

Aircraft 069 was a bone-yard queen. Her original ground crew had been given a brand-new built from scratch B-36D, and without anyone to care for her, 069 had been cannibalized for spare parts. By the time a new crew chief was located and ground crew assigned 069 was a shadow of her former self.

Aircraft 054 was the most unlucky B-36 ever. During the first months following redelivery in its new B-36D configuration 054 aborted several key missions and its flight crew had to use other aircraft to maintain their Lead-Crew status.

[More on these three A/C next time.]
The Slowest Blackbird

As a former SR-71 pilot, and a professional keynote speaker, the question I'm most often asked is "How fast would that SR-71 fly?" I can be assured of hearing that question several times at any event I attend. It's an interesting question, given the aircraft's proclivity for speed, but there really isn't one number to give, as the jet would always give you a little more speed if you wanted it to. It was common to see 35 miles a minute. Because we flew a programmed Mach number on most missions, and never wanted to harm the plane in any way, we never let it run out to any limits of temperature or speed. Thus, each SR-71 pilot had his own individual “high” speed that he saw at some point on some mission. I saw mine over Libya when Khadafy fired two missiles my way, and max power was in order. Let's just say that the plane truly loved speed and effortlessly took us to Mach numbers we hadn't previously seen.

So it was with great surprise, when at the end of one of my presentations, someone asked, “what was the slowest you ever flew the Blackbird?” This was a first. After giving it some thought, I was reminded of a story that I had never shared before, and relayed the following.

I was flying the SR-71 out of RAF Mildenhall, England, with my back-seater, Walt Watson; we were returning from a mission over Europe and the Iron Curtain when we received a radio transmission from home base. As we scooted across Denmark in three minutes, we learned that a small RAF base in the English countryside had requested an SR-71 fly-past. The air cadet commander there was a former Blackbird pilot, and thought it would be a motivating moment for the young lads to see the mighty SR-71 perform a low approach. No problem, we were happy to do it. After a quick aerial refueling over the North Sea, we proceeded to find the small airfield.

Walter had a myriad of sophisticated navigation equipment in the back seat, and began to vector me toward the field. Descending to subsonic speeds, we found ourselves over a densely wooded area in a slight haze. Like most former WWII British airfields, the one we were looking for had a small tower and little surrounding infrastructure. Walter told me we were close and that I should be able to see the field, but I saw nothing.

Nothing but trees as far as I could see in the haze. We got a little lower, and I pulled the throttles back from the 325 knots we were at. With the gear up, anything under 275 was just uncomfortable. Walt said we were practically over the field—yet; there was nothing in my windscreen. I banked the jet and started a gentle circling maneuver in hopes of picking up anything that looked like a field. Meanwhile, below, the cadet commander had taken the cadets up on the catwalk of the tower in order to get a prime view of the fly-past. It was a quiet, still day with no wind and partial gray overcast.

Walter continued to give me indications that the field should be below us but in the overcast and haze, I couldn't see it.. The longer we continued to peer out the window and circle, the slower we got. With our power back, the awaiting cadets heard nothing. I must have had good instructors in my flying career, as something told me I better cross-check the gauges. As I noticed the air-speed indicator slide below 160 knots, my heart stopped and my adrenaline-filled left hand pushed two throttles full forward. At this point we weren't really flying, but were falling in a slight bank. Just at the moment that both afterburners lit with a thunderous roar of flame (and what a joyous feeling that was) the aircraft fell into full view of the shocked observers on the tower.

Shattering the still quiet of that morning, they now had 107 feet of fire-breathing titanium in their face as the plane leveled and accelerated, in full burner, on the tower side of the infield, closer than expected, maintaining what could only be described as some sort of ultimate knife-edge pass. Quickly reaching the field boundary, we proceeded back to Mildenhall without incident. We didn't say a word for those next 14 minutes.

Continued next page…
After landing, our commander greeted us, and we were both certain he was reaching for our wings. Instead, he heartily shook our hands and said the commander had told him it was the greatest SR-71 fly-past he had ever seen, especially how we had surprised them with such a precise maneuver that could only be described as breathtaking. He said that some of the cadet’s hats were blown off and the sight of the plan form of the plane in full afterburner dropping right in front of them was unbelievable. Walt and I both understood the concept of “breathtaking” very well that morning, and sheepishly replied that they were just excited to see our low approach.

As we retired to the equipment room to change from space suits to flight suits, we just sat there—we hadn’t spoken a word since “the pass.” Finally, Walt looked at me and said, “One hundred fifty-six knots.”

What did you see?” Trying to find my voice, I stammered, “One hundred fifty-two.” We sat in silence for a moment. Then Walt said, “Don’t ever do that to me again!” And I never did.

A year later, Walter and I were having lunch in the Mildenhall Officer’s club, and overheard an officer talking to some cadets about an SR-71 fly-past that he had seen one day. Of course, by now the story included kids falling off the tower and screaming as the heat of the jet singed their eyebrows. Noticing our HABU patches, as we stood there with lunch trays in our hands, he asked us to verify to the cadets that such a thing had occurred. Walt just shook his head and said, “It was probably just a routine low approach; they’re pretty impressive in that plane.” Impressive indeed.

Little did I realize after relaying this experience to my audience that day that it would become one of the most popular and most requested stories. It’s ironic that people are interested in how slow the world’s fastest jet can fly. Regardless of your speed, however, it’s always a good idea to keep that cross-check up…and keep your Mach up, too.

Author: Brian Schull
Submitted by: Bruce Anderson

APRIL BOARD OF CAPTAINS MEETING

Sandra Rodriquez will take over Membership in addition to duties with the admission staff and finance. Kristi will be assisting Teri Henning in the Museum store on purchasing. Spring break brought good revenue to the Museum and WaterPark. Ag Fest week in April was a good show with lots of participation. Phil Jeager thanked the volunteers for their hard work during Spring Break.

Tom Brokaw’s D-Day documentary in 3D will be shown in the Theater on May 23. On May 6, a special rocket launch from the East Coast will carry an EASA project to the ISS; it will be returned to Earth via Soyuz. Membership computers will be upgraded to Windows 7 in May. All Museum computers will eventually be upgraded since Microsoft is no longer supporting XP.

Robert Zeh will be responsible for all social media such as Twitter and Facebook. He will also be responsible for information signage; artifact signage is still Stewart Bailey’s responsibility. For requests or ideas for signs around the Museums, see Rob. Suggestions will still have to be okayed by staff, but start with Rob.

Bob Dean is planning to put up a cork board outside the break room in Aviation to put up the volunteer photos which Melba Smith took down before the remodeling.

Riley Sanders has submitted his resignation as Sunday Day Captain. He was thanked for his many years of providing leadership to the Sunday crew. Meantime, Marlin Lindstrom will act as temporary Day Captain. Paul Gelinas will get dates from Brandon at the WaterPark on holding CPR classes for those volunteers who need to recertify. Jim Lilley
Cessna O-2A Skymaster Update

It is with great pleasure that I can say that Phase One of our project to “Save A Vietnam Vet” has reached a successful conclusion. With the help of the volunteers, staff and general public, we have raised enough money to acquire Cessna O-2A Skymaster, serial number 67-21395 from the National Museum of the US Air Force (NMUSAF) Exchange Program. Unlike many of the aircraft that we get from the NMUSAF, this one is not a loan but will actually belong to the Museum. Through the Exchange Program, our Museum is able to acquire the aircraft “in exchange” for something that NMUSAF needs, which in this case is cash to fund the restoration of their A-1H Skyrider.

The process began over a year ago, when the NMUSAF decided to divest itself of all the O-2 aircraft that were in storage in the “boneyard” at Davis-Monthan AFB. They advertised that the four airframes would be put up for bid to the general public, and the highest sealed bid would win the aircraft. Of the four, three had full maintenance records and logs and could be returned to flight, while one, #395 had no paperwork and was considered to be an un-flyable hulk. So, why did we bid on (and win) that one?

The story of O-2A #395 is similar to that of the many O-2s that served in Vietnam, in that it was flown across the Pacific to serve in the Forward Air Control (FAC) role, replacing the older, single-engined Cessna O-1 Birddog. It was assigned to the 20th Tactical Air Support Squadron and flew out of DaNang, on a variety of missions over North and South Vietnam as well as Laos and Cambodia. In their role as FACs, the O-2 crews flew low and slow, spotting enemy positions and coordinating airstrikes by the “fast movers;” the F-4s, A-7s and such. Armed only with marker rockets and occasionally a gun pod, it was a dangerous job and a total of 82 O-2s were lost in combat.

One of the most notable missions that O-2 #395 took part in was the April 1972 rescue of Col. Iceal “Gene” Hambleton whose call sign was Bat 21 Bravo. The only survivor of an EB-66 electronics counter-measures aircraft shot down by a surface to air missile, Hambleton had the bad luck to parachute into the middle of 30,000 North Vietnamese troops. For the next 11 days, US and South Vietnamese forces worked to extract Hambleton, and when he was finally rescued, it had cost five aircraft shot down, 11 dead and 2 captured. As Hambleton himself said, “It was a hell of a price to pay for one life. I am very sorry.” It was also the longest rescue mission in history and resulted in the award of 234 medals for bravery. O-2 #395’s participation in the Bat 21 rescue was confirmed by General (then Captain) Bill Begert, who flew close air support as part of that operation with the 20th TASS.

Since the project to acquire the O-2 began, a total of five pilots who flew #395 have been in touch with the Museum and have assisted with the project. One of them, Lt. Gary Beard of Bellevue, WA flew his last mission in Vietnam in the aircraft along with Lt. Tom Harnden and has provided pictures from their celebration. The Museum is working with all of #395s pilots to preserve their stories so we can tell our visitors about the heroic and often unheralded work of the Forward Air Controllers in Vietnam.

Now that Phase One of the project is complete, we are moving into the next phase; that of getting the airplane to McMinnville. It is currently located at AMARG in Davis-Monthan AFB in Tucson, Arizona and will need to be trucked from there to the Museum for restoration (Phase Three) and eventual display. The Museum will continue to solicit donations to help with the project and with all of your support, we will soon have this veteran of close combat in Vietnam on display for the public, serving our mission to honor the patriotic service of our veterans.

Please feel free to contact me at stewart.bailey@sprucegoose.org if you would like to donate and help with this project.

The Cessna O-2A Skymaster  
Tom Harden post flight, Aug. 1, 1971  
Tom Harden's Fini, Aug. 1, 1971