FLIGHTPLAN! A VOLUNTEER NEWSLETTER FOR VOLUNTEERS

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VOLUNTEER BREAKFAST
SATURDAY
AUGUST 16
7:30AM
VOLUNTEER PLUS 1 GUEST
PLEASE R.S.V.P.
MORE INFO TO FOLLOW

Details on page 5
If your Birthday is missing from the list, please send an email directly to tootiekat@live.com thank you, Katha Lilley

**AUGUST BIRTHDAYS**

1. Bob Hashagen
2. Mitch Mason
3. Juanita Clarno
3. Tony Vergara
4. Bob Jensen
7. Elliott Abrams
7. David Dery
7. Wayne Stott
9. Dennis Kester
9. Mickey Uitti
11. Donald Cummins
12. Timothy Preach
12. Ben Erb
12. William Halsne
14. Gary Barrett
14. Tim Rogers
14. Frank Phipps
15. Dean Davis
15. Bruce Stewart
16. Ken Whiting
17. Charles Goscoigne
17. R Ben Erb
20. Bradley Karin
23. Chris Gephart
24. Gary Willison
25. Richard Peterson
26. Bob Ezell
27. Jim Kadas
27. Kenneth McDermott
29. Vicki Hammer
29. Jean Mead
29. Eric Virtue
30. George Holtzinger
30. Melvin Johnson
31. Randall Harris

**WELCOME NEW MEMBERS**

**Jim Mayo**, Wednesday

Our Mission-

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

This is a copy of an email sent to the Museum, regarding one of our Docents

Dear Sirs:

My wife and I had a great time in your Museum and we were very impressed by the many experts you have scatted throughout the facility. I particularly enjoyed my tour of the eB-17. I took a photo of Charlotte, our tour guide, and I attached it to this email thinking she might enjoy it. Charlotte did a great job and she was very entertaining. The Museum itself is definitely the best air and space exhibit/facility that I have ever seen, including the Smithsonian and the various NASA Museums. Thank you for your efforts creating and maintaining this unique facility.

Karl Q. Schwarz, MD

Charlotte Jackson
BOB’S BANTER

MALCOLM CAGLE: And now we come to the all-around subject of fighting ability. To begin with, I would like to use a comparison from the early part of the war, which is pertinent to our present discussion. The Japanese early model Zero enjoyed many of the same advantages over the Wildcat (F4F) that the Corsair enjoyed over the Hellcat—namely, speed, rate of climb, acceleration, and ceiling. In addition, the Zero had maneuverability while lacking the Corsair’s protection and firepower. Despite all these advantages, how many of you think the Zero was a better fighter plane than the Wildcat?

In the same manner, the Corsair cannot fight in the same dogfight with a “6”—for while the Corsair can usually establish the terms, the time and the place of the fight, and can avoid combat if desired. Still, once combat has been joined, she’s a beaten airplane, especially if she misses her shot on the first pass.

It has been my privilege to serve in a carrier air group that used both planes. Naturally we waged quite a local civil war with no definite decision. Just before the end of the war, however, an incident occurred which gave the Hellcats evidence to argue with their opponents. Four planes were on a combat air patrol, three Hellcats, one Corsair. Just as dusk fell, a “bogey” alert sent this team to intercept. Flying at 28,000 feet they were given orders to climb. At 32,000 feet (with all four planes wide open and war emergency power on), a single two-engine Dinah was sighted—one o’clock up. Mind you, now, the Corsair is supposed to be faster and have the better ceiling. Two of the Hellcat pilots (I was one of them) dropped the belly tanks and kept climbing. The third Hellcat could not release his. The Corsair pilot, in his excitement, forgot to release his. Slowly the two Hellcats overhauled the third F6F and the single Corsair and by inches pulled ahead. One Hellcat pilot, the smallest man in the squadron, pulled ahead of everybody, still gaining on the doomed Dinah. At 34,000 feet indicated (almost 40,000 feet true), one burst from his guns exploded the Jap snooper. The F4U pilot was low man on the totem pole. The Corsair boys never lived it down.

Lest I now be cornered in some dark alley by an irate Corsair pilot, I hasten to say that I still think the Corsair is a damn fine fighter whose war record is a proud one. And while this “feud” is 99.9 per cent good-natured, I believe we may safely and seriously say that both planes have ably demonstrated the qualities of stamina, firepower, and fighting ability, which won our mastery of the air. I, for one, am glad both planes fought on the same side. American plane designers must never sacrifice—as did the Japanese—the fighting qualities, durability, and firepower of their planes, or ever lessen our pilots chances of fighting, winning, sustaining damage, and coming back to fight again. Submitted by BOB OSBORN, Questions and or comments: osbornrlawrence@frontier.com
Part Four of Six

Prologue: The term applied to the six reciprocating and four jet engines that powered the Convair B-36. The jet engines (four GE J-47s) were used for extra power at takeoff, climb out, and during combat. The reciprocating engines (six Pratt & Whitney R-4360s) operated throughout the typical 36-44 hour mission. Many flights beginning with the six reciprocating engines “turnin’” finished with one or two and sometimes even three engines feathered. “Six turnin’” was a term of success, as in “We got back with all six turnin’.”

With the addition of four jet engines came the words “four burnin’” and a second Flight Engineer who was not added for the GE J-47 jets, but to monitor the troublesome R-4360s via an onboard engine analyzer. This wonderful tool consisted of two rotor switches and a 2½-inch cathode-ray tube. The switches permitted selecting any one of the 56 sparkplugs on any of the six engines and to display their secondary circuit’s pattern on the cathode-ray tube. Monitoring the analyzer for “non-combustion” patterns, the Flight Engineers could greatly extend range by leaning out the fuel mixture to the extreme. When a non-combustion pattern was seen on the analyzer screen, the fuel mixture was enriched just a tad.

Program Details: Pratt & Whitney had only certified the R-4360s to 35,000 feet altitude which became a problem as B-36 missions called for extensive time cruising at 43,000 feet and above. Problems with both ignition and carburetion at high altitude dogged the B-36 program. No variant was immune. Of particular concern was the fact that many engine problems would occur at altitude that could not be reproduced on the ground. With no known cause for a given problem, multiple manufacturers’ arguing as to whether it was their ignition problem or another’s carburetion problem was not helpful. Clearly a USAF solution was needed.

Here the engine analyzer came to the rescue. Several mechanical and carburetion problems as well as the ignition problems could be detected via the analyzer. So it was that a team of Maintenance/Engine Conditioning Specialists was established to work with all the B-36 ground crews of the 7TH and 11TH Bomb Wings. The idea was based on two observations: [1] the more experienced the observer of the various ignition patterns seen on the engine analyzer, the more accurate the diagnosis. And [2] often a new engine-problem might start with one plane and then like the common cold migrate throughout the fleet. One ground crew might work for days on a problem, only to later learn that another crew in the other Wing had resolved the same problem weeks before.

There were never more than a dozen of us on the Conditioning Team, and each was given intensive training on carburetors, magnetos, engine analyzer patterns, etc. We were even given a full day’s instruction on just sparkplugs. Each of us had a particular experience or background to augment the team’s make up. I was likely selected for this new Engine Conditioning team because of my earlier engine analyzer experience on aircraft 069 and 051.

We developed card files detailing the operational histories of all known problems, on each individual engine and aircraft. When a call came in to our office concerning a problem confounding a ground crew, we would divide up the work. Some would study the records of of similar problems on file, at least one would review that particular engine’s history and another one the aircraft’s recent history. The team member assigned to respond to the call often had a preliminary solution developed before leaving the office.

Earl Scott


VJ DAY

Victory Day, also known as VJ Day, marks the anniversary of the Allies’ victory over Japan during World War II. It followed the dropping of the devastating atomic bombs on the Japanese cities of Hiroshima on August 6 and Nagasaki on August 9, 1945. Victory Day is a state holiday in Rhode Island in the United States on the second Monday each year.

Museum Membership Waterpark Day
Date: August 17 2014
Time: From 10:00 AM to 7:00 PM
Cost: Members: $20 per person, for as many people as your Membership level allows

Summer Camps : 2014
Date: July 23 2014 until August 29 2014
Time: From 09:00 AM to 3:00 PM
Cost varies, see website below

Loose Goose VII Hot Air Balloon Rally
Date: August 15 2014 until August 17 2014
Time: From 06:00 AM to 9:00 PM
Friday, education day how balloons fly
Saturday 7:30am Breakfast
Sunday, August 17th Sunrise liftoff
Cost varies, see website below

Brain Waves: Fire Safety Day
Date: August 23 2014
Time: From 10:00 AM to 2:00 PM
Cost: Event is Free with paid Waterpark or Museum admission

For more information: Contact the Museum Special Events Department at events@sprucegoose.org or 503-434-4185 or visit our website, http://evergreenmuseum.org/upcoming-events/
Famous Aviators—Alan Shepard

1923—1998

“You know, being a test pilot isn’t always the healthiest business in the world.” Alan Shepard

A descendant of an original Mayflower passenger, Alan B. Shepard grew up in New England, attending New Hampshire’s Pinkerton Academy before entering the US Naval Academy in 1941. Upon graduation from Annapolis, Shepard was assigned to a Destroyer and saw duty in the Pacific during WWII.

After the war Shepard entered flight training, receiving his wings in 1947. He was assigned to a fighter squadron and served several tours on aircraft carriers in the Mediterranean Sea. He attended Test Pilot School in 1950 and spent the next several years testing in-flight refueling and carrier suitability for advanced aircraft.

In 1959, after over 8,000 hours of flight time, Shepard was selected as one of 110 military test pilots to be tested for the first manned space program, Project Mercury. He survived a grueling series of physical and psychological tests to become one of the original seven Mercury astronauts.

It was the beginning of the Space Race, with the US and USSR both trying to be the first to put someone in space after the 1957 launch of the Soviet Sputnik. The seven astronauts were trained and felt that they were ready to fly in early 1961, but NASA authorities cautiously launched a chimpanzee into space before chanceing a human launch. After Shepard was chosen to be the first into space, several postponements delayed his flight, allowing Russian Yuri Gagarin to be first with a one-orbit circle of the earth on April 12, 1961. Disappointed but determined, Shepard finally launched into a sub-orbital 15-minute space flight three weeks later.

“You’ve done it in the simulator so many times, you don’t have a real sense of being excited when the flight is going on,” he later recalled. “You’re excited before, but as soon as the liftoff occurs, you are busy doing what you have to do.”

An instant national hero, Shepard toured the country and prepared for his next flight in the two-man Gemini Program. Fate, however, intervened.

In 1964 Shepard developed Ménière’s Disease, an inner ear problem that causes disorientation and nausea. He was grounded. He took the office of Chief Astronaut, but continued to pursue a cure for his condition. In 1969 a curative surgery became available, and he was restored to flight status.

Shepard was assigned as Pilot in Command of the Apollo 14 Moon flight. Following the near disastrous Apollo 13, he knew that he had to show NASA and the country that the program was worth the continuing cost. Despite encountering computer problems that required a complete reprogramming of the Lunar Module, he made a pinpoint landing on the Moon on February 9, 1971. He and Edgar Mitchell spent two days on the Moon’s surface. The flight was deemed a complete success, and the Apollo program sent three more flights to the Moon. During his Moon visit, Shepard became the only person to hit a golf ball in 1/6 gravity.

Shepard continued his duties as Chief Astronaut, resigning from NASA and the Navy in 1974. He became a successful businessman and author and retired to Pebble Beach, California. He developed leukemia in the mid-1990s, succumbing to the disease in 1998.

Bud Varty
On August 5, 2012, the Mars Science Laboratory, commonly known as “Curiosity” safely landed on the planet Mars. Since the early 1960s literally dozens of spacecraft had been sent to explore Mars. These missions to Mars were attempted by both the United States and Russia. Five attempts to place a functioning lander on Mars were made by Russia before the United States successfully placed Viking I on Mars on June 19, 1976. This was followed on September 3, 1976, by Viking II. Russia then unsuccessfully attempted twice to place a lander on Mars’ moon Phobos. The U.S. Mars Pathfinder, a subscale forerunner to “Spirit”, successfully landed on July 4, 1997. More failures by both Russia and the United States were experienced until MER-A, known as “Spirit”, landed successfully on January 4, 2004, followed by MER-B, known as “Opportunity”, which landed successfully on January 25, 2004. “Phoenix” was landed successfully on May 25, 2008, at the northern polar region. Finally, on November 26, 2011, the Mars Science Laboratory “Curiosity” was successfully landed.

**Viking I and Viking II**

Launched by Titan-IIIE Centaur rockets, the Viking landers were each attached to its orbiter spacecraft. When the orbiters onboard television cameras revealed a suitable landing site, the landers were released to begin their descent. The orbiters for Viking I and Viking II then provided a communications link between the earth and the landers. The science packages in both Viking I and Viking II were designed to find evidence of microscopic life in the Martian soil. The Viking landers took samples of Mars’ soil and tested them for signs of organic carbon. These experiments produced mixed results and provided no conclusive evidence that life existed at those sites on Mars. Although the Vikings were stationary, they did produce valuable data about weather conditions and soil composition at their respective landing sites.

**Mars Pathfinder**

Using a Delta-II rocket Pathfinder was to determine a more ‘direct’ journey to the surface of Mars. Unlike the Vikings, Pathfinder did not enter Mars orbit before starting its descent to the surface. Instead, the spacecraft entered directly into the atmosphere. Protected by a heat shield during the early stages of entry, the slowed spacecraft then activated a parachute to further slow the spacecraft. The lander was then separated from the spacecraft using a tether; and a number of airbags were inflated, completely encasing the folded lander. Just before touchdown, several rocket thrusters were fired to minimize the remaining vertical velocity followed by a cutting of the tether. After falling the last 100 feet, the airbag enclosed lander bounced on the surface of Mars for several minutes, came to rest, and then rolled off its landing platform to start exploring Mars. Sojourner was the first successful rover on Mars. This was a successful dress rehearsal of a less expensive method for placing a lander on the surface of another planet. What excited scientists the most, though, were the pictures beamed back to Earth showing rounded pebbles and “conglomerate” rocks that indicated something pushed different types of soil together in the past. NASA said this was evidence of a more water-rich planet and suggested the area Sojourner sampled was formed from floods that originated near the landing site. The Sojourner thus provided more information on the chemical composition of Martian rocks and soil.  

**John Jennings**

Mr. George R. Deacon, 89 years young, in the green shirt, visited the Aviation Museum on Friday, July 25th, with several friends. Mr. Deacon flew nine combat missions over Germany in the Handley Page Halifax bomber with the Royal Air Force’s Bomber Command in the closing months of World War II.

The four-engine Halifax bomber was similar in size to the famous Avro Lancaster bomber and our B-17G Flying Fortress. The Halifax was, perhaps, overshadowed by the famous Lancaster but was considered to be a more versatile aircraft.

Mr. Deacon enjoyed seeing all of the displays in the Aviation and Space museums, but his main interest was the World War II aircraft. He recalled the deadly ME-109 and Folk Wulf 190 attacks and when he gazed on the Spitfire simply suggested it “saved civilization.” Mr. Deacon was especially interested in the Boeing B-17. He said it really was a fortress with 13 defensive guns. The Halifax he flew had only two defensive guns with a crew of five so it could carry a heavier bomb load.

Tim Preach
Image by Pam Taylor

Museum Visitor

Choose from one of four Waterpark Boarding Pass purchase options:

- **First Class** pass (12 months, with extras): $199; Good for 12 Months, every day the Waterpark is open. NO Blackout Dates. Free Medium Locker with each visit. 10% Discount at the Milky Way Café.

- **12 Month** pass: $149; Good for 12 Months. Blackout Dates: Christmas & Spring Breaks; Free Small Locker with each visit.

- **6 Month** pass: $119; Good for 6 Months. Blackout Dates: Christmas & Spring Breaks, School/Federal Holidays.


Purchase Boarding Passes in person—each pass is customized to an individual with a photo and barcode at time of purchase. Each pass is good for one person only, and cannot be shared or transferred. For more information on

Stow your carry-on and fasten your seat belt—the Evergreen Wings & Waves Waterpark Boarding Pass has arrived!

On sale to the public on June 6 at 10 am!

MCMINNVILLE, Ore. (June 3, 2014) – Evergreen Wings & Waves Waterpark launches a new individual pass. The Evergreen Wings & Waves Waterpark offers learners of all ages the opportunity to engage in water and earth sciences. For current hours, please check the website:

www.evergreenmuseum.org/waterpark
AUGUST LAUNCH PAD

Current Launch Date

4 Falcon 9  
A SpaceX Falcon 9 rocket will launch the AsiaSat 8 communications satellite. AsiaSat 8 will support direct broadcasting, private networks and broadband connectivity for customers in China, India, Southeast Asia and the Middle East. Launch site: SLC-40, Cape Canaveral Air Force Station, Florida.

13 Atlas 5(401)  
A ULA rocket will launch the WorldView 3 Earth observation satellite for DigitalGlobe. Launch site: SLC-3E, Vandenberg Air Force Base, California.

21 Soyuz  
An Arianespace Soyuz rocket will launch two Galileo full operational capability satellites for Europe’s Galileo navigation constellation. Soyuz 2-1b (Soyuz ST-B) rocket will use a Fregat-MT upper stage. Launch site: ELS, Sinnamary, French Guiana.

25 Falcon 9  
A SpaceX Falcon 9 rocket will launch the AsiaSat 6 communications satellite. AsiaSat 6 will support video broadcasting and broadband networks for customers in Asia, Australia, India and the Pacific Islands. Launch site: SLC-40, Cape Canaveral Air Force Station, Florida.

Sources: NASA Launch Schedule (NASA.Gov), Spaceflightnow (http://www.spaceflightnow.com/tracking/index.html)  

John Jennings

Playing now at the Evergreen Theater:

<table>
<thead>
<tr>
<th>Movie</th>
<th>Daily Showtimes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flying Monsters 3D</td>
<td>Daily 10:00am, 4:00pm</td>
</tr>
<tr>
<td>Jerusalem</td>
<td>Daily 1:00pm</td>
</tr>
<tr>
<td>Mysteries of the Unseen World</td>
<td>Daily 12:00pm, 3:00pm</td>
</tr>
<tr>
<td>D-Day Normandy 1944</td>
<td>Daily 11:00am, 2:00pm</td>
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</tbody>
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$ 11.00 General Admission  $ 10.00 Senior Admission  $ 9.00 Youth Admission  $ 5.00 Member Admission
Well, here it is August already. Lots of historic aviation activity this month and some non-aviation stuff as well.

August 1, 1943 — a little known Navy Lieutenant from Massachusetts got his PT Boat rammed and sunk by a Japanese ship. The boat- PT 109; the Lieutenant- John F. Kennedy.

August 2, 1911 — The first woman in the United States licensed as a qualified pilot is Harriet Quimby, a drama critic.

August 4, 1955 — The Lockheed U-2 flies for the first time. And they're still up there!

August 6, 1945 — The first A-Bomb, code-name “Little Boy” was dropped on Hiroshima. The 393rd Bombardment Squadron Boeing B-29 “Superfortress Enola Gay”, piloted and commanded by Major Charles W. Sweeney.

August 9, 1945 — The second A-Bomb, code-named “Fat Man” was dropped on Nagasaki by the B-29 “Superfortress” Bockscar, flown by the crew of 393rd Squadron Commander Major Charles W. Sweeney.

August 12, 1946 — President Harry Truman signs a bill authorizing an appropriation of $50,000 to establish a National Air Museum in the Smithsonian Institute in Washington, D.C. The small museum eventually becomes the National Air and Space Museum — reportedly the most visited museum in the world.

August 19, 1871 — Orville Wright is born in Dayton, Ohio, 143 years ago, He piloted the famous first flight at Kill Devil Hills, North Carolina, after winning a coin flip with his brother, Wilbur.

August 21, 1923 — The first use of electric beacons mounted on the ground to provide sight direction for night flying is made in the United States. There is an example of one of these located adjacent to the P-40.

August 25, 1949 — National Airlines tells the Civil Aeronautics Board that “reduction in fares are essential to placing its operations on a sound economic base.” Should have placed this in a “believe it or not” column.

Spencer Vail

RESTORATION HAPPENINGS

It has been sometime since I last wrote an article for the Flight-Plan. Regrettably, the terms of the bankruptcy proceedings of Evergreen Aviation make all six buildings south of Highway 18 off limits to Museum activities. Since one of the buildings is our restoration facility, we are in the holding pattern until things are resolved.

And what has the restoration crew been doing? — well, we have been doing all the things that have been on hold at home and whatever our spouses can dream up. Some have taken trips like Ben Erb and his daughter, who spent a couple of weeks on safari in Africa. Others have taken long overdue trips to various parts of the US and abroad. Me? — well, I'm the home body type, so I am catching up in my reading that includes the complete collection of William Shakespeare. I wouldn't advise anyone to tackle that one unless you are really into it — which I am not. Luckily I have a visitor friend, a former Prima Ballerina of the Tokyo International Ballet Co who was here to help me through some of the stories — but that is another story.

So dear friends, that is the latest I can tell you on Restoration Happenings. Will keep you updated as things develop.

Bob Peterman
Executive Director announced that the Museum has been averaging 1,000 visitors a day! Good revenue news as we move into the slower fall and winter months.

Giselle Naranjo-Cruz is responsible for the Heart and Soul patches program for the volunteers. The Day Captains are to determine who is eligible for the patch and chevron for 2012 and 2013. One must have 400 volunteer hours from January 1-December 31 of each year. The patches and chevrons will be given out at the August volunteer breakfast.

Curator Stewart Bailey reported that the Ford Tri-Motor left on July 5 and arrived at its new home, safe and sound. He is working with the new owners of the Douglas F5D Skylancer that they purchased from a collector’s estate in Ontario, Oregon. The North Dakota company would like to put it on a long-term loan to the Museum. They will transport and set it up in the Museum.

Collections is being moved to the 2nd floor in the theater. Other equipment and items are being moved out of the old helicopter hangar. Bob Peterman is working with the new owners on identifying what items belong to the Museum and those which will be retained by them.

It must be emphasized once again that opening or accessing any artifact in the Museum must be with the permission of Stewart Bailey or Larry Wood. Do not assume that it will be okay, verify it first!!

Also do not move, alter, or add signage to any exhibit without the permission of Stewart Bailey or Larry Wood. Please remember that the staff is busy trying to juggle ongoing projects. It may take some time before they respond. Do not assume it must be all right if you haven’t heard anything. Inform your Day Captain of any submission.

On birthdays needing to be dropped, added, or corrected, please contact co-editor Katha Lilley. Her email is in a box at the top of the birthday list in the newsletter, Page 2.

The Museum is working on a plan to sell the remaining Spruce Goose wine. Tastings may be scheduled for Fridays, Saturdays, and Sundays. On other days the wine may be purchased in the Museum Store. We will be notified when this begins.

REMEMBER: The visitors keep our doors open. Please be diplomatic and polite when greeting and visiting with them. Rudeness and disrespect are not acceptable. The Volunteer Handbook lays out specific steps in dealing with a visitor who has a problem.

ALSO THE MUSEUM OPENS AT 9 A.M. AND CLOSES AT 5 P.M. – NOT A QUARTER BEFORE OR A QUARTER AFTER THE HOUR.

Jim Lilley
VISITING WITH AN OLD FRIEND

On Monday, July 21st the Museum had a visit from Col. Norman Wells, the Weapons Systems Officer on our F-4C Phantom II, when it scored a kill against a MiG-17 on June 5, 1967. It was the second MiG kill for Wells and his pilot, Dick Pascoe, although the first for the aircraft, serial number 63-7647. The Phantom currently carries the victory stars for both of Pascoe and Wells’ aerial kills. Although he has no explanation for the two stars, he speculates that it is because their other aircraft, which was used in the January 6, 1967, MiG kill, was lost in combat. It was the “pusher” in the famous incident called Pardo’s Push… featured in the September, 2013, issue of Flightplan, p. 9. Article written by Bruce Armstrong.

The kill was scored during a MIGCAP mission when F-4s of the 555th Tactical Fighter Squadron were covering a force of F-105 Thunderchiefs on a bombing mission over North Vietnam. Pascoe and Wells were flying wing for 8th Fighter Wing Commander, Col. Robin Olds, when they spotted two MiG-17s. The MiGs split up with one heading off to their 10 o’clock position and one to the 3 o’clock position. The two Phantoms zeroed in on one at 10 o’clock, and Olds fired a volley of missiles which all missed, then turned the lead over to Pascoe and Wells. Pascoe fired two AIM-9 Sidewinder missiles that struck the MiG-17 in the aft fuselage. It dove into the ground from 900 feet and exploded. The North Vietnamese pilot ejected just before impact, but his fate is unknown.

Wells, who retired from the Air Force as a Colonel, later transitioned to being a pilot flying the F-4 after his tour in Vietnam. During his career, he worked on a number of avionics and weapons systems including those for the F-15 Eagle. After retirement, he went to work for Lockheed. Visiting the Museum from his home near San Antonio, Texas, he sat down for a video interview filmed by Tuesday Docent, Elliot Abrams, which will become part of the Museum’s permanent archives.

Stewart Bailey