Your Newsletter Staff-

Co-Editors: Ann Trombley, texannt@comcast.net
Katha Lilley, tootiekat@live.com

Feature writers: Bob Peterman, Spencer Vail, Bob Osborn,
Bruce Anderson, Earl Scott, John Jennings

Contributors: Don Trombley, Jack Higginbotham

Guest Contributors: Lynn Gelinas, Hilda Pereyo, Jim Gadberry,
Stephen Guntli, Angie Garcia

FLIGHTPLAN! A VOLUNTEER NEWSLETTER FOR VOLUNTEERS

FLIGHTPLAN!

“A Volunteer Newsletter by Volunteers”

MUSEUM VOLUNTEER CHRISTMAS PARTY

Join us for a Christmas celebration to thank you all for your hard work throughout the year!

Special holiday dinner and entertainment provided.

Wednesday, Dec. 5 5:30 p.m. Aviation Museum

FOR MORE INFORMATION:
Please RSVP to Reservations@sprucegoose.org or 503-434-4185
or sign up in either the Aviation or Space Museum break rooms.
Our Mission-

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

DECEMBER BIRTHDAYS

There are three birthstones associated with December; Tanzanite, Zircon, and Turquoise. All three of these very different stones have one thing in common: a unique blue color.

1- Gilbert Cordova
1- Joe Navarra
1- Joseph Harrison
1- Jack Schlemer
3- Kyle Mode
5- Ron Christie
5- Kari Kirkpatrick
6- Colin Armstrong
6- Terry Johnson
7- Jerry Katchur
8- Shirley Nelson
8- Robert Scott
9- Allen Walker
10- David Baird
10- Harvey Landtroop
11- Marlin Lindstrom
12- Jerome Smith
12- Darel Hadley
12- Gene Tracy
14- Bruce Huffman
15- James List
17- Ronald Filtz
19- Chris Garder
19- Kate Harford
19- Donovan Gregg
20- Bill Lawrence
20- Jef Finch
20- Dick Anderson
24- Miles Ireland, Jr.
24- Aaron Van Beurden
24- Lonnie Prather
25- Jeff Kresner
26- Aubrey Loveland
26- Lanny Reding
27- Theresa Waldie
28- Frieda Jarvis
28- Charles Blair
28- Patricia Duff
28- Tahara Ryo
29- Fred Simonds
30- John Moeller

It is the time of the year, when we have to look back and thank all those around us who have made their presence felt in our lives. Merry Christmas to you and your loved ones. Have a successful New Year.

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FLIGHTPLAN! A VOLUNTEER NEWSLETTER FOR VOLUNTEERS

ENSIGN KOGA’S ZERO – PART TWO

We pick up from last month’s column where the Japanese strafed Dutch Harbor in June, 1942. After the raid, as the enemy planes flew back toward their carriers, eight American Curtiss Warhawk P-40s shot down four Val (Aichi D3A) dive bombers thirty miles west of Dutch Harbor. In the swirling, brief dogfight, Lt. John J. Cape shot down a plane identified as a Zero. Another Zero was almost instantly on his tail. He climbed and rolled, trying to evade, but those were the wrong maneuvers to escape a Zero. The enemy fighter easily stayed with him, firing its two 20mm cannon and two 7.7mm machine guns. Cape and his plane plunged into the sea. Another Zero shot up the P-40 of Lt. Winfield McIntyre, who survived a crash landing with a dead engine.

Endo and Shikada accompanied Koga as he flew his oil-spewing airplane to Akutan, 25 miles away, which had been designated for emergency landings. A Japanese sub stood nearby to pick up downed pilots. The three Zeros circled low over the green, treeless island. At a level, grassy valley floor half a mile inland, Koga lowered his wheels and flaps and eased toward a three-point landing. As his main wheels touched, they dug in; and the Zero flipped onto its back, tossing water, grass, and gobs of mud. The valley floor was a bog, and the knee-high grass concealed water. Endo and Shikada circled. There was no sign of life. If Koga were dead, their duty was to destroy the downed fighter. Incendiary bullets from their machine guns would have done the job. But Koga was a friend, and they couldn’t bring themselves to shoot. Perhaps he would recover, destroy the plane himself, and walk to the waiting submarine. Endo and Shikada abandoned the downed fighter and returned to the Ryujo, 200 miles to the south. (The Ryujo was sunk two months later in the Eastern Solomons by planes from the aircraft carrier Saratoga. Endo was killed in action at Rabaul on October 12, 1943, while Shikada survived the war and eventually became a banker.)

The downed Zero lay in the bog for more than a month, unseen by U.S. patrol planes and offshore ships. Akutan is often foggy, and Aleutian winds create unpleasant turbulence over the rugged island. Most pilots preferred to remain over water, so planes rarely flew over Akutan. However, on July 10 a U.S. Navy Catalina (PBY) amphibian returning from overnight patrol crossed the island. A gunner named Wall called, “Hey, there’s an airplane on the ground down there. It has meatballs on the wings.” That meant the rising-sun insignia. The patrol plane’s commander, Lt. William Thies, descended for a closer look. What he saw excited him.

Back at Dutch Harbor, Thies persuaded his squadron commander to let him take a party to the downed plane. No one then knew that it was a Zero.

Ens. Robert Larson was Theis’ copilot when the plane was discovered. He remembers reaching the Zero. “We approached cautiously, walking in about a foot of water covered with grass. Koga’s body, thoroughly strapped in, was upside down in the plane, his head barely submerged in the water. We were surprised at the details of the airplane,” Larson continues. “It was well built, with simple unique features. Inspection plates could be opened by pushing on a black dot with a finger. A latch would open, and one could pull the plate out. Wingtips folded by unlatching them and pushing them up by hand. The pilot had a parachute and a life raft.” Koga’s body was buried nearby.

Part three in the January, 2013, issue

BOB OSBORN

Questions and or comments always welcome. Email me at: osbornlawrence@frontier.com

BOB’S BANTER

The Flightplan staff would like to thank Print Northwest for your participation, suggestions and timely printing of our newsletter. We couldn’t do it without you. Cheers for another year together. Ann and Katha
HOW IS THE MUSEUM FUNDED?

At the November Volunteer Captain’s meeting, Stephen Guntli, the new Director of Development for the Museum, presented this description describing how the Museum is funded. We hope this will help to answer this question when visitors ask you.

The Museum was started by Delford Smith and his son, Michael. After the death of his son, Mr. Smith made a personal commitment to memorialize his son’s life with the establishment of the Evergreen Aviation & Space Museum and The Captain Michael King Smith Educational Institute. The Museum buildings have been built through the Michael King Smith Foundation and Evergreen Vintage Aircraft. Mr. Smith and the Evergreen companies have been significant donors over the years.

But the Museum is run as a 501(c)(3) nonprofit with its mission: “To Inspire and Educate, to Promote and Preserve Aviation and Space History, and to Honor the Patriotic Service of our Veterans.” A major portion of its funding comes through ticket sales and other purchases made by guests to the Museum.

Although we could not run the Museum without our dedicated volunteers, the Museum also requires a trained staff to run day-to-day activities. The general operating expenses of the Museum, plus special programs and improvements to the Museum, cost more than the income generated from admissions and other purchases.

That is why our members and donors are so important. Unrestricted gifts through memberships and individual donations are critical to support the general operating expenses of running the Museum and its building. And we seek special donors and sponsors to cover new programs and improvements to our buildings and exhibits.

Our founder, Mr. Smith, is still very supportive. We continue to seek support from the Corporate and Foundation sectors. But the Museum is still young, and we need the support of many people and abundant resources to grow into a mature and healthy nonprofit institution that provides diverse programming to fulfill our mission.

There are numerous programs that you can choose to support. For more information contact our Director of Development, Stephen Guntli, at 503-434-4185, ext. 4655 or stephen.guntli@SpruceGoose.org.

And remember, your donation is tax deductible.

Stephen will also be developing a small card similar to the one volunteers use to answer questions about memberships. This will have a shorter answer to this question that will go something like this:

The Museum is supported through income generated by admissions and purchases, corporate support, and foundation grants. But memberships and donations from individuals are critical to support the general operating expenses of running the Museum and its buildings.

SUPPORT OUR TROOPS

Would you be interested in helping with this request? If so please contact SPC Miller at the following email

My name is Marshall Miller and I am a Soldier with A Co 1-101st Combat Aviation Brigade stationed out of Fort Campbell, KY deployed to Afghanistan in support of Operation Enduring Freedom. A Co is a 30 Soldier AH64D Apache Helicopter Line Company 2 months into our 9 month deployment and for many of us this is our 2nd and 3rd deployments in the past 5 years. We are all really feeling the pain of missing home and families. This is why I write to you, to ask for your support donations to help boost the morale and spirits around here. Any thing that you could do BIG or small would be GREATLY Appreciated and would not go unnoticed. Examples: stickers, caps, tshirts, promotional products, calenders, posters, etc... I thank you in advance for your support and look forward to hearing back from you.

Hooah & Army Strong,
SPC. Miller, Marshall R.
Task Force No Mercy
A Co 1-101 AVN
FOB Salerno
APO AE 09314
helimillertym@yahoo.com
DECEMBER LAUNCH PAD

<table>
<thead>
<tr>
<th>DATE</th>
<th>LAUNCHER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Sea Launch</td>
<td>Eutelsat 70B communications satellite placed in an equatorial synchronous orbit to provide communications in Europe, Africa, Central &amp; Southeast Asia</td>
</tr>
<tr>
<td>8</td>
<td>Proton, Breeze M 3rd Stage</td>
<td>Yamal 402 communications satellite placed in equatorial orbit to provide coverage over Russia, Europe, Middle East, &amp; Africa</td>
</tr>
<tr>
<td>TBD</td>
<td>Rockot</td>
<td>Russian launch vehicle to place 3 Rodnik communications satellites for the Russian Military</td>
</tr>
<tr>
<td>11</td>
<td>Atlas 501</td>
<td>Atlas 5 rocket to launch the U.S. military’s X-37B, a prototype spaceplane, also called The Orbital Test Vehicle, on the program’s 3rd mission.</td>
</tr>
<tr>
<td>TBD</td>
<td>Chinese Long March 4B</td>
<td>CBERS 3 remote sensing satellite collecting global imagery for environmental, urban planning, &amp; agricultural applications</td>
</tr>
<tr>
<td>17</td>
<td>Orbital Sciences Antares</td>
<td>Simulated Cygnus spacecraft launched on a demonstration flight.</td>
</tr>
<tr>
<td>19</td>
<td>Ariane 5</td>
<td>Skynet 5D – British military communications satellite &amp; Mexsat 3 to provide communication service to Mexico</td>
</tr>
<tr>
<td>TBD</td>
<td>Chinese Long March 2D</td>
<td>Turkey’s Gokturk 2 Earth imaging satellite to gather high-resolution images of Earth for civilian &amp; military applications</td>
</tr>
<tr>
<td>25</td>
<td>Soyuz 2-lb. Fregat upper stage</td>
<td>Mission: Launch a Russian Glonass K navigation satellite</td>
</tr>
<tr>
<td>28</td>
<td>Proton Breeze M 3rd stage</td>
<td>Deploy the Satmex 8 to provide video distribution, broadband, &amp; distance learning services in North &amp; South America</td>
</tr>
</tbody>
</table>


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RESTORATION HAPPENINGS

Here we are in the last month of 2012 and what a roller coaster ride the year has been. This year, we have completed 17 major restoration projects and have many more on the table. The restoration crew has done a wonderful job in bringing the completed projects to display in the Aviation and Space Museums. I might also mention that we have received a lot of positive feedback from a great many people.

The current in-house projects are coming along just fine. The Hiller Hornet (ram jet) helicopter is in the final stages of restoration and should be a very nice addition to our helicopter area. The Grumman Goose is about 50% in the painting phase of the project. Many panels and the two floats are finished. The fuselage has the initial color coat applied and as soon as space is available, the wings will be moved to the paint booth.

The Vultee BT-13 is being relocated to one of the corners of the restoration area to make room for the wing of the SST Gulfstream II. The work that needs to be done on the BT-13 is proving to be quite a challenge. It seems that the manuals of the 1930/40s don't always agree with the aircraft of that era, and that is where the challenge comes into play. The wing aileron control cables have been installed and rigged. Work has begun on the elevator and rudder control cables. The left wing pitot tube has been installed after some modification to the wing attachment points, and the radio antenna wire fabricated and installed. As before mentioned, the wing of the Gulfstream II will be in the restoration area for some extensive wing root modification.

In November Mike Robinson from the Glenn Curtiss Air Museum was in house to take a close look at our Curtiss Fledgling. Their Museum is completely restoring a Fledgling and needed some detail information and photos. Yours truly was chosen to be his guide for the day. I took almost all the cover plates and panels off the aircraft so he could take as many photos as he thought necessary. There was also a request to take closeup photos of our F-84, Curtiss Robin, Bf-109, Curtiss Falcon and the H-61 Helicopter. On a side note the Curtiss Museum is constructing a P-40 from two mid-air collision P-40s that went down in the Everglades in 1943. We are on their newsletter mailing list to keep us up-to-date on this interesting program.

We, in Restoration and others, want to thank all who serve(d) in the U.S. Marine Corps on their anniversary of 237 years of service including 100 years of Marine aviation to keep this nation safe and free. A heartfelt THANK YOU.

Quote of the Month

"Nobody who has never been up in the sky on a glorious morning can possibly imagine the way a pilot feels in free heaven."

W.P.  Bob Peterman
BRINGING YOU UP-TO-DATE ON EASA

In a 2008 issue of the *FlightPlan*, I wrote an article informing the volunteers about EASA. Several of our new volunteers have asked about the program so here is an informational update. From 2008 until this fall, EASA has expanded from 50 students to 120. –Ann Trombley

The Engineering and Aerospace Sciences Academy (EASA) is a career pathway program of McMinnville High School, developed in partnership with, and located at, Evergreen Aviation & Space Museum. EASA offers an integrated, hands-on STEM (*Science, Technology, Engineering, and Math*) program that prepares students for college and professional careers. EASA also offers dual high school/college credit coursework, through Chemeketa Community College, that allows students to earn college credit while also satisfying high school graduation requirements.

Starting at the 9th grade level, the EASA program has coursework that parallels the Engineering program at Chemeketa Community College. Among the college classes offered are the equivalent of differential calculus, engineering computations, and graphics/3D modeling.

The EASA program is not just about aviation and aerospace. The strategy is to use engineering and technology as an umbrella under which EASA can help students see the vital interactions between knowledge and skill. EASA wants to produce capable, critical thinkers, and problem solvers who can work within any discipline because they have a broad set of tools and skills. By highlighting the hands-on applications, students take on projects like a 36" wind tunnel, aircraft restoration, mechanical operations, aircraft and automotive body design and the design and redesign of consumer products.

The Evergreen STEM Institute, offered through Chemeketa and featured in the nationally recognized Project Lead the Way (PLTW) pre-engineering curriculum, combines online college credit coursework with Saturday lab work at the Museum. EASA students can participate in the Institute in addition to the dual high school/college credit coursework available as part of the EASA program. The PLTW classroom is an engaging and thought-provoking place where students develop critical thinking skills through hands-on project-based learning, preparing them to take on real-world challenges. The wide range of support from some of America’s leading corporations and foundations, not to mention the dedicated involvement of PLTW parents and volunteers, ensures that our program and its students are successful. Some of the corporate partners include: 3M, Intel, Lockheed Martin, Northrop Grumman, and Chevron.

EASA also offers Saturday Academies. These semester-long programs provide curriculum enrichment in engineering-related projects and activities including: circuits, engines, model aircraft/remote-control aircraft, and robotics. The Saturday Academy combines coursework at the high school and Saturday lab work at the Museum.

Three of the specialty courses that are a part of the 2012-13 pre-engineering curriculum are:
- Aerospace Engineering – explores the evolution of flight, navigation and control, propulsion, orbital mechanics, remotely operated systems, and related careers.
- Digital Electronics – use computer simulation to learn the logic of electrons, test and analyze designs, then build the digital electronic circuits.
- Civil Engineering and Architecture – learn and apply the knowledge of these engineering fields to development of residential and commercial structures. Students use 3D design software to design and document solutions for projects.
The latest addition to the EASA curriculum is a Private Pilot Ground School course. Taught by local Certified Flight Instructors, this course follows a FAA Part 141 flight school program allowing the students to be eligible to take the FAA Private Pilot written exam at the end of the class.

These partnerships allow us to expand our educational reach and offer exciting new programs, while also making a valuable contribution to the community. We are fortunate and thankful to have the support of the community in our quest to “inspire and educate, to promote and preserve aviation and space history, and to honor the patriotic service of our veterans.”

Hilda Pereyo and Jim Gadberry

Images by Angie Garcia
**JUNO SPACECRAFT TO JUPITER**

On August 5, 2011, NASA launched the Juno spacecraft on a 5-year mission to Jupiter. It will reach Jupiter about July 4, 2016, after traveling 1,740 billion miles. This is the second spacecraft funded under NASA’s New Frontiers Program, the first being the Pluto-bound New Horizons.

To date, Jupiter has had at least 6 fly-bys and one orbital mission, Galileo, launched in 1989; After a 6-year journey to Jupiter, it spent 8 years studying the planet and its many moons. It also carried a descent probe which it launched into the atmosphere of Jupiter. Galileo returned data from Jupiter that included information about the composition of the upper layer of the giant planet’s atmosphere and a partial map of its magnetosphere. This data was collected from on-board instruments and from the descent probe.

Juno was launched by an Atlas V-551 heavy booster. The spacecraft weighs 7,992 pounds, is 11.5 feet tall and 11.5 feet in diameter. It has three solar arrays each 9.5 feet by 29.5 feet, carrying a total of 18,698 solar cells, the largest solar array ever flown. This will provide 460 to 490 watts of electric power at Jupiter. With the solar panels deployed, Juno’s span is about 65.6 feet!

On August 30, 2012, the first of thirteen planned mid-course corrections was successfully performed. The main propulsion rocket motor was fired for about 30 minutes. A second engine firing was successfully performed on September 14. The performance of the spacecraft went as planned with the two maneuvers directing Juno toward Earth’s orbit for a 2013 fly-by where it will use gravity to accelerate toward the outer solar system. It will fly past the Earth at an altitude of 311 miles on October 9, 2013, to send it on the path to Jupiter. Juno will eventually reach a speed of 160,330 mph, making it the fastest man-made object ever.

During its one-year mission at Jupiter, solar-powered Juno spacecraft will complete 32 11-day polar orbits. To accomplish its scientific objectives Juno will orbit over Jupiter’s poles, skim to within about 3,100 miles above the planet’s cloud tops and out past its moon, Callisto. These passes with Jupiter will allow Juno to make extremely precise measurements. The elliptical polar orbit path carries the spacecraft repeatedly through hazardous radiation belts but avoids the most powerful ones. The spacecraft will then be de-orbited and enter the Jovian atmosphere where it will be consumed.

Jupiter has very intense radiation belts surrounding the planet as a result of its very strong magnetic field. (By contrast, Mars does not have a strong magnetic field and therefore no radiation belts.) At the center of the spacecraft is the Vault, designed to protect the sensitive electronics from this harsh radiation environment. It is a cube measuring 3.24 feet X 3.24 feet X 3.24 feet, made of titanium about 0.4 inches thick and weighing 397 pounds.

**John Jennings**

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**Winter Break Camps**

When: Thursday, December 27th and Friday December 28th from 10AM – 3PM
Where: Evergreen Aviation & Space Museum
Cost: Free with Museum admission
Details: Camp guests will learn the basic functions of the telescope or aircraft and how they work. Hands-on instruction will teach how to use and maintain the equipment correctly and safely.

Please RSVP to 503-434-4185 or events@sprucegoose.org
I've been a Wheaties guy since the early 40's when Jack Armstrong, the All-American Boy, told me it was the Breakfast of Champions; and if I ate a bowl of Wheaties everyday, with plenty of milk and fruit, I would have a head start down life's road. I soon found that all my heroes have endorsed them too.

Wheaties first appeared on grocers' shelves in 1924 and featured Jack as its spokesperson. But he was only a fictional character. The company wanted to feature a real person; so in 1934, they featured everyone's All-American Lou Gehrig, first baseman for the New York Yankees. He was followed later that year by Jimmie Foxx of the Philadelphia Athletics, another first baseman.

Imagine my surprise to discover that the third person so honored was Elinor Smith. Who did she play for? What team was she on? Come to find out she was a famed aviatrix of the 1920s. Born August 17, 1911, this "Flying Flapper of Freeport" began taking flying lessons at age 10 from none other than last month's featured aviator Clyde Pangborn. He attached wooden blocks to the rudder pedals so her feet could reach them. She received her pilot's license in 1929 at age 16, becoming the youngest recipient of a government-issued license. She was one of the 117 female pilots at that time.

A month after she received her license, an obscure barnstormer bragged about his failed attempt to fly under a bridge, then spread rumors that Miss Smith had chickened out of trying the same feat. She decided to best him by clearing New York City's Queensboro, Williamsburg, Manhattan, and Brooklyn bridges.

Although virtually unknown now compared with her friend and rival Amelia Earhart, she was among the flashiest early aviators of the day. Her fellow pilots voted her the best female pilot of 1930, at a time when her hero, Jimmy Doolittle, was named the best male pilot of the year. Although Amelia Earhart, thanks to hubby George Putnam, received more press coverage, her contemporaries deemed Elinor the better flier. "She's not a household word, but she probably should be, because she did some really significant flying," said Dorothy Cochrane, a curator at the Smithsonian National Air and Space Museum.

Soon, she was setting altitude, endurance, and speed records. In 1931, trying to fly above 30,000 feet, her engine died. While restarting it, she accidentally cut off her oxygen and passed out, high over the Chrysler Building in Manhattan. She recovered at 2,000 feet, with her plane "in a power dive right into the Hempstead Reservoir," she said, before managing a landing.

At 18, she was hired as the first female executive pilot of the Irvin Air Chute Co., dropping parachutists. The next year, she became the first female test pilot for Fairchild Aviation Corp. and Bellanca Aircraft Corp. She endorsed goggles and motor oil. NBC radio hired her as a commentator covering international flights and races.

Elinor married New York legislator Patrick Henry Sullivan II in 1933 and retired from flying at 29 to focus on her family. After her husband died in 1956, she accepted an invitation to address the Air Force Association and soon resumed flying. In 2000, she became the oldest pilot to complete a simulated shuttle landing. Her last flight was in April, 2001, when she flew an experimental C33 Raytheon Agate, Beech Bonanza at Langley Air Force Base, Virginia.

For more on Elinor, go to http://www.youtube.com/watch?v=_k6D1lxA8RA.

In addition there are several books on the market about her life.

Spencer Vail
This is a truism. IF you volunteer at the Evergreen Museums, you will meet the kindest people imaginable! Emil Toedli is one of those people. Emil is a quiet man….a very generous man…and a man with talents that he never talks about. He is an Oregonian through and through. He was born in Tillamook in 1935, moved to Newberg in 1943, and graduated from Newberg High School in 1953. Like so many young high school graduates he had no idea what he wanted to do with his life. Voila! Join the military…see the world! That’s just what he did in the fall of 1953….he joined the Air Force…and a career was born.

His basic training took place at Shepherd AFB, Texas. His training aimed him for work on the B-36, the world’s largest atomic bomber. From basic training he was sent immediately to Ramey AFB, Puerto Rico. Emil was a fast learner and was promoted to assistant crew chief for the B-36, just after his 19th birthday!

Nineteen fifty seven rolled in, and he reenlisted. For a while, the Air Force moved him around every year. First to Travis AFB, California. Within the year, he received orders to report to Washington, D.C. (His base was the former site for special Air Force functions such as maintenance for Air Force One and other VIP aircraft. The airfield is now known as Reagan/Washington National.) While he was in Arlington, Virginia, he met and married his wife of 51 years, Eileen.

The Air Force moved him once again, this time to Andrews AFB, Maryland, home of the 89th Air Wing. His last assignment took him to Biggs AFB, Texas.

After 10 ½ years of duty, he began a new career, working 17 years for Trans America, ending as senior branch manager in Salem, Oregon. He then worked as a revenue agent for the State of Oregon and joined the Oregon Air National Guard. His plan was to serve 10 more years, enabling him to finish his twenty years. However, in 1982 he was recalled to active duty. He served 10 more years before retiring.

Retirement can be somewhat daunting for many, but not for Emil. He went back to school, and earned a degree as a Master Gardener at OSU. He returned to OSU the following year, earning a degree as a Master Food Preserver. Emil’s Revenue Dill Pickle recipe won a blue ribbon at the Oregon State Fair. He shares his expertise in these areas with his fellow volunteers, as well as donating 250 lbs. of tomatoes each summer to the senior citizens group in Keizer.

Lynn Gelinas
NOVEMBER BOARD OF CAPTAINS MEETING

In December holiday classic movies will be shown every Thursday at the Evergreen theater. Saturdays will be feature special holiday movies. The cost per visitor will be $7.

Membership: Beginning in November, ASTC will have new wrist bands. ASTC and Evergreen members will be charged $6 per movie.

Larry Wood suggested stationing a volunteer at the top of the Titan II Missile pit to direct visitors downstairs. Many of our visitors may be missing the pit altogether.

The plaque honoring deceased volunteers is now hanging in the Aviation Museum.

The electronic transfer of pictures via WiFi is now up and running in the Aviation Museum. This will help with the transfer of pictures from the Spruce Goose flight deck to the Museum Store.

Jim Lilley

TRAINING CLASS SCHEDULE

<table>
<thead>
<tr>
<th>Docent Presenter</th>
<th>Topic</th>
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<tbody>
<tr>
<td>Dec 4 Lonnie Prather</td>
<td>F-35 The (troubled?) program</td>
</tr>
<tr>
<td>Dec 11 Donn Anderson</td>
<td>Apollo 17's 40th Anniversary - Last Men on the Moon.</td>
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<tr>
<td>Dec 18 Victor Caudillo</td>
<td>The F-4 Phantom</td>
</tr>
</tbody>
</table>

. . . Christmas . . .

Training class time: 0930-1030. Guests are always invited

For a copy of the complete listing of classes conducted, contact Elliott Abram at shellback243@me.com or call 503-476-5973.

HOLIDAY MOVIE SCHEDULE

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Movie:</th>
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<tr>
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<td>3PM</td>
<td>Movie: Elf</td>
<td>$6</td>
<td>$5</td>
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<tr>
<td>Thursday, Dec 06</td>
<td>3PM</td>
<td>Thursday Night Classics: It's a Wonderful Life</td>
<td>$6</td>
<td>$5</td>
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<td>Saturday, Dec 08</td>
<td>10:00</td>
<td>Movie: Polar Express</td>
<td>$6</td>
<td>$5</td>
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<tr>
<td>Saturday, Dec 08</td>
<td>3PM</td>
<td>Movie: It's a Wonderful Life</td>
<td>$6</td>
<td>$5</td>
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<tr>
<td>Thursday, Dec 13</td>
<td>3:00 PM</td>
<td>Movie: Christmas Vacation</td>
<td>$6</td>
<td>$5</td>
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<td>Saturday, Dec 15</td>
<td>4PM</td>
<td>Thursday Night Classics: The Miracle of Bells</td>
<td>$6</td>
<td>$5</td>
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<tr>
<td>Saturday, Dec 15</td>
<td>10AM</td>
<td>Movie: A Christmas Carol</td>
<td>$6</td>
<td>$5</td>
</tr>
<tr>
<td>Thursday, Dec 20</td>
<td>4PM</td>
<td>Thursday Night Classics: White Christmas</td>
<td>$6</td>
<td>$5</td>
</tr>
<tr>
<td>Saturday, Dec 22</td>
<td>3PM</td>
<td>Movie: White Christmas</td>
<td>$5/person</td>
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</table>
FLL Lego Tournament
Date: December 1 2012 until December 2 2012
Time: From 07:00 AM to 7:00 PM
Cost: $5 for non-participants

Santa Reads Polar Express/Polar Express Movie Event
Date: December 8 2012
Time: From 09:30 AM to 12:00 PM

Santa Fly-In
Date: December 15 2012
Time: From 09:30 AM to 12:00 PM
Cost: Member Youth (Age 5 and Up): $8,
Member Adult: $10.
General Public: $12 Youth, $14 Adults

KOIN 6 Holiday Magic Gift Drive
When: November 23 – December 14, 2012
Where: Evergreen Aviation & Space Museum
Details: Receive a $5.00 discount on admission to the Waterpark or Museum when you donate a gift. One discount per toy donation.

Lighting of the 747
Date: December 6 2012
Time: From 5:45 PM to 7:00 PM
Cost: FREE

PICTURES FROM THE MARINE BIRTHDAY CELEBRATION...