FlightPlan

A VOLUNTEER NEWSLETTER BY VOLUNTEERS

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EVERGREEN AVIATION & SPACE MUSEUM

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GUIDELINES FOR SUBMITTING AN ARTICLE TO THE FLIGHTPLAN NEWSLETTER

1. The FlightPlan (FP) is published on the 1st of each month
2. Stories for the next issue can be filed up to the 10th of the prior month
3. Articles should be associated with an artifact at the Museum
4. Sources for specific information in the article should be provided
5. Stories should be approximately 500 words long
6. If appropriate, include one or two photos for publication with the article
7. Include name, day, and title at the bottom of each article submitted
8. Email articles to: **flightplan@evergreenmuseum.org**

CAPTAINS CORNER

DAN OVEN
SUNDAY DAY CAPTAIN

The April 2nd BOC meeting was a busy one with many topics before the Board. Topics are presented below; to avoid a multi-page report, anyone with further questions regarding the discussions can contact their Day Captain.

Scot Laney – Chief Executive Officer

- Away at another meeting

Terry Howell – Chief Operating Officer

- Custodial staff to have radios, and a couple radios will be programmed with additional channels to allow Captains to communicate with custodial staff
- Hughes display moved in aviation, unknown who moved it. Please do not move displays
- Gift Shop changes: Tia to become Gift Shop Manager, Teri to become Product Developer
- New PA system operational, still having problems with feedback, music to be played over system

Training Report

- New Docents being brought on board
- 15 Applications for March

Old Business:

- C-47 to be pulled out and paint stripped
- Dan: Captain/Lead continuity book. Looks great. Location: Desk in East & West Pavilion
- Bud: Tour guide badges. We have a vendor who can make the wooden "Tour Guide" badges. We will receive samples as early as April 16
- Updated Collaborative Curation spreadsheet posted on the bulletin boards East & West Pavilion breakroom
- Tuesday Crew reviewing the Training CDs located in East Pavilion

New Business:

- Jean: How do Captains handle negative behavior by volunteers
- Welcome Leroy Brown as the Restoration Lead
- SR-71 Event to be held on Father's Day Weekend, June 14 - 15
- Rasmussen Award: BOC Members develop the criteria/choose recipient
- Restoration: C-47, Huey P model, F-5
- F-117 work continuing with OSU support
- Restoration tours target to begin May 1
- Skunk Works tour in development – East Pavilion

What If?

SCOT LANEY
MUSEUM CEO

Walking around the Museum it's interesting to contemplate all the "What ifs?" that lurk in the corners, which are another part of the relentless parallels of history our aircraft and space craft represent. So many, in fact, that a guy could argue with a straight face that we are as much of a Cultural Museum as we are an Aviation and Space Museum. Our exhibits illustrate those cultural elements quite nicely.

One "What if?" that I'm reminded of is the fact that Kelly Johnson had a fully serviceable jet turbine engine ready for production in 1938. When he pitched the idea to the Army they passed, choosing instead to focus their spending on the recent concept of the "heavy bomber," primarily the B-17 and B-24. It's fair to remember, after all, that the Army had been promised that these new bombers could "put a bomb in a pickle barrel" from 30,000 feet. But that's not a "What if?," that's a "what was never going to be reality," an entirely different horse of an entirely different color.

The irony of passing on a jet fighter escort in order to buy more bombers is hard to ignore—but that's the beauty of hindsight I suppose.

In the East Pavilion there's another interesting "What if?" as far as I'm concerned. That specific question revolves around the "What if Sputnik was never launched."

So, "What if?"

It could be argued that, if Sputnik had never been launched, the USA might not have gone to the Moon in a rocket. We might have never gone to the Moon at all. When Sputnik unleashed a beeping panic (you can listen to those beeps over by the entrance to the space exhibits) it signaled one thing to the people of the world and particularly the people of the United States: Russia could bounce an atomic (soon enough a nuclear) weapon off the front steps of the White House whenever they chose to. Yikes.

So the USA had to prove likewise, although it was a PR nightmare for either country to admit that the goal was a tit-for-tat game with potentially catastrophic results.

Enter the Moon, that glorious little orb that had been romanticized through the ages, that wonderful thing that could "hit your eye like a big pizza pie" to remind you that you were in love.

As a side note that's actually a very large pizza pie if it was truly Moon sized. I suppose "when the Moon hits Scranton, PA like a big pizza pie" doesn't have the same caché so it's understandable that Harry Warren and Jack Brooks went in a different direction. Dino would have had a terrible time spitting that line out in a very sexy way under any circumstances.

In any event the US was well on the way to space exploration before that menace of a little round satellite came along.

The X plane project had already proven that, with enough fuel, the X-15 design could breach the space barrier as early as 1959. Only a few years later (August 22, 1963) it reached an altitude of 354,200 with Joe Walker at the controls. But the X-15 could never do that one important-but-never-publicly-discussed thing. It couldn't reliably deliver an A-bomb to the Kremlin.

So we went with rockets, the facts of which are well explained in our space exhibits. Mostly anyway, there are a few errors in our story boards that we are fixing.

But when you think about the next generation of X plane the image that comes to mind looks suspiciously like a Space Shuttle, which really is an X plane with enough extra fuel to make it further into space. Like the X-15, the Shuttle went up under power and came back under glide. So maybe sans Sputnik the Shuttle would have been the next step for us and all those space rockets, mostly repurposed ICBM's, would never have been proven to be capable nuclear deterrents but forever remained a speculative nuclear deterrent.

What if? Who knows.

Congressional Gold Medal Awarded to Vietnam DUSTOFF Air Ambulance Teams

BARRY BROWN
MONDAY DAY CAPTAIN

The DUSTOFF crews, the U.S. Army's Air Ambulance teams during the Vietnam era, have been awarded the Congressional Gold Medal, the highest civilian honor in the United States, for their extraordinary service and heroism during the Vietnam War. This recognition, which was passed by Congress and signed into law by President Biden on September 24, 2024, acknowledges the vital role of DUSTOFF and MEDEVAC crews in rescuing almost a million wounded soldiers and civilians during combat. "DUSTOFF" was the default call sign for Medical Evacuation (MEDEVAC) missions.

These crews were the first aeromedical helicopter evacuation units deployed to Vietnam. From 1962 to 1973, they tirelessly flew into dangerous situations, often under heavy fire, to evacuate casualties, setting the standard for modern combat medical evacuation missions. During the Vietnam War, the DUSTOFF and MEDEVAC crews evacuated an estimated 900,000 individuals.

The Congressional Gold Medal recognizes the unarmed DUSTOFF crews' commitment to the motto "no man left behind," or "when I have your wounded," as well as the armed MEDEVAC crews' dedication to the saying "so that others may live." These guiding principles motivated the crews to repeatedly risk their lives to rescue wounded soldiers and civilians, often from perilous situations during both day and night missions. This award, spearheaded by Retired Major General Patrick Brady, a Medal of Honor recipient who flew with DUSTOFF, honors the courage and dedication of approximately 3,400 DUSTOFF/MEDEVAC crew members who served in Vietnam.

The Army Air Ambulance crews in Vietnam faced a high casualty rate, with about one in three members becoming casualties, three times the rate of other helicopter units during the war. This meant a significant risk of being killed or wounded during their MEDEVAC missions. These crews flew armed or unarmed Huey helicopters (Bell UH-1D/H), landing in the middle of firefights to evacuate wounded soldiers, often while under heavy enemy fire. They also hovered over dense jungles, lowering a hoist cable to extract the wounded, making themselves stationary targets for enemy fire.

The Congressional Gold Medal is a testament to the unwavering service of the DUSTOFF and MEDEVAC crews and their critical role in the Vietnam War. Their legacy inspires today, as their pioneering work in combat medical evacuation informs and shapes modern MEDEVAC practices. The spirit of dedication represented by the "DUSTOFF/MEDEVAC" mission continues to inspire military medical personnel, particularly within the Air Ambulance community, both military and civilian. This award is a well-deserved honor for these courageous individuals who selflessly put their lives at risk to save others.

Editor's Note: *This article is focused on the Congressional recognition of Vietnam DUSTOFF crews. Future articles will delve deeper into the origins of Army Air Ambulance units and those that served in Vietnam. Barry Brown (Captain of Captains) flew air ambulance operations in Vietnam. As mentioned in the article, these undertakings were very hazardous. Barry was shot down three times while flying these missions, but never wavered in his duty to the wounded.*

The Alamo Scouts: Our First "Special Forces"

BUD VARTY
WEDNESDAY DAY CAPTAIN

General Walter Krueger, commander of the US 6th Army in the South Pacific Area during WWII, sought intelligence about Japanese operations, capabilities, and strength in his area of responsibility. In late 1943, he ordered a small, special unit to be formed and trained in amphibious reconnaissance, jungle warfare, and secret operations to gain that information. That special unit was named the Alamo Scouts.

Training was intense and included weapons, infiltration, long-period patrolling, intelligence, communication, physical and mental conditioning, and amphibious landings accomplished by swimming and using rubber boats delivered by submarine and flying boat. Each candidate was continuously evaluated by peer review throughout the six-week training period. Of the over 1,000 volunteers who began the training, only 138 graduated and were given the Alamo Scouts badge.

The Scouts were organized into teams of five to ten members and assigned to operations and missions, including infiltration, reconnaissance, and the rescue of hostages and prisoners held by the Japanese. They first operated during the New Guinea campaign. Typical forays lasted from one to three days.

At the conclusion of their time in New Guinea, the Scouts were used extensively in the invasion and conquest of the Philippines in late 1944 and 1945. Pre-invasion missions provided valuable information on Japanese strength in the areas selected for beach landings. After those landings, the scope and length of missions increased dramatically, with some assignments lasting two months.

One of their most famous and successful accomplishments was the liberation of over 500 US prisoners of war at the Philippine Cabanatuan POW camp in early 1945. The scouts handled reconnaissance and support for the eventual liberation by the 6th US Ranger Battalion and a Filipino guerrilla unit. Two scouts dressed as Filipino rice farm workers established an observation post only yards from a Japanese army guard post. They were never discovered. The Alamo Scouts were also responsible for the capture of more than 80 Japanese prisoners during that operation.

Some scouts were assigned as bodyguards for General Krueger when not assigned to covert operations. They were instructed to kill the general if his capture appeared probable. Over the course of two years, the scouts participated in over 100 operations. During that time, not one of them was killed or captured.

The scouts were scheduled to launch pre-invasion reconnaissance of the Japanese home islands before the scheduled November 1, 1945, landings at Kyushu. The Japanese surrendered before those missions were undertaken.

After the war's end, the unit provided security for some senior officers but was disbanded shortly thereafter.

The First Radio Guided Landing

STEFANO PERER
FRIDAY DOCENT

Who was that fantastic pilot capable of defeating aviators' number one enemy? The one who faced the greatest challenge of his time? We're talking about 1929, a year that saw aviation history rewritten thanks to a visionary investment of $2.5 million by Henry Guggenheim—equivalent to $43 million today. It was a bold investment that culminated in the first-ever blind landing, an achievement that shaped aviation safety forever.

On September 24, 1929, fog was no longer an impenetrable adversary. This monumental breakthrough required the collaboration of brilliant minds and innovative technologies. For the pilot to succeed, he needed highly accurate instruments. Enter Paul Kollsman, the German engineer who developed an exceptionally precise altimeter. The pilot also needed radio navigation tools to orient himself in the void. Radio Frequency Laboratories stepped in to create the necessary equipment.

On that foggy day, the daring pilot sat in the rear cockpit, completely sealed off and blind to the outside world. In front of him, another pilot navigated visually. The test began: climbing to 1,000 feet, the pilot executed a 180-degree turn back toward the airport, followed by another 180-degree turn to align with the runway. Descending to 200 feet, he approached two radio markers placed east of the runway and at its threshold—precursors to today's outer and middle markers. These markers guided the pilot, giving him a sense of the runway's location.

The real magic, however, came from a precision system developed by Harry Diamond of Long Island, New York. Using a low-frequency transmitter operating at 330 kHz, it transmitted Morse code signals—an "A" (dot-dash) on one side of the path and an "N" (dash-dot) on the other. If the pilot veered left or right, his headphones would pick up only one of the signals. When perfectly centered, the two signals merged into a steady tone, guiding him down the invisible path.

Thanks to this combination of markers and signals, the pilot maneuvered the plane, aligning it precisely until touchdown. Today, we no longer rely on Morse code, but the principles remain the same. Modern aircraft use localizers and glide slopes, descendants of these early systems, to land in near-zero visibility with pinpoint accuracy.

So, who was this fearless pilot who dared to defy nature and trust nascent technology? The one who made history on that foggy day, backed by the financial might of the Guggenheims? His name was Jimmy Doolittle, and his courage and skill forever changed the course of aviation. Let us salute this trailblazer who embraced the unknown and made safe landings in the fog a routine part of our lives.

Extravehicular Activity

BILL KOLB
MONDAY DOCENT

In the East Pavilion, a Gemini capsule is suspended from the ceiling. Attached by a gold umbilical cord is an astronaut engaged in Extravehicular Activity (EVA) from the capsule. That astronaut is Ed White, who performed the first American tethered EVA in June 1965 from Gemini IV. Five Gemini flights included an EVA, with only the last one meeting the mission objectives. Buzz Aldrin mastered the EVA in Gemini XII, having trained in a neutral buoyancy pool. Since then, all EVA activities have been rehearsed in a large pool.

Fast forward nine years to February 1984, when astronaut Bruce McCandless II made history by performing the first untethered spacewalk using the Manned Maneuvering Unit (MMU) during NASA's Space Shuttle mission STS-41-B. This groundbreaking EVA marked a significant milestone in human space exploration, demonstrating the potential for astronauts to move freely in space without being physically connected to their spacecraft.

The MMU was a nitrogen-propelled, backpack-like device designed to give astronauts independent mobility in space. Weighing approximately 340 pounds on Earth, it was equipped with 24 small thrusters that allowed precise control in the microgravity environment. The unit was developed by Martin Marietta (now part of Lockheed Martin) and tested extensively on Earth and in space simulators before its debut. During STS-41-B, launched aboard the Space Shuttle Challenger, McCandless and fellow astronaut Robert L. Stewart were tasked with evaluating the MMU's performance in orbit.

McCandless's EVA began when he exited Challenger's payload bay, donned the MMU, and activated its thrusters. He ventured up to 320 feet (98 meters) away from the shuttle, a distance that underscored the device's capability and the trust placed in its engineering. Floating untethered in the vacuum of space, McCandless described the experience as a mix of exhilaration and serenity, famously remarking, "That may have been one small step for Neil, but it's a heck of a big leap for me." His spacewalk lasted approximately 5 hours and 55 minutes, during which he tested the MMU's maneuverability and stability while Stewart conducted a similar EVA later in the mission.

The MMU EVA was not just a technical triumph but also a symbolic one. The image of McCandless silhouetted against Earth became one of the most recognizable photographs of the Space Shuttle era, embodying humanity's ambition to explore beyond the confines of spacecraft.

The success of McCandless's EVA validated years of research and opened possibilities for future spacewalks, though the MMU was used only a handful of times before being retired after 1984. Concerns about its complexity, cost, and the risks of untethered operations led NASA to shift focus to tethered EVAs and robotic solutions for satellite repair and construction tasks. Nevertheless, McCandless's feat remains a testament to human ingenuity and courage.

Titan Manufacturing Engineer Visits the Museum

TOM HALVORSEN
TUESDAY DOCENT

Roy Stilwell visited the Evergreen Aviation & Space Museum with his wife, Priscilla, and stepdaughter, Grace, on September 17, 2024. He reminisced about his connections with the Museum's Titan II SLV and Titan IV.

Roy was employed by Martin Marietta Space Launch Systems from 1984 through 1990. His first assignment was as a Senior Manufacturing Engineer supporting the manufacturing of the Titan 34B and Titan 34D complete core vehicles.

"Our team was responsible for planning and maintaining the tooling, methods, and processes that documented the build and assembly of the Titan III Core Vehicles."

Some 40 years ago, in 1985, Roy was selected as part of a team from Martin Marietta that reviewed and inspected fourteen stage 1 and stage 2 Titan II ICBMS to be converted to Titan II Space Launch Vehicles.

"In 1985 Martin Marietta was contracted by the USAF to convert Titan II ICBMs, that had been removed from various silos around the country, into medium space launch vehicles. This program became the Titan II Space Launch Vehicle (SLV) program designator 23G. The USAF had selected some of the best decommissioned ICBMs and put them in a warehouse at Norton Air Force Base in San Bernardino, California."

"I crawled into mid-tank skirts, and into two oxidizer tanks to inspect welds and conditions of internal structures that eventually became 23G-1 through 23G-14. I remember putting on a very hot tank entry suit to enter the tank, which was no small feat for me! Thankfully, my bosses decided that a smaller person should inspect the internal tank."

"After the selections were made, I took the lead of a team of manufacturing engineers responsible for planning the work to convert each stage one and stage two assemblies from the ICBM configuration to the SLV configuration."

Roy later took a Staff Manufacturing Engineering role on the Titan IV Team.

"The Titan IV was designed to 'complement' the Space Shuttle and carry larger payloads. The type of contract for Titan IV differed from other Titan Programs in that Martin Marietta became the prime contractor responsible for oversight of the Liquid Rocket Engines (LRE), Solid Rocket Motors (SRM/SRMU), Payload Fairings (PLF), upper stages (Centaur), and other subcontracts that were formerly managed directly by the USAF."

"I cannot say enough about how Evergreen presents these elements of an important, largely unknown segment of our nation's space program. In the end, 13 Titan 23Gs, 11 Titan 34Bs, 15 Titan 34Ds, and 38 Titan IVs were launched. The Evergreen birds are in great shape, I was surprised because they look like they were just rolled out the door at the Waterton Colorado facility."

The PBY

ALLYN VANNOY
WEDNESDAY COLLECTIONS, SUNDAY DOCENT

The Museum's PBY-5A (a Canadian Canso) was one of some 4,000 built—more than all other flying boats combined—and one of the 83 PBYs on display in museums worldwide.

The Model 28, PBY Catalina, was a long-range flying boat and amphibious aircraft designed by Consolidated in the 1930s and 1940s. It was also the OA-10 for the Army, the Canso (Canadian). Designed as a patrol bomber, no airplane played more roles in World War II. The Catalina dropped bombs and torpedoes, strafed, carried cargo and personnel, and conducted air-sea rescue missions.

When the war began, PBYs were obsolete. They were built in the U.S. by Consolidated and Boeing and in Canada by Vickers. They served in every theater of operations and were flown by all the Allies.

The PBY-1 could carry 4,000 pounds of external ordnance: a Mark XIII torpedo under each wing, or bombs ranging from 100 to 500 pounds on racks, or a mix of torpedoes and bombs.

The plane was powered by Pratt and Whitney Wasp R-1830-64 engines and had a top speed of over 177 mph. With a ton of bombs and 500 gallons of fuel, it could travel 1,210 miles. With no ordnance and a full fuel load, it had a range of 4,042 miles. It had a galley, a head, and bunks for its eight-man crew.

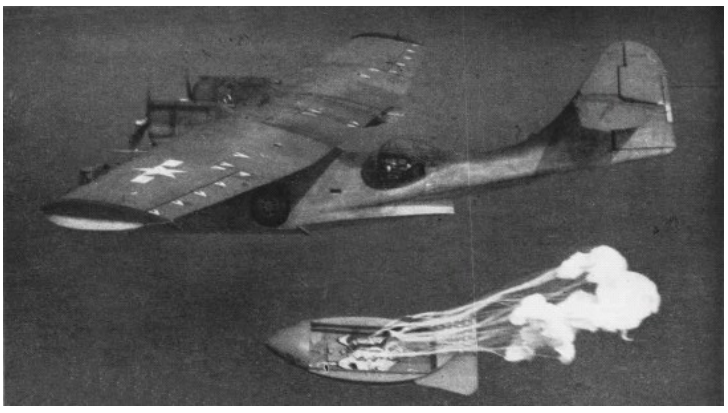
PBYs were pure flying boats until 1939, when they were brought ashore on beaching gear. That year, a PBY-4 was modified into the XPBY-5A, featuring retractable landing gear. However, the heavy tricycle arrangement cut the plane's range and took up space inside the fuselage.

In the Pacific, black-painted PBYs were known as Black Cats, conducting operations from the Bismarck Archipelago to the Marshalls and Gilberts, the Mariana Islands to the Carolines.

Relegated to convoy duty, search and rescue, air ambulance, and freight hauling, the PBYs had few opportunities to prove their aggressive ability. PBY squadrons in the Solomons were among the first to receive airborne radar. During 1942-43, the Japanese used the cover of darkness to supply their Solomon Island garrisons and move troops into forward staging areas. While the PBYs' slow speed handicapped their daylight operations, the same speed proved excellent at night.

In July 2023, Catalina Aircraft announced plans to build the Catalina II using the fundamental design principles of the original Catalina but using turboprop engines and up-to-date avionics. Deliveries are planned to start by 2029.

PBY: *"PB" - Patrol Bomber, made by 'Y' - Consolidated Aircraft. The name* ***Catalina*** *came from the English and was adopted by the U.S. Navy.*



Operation Medevac Makeover

EASM's Huey UH-1D/H helicopter receives missing markings and is now a "Dustoff" tribute

SCOTT MALANDRONE
EXHIBITS MANAGER, RESTORATION VOLUNTEER

For the last few months, Evergreen's heroic 1964 Bell Huey UH-1D/H helicopter has been undergoing an updated restoration—not as a relic of war, but as a tribute to valor and healing. This particular aircraft, wearing tail number 64-13502, began its journey with the 116th Assault Helicopter Co. during the Vietnam War, ferrying troops, supplies, and other duties through hostile skies. Later, the helicopter found new life, flying Air Ambulance Medevac missions for the Army's 347th Medical Company and the Oregon Army National Guard's 1042nd Medical Company.

After the helicopter arrived at EASM in the mid-'90s, the Huey's faded olive drab exterior was repainted in a slightly different color. Still, its fuselage only retained its service-branch identifier, tail stabilizer numbers, and tail rotor DANGER markings. Notably missing were all of the external stencils and markings, specifically those that identified the Huey's full serial number and model type.

The initial restoration effort was left unfinished.

But that has changed. Undertaking a mission to bring the aircraft back to its Medevac glory, I consulted Army technical bulletin TB 746-93-2, *Painting and Marking of Army Aircraft*. I then created and applied over 70 missing stencils and markings after Museum hours as a volunteer. Accurate paint colors, Insignia Red and White, were matched to Federal Standard 595 military specifications. Each stencil was machine cut from stencil oil board or card stock using a computer-based program and a vinyl cutter. 20" x 20" white squares are the background for 18" red crosses on the nose and cargo doors of the helicopter.

Retired Army Huey pilot and Evergreen Docent Day Captain Barry Brown, who flew Medevac Hueys during the Vietnam War with the 15th Medical Battalion, 1st Cav Division, was consulted to verify the authenticity of the layout and details. Barry searched through the photos he had taken during his service time. This proved to be an invaluable resource. More importantly, he was the driving inspiration to add new life to this retired warbird.

"502," the last three digits of the aircraft's serial number, are painted in bright white on the upper UHF antenna and inside the red crosses of both cargo doors. Yet notably, the red cross on the nose bears no ship number—a quiet tribute to all who served in the Dustoff role.

Coming soon: Three authentic Vietnam-era stretchers have been obtained and will soon hang from litter-strap hangars in the cargo bay after the forward-facing troop seats are removed. A search continues for a high-performance rescue hoist to complete the Medevac configuration.

"So that others may live." The mantra of those involved with Medevac operations. For ship #502, its updated restoration to an air-ambulance configuration now stands for "So that others may *Honor*." It's now a lasting testament to the selfless, brave crews who flew into danger and put the lives of others first.

Skunk Works® Presentation Starting this Summer

BILL KOLB
MONDAY DOCENT

A new presentation is coming to the Museum in early Summer. We will replace the current F-117A Nighthawk presentation with a new, broader storytelling about the four aircraft we have from the Lockheed Skunk Works. The presentation will be given in the Galaxy Theater in the East Pavilion, followed by a walking tour of the aircraft. The exhibits include the F-104 Starfighter, SR-71 Blackbird, D-21B Drone, and the F-117A Nighthawk.

The talk starts with a brief history of the unit, the influence of its first two leaders—Kelly Johnson and Ben Rich—and how Skunk Works got its name.

How It Got Its Name

When Kelly Johnson formed his team of engineers and manufacturing experts to complete the P-80, the war effort was in full swing, and there was no available space for the project at the Lockheed Burbank facility. Consequently, Johnson's organization operated out of a rented circus tent. Adjacent to the Lockheed tent was a plastics manufacturing plant that produced a strong, malodorous smell that permeated throughout the tent.

An engineer named Irv Culver was a fan of Al Capp's newspaper comic strip, "Li'l Abner." In the comic, there was a running joke about a mysterious and malodorous place deep in the forest called the "Skonk Works," where a strong beverage was brewed from skunks, old shoes, and other strange ingredients.

One day, Culver's phone rang, and he answered it by saying, "Skonk Works, inside man, Culver speaking." Fellow employees quickly adopted the name for their mysterious division of Lockheed, and eventually, "Skonk Works" became "Skunk Works."

The presentation focuses primarily on our Skunk Works planes. In each instance, we present the innovations that resulted from design and construction, statistics and relevant dates, records set, challenges, and information about the specific airframes in the Museum.

Schedule

The presentation is in draft form and will be finalized by early May. At that time, volunteers will be trained and begin giving the presentation for free. Once everyone has had a chance to get comfortable giving the talk, the Museum will start charging for the effort, likely in early to mid-June.

Volunteers

We are actively looking for volunteers to give the presentation. With the F-117A talk going away, a logical subset of experienced docents is available for the new lecture. The PowerPoint presentation will take approximately 40-45 minutes, and the walking tour of the aircraft will likely take another 10-15 minutes. If you are interested, whether you gave the F-117A talk or not, please get in touch with me at bill@kolbvineyards.com, and we will get you started.

I wish to extend a big "thank you" to all those who helped compile the information for the slides, reviewed the talk, and commented on ways to improve it. You have all made this a far better presentation.

MUSEUM MISSION

Evergreen Aviation & Space Museum is a force of curiosity and courage for kids of all ages to gain the confidence to take flight.

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