# FlightPlan

A VOLUNTEER NEWSLETTER BY VOLUNTEERS



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EVERGREEN AVIATION & SPACE MUSEUM

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**BILL KOLB**

*FLIGHTPLAN EDITOR, MONDAY DOCENT*

We are flying into February with a focus on our Century Series of jets, most of which are displayed on the South side of the Hercules building. The opening article will provide an overview of the series, from the F-100 Super Sabre to the F-106 Delta Dart. Following that are individual articles on each fighter. Less than a handful of museums have an example of every production aircraft in the series.

Another interesting article is titled "Fun With Flags." During our nation's 250-year semiquincentennial celebration, the Museum will fly eight historical flags used by our fledgling nation in the late 18th and early 19th centuries.

One more article to point out is a poem written by a crewmember of a B-17 in the European Theater. It is an homage to the Lockheed P-38 Lightning.

## MONTHLY THEMES

We are assigning themes to each month of the FlightPlan. These are not exclusive of other topics, but perhaps they may motivate you to make a contribution.

**FEBRUARY .....THE CENTURY SERIES OF FIGHTERS**
**MARCH .....SOVIET MIGS**
**APRIL.....STEALTH**
**MAY.....THE EARLY DAYS OF AVIATION**
**JUNE.....THE EARLY DAYS OF SPACE EXPLORATION**

## GUIDELINES FOR SUBMITTING ARTICLES TO FLIGHTPLAN

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**
9. Feedback is encouraged; submit to **flightplan@evergreenmuseum.org**

# CAPTAINS CORNER

**DAN OVEN**
*SUNDAY DAY CAPTAIN*

January 2026 BOC meeting. 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

- The Goose Lights event in December was a great success. A total of 5800 visitors attended, in addition to 3000 ice skaters.
- The P-791 Lockheed experimental blimp that has been offered to the Museum will not fit in our current space. Instead of the 120 feet of space anticipated, 160 feet will be needed. We will still accept the blimp, which is crated, and will store it with the hope that space will eventually become available.
- The heating system takes time to warm up each morning (East Pavilion), so please be patient.
- The major Museum buildings will be renamed. the East and West Pavilion names proved to be cumbersome. The Aviation building will be named "Hercules," and the Space building will be named "Titan."
- The standards for Spruce Goose tours will be as follows: Maximum number for individual tours: 6. Tour duration: 20 minutes (and no more). Tours will begin ½ hour after opening and run continuously until ½ hour before closing. These standards will ensure that the tours, which are a major financial resource for the Museum, will be maximized as much as possible. It is recognized that these standards may need to be relaxed in certain circumstances.

### Terry Howell – Chief Operating Officer

- The new Lego display and the drone exhibit have been moved to the Titan building.
- The water issues in the Titan building have been resolved. The primary back entrance is still blocked, so the restaurant door will be used until the water system cleanup is complete.
- Guests will no longer be allowed in the Huey helicopter on the floor of the Hercules building. The seats are not sufficiently sturdy to withstand the wear and tear.

### Training Officer Report

- The Training Officer's report for December 2025 was reviewed.
- A 2025 summary report will be forthcoming.

### Old Business:

- A review and update of the Volunteer Handbook is ongoing. Additional volunteers are needed to complete the project.
- Barry Brown asked if the cleaning crew could use some volunteer assistance. There are some areas that need more attention. Terry Howell should be contacted on those issues. Docents are also reminded that they are responsible for cleaning and maintaining the break rooms. Dusting of artifacts is the responsibility of the Restoration crew, but docents are encouraged to help. There is a dusting cart available in Restoration.

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# CAPTAINS CORNER

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**New Business:**

- Brad Rhodes was nominated to the Friday Day Captain position and was unanimously elected.
- An update of the artifact descriptions is to begin. Jerry Sauter volunteered to chair that committee.
- The Volunteer Appreciation Dinner is tentatively scheduled for March 19. It was postponed until the onset of Daylight-Saving Time to allow those who do not wish to drive in the dark to attend.
- Barry Brown announced that he will step down as Monday Day Captain effective March 1. He recommended Monday First Lieutenant Mike Tilrico as his replacement. Barry will continue as a Museum docent.

**Upcoming Events:**

- Celebration of Life ceremonies for recently deceased volunteers. All will take place in the Lodge:
  - Malcolm Tabor: February 14, 1pm
  - Ron Swingen, February 22, Time TBD
  - Paul Gelinas: March 28, 2pm

The meeting was adjourned at 11:12 am.

# The Century Series


**SCOT LANEY**
*MUSEUM CEO*

I can only imagine that the decision to rapidly develop a whole new generation of Fighter Interceptor aircraft for the US military was like a bat signal to every test pilot worth a hot cross bun and cup of coffee in the 1950's and 1960's. Why not? The once-in-a-lifetime chance to test yourself not only against the newest, hottest aircraft but all the other swaggering test pilots? Who among them wouldn't jump at the opportunity?

With that the killing started early in the program, what with all the jockeys that wanted a piece of the action.

By killing I specifically mean that, in the laws around the adoption of new technologies, one (the First Law of New Technology Testing) is as resolute and unavoidable as any of the laws of physics or chemistry:

Unproven and unpredictable machines have the capacity to kill humans in staggering numbers. Examples are legion and the industrial revolution is littered with them. Prior to aircraft the development of the steam boiler, steel furnace, field artillery and locomotive kept the undertaker busy, to name just a few.

The Century Series would prove to put an exclamation point on that. 324 killed on just the F-100 development alone, 116 on the F-104. The numbers go on from there, a veritable killing field of shattered pilots and sometimes ground crew as well.

So, I think about this when I stroll down Century Way in front of the Museum. Seems like we should keep that in mind, that we should somehow honor the level of dedication and commitment that keeps all of us safe as well as a great point to add when we speak to our guests about all those handsome aircraft out front.

Because right now there are test pilots out there putting a whole new generation of tactical aircraft through the paces. Aviators that know and accept the risks. May they all stay out of harm's way.

# The Century Series Fighters and the Dawn of Jet Age Dominance


**BILL KOLB**
*MONDAY DOCENT*

In the shadowed dawn of the Cold War, when the specter of Soviet nuclear bombers cast long fears over American skies, the United States Air Force forged a lineup of aircraft that would etch supersonic supremacy into the annals of military aviation. Collectively dubbed the Century Series, encompassing the F-100 Super Sabre, F-101 Voodoo, F-102 Delta Dagger, F-104 Starfighter, F-105 Thunderchief, and F-106 Delta Dart, these fighters bore designations from F-100 to F-106, a numerical badge of honor reflecting their sequential arrival in the 1950s. Far from a monolithic design effort, the series emerged as a mosaic of parallel innovations, spurred by the raw urgency of geopolitical brinkmanship. Developed amid the Korean War's sobering lessons and the Eisenhower administration's "New Look" doctrine of massive nuclear retaliation, these jets transformed the USAF from a force tethered to subsonic constraints into a fleet capable of Mach 1+ dashes that could escort bombers across oceans or scramble to intercept intruders in minutes. Spanning production from 1953 to 1961, over 5,500 airframes thundered off assembly lines, forming the tactical sinew of U.S. air power through crises like the Berlin Blockade and into the quagmire of Vietnam. They were not mere machines, but embodiments of an era's audacity, where wind tunnels birthed shapes that defied gravity's grip, and afterburners roared defiance against communist expansion.

The series' genesis lay in the crucible of postwar reckoning. Korea had exposed the frailties of early jets: the F-80 Shooting Star and F-84 Thunderjet, with their straight wings and modest thrusts, yielded ground to the MiG-15's swept-wing agility, costing the USAF hundreds of aircraft despite the F-86 Sabre's valiant 10:1 kill ratio. As the independent USAF, carved from the Army in 1947, stared down a Soviet arsenal mimicking U.S. B-29s with Tu-4 copies and prototyping long-range heavies, the imperative for speed became existential. By 1951, General Operational Requirements cascaded from the Pentagon, demanding interceptors for Air Defense Command and tactical strikers for Tactical Air Command. This unleashed a contractor frenzy: North American, McDonnell, Convair, Lockheed, Republic, and others vied in a high-stakes derby, greenlit for six concurrent programs under "fly-before-you-buy" edicts. Budgets swelled from $23 million for initial prototypes to billions in aggregate, fueled by letter contracts that prioritized velocity over perfection. The result was a compressed timeline, most from blueprint to squadron in under four years, yielding a heterogeneous brood that

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# The Century Series Fighters and the Dawn of Jet Age Dominance

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shared supersonic DNA but diverged in mission: some pure hunters of the high frontier, others laden bombers blurring lines between fighter and attack roles.


Technologically, the Century Series was a symphony of breakthroughs, harmonizing lessons from X-plane daredevils like the Bell X-1's 1947 sound-barrier shatter and Convair's XF-92 delta whispers. Swept wings at 35 to 60 degrees sliced transonic drag, enabling level-flight Mach numbers from 1.2 to 2.0; afterburning axial turbojets (Pratt & Whitney J57s and GE J79s chief among them) surged 10,000 to 24,000 pounds of thrust, their variable inlets gulping stratospheric air for efficiency at 50,000 feet. Armament leaped from .50-caliber guns to radar-homing AIM-4 Falcons and nuclear-tipped AIR-2 Genies, orchestrated by nascent fire-control radars like Hughes' MG-10 and MA-1, which automated salvos at 50 miles. All-weather radars pierced clouds, inertial navigators plotted arcs over 1,000 miles, and aerial refueling tentacles extended loiter times, while hydraulic boosts and ejection seats armored pilots against 9-g turns. Yet this vanguard paid in blood: accident rates soared to 25 per 100,000 hours due to compressor stalls, pitch instabilities, and titanium-forged heat stresses, grounding squadrons for retrofits such as yaw dampers and area-ruled fuselages. Production crested mid-decade, over 2,000 F-100s alone, but engine failures and material shortages curtailed production, shunting surpluses to Air National Guard wings or to allied exports under the Military Assistance Program.

Operationally, the series knit a tapestry of deterrence and projection, with its jets dispersed across U.S. commands: USAFE squadrons shadowed Warsaw Pact maneuvers in Europe, PACAF units shadowed Red China's coasts, and CONUS bases like Selfridge manned the Distant Early Warning Line against Arctic incursions. They logged millions of hours, from F-100 low-level nuclear rehearsals to F-106 automated patrols synced to SAGE ground nets, embodying the USAF's shift to multirole fluidity. In Vietnam, they shouldered 500,000 sorties, bridging rivers with bombs and suppressing radars in Wild Weasel hunts, though ground fire exacted a toll of 800 losses. The series deterred flashpoints (the 1961 Berlin Crisis saw F-101s scramble hourly) while export variants bolstered Taiwan and NATO flanks into the 1980s. Their versatility prefigured the F-4 Phantom's hegemony, seeding doctrines of integrated air-ground campaigns, yet they illuminated procurement's thorns: costs ballooned 50-100% per model, from $1 million to $6 million, igniting McNamara-era reforms toward joint buys like the F-111. Phased out by the 1970s (F-100s to museums by 1980, F-106s to NASA testbeds in 1988), the Century Series recedes into lore, a supersonic scaffold for the F-15 and beyond. In an age of stealth and drones, they remind us that air mastery is hammered in haste, where collective daring outran solitary genius.


# The North American F-100 Super Sabre: Trailblazer of the Supersonic Era

**BILL KOLB**
*MONDAY DOCENT*

The North American F-100 Super Sabre, the first U.S. Air Force fighter capable of sustained supersonic speed in level flight, ushered in a new era of jet combat during the early Cold War. Evolving from the Korean War-proven F-86 Sabre, this single-engine "Hun" featured 45-degree swept wings and a powerful Pratt & Whitney J57 afterburning turbojet delivering up to 16,000 pounds of thrust. It achieved speeds of around 864 mph at altitude, a service ceiling near 49,000 feet, and a climb rate of 15,000 feet per minute.

Development began in 1949 as the company-funded "Sabre 45" project. The YF-100A prototype first flew on May 25, 1953, with George Welch exceeding Mach 1 on its maiden sortie, a historic feat. Production deliveries began in 1954, though early models suffered violent pitch-ups, instability, and visibility issues, prompting fixes such as enlarged tail fins and redesigned canopies. North American built 2,294 F-100s from 1953 to 1959, making it the most-produced of the Century Series fighters.

Variants included the baseline F-100A (203 built), a pure day fighter with four 20mm cannons; the F-100C (476 built), which added fighter-bomber capability, external tanks, probe-and-drogue refueling, and up to 7,000 pounds of ordnance; the dominant F-100D (1,274 built), with advanced avionics, autopilot, Sidewinder missiles, and nuclear delivery options such as the Mk 28 bomb; and the two-seat F-100F (339 built) for training, reconnaissance, and Wild Weasel missions. Despite its prowess, the F-100 had a high accident rate, with over 500 lost in non-combat incidents due to demanding handling, compressor stalls, and other issues.

Entering service in 1954 with the 479th Fighter Wing, the Super Sabre equipped NATO alerts, thrilled crowds as the Thunderbirds' mount (1956–1968), and set early speed records. Its true trial came in Vietnam, where it flew over 360,000 sorties from 1964, the most by any fixed-wing aircraft, providing close air support, MiG CAP escorts for F-105s, Misty FAC, and Wild Weasel operations. Combat losses totaled around 242 (186 to ground fire, none to enemy aircraft), and the type served longest in Southeast Asia until 1971.

The F-100 bridged the subsonic and supersonic eras, influencing successors such as the F-15 while balancing bold performance with inherent risks. It equipped Air National Guard units until 1979–1980, and some were converted to QF-100 drones.

**Our Aircraft:** Restored by Museum volunteers and staff, the Museum's Super Sabre honors General Merrill A. "Tony" McPeak, a Misty FAC pilot, Oregon Aviation Hall of Honor inductee, and former Air Force Chief of Staff.


# McDonnell F-101 Voodoo: From Escort to Crisis Spy

**BILL KOLB**
*MONDAY DOCENT*

McDonnell's F-101 Voodoo (first flight September 29, 1954, operational May 1957) emerged as a versatile twin-engine supersonic jet in the Century Series. Initially conceived as a long-range escort fighter, it evolved into a nuclear-capable fighter-bomber, all-weather interceptor, and record-breaking reconnaissance platform. Powered by two Pratt & Whitney J57 afterburning turbojets (up to 16,900 lb thrust each) with adjustable inlet ramps, the Voodoo achieved Mach 1.7+ (over 1,200 mph at altitude), a service ceiling near 58,000 feet, and excellent range with aerial refueling.

Development originated from the late-1940s XF-88 Voodoo prototype, enlarged after Strategic Air Command priorities changed. The single-seat F-101A (77 built) and strengthened F-101C (47 built) equipped the Tactical Air Command, carrying four 20mm cannons (often reduced to three) and nuclear weapons like the Mk 28 bomb. Their strike role was short-lived, phased out by the F-4 Phantom in the mid-1960s.

The two-seat F-101B (479 built), the main interceptor for Air Defense Command (and Canada's CF-101), housed AIM-4 Falcon missiles and the nuclear AIR-2A Genie rocket in a rotating internal bay. Linked to the SAGE network, it supported automated intercepts with little pilot effort.

The reconnaissance variants excelled: the unarmed RF-101A (35 built) and RF-101C (166 built) set world speed records, including 1,207.6 mph in 1957 (Operation Firewall) and fast transcontinental dashes during Operation Sun Run. They delivered vital low-level imagery in the 1962 Cuban Missile Crisis and flew extensive Vietnam missions from 1961, amassing about 35,000 sorties with 39 losses (33 combat, mostly ground fire/SAMs, one to a MiG-21). Nicknamed the "Long Bird" for its speed and survivability, the RF-101 gave way to RF-4C Phantoms by 1970.

McDonnell produced 807 F-101s total. The Voodoo bridged early supersonic jets to the multi-role Phantom age, serving USAF Air National Guard units until 1982 and the Royal Canadian Air Force until 1984, blending outstanding performance with demanding handling and a notable legacy in Cold War defense and Southeast Asian recon.

**Our Aircraft:** Our Voodoo (serial 53-2418) was the first production F-101A built, making its maiden flight on September 29, 1954, at Edwards AFB. In February 1956, it transferred to the General Electric Flight Test Center and was heavily modified as an in-flight testbed for the J79 turbojet, the engine later powering the F-4 Phantom II, contributing significantly to one of the 20th century's most successful military engine programs.

Returned to the Air Force as an NF-101A, it served as a maintenance trainer. As the lead aircraft of its type, it marked the Voodoo's transition from prototype to operational service. Restored by Museum volunteers and staff, the Museum's Voodoo is on loan from Dennis & Janice Kelsey.


# Convair F-102 Delta Dagger: Deuce in the Sky

**BILL KOLB**
*MONDAY DOCENT*

Convair's F-102 Delta Dagger (first flight October 23, 1953; operational April 1956) became the USAF's first operational supersonic all-weather interceptor and delta-wing fighter, launching the Century Series. Nicknamed the "Deuce," it was designed to neutralize Soviet strategic bombers through automated radar-guided intercepts using the Hughes MG-10 fire-control system.

Development began under Project MX-1554, building on the XF-92A delta-wing demonstrator. Initial YF-102 prototypes could not break the sound barrier because of excessive drag, prompting a critical redesign that introduced the area rule ("Coke-bottle" fuselage), a refined delta wing, and the Pratt & Whitney J57 turbojet (up to 17,000 lbs of thrust with afterburner). The updated YF-102A achieved supersonic flight in 1954. Production F-102As carried six AIM-4 Falcon missiles (radar- or infrared-guided, including the nuclear-tipped AIM-26) and 24 unguided 2.75-inch rockets in an internal weapons bay to maintain aerodynamic cleanliness.

Performance included Mach 1.25 (825 mph at altitude), a service ceiling of 53,400 feet, and a combat range of approximately 1,350 miles. The single-seat F-102A (889 built) was the primary version, while the side-by-side TF-102A "Tub" (111 built) served as a combat-capable trainer. Total production reached 1,000 aircraft.

The F-102 equipped over 25 Air Defense Command squadrons at its peak in the late 1950s, maintaining alert duties across the continental U.S., Europe, Alaska, and Iceland. Fully integrated with the SAGE datalink network, it performed automated intercepts but never engaged Soviet bombers in combat. Later upgrades incorporated infrared search/track, radar warning receivers, and enhanced avionics.

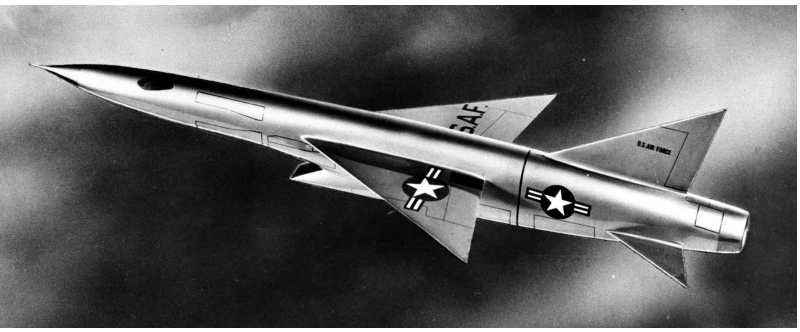
In Vietnam from 1962 to 1970, F-102s conducted fighter patrols, escorted B-52s on Arc Light missions, and performed ground-attack and rocket harassment sorties against Viet Cong positions, despite being poorly suited for low-level operations. Approximately 14 were lost: one to an air-to-air kill by a MiG-21 Atoll missile, several to ground fire, and the remainder to accidents or sapper attacks on bases.

The type was transferred to Air National Guard units in the mid-1960s (notably flown by future President George W. Bush from 1968–1972) and retired from active USAF service in 1976. Many airframes were converted to QF-102 and PQM-102 target drones, serving until 1986. Exports included Greece (from 1969) and Turkey (from 1968), and some reportedly participated in the disputed 1974 Cyprus conflict.

The F-102 bridged the subsonic and supersonic eras, validating delta-wing design despite early aerodynamic challenges and a high initial accident rate (13.69 Class A mishaps per 100,000 flight hours), paving the way for the more advanced F-106 Delta Dart.

**Our Aircraft:** This F-102A served with the 337th Fighter Group in Portland before transferring to the Oregon Air National Guard in 1966. Retired in 1971, it is on loan from the National Museum of the United States Air Force.

# Republic's Cancelled XF-103 Thunderwarrior
## The Mach 3 Mirage



**BILL KOLB**
*MONDAY DOCENT*

The Republic XF-103, internally known as the AP-57 and sometimes nicknamed the Thunderwarrior, stood out as one of the boldest contenders in the U.S. Air Force's 1954 Interceptor effort, officially designated Weapon System WS-201A (linked to Project MX-1554). A full-scale mock-up underwent review in March 1953, followed by a contract award in June 1954 for prototype construction.

The aircraft's design pushed boundaries with its streamlined delta configuration, featuring a sharply swept main wing at 55 degrees and a variable-incidence mechanism, paired with a 60-degree swept delta-shaped horizontal stabilizer. Extensive use of titanium throughout the structure addressed the intense aerodynamic heating expected at very high speeds.

The program traced its roots to a 1949 Air Force solicitation seeking next-generation supersonic interceptors capable of all-weather operations and missile-based engagements. Republic's submission went up against proposals from Convair (which developed into the F-102 Delta Dagger) and Lockheed (which became the F-104 Starfighter).

After the mock-up evaluation, the USAF ordered three prototypes, though this was soon scaled back, with the entire effort halted before any aircraft took flight. Key elements included fuselage-retracting tricycle landing gear and a sophisticated two-dimensional Ferri inlet for efficient airflow. Power came from a novel combined system: a Wright XJ67-W-3 turbojet (licensed Bristol Olympus variant, delivering 15,000 lb dry thrust and up to 22,000 lb with afterburner) handled lower-speed regimes, takeoff, and transitions, while a Wright XRJ55-W-1 ramjet (producing 18,800 lb thrust) kicked in above roughly Mach 2.2. In this mode, bypass ducts rerouted air around the turbojet core, turning the afterburner section into a ramjet combustor to maintain extreme velocities.

Design projections called for a maximum speed near Mach 3 (roughly 1,985 to 2,600 mph at high altitude, varying by mode and conditions), a service ceiling exceeding 70,000 feet (potentially up to 80,000 ft), and a strong initial climb rate of about 19,000 ft/min. These specs targeted rapid intercepts of Soviet long-range bombers flying at altitude, aligning with Cold War defense imperatives.

Weapons were stowed internally to preserve aerodynamics: an internal bay accommodated up to six Hughes GAR-3 (later redesignated AIM-4) Falcon missiles, either radar- or infrared-guided, plus up to 36 unguided 2.75-inch Folding Fin Aerial Rockets (FFARs). Some configurations are considered nuclear-armed variants. An advanced onboard radar and fire-control suite enabled independent targeting and engagements.

Despite its forward-thinking engineering, the XF-103 encountered persistent setbacks, including fabrication difficulties with titanium components, protracted development of the Wright J67 engine, and spiraling costs. These factors highlight the formidable engineering and fiscal obstacles typical of ambitious Cold War aviation projects.

Ultimately, the XF-103 embodies the daring spirit of mid-1950s aerospace advancement, continuing to captivate historians, pilots, and enthusiasts fascinated by the pursuit of extreme high-speed flight during that era.


# Lockheed F-104 Starfighter: Missile with a Man in It

**BILL KOLB**
*MONDAY DOCENT*

The Lockheed F-104 Starfighter, which made its maiden flight on March 4, 1954, and entered active service in February 1958, became widely known as the "missile with a man in it." This came from its razor-sharp, minimalist design: a single powerful General Electric J79 turbojet engine capable of up to 15,800 pounds of afterburning thrust, extremely short trapezoidal wings spanning less than 22 feet with thin leading edges, and a long, pointed nose. These traits enabled remarkable achievements, such as sustained speeds beyond Mach 2, a 1958 world airspeed record of 1,404 mph, a service ceiling over 58,000 feet (with zoom climbs pushing past 100,000 feet), and climb rates as high as 48,000 feet per minute. At the same time, the compact wings resulted in high wing loading, short endurance, limited weapons capacity, and tricky handling at lower speeds, which limited its popularity with the U.S. Air Force.


The concept stemmed from lessons learned during the Korean War, where pilots wanted a lightweight, agile day fighter that could climb faster and outpace enemy MiGs. Clarence "Kelly" Johnson and his Skunk Works team at Lockheed answered with the XF-104 prototypes. Early test aircraft used temporary Wright J65 engines until the superior J79 became available. The initial production models were the single-seat F-104A (153 examples built) and the two-seat F-104B trainer (26 built), assigned to Air Defense Command units. Standard armament consisted of the M61 20mm Vulcan rotary cannon plus AIM-9 Sidewinder missiles on the wingtips. Engine teething troubles and the Air Force's growing emphasis on multi-mission fighters dramatically reduced orders from an anticipated 722 to only 170.

An upgraded version, the F-104C (77 produced), added ground-attack roles through structural reinforcements, an aerial refueling receptacle, and mounts for bombs, rockets, or nuclear ordnance. The F-104D (21 built) functioned as a tandem trainer. Overall, the USAF took delivery of just 296 Starfighters, the lowest number among the Century Series fighters, as more flexible designs took priority.

In the Vietnam conflict between 1965 and 1967, aircraft from the 479th Tactical Fighter Wing operated more

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# Lockheed F-104 Starfighter:
## Missile with a Man in It

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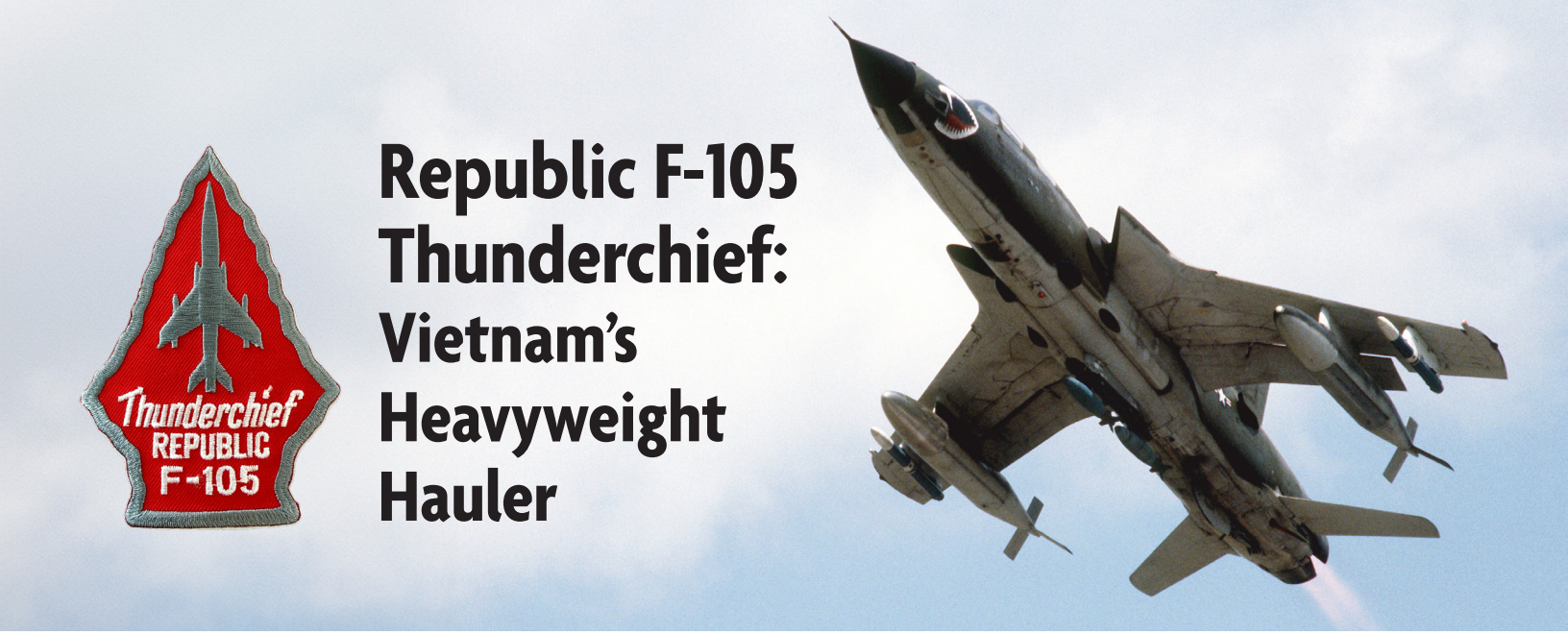
than 5,200 sorties, mostly from Da Nang. Their primary tasks included escorting F-105 bombers on MiG combat air patrol, guarding airborne radar platforms, and offering occasional close support. Enemy MiGs typically steered clear of direct confrontations, so F-104 pilots claimed no aerial victories, although their deterrence helped enable 25 MiG kills by fellow U.S. aircraft. The wing endured 14 losses from various causes: mishaps, anti-aircraft fire, surface-to-air missiles, collisions in flight, and one instance where an aircraft wandered into Chinese airspace and was downed by a J-6 fighter.

The type's demanding flight envelope, featuring steep descent rates, proneness to deep stalls, and an original ejection system that fired downward (later revised), contributed to frequent accidents and earned it the harsh "Widowmaker" label, especially in foreign service. By 1969, USAF operators had transferred it to Air National Guard units, and the last examples were retired in 1975. Despite mixed results domestically, the F-104 enjoyed widespread international adoption, with 2,578 units manufactured (including many built under license). It equipped numerous NATO partners and Japan through the 1980s, and Italy kept it flying until 2004. The Starfighter stands as an iconic representation of 1950s engineering, prioritizing raw speed and altitude performance above all else.

**Our Aircraft:** Our displayed example is an F-104G model originally constructed for the Belgian Air Force, serving actively from 1958 until 1975. Following its retirement from military duty, it passed through civilian hands before our museum obtained it in 2009. Today, the F-104 remains on exhibit as a well-preserved tribute to this iconic high-speed interceptor.




# Republic F-105 Thunderchief: Vietnam's Heavyweight Hauler

**BILL KOLB**
*MONDAY DOCENT*

The Republic F-105 Thunderchief first flew on October 22, 1955, and became operational in May 1958. Nicknamed "Thud," it was the heaviest single-seat, single-engine fighter-bomber ever built for the U.S. Air Force, with a maximum takeoff weight of over 52,000 pounds. As the largest and most powerful member of the Century Series, the F-105 was designed as a supersonic nuclear strike aircraft capable of penetrating Soviet defenses at low altitude and high speed. It featured 45-degree swept wings, a powerful Pratt & Whitney J75 turbojet delivering up to 26,500 pounds of afterburning thrust, and an internal bomb bay. Performance included Mach 2.08 (around 1,380 mph at altitude), a service ceiling of 48,500 feet, and a combat radius exceeding 750 miles with refueling.

Development began in the early 1950s under Republic Aviation's Fighter-Bomber Experimental program to replace the F-100 in Tactical Air Command's nuclear mission. The YF-105A prototype evolved into the F-105B (71 built), followed by the advanced F-105D (610 built), which added sophisticated radar, Doppler navigation, terrain-following radar, and all-weather capability. The two-seat F-105F (143 built) and upgraded F-105G "Wild Weasel" variants focused on suppressing enemy air defenses with AGM-45 Shrike and AGM-78 Standard ARM anti-radiation missiles.

The aircraft carried formidable armament: an internal bay for a nuclear weapon (Mk 28 or B43) or up to 8,000 pounds of conventional bombs, plus four external hard-points for extra ordnance, rockets, or fuel tanks, yielding a total payload of over 14,000 pounds. A standard M61 20mm Vulcan cannon with 1,028 rounds handled strafing and self-defense.

In Vietnam, F-105s entered combat in 1964 with the 355th and 388th Tactical Fighter Wings at Takhli and Korat. They flew the majority of USAF high-threat strikes against North Vietnam's defended targets. From 1965 to 1970, the type completed over 20,000 combat sorties—more than any other USAF fixed-wing aircraft—hitting bridges, rail yards, power plants, and SAM sites around Hanoi during Operations Rolling Thunder and Linebacker. Facing heavy anti-aircraft fire, SA-2 missiles, and occasional MiGs, F-105s suffered 382 combat losses (about 334 to ground threats/SAMs, 22 to MiGs, remainder operational) while claiming 27.5 MiG kills, mostly in defensive fights.

Despite its rugged construction and nicknames like "Lead Sled" for weight and "Hyper Hog" for payload, attrition was severe, with over half the fleet lost in Southeast Asia. Combat use declined by 1970, replaced by the F-4 Phantom and A-7 Corsair II, though Wild Weasel F-105Gs continued SEAD missions until 1983. The last squadron retired the type in 1984.

The Thunderchief's legacy highlights its raw power, advanced technology for the era, and heavy sacrifice, embodying the intense challenges of tactical air power in the Vietnam War.

**Our Aircraft:** The Museum's F-105G Thunderchief is on loan from the National Museum of the US Air Force.


# Convair F-106 Delta Dart: The Cold War's Supreme Interceptor – "The Six"

**BILL KOLB**
*MONDAY DOCENT*

Meet the Convair F-106 Delta Dart, the sleek, lightning-fast beast that truly earned the title of the U.S. Air Force's "Ultimate Interceptor." First taking to the skies on December 26, 1956, and roaring into service by June 1959, the F-106, affectionately dubbed "the Six," was the pinnacle of the Century Series and the most advanced all-weather defender America ever put aloft during the Cold War.

Born as a heavily upgraded version of the F-102 Delta Dagger, the F-106 packed a monster Pratt & Whitney J75-P-17 turbojet engine churning out up to 24,500 pounds of afterburning thrust. Add variable-geometry inlet ramps, a taller vertical tail, and razor-sharp delta-wing refinements, and you had a machine built to chase down high-flying Soviet bombers at blistering speeds.

The numbers are jaw-dropping: Mach 2.3 (roughly 1,526 mph at altitude), a service ceiling soaring past 57,000 feet, and the ability to rocket from takeoff to 50,000 feet in under six minutes. On December 15, 1959, Major Joseph W. Rogers set an astonishing world absolute speed record for a single-engine jet at 1,525.96 mph, a mark that still stands today, more than six decades later. Talk about holding the crown!

What really set the F-106 apart was its cutting-edge Hughes MA-1 fire-control system, one of the smartest setups of the 1950s and 1960s. Tied directly into the massive SAGE ground network, it let controllers guide the jet, lock onto targets, crunch intercept math, and even fly the aircraft hands-off to the perfect firing position. The pilot mostly just watched in awe while the system picked weapons and pulled the trigger.

Weapons stayed tucked inside to keep that slippery delta shape clean: usually four AIM-4 Falcon missiles (heat-seekers or radar-guided) plus one nuclear-tipped AIR-2A Genie rocket, a single-shot weapon designed to wipe out entire bomber formations with a low-yield blast. From the mid-1960s onward, many "Sixes" swapped the Genie for an internal M61A1 20 mm Vulcan cannon to add serious close-in punch.

Convair delivered 350 single-seat F-106As and 63 two-seat F-106B trainers. Squadrons of the Aerospace Defense Command remained on hair-trigger alert across the continental U.S., Alaska, and Iceland throughout the tense Cold War years. Yet here's the wild part: despite decades of readiness, the F-106 never once fired a shot in anger. No Soviet bomber ever crossed the line far enough to force a real engagement.

As ICBMs became the big threat, the manned interceptors' days wound down. The last active-duty unit stood down in 1988, and many surviving F-106s became QF-106 target drones for live-fire testing into the mid-1990s. Still, the Delta Dart remains a legend, a breathtaking blend of raw speed, automated smarts, and nuclear-era deterrence, all wrapped in one of the safest, most reliable fighters the Century Series ever produced.

**Our Aircraft:** Retired in 1984, our F-106A spent twenty years in the Arizona desert at the 309th Aerospace Maintenance and Regeneration Group before we brought it home, restored it, and gave it fresh life. Today it proudly wears the markings of the 49th Fighter Interceptor Squadron from Griffiss AFB, New York.

# Mysteries at the Museum – Solved

**ALLEN HERKAMP**
*COLLECTIONS*

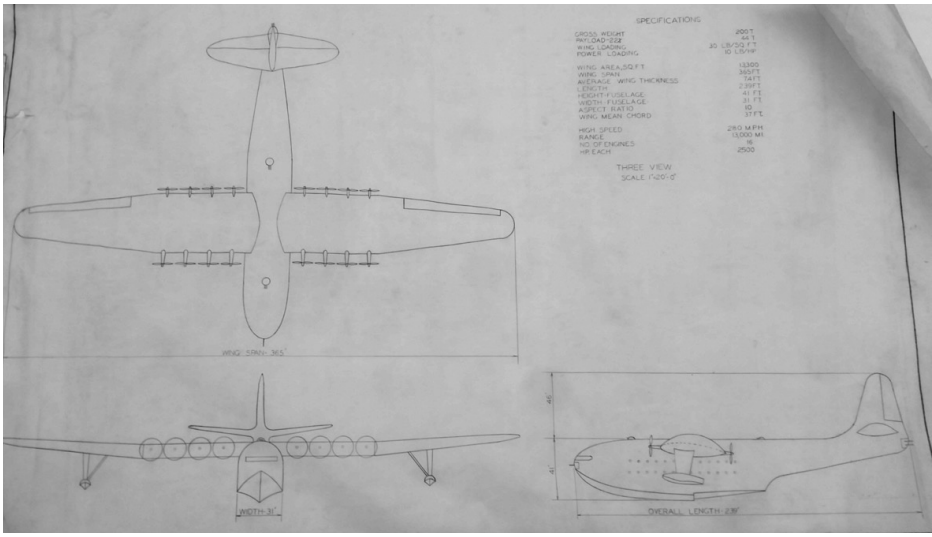
The October 2025 issue of FlightPlan presented a challenge to all readers to help discover the identity of two unidentified and undocumented photos of engineering drawings that are in the EASM Collection's Hughes Flying Boat (HFB) files.

Documentation has now been found, and these mysteries have been solved:

### Photo of Mystery 1:

**An undated and untitled Hughes Aircraft Company drawing of an HFB configuration with 16 engines (eight tractors and eight pushers); a nose and tail gunner; and two dorsal gunners.**

***Finding**: The HFB was designed specifically for military transport, carrying troops and supplies across the Atlantic. Therefore, a conceptual drawing of an HFB-type aircraft was drafted with multiple defensive positions, including turrets for machine guns, and twice the number of engines for the necessary speed and load capacity. This concept was not in the final design concepts and was never released to the public.*

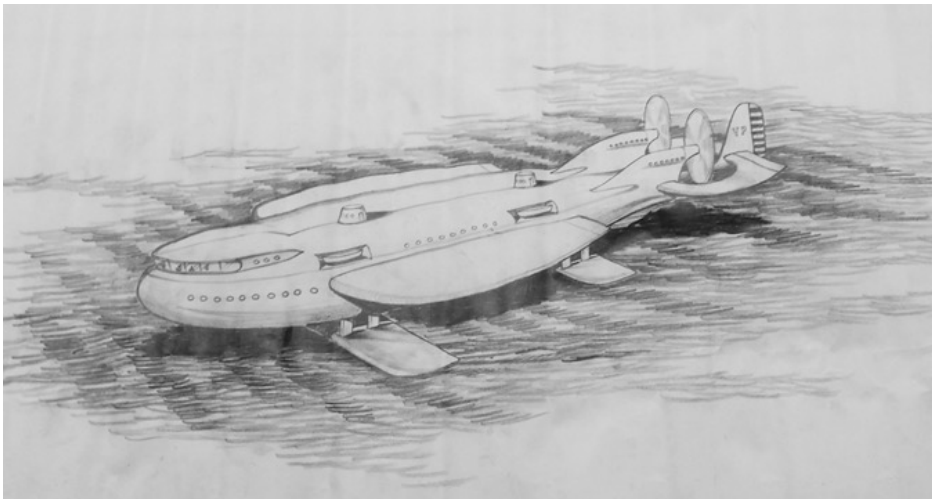



### Photo of Mystery 2:

**A Kaiser Company drawing dated 8/31/42 of a twin-hull hydrofoil ship with twin pusher engines.**

***Finding**: The twin-hull hydrofoil ship drawing was a revolutionary plan of Henry Kaiser to propose a fleet of giant twin-hull flying boat "hydroplanes" to bypass German U-boat threats in the Atlantic. Kaiser never produced a final design or publicly shared this plan.*

***NOTE:** An unknown author wrote: "Kaiser's engineers have on their drafting board a giant flying ship beyond anything Jules Verne could ever have imagined."*



Documentation suggests that these original drawings were never copied or released. They are a significant example of aviation history and engineering, showcasing the ambition of designers Howard Hughes and Henry Kaiser. Today, EASM is solely responsible for the care and protection of these two original, one-of-a-kind engineering drawings.

What a find! What a responsibility!

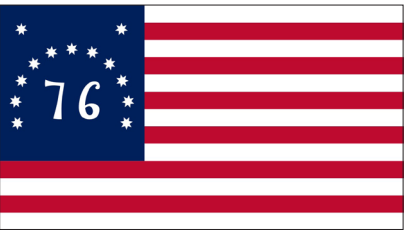
# Fun with Flags

**BILL KOLB**
*MONDAY DOCENT*

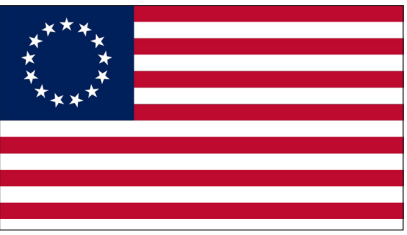
In commemoration of America's 250-year semiquincentennial, Evergreen Aviation & Space Museum will fly a series of historic American flags.

Flags will be flown in tandem. One pole will have the more recognizable Bennington, Betsy Ross, Star Spangled Banner & Grand Union flags. On the other pole, we will fly the not-as-well-known Bunker Hill, Bedford, Washington's Cruisers & Commodore Perry flags.

**Below are the flags and a short history of each:**

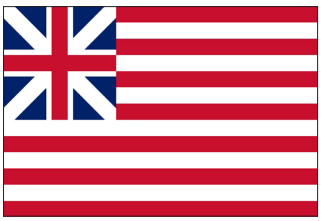



The **Bennington flag** features 13 red-and-white stripes (with white on top and bottom), a blue canton with a large "76" and 11 arched white seven-pointed stars plus two more at the sides. Tradition claims it flew at the Battle of Bennington in 1777 during the Revolutionary War. Still, historians date the surviving example to the early 1800s, likely as a commemorative piece for the War of 1812 or the 1826 semicentennial.

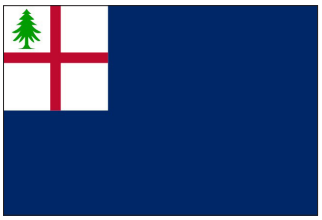


The **Betsy Ross flag** shows 13 red-and-white stripes and a circle of 13 five-pointed stars on a blue field. Popular legend says Philadelphia seamstress Betsy Ross sewed the first one in 1776 at George Washington's request, but no solid evidence supports this; the circular star design appeared later, around the 1790s, and it's more of a symbolic early American flag than an official one.

The **Star-Spangled Banner** refers to the massive garrison flag (30 by 42 feet) that flew over Fort McHenry during the British bombardment in September 1814. Made by Mary Pickersgill in 1813, its survival inspired Francis Scott Key to write "The Star-Spangled Banner" (with 15 stars and stripes representing the states at the time). It's now preserved at the Smithsonian and became the basis for the national anthem.



The **Grand Union flag** (also called the Continental Colors) had 13 alternating red-and-white stripes and the British Union Jack in the canton. It served as an early naval ensign, first raised on the USS Alfred in December 1775 and by George Washington at Cambridge on January 1, 1776, symbolizing colonial unity while still loyal to the crown before full independence.



The **Bunker Hill flag** (also known as the Blue Ensign of New England) is associated with the Battle of Bunker Hill, fought on June 17, 1775. Its design features a dark blue background with a St. George's Cross in the canton, which includes a green pine tree, a symbol of New England.


The **Bedford flag** is a crimson silk banner featuring an arm holding a sword emerging from a cloud, with the Latin motto "Vince Aut Morire" ("Conquer or Die") below. It is the oldest intact flag in U.S. history and is closely associated with the Battles of Lexington and Concord on April 19, 1775, the opening shots of the Revolutionary War. Legend holds that Bedford Minuteman Nathaniel Page carried it to the Old North Bridge in Concord, symbolizing the militia's defiant stand against British forces advancing to seize colonial arms.

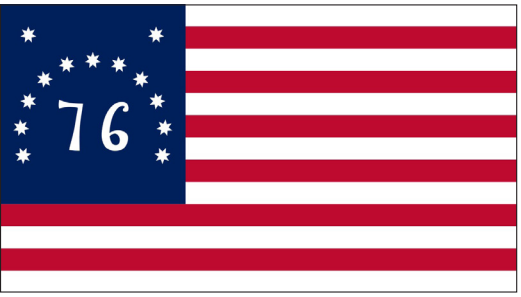
**(CONTINUED NEXT PAGE)**

# Fun with Flags

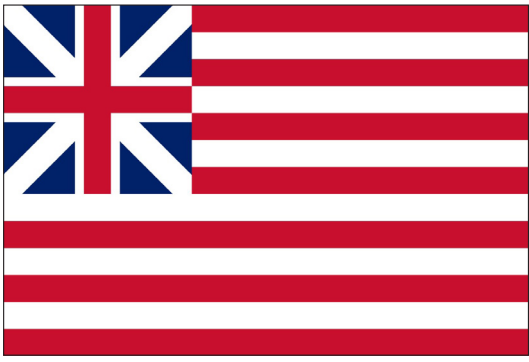
(CONTINUED FROM PREVIOUS PAGE)


The **Washington's Cruisers flag** (also known as the Pine Tree Flag or "An Appeal to Heaven" flag) features a white field with a green pine tree in the canton and the words "An Appeal to Heaven" along the top. In late 1775, General George Washington outfitted six schooners at his own expense to harass British shipping around Boston; this flag flew on those vessels as America's first naval ensign. Designed by Colonel Joseph Reed, it symbolized colonial appeals to divine justice amid growing rebellion and later influenced state flags, including Maine's.


The **Commodore Perry flag** (or "Don't Give Up the Ship" flag) is a blue banner with white lettering reading "Don't Give Up the Ship" across it. Flown by Commodore Oliver Hazard Perry during the Battle of Lake Erie on September 10, 1813, in the War of 1812, it was a tribute to Captain James Lawrence, whose dying words on the USS Chesapeake were the same phrase. Perry's victory—"We have met the enemy, and they are ours"—turned the tide on the Great Lakes and boosted American morale; the flag became a lasting U.S. Navy motto for perseverance.







# Cessna O-2A Skymaster


**BARRY BROWN**
*MONDAY DAY CAPTAIN*

We have a war hero in the Hercules Pavilion, the Cessna O-2A Skymaster S/N 67-21395. The story of 395 is like that of the many O-2s that served in Vietnam for the Air Force, 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 in most units. 395 was assigned to the 20th Tactical Air Support Squadron (TASS), the largest Air Force Squadron in Southeast Asia. It flew out of DaNang, on a variety of missions over North and South Vietnam, Laos, and Cambodia in support of Combat and Control North (CCN). In their role as FACs, the O-2 crews flew low and slow, spotting enemy positions and directing airstrikes by the "fast movers:" the F-4s, A-7s, and F-100s. Armed with 2.75-inch folding fin rockets (FFAR), marker rockets during the day, and MK-24 flares and LUU-1B markers at night, it was a dangerous job, and a total of 82 O-2s were lost in combat.

They flew daytime reconnaissance and directed air strikes against truck parks; seldom did they strike trucks during daylight because they mostly moved at dusk, dawn or at night. At night, they patrolled the Ho Chi Minh Trail seeking trucks, and when found, they directed strikes against them using low-level night vision to acquire the trucks in the dark. They flew with their lights off to make it harder for anti-aircraft artillery (AAA) weapons to see them, and the anti-aircraft fire was often intense. Daylight missions were usually flown solo, while the night missions had a crew of two, one of whom operated the Starlight Scope, used to acquire targets in the dark skies over Laos.

Gary Beard from Bellevue, WA, visited the Museum on November 10th to see 395, which he flew in Vietnam as part of the 20th TASS. Gary, callsign Covey 276, flew several missions, including his last mission in Vietnam in 395, along with Lt. Tom Harnden, Covey 274, out of DaNang, flying night missions over the Ho Chi Minh Trail primarily. Their last mission was a day reconnaissance mission out of Quang Tri over Laos as part of a Covey mission lasting 4.5 flight hours on 1 August 1971. They had written "DaNang Sucks" on the propeller, which referred to the living conditions in DaNang, and "Short" on the right side of the airplane in grease pencil before they took off. When they landed, the other crews gave them the traditional champagne drenching associated with


Beard & Harnden final flight August 1, 1971.

**(CONTINUED NEXT PAGE)**

# Cessna O-2A Skymaster

(CONTINUED FROM PREVIOUS PAGE)

a last flight in theatre. The picture on the reader board shows Tom near 395 with a champagne bottle with their orange water LPU (life preservation unit) inflation bladder fully deployed. Gary is not in the picture, but off to the left with others from their unit.


The Museum's O-2A in DaNang, South Vietnam, August 1, 1971. Lt. Gary Beard and Lt. Tom "Ratso" Harnden (pictured) flew their last combat mission lasting 4.5 hours, celebrated with champagne, and wrote "DaNang Sucks" on the propeller.

One of the most notable missions involving 395 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, resulting in five aircraft shot down, eleven dead and two captured before he was rescued. 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. 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.

Covey 276 Gary Lee Beard final flight, August 1, 1971.

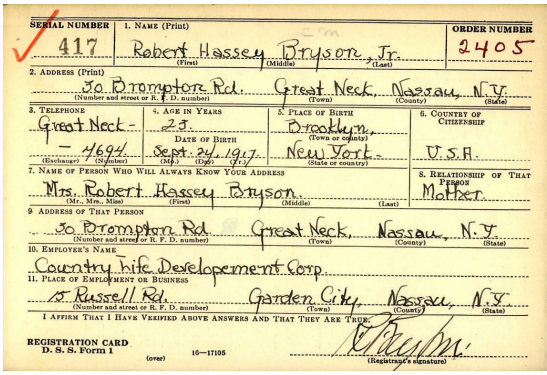
***Editor's Note:*** *This article used email conversations Gary Beard had with Stewart Bailey, Museum Curator at that time, and the author.*

*Gary was awarded 7 Distinguished Flying Crosses and 11 Air Medals during his Vietnam tour and left the Air Force after his initial obligation to fly for Continental Airlines.*

# An Escort of P-38s

**ALLEN HERKAMP**
*COLLECTIONS*

The poem "Lightnings in the Sky" (sometimes spelled "Lightenings in the Sky") was written by Tech. Sgt. Robert H. Bryson, who was a radio operator-gunner in a B-17 Flying Fortress during World War II. It was published in the Lockheed company newsletter "Star" in 1943.



| SERIAL NUMBER | 1. NAME (Print) | ORDER NUMBER |
|---|---|---|
| 417 | Robert Hassey Bryson Jr. (First) (Middle) (Last) | 2405 |

2. ADDRESS (Print): 30 Brompton Rd. (Number and street or R. F. D. number) Great Neck (Town) Nassau (County) N.Y. (State)

| 3. TELEPHONE | 4. AGE IN YEARS / DATE OF BIRTH | 5. PLACE OF BIRTH | 6. COUNTRY OF CITIZENSHIP |
|---|---|---|---|
| Great Neck – 4694 (Exchange) (Number) | 25. (Mo.) Sept. 24 (Day) 1917 (Yr.) | Brooklyn, (Town or county) New York (State or country) | U.S.A. |

7. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS: Mrs. Robert Hassey Bryson (Mr., Mrs., Miss) (First) (Middle) (Last) — 8. RELATIONSHIP OF THAT PERSON: Mother

9. ADDRESS OF THAT PERSON: 30 Brompton Rd. (Number and street or R. F. D. number) Great Neck (Town) Nassau (County) N.Y. (State)

10. EMPLOYER'S NAME: Country Life Developement Corp.

11. PLACE OF EMPLOYMENT OR BUSINESS: 15 Russell Rd. (Number and street or R. F. D. number) Garden City, (Town) Nassau (County) N.Y. (State)

I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE. (Registrant's signature)

REGISTRATION CARD
D. S. S. Form 1 (over) 16—17105

If you'll find, if you query, a different theory amongst any bomber crew. For the loveliest thing of which one could sing this side of the Heavenly Gates, is no blonde or brunette of the Hollywood set, but an escort of P-38s.

Bryson penned it after an unescorted bombing mission when his bomber crew felt vulnerable without fighter protection. The poem humorously contrasts Hollywood glamour (naming stars like Hedy Lamarr and Madeleine Carroll) with the real "beauty" bomber crews appreciated: an escort of P-38 Lightning fighters streaking through the sky like protective guardians. The title and refrain celebrate the P-38's speed, twin-boom silhouette, and reliability as an escort, turning the aircraft into a symbol of relief and admiration among heavy bomber crews.

It's a lighthearted, morale-boosting piece of wartime aviation folklore that captures the deep affection bomber crews had for the P-38 Lightning when it appeared overhead.

This poem was found amongst the myriad of papers stored in our Collections archives. A special thanks to Jean Herkamp for seeing it and thinking it would be a nice addition to the FlightPlan.

## Lightnings in the Sky

*Oh, Hedy Lamarr is a beautiful gal,*
*And Madeleine Carroll is too.*
*But you'll find, if you query,*
*a different theory*
*amongst any bomber crew.*
*For the loveliest thing*
*of which one could sing*
*this side of the Heavenly Gates,*
*is no blonde or brunette*
*of the Hollywood set,*
*but an escort of P-38s.*

*Yes, in days that have passed,*
*when the tables were massed*
*With glasses of scotch or champagne,*
*It's quite true that the sight*
*was a thing to delight us,*
*Intent upon feeling no pain.*
*But no longer the same,*
*nowadays, in this game,*
*When we head north*
*from Messlina Straights,*
*Take the sparkling wine--every time*
*just make this mine*
*An escort of P-38s.*

*Byron, Shelley, and Keats*
*ran a dozen dead heats*
*Describing the view from the hills,*
*Of the valleys in May*
*When the winds gently sway*
*An army of bright daffodils.*
*Take the daffodils*
*Byron--the wild flowers, Shelley--*
*Yours in the myrtle, Friend Keats;*
*Just reserve me those cuties*
*--American Beauties--*
*An escort of P-38s.*

*Sure, we're braver than hell,*
*on the ground all is swell,*
*in the air it's a different story.*
*We sweat out our track,*
*through the fighters and flak,*
*we're willing to split up the glory.*
*Well they wouldn't reject us,*
*so Heaven protect us,*
*and until all the shooting abates,*
*give us courage to fight 'em,*
*and one other small item,*
*An Escort of P-38s!*

# Collections Mystery Corner

**JEAN HERKAMP**
*LEAD COLLECTIONS VOLUNTEER*

In this and future editions of the FlightPlan, Collections will provide a picture of an artifact/item for which they have no idea what it is, how it came about, or where it originated.

Readers are encouraged to provide Collections with their best answer/guess by responding to Jean Herkamp at: jean.herkamp@evergreenmuseum.org.

The following month, Collections will provide the answer or the best-guess submissions.

## THIS MONTH'S MYSTERY IS:

# How did our H-21 get five bullet holes?

**Some Background on the H-21:**

The Piasecki H-21, nicknamed the "Flying Banana" for its distinctive upward-curving fuselage, was a pioneering American tandem-rotor military helicopter developed in the early 1950s by Piasecki Helicopter (later Boeing Vertol). Powered by a single Wright R-1820 radial engine producing around 1,425 horsepower, it featured two large, three-bladed counter-rotating rotors for stability and lift. Designed initially for Arctic rescue and cold-weather operations down to -65°F, it proved versatile with landing gear options including wheels, skis, or floats. The H-21 could transport up to 20 troops, 12 litters plus attendants, or equivalent cargo. It served extensively with the U.S. Air Force as the Workhorse and Army as the Shawnee, including early Vietnam War missions, before retirement in the mid-1960s.

***Editor's Note:*** *For more information on the restoration of our Piasecki, please see the article Fabric Restoration in the August 2025 edition of the Flight Plan.*

*The link is here:* ***EASM Crew-FlightPlan***

# Collections Mystery from the January Edition Solved

**JEAN HERKAMP**
*LEAD COLLECTIONS VOLUNTEER*

The January Flight Plan had a feature on the carved plane listed below:


We received some responses and believe we have an answer. This comes from Mike Duncan and Allyn Vannoy.

### Douglas C-46 Commando — Commemorative Display Model

**Location of Origin:** Tokyo, Japan

**Estimated Date:** Late 1940s–Early 1960s

**Materials:** Painted aircraft model, lacquered wooden base

This display model depicts the Douglas C-46 Commando, a close cousin in outline and mission with the C-46 Commando, a major player in Allied air transport during World War II and a vital aircraft in postwar Japan's reconstruction. Following the war, C-46 Commandos were widely used throughout Japan for logistics, personnel movement, humanitarian supply, and liaison flights during the Allied Occupation and the early Cold War.

The craftsmanship, presentation-style mounting, and engraved base suggest this model was not a commercial toy or souvenir, but a commemorative piece likely produced in Tokyo and presented to a U.S. servicemember or official upon completion of service or departure from Japan. Such locally made aviation displays were commonly given as rotation or farewell gifts, symbolizing service, continuity, and international cooperation rather than combat achievement.

The wooden base features a recessed circular well, a common functional element of mid-20th-century executive desk displays. Such wells were typically used to hold a small cup or a removable ashtray insert, reflecting the everyday office environment in which these presentation models were initially displayed and used.

The absence of a personalized nameplate aligns with many period presentation models, which were often displayed in offices or kept as private mementos. Today, this piece serves as a quiet reminder of the C-46's enduring role in rebuilding trust, infrastructure, and daily life in the postwar Pacific.

# Band of Brothers

The McMinnville, Oregon Band of Brothers meets on the **first Thursday of each month** in the large glass-walled room to the left of the primary admissions desk in the West Pavilion (formerly the Aviation Museum). **Meetings run from 11:30 am to 12:30 pm,** with coffee and cookies served. More details can be found at the group's **Facebook page: https://www.facebook.com/groups/838928846550343**

**JOHN BURLESON**

*COLLECTIONS & SUNDAY DOCENT*

**FEBRUARY 5**

Our speaker for February will be Gary Sohn. Gary is a long time docent at the Museum, assigned to the East Pavilion/Space Museum building. Gary's presentation will be on the Lockheed SR-71 *Blackbird*.

# Remembering Ed Ulrich

*January 25, 1956 - January 23, 2026*

We lost another of our Evergreen family in January.

Ed Ulrich was part of the docent pool for a little over 2½ years. He was one of those rare people who you could meet for the first time and know that you would be best friends. Ed was part of the Tuesday crew in the Titan Pavilion, where he gave tours and presented the "Skunk Works" presentation in the Galaxy Theater.

From Tom Halverson: "I worked with Ed on Tuesdays for a few years, opening and closing the Titan Pavilion, hosting guests, and sharing stories of our travels from Lincoln County on Hwy 18 during inclement weather. When Ed began hosting the Skunk Works tours, I attended one of his presentations and was impressed by both his knowledge and his ability to connect with guests on a personal level. Thanks to Ed and his patience with me, I'm now learning the Skunk Works tour in hopes of matching Ed's ability to reach our guests at that same level."

We will all miss you, Ed.

## 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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