AIR ADVENTURES SCHEDULE
Check out where we’re flying this year and catch a ride!

Get “Rosie’ed” up as our exhibit nears completion.

NEW EXHIBIT OPENS SUMMER 2023!

TALK OF THE TOWN
The new Speaker’s Bureau takes off!

P-51 Swamp Fox piloted by RT Dickson; Photo by Paul Bowen

AIR SHOW IN A BOX
The Birth of a NEW Museum Aviation Experience Tour

An Honorable Airman
How one pilot impacts many

Milestones of Aviation
Learn more about some of our iconic aircraft

YANKEEAIMUSEUM.ORG
25TH
THUNDER OVER MICHIGAN
AIR SHOW
AUG 12-13 2023
2 DAYS 4 SHOWS
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inside APPRAOChES

SPRING 2023

COVER
Air Show in a Box 12
A new aviation experience takes flight this summer in Muskegon! Cover photo by Kyle Newsom

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An Honorable Airman
An inside look at our Chairman USAF Col (Ret.) Ray Hunter’s military career

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A Terrible Time
The dramatic story of the only shootdown of an EC-121

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Milestones in Aviation Part II
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New outreach program at Museum takes off!

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On Friday, April 14th, the Yankee Air Museum made the proactive decision to pause passenger operations on the B-17G Flying Fortress Yankee Lady. The catalyst to this decision was nestled in recent inspections of other airworthy B-17’s where wing spar issues were uncovered. In particular, the other operators found metal fatigue at wing attachment points. As a result of these findings, we are awaiting an Airworthiness Directive (AD), a directive that requires us to complete certain inspections, repairs, replacement of parts and/or approved alterations, to be issued by the Federal Aviation Administration (FAA) in the coming weeks.

It is important to note, the Yankee Air Museum aircraft maintenance staff have found no issues with the Yankee Lady and our aircraft is still allowed to be flown. However, out of an abundance of caution, we have chosen to temporarily suspend all passenger operations and are keeping possible future B-17 appearances limited.

Once the AD is issued and reviewed, the Yankee Air Museum aircraft maintenance department, and possibly other aviation specialists, will perform any necessary inspections and if warranted repairs and any alterations that will be required.

On a better news front, this issue only affects our B-17. All other aircraft flight operations are not affected. Our beloved B-25D, C-47D and UH-1H Huey are all being readied for the 2023 flying season and will have full and fruitful schedules.

Our B-17 has often been referred to as the ‘Queen of the Fleet’ within the Museum’s Historic Flying Aircraft Collection and certainly holds a special place in many of our hearts. We understand that interest in its progress and full return to flightworthy status will be extremely high. We plan on communicating often and in detail through emails, our social media platforms, and this magazine.

Keep watch on our progress as we fully return the Yankee Lady to the skies, and as always, we appreciate your support of the Museum’s rare Historic Flying Aircraft Collection.

Kevin Walsh
President and CEO
Yankee Air Museum
Join the Flight Crew Giving Program

There is a donor level for every budget:

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A Monthly Giving Program to Support the Historic Flying Aircraft Collection

SIGN UP AT YANKEEAIRMUSEUM.ORG/SUPPORT
In a series of articles, we will examine some of the significant aircraft within the Yankee Air Museum’s Collection, and their role in aviation history.

The Yankee Air Museum dedicates itself to educating individuals through the history of American aeronautics, aerospace industries and their associated technologies while inspiring generations through personal experiences to instill pride in our national accomplishments.
The Douglas A-4 Skyhawk’s remarkable history includes its peacetime and wartime missions and its development by Douglas Aircraft Company. Used by the Navy, Marines, National Guard, and allied foreign countries, this aircraft had decades of service and is one of the legacies of Michigan native Ed Heinemann, Douglas’ design engineering chief.

Heinemann left his imprint on virtually every fighter, strike aircraft, or experimental airplane produced by Douglas during the 1940s and 1950s. He never completed a formal engineering degree; his aviation career began as a draftsman. He worked with and for legendary aircraft designers such as Donald Douglas, and that background paid off with the A-4.

In the early 1950s, the Navy was looking for a new carrier-based strike jet, capable of carrying a 2,000-pound payload up to 300 nautical miles, with a maximum speed of 500 knots and a maximum takeoff weight of no more than 30,000 pounds. Heinemann predicted that he would meet or exceed all Navy requirements, and his team delivered on every promise — range, payload, takeoff weight, and cost.

The team’s goal was to simplify every component to its bare minimum. Every element of the airplane was scrutinized to reduce weight and complexity. The short-span delta wing configuration avoided a folding mechanism for the wings — saving about 200 pounds. The airplane’s electronics packages — communications, navigation, identification friend or foe, and power supply, were consolidated into a single unit, saving 40 pounds. A simplified ejection seat saved another 58 pounds compared to the original weight estimate. Cockpit instrumentation was reduced by roughly two-thirds compared to previous jet aircraft and likely making life easier for the pilots and maintenance personnel.
The first XA4D-1 prototype weighed about 8,000 pounds, beating the target empty weight that Douglas had agreed to by 270 pounds. The initial cost for each Skyhawk produced was well under budget at an average of $860,000. The XA4D-1 first flew in June 1954, with the last of almost 3,000 Skyhawks rolling off the assembly line in February 1979.

The overall design resulted in a fast, nimble aircraft — sometimes referred to as “Heinemann’s Hot Rod” or the “Scooter.”

Once in production, the A-4 went to work. Skyhawks were a key part of Navy and Marine close air support and strike capabilities in the Vietnam War. Navy Skyhawk squadrons made 107 carrier cruises to Southeast Asia. Often assigned to dangerous attack missions, Skyhawks incurred heavy combat losses, almost all to gunfire or surface to air missiles. Vietnam prisoners of war Commander Everett Alvarez (who endured almost nine years of captivity by North Vietnam), Vice Admiral James Stockdale (H. Ross Perot’s Vice-Presidential nominee in 1992) and Captain John McCain (later Senator and Republican presidential nominee in 2008) were all shot down flying A-4s. A-4 pilots Stockdale and Navy Captain Michael Estocin (posthumously) were Medal of Honor awardees.

An A-4 was lost at sea in a December 1965 accident involving training for a hydrogen bomb mission — the aircraft was inadvertently pushed overboard when being moved from the onboard hangar to an elevator on the carrier USS Ticonderoga. The pilot, LT JG Douglas Webster, the hydrogen bomb, and the A-4 were lost in this tragic incident.

A-4s in peacetime and war had a remarkable record. The Yankee Air Museum’s Skyhawk is on loan from the National Naval Aviation Museum and is painted in honor of Commander Paul Galanti, who flew 97 combat missions during Vietnam in A-4s. Galanti was shot down in June 1966, and repatriated home in early 1973 after being held captive for almost six years. Galanti spoke at the Museum in 2017 about his life experiences, including his time as a POW — a remarkable man and story.

Before being finished in the livery of Galanti’s aircraft, the Museum’s Skyhawk flew missions from carriers such as the USS Saratoga and Forrestal on several Mediterranean cruises but did not see service over Vietnam.

**A-4s had a wide range of roles in addition to their service in Vietnam:**

- It was flown in the “adversary” units for the Navy’s “Top Gun” air combat training program and used in filming the 1986 movie of the same name.
- Argentina flew US-supplied A-4s against the United Kingdom in the 1982 Falklands War.
- The Skyhawk served with the Israeli Air Force in combat operations and saw additional Middle East service as part of Kuwait’s air force during Operation Desert Storm.
THE YANKEE AIR MUSEUM PRESENTS
DETROIT’S INVITATIONAL

WINGS & WHEELS
HISTORIC AIRCRAFT WITH RARE AUTOMOBILES

SATURDAY
6/10/23

LOCATED AT THE NEW ROUSH AERONAUTICS CENTER

2 PM TO 7 PM
FOR TICKETS & INFORMATION VISIT YANKEEAIRMUSEUM.ORG/WINGSANDWHEELS

PREPAID TICKETS!
$30 ADMISSION
$45 WITH TASTINGS
KIDS 15 & UNDER ARE FREE!

BEER & WINE TASTINGS
FLYOVERS
FOOD TRUCKS
**F-4 Phantom II**

The F-4 Phantom II is a legendary aircraft that has shaped military aviation history for over six decades. It was developed by McDonnell-Douglas as a defense interceptor for the U.S. Navy in the late 1950s, and later adopted by the U.S. Air Force and other allied nations. The F-4 was designed to be a versatile, high-performance, and technologically advanced fighter that could excel in various roles and missions. It was one of the fastest and most maneuverable jets of its time, with a top speed of over Mach 2 and the ability to perform tight turns and high-G maneuvers. It was also equipped with a variety of weapons and avionics systems, including radar, guided missiles, bombs, rockets, and gun pods. The F-4 had a two-person crew consisting of a pilot and a radar intercept officer (RIO), who handled navigation, weapons systems, and radar tasks.

The F-4 set 16 world records for its performance, including speed, altitude, and time-to-climb, five of which remained unbeaten until 1975. It was also the only jet to have flown with both the U.S. Navy Blue Angels and the U.S. Air Force Thunderbirds flight demonstration teams. The F-4's emblem is a cartoon ghost called ‘The Spook,’ which was created by McDonnell Douglas technical artist, Anthony Wong. The Spook has followed the Phantom around the world adopting local fashions; for example, the British adaptation of the U.S. ‘Phantom Man’ is a Spook that sometimes wears a bowler hat and smokes a pipe.
The F-4 played a significant role in both the Vietnam War and Operation Desert Storm, where it demonstrated its prowess as an air superiority fighter and a ground-attack aircraft. It was involved in some of the most intense dogfights of the Vietnam War, facing enemy fighters such as the MiG-17 and MiG-21. It also performed various missions such as reconnaissance, escort, and suppression of enemy air defenses. The F-4 proved to be a formidable adversary but also faced some challenges such as unreliable missiles, lack of guns, and heavy losses. The F-4 was constantly modified and improved throughout its service to overcome these issues and enhance its capabilities.

The Yankee Air Museum’s F-4 served in Vietnam with the 366th Tactical Fighter Wing (TFW) stationed at Da Nang Air Base. The 366th TFW earned its distinguished nickname “Gunfighters” in 1967 when it began mounting external SUU-16 20mm gun pods on its F-4s for air-to-air combat. This was because the F-4C did not have machine guns installed and its missiles were ineffective at short ranges.

The F-4 Phantom II is an iconic aircraft that is still remembered and celebrated today for its versatility, longevity, performance, and combat record. It was one of the most successful fighter jets ever produced, with over 5,000 units built for the U.S. military and friendly foreign nations. It served in various conflicts and operations around the world until 1996 in the U.S. and until 2021 in Japan. It was also used as a target drone by the U.S. Air Force until 2016.

The F-4 Phantom II was an important aircraft in aviation because it showed the world what a modern jet fighter could do. It was a pioneer of speed, power, and versatility that influenced many other aircraft designs. It was also a symbol of courage and excellence for the pilots who flew it and the people who admired it.
In July, the Yankee Air Museum’s 2023 Wings Over Muskegon Air Show will be taking to the skies and bringing an incredible amount of air show excitement to the West shores of the great State of Michigan. And while this event seems like a fun outreach program for the Museum, the air show’s positioning is a calculated experiment on how future business might be done in support of the Museum’s Air Adventure program.

But why is an experiment needed? In short, over the last twenty or so years, the “death” of the smaller air shows and aviation events has resulted in a unique challenge for the Air Adventure program. Smaller aviation events provide the greatest potential for spectators to engage in our Air Adventure program and take flights in the Historic Flying Aircraft Collection. Typically, with fewer airspace restrictions, longer flying hours, and better access and control for selling directly to crowds, the smaller aviation events create an environment to process a higher volume of passengers enjoying the Historic Flying Aircraft Collection. But as these smaller venues become less frequent in the aviation world, so does the
ideal setting for our Air Adventure rides. And while the Air Adventure program continues to grow and flourish, a sedentary approach to this particular problem does nothing to guarantee the longevity or sustainability of the Air Adventure programming.

Enter the Wings Over Muskegon Air Show. With nearly twenty-five years of experience with our home-based air show, THUNDER OVER MICHIGAN, we are attempting to craft a repeatable and sustainable model that focuses on two things. First, access and the maximization of the Air Adventure program and secondarily on a self-sustaining aviation event that is easily manageable for the Museum and the host community and/or institution.

Taking the lessons learned from THUNDER and the planned accompaniment of many veteran THUNDER air show team members, Muskegon County Airport was selected to trial this new approach. The framework of the event includes a four-day Air Adventure program and a two-day public air show. The idea is for the model to be replicated in Michigan and around the Midwest for future years.

- Captain Lindsay “MAD” Johnson, the A-10C Thunderbolt II Demonstration Team Pilot and Commander, will take to the skies on July 8th and 9th
- World-renowned civilian aerobatic pilot, Rob Holland signing autographs
When it comes to the public air show portion, it is about quality, not quantity. This year, featured acts include the A-10 Thunderbolt II Demonstration Team, the ever-popular USAF Heritage Flight program (where a vintage military aircraft flies alongside the A-10 aircraft in a choreographed performance), the venerable P-51 Mustang doing an aerobatic demonstration, a capabilities demonstration from the U.S. Coast Guard HH-65 Dolphin and a little look from the Vietnam-era with a MiG 17 fighter jet and lots, lots more!

On the Air Adventure side of the house the Museum’s famous UH-1H Huey, B-25D Mitchell and C-47D Skytrain will all be providing rides to the public on a four-day schedule format!

It is hard not to mention how excited and supportive the Muskegon community has been through the planning process of this unique concept. They have taken ownership of so many key roles and their enthusiasm is beyond palpable. The Muskegon community is extremely proud to be the first stop of what will certainly be the beginning of the Museum’s aviation experience tour in years to come.

The Museum is energized to be creating a vision and a strategically-focused model that embodies the Museum’s mission and creates a repeatable and enjoyable experience for all those attending. And as the aviation special event environment continues to change, we are happy to be proactively changing ahead of it and continuing to look for ways to strengthen the Air Adventure program and its critical mission.
A NEW AVIATION EXPERIENCE

JULY 6-9

GET YOUR TICKETS OR BECOME A SPONSOR
WINGSOVERMUSKEGON.COM
2023 Calendar of EVENTS

May

Yankee Air Museum HISTORIC PRESENTATION NIGHT

May 3 HISTORIC PRESENTATION NIGHT

May 20 BLUE STAR MUSEUMS BEGINS

May 21 OPEN COCKPIT DAYS

May 12-25 VICTORY TOUR GETAWAY EUROPE SOLD OUT

June

Yankee Air Museum HISTORIC PRESENTATION NIGHT

June 7 HISTORIC PRESENTATION NIGHT
Barry Levine: AC-119 Gunships in Vietnam
Tickets on sale May 4

June 10 WINGS & WHEELS

June 24 COLD STORAGE TOURS

July

July 4 MUSEUM CLOSED/HOLIDAY

July 8-9 WINGS OVER MUSKEGON

WINGS OVER MUSKEGON AIR SHOW

YANKEE AIR MUSEUM

DETROIT'S INVITATIONAL HISTORIC AIRCRAFT WITH RARE AUTOMOBILES

MAY 12 & 25

JUN 10

APPROACHES // YANKEEAIRMUSEUM.ORG
July 12
HISTORIC PRESENTATION NIGHT
Robert Myers: Augustus Herring and His Pioneering Flight
Tickets on Sale June 8

August 12-13
THUNDER OVER MICHIGAN MUSEUM CLOSED

August 27
OPEN COCKPIT DAYS
OPEN COCKPIT DAYS

August 2
HISTORIC PRESENTATION NIGHT
RESCHEDULED
Dave Steiner: Captain Bill Behrens and the story of his P-38, The San Joaquin Siren
Tickets on Sale July 13

July 25
OSHKOSH GETAWAY SOLD OUT

Yankee Air Museum
HISTORIC PRESENTATION NIGHT

Yankee Air Museum
HISTORIC PRESENTATION NIGHT

Yankee Air Museum
HISTORIC PRESENTATION NIGHT

SPRING 2023 17
EVENTS // Please join us at the following events!

September

September 4
BLUE STAR MUSEUMS ENDS

September 6
HISTORIC PRESENTATION NIGHT
D-Day 75th Anniversary Trip with Lori Day and Geof Bush
Tickets on Sale August 3

September 23
COLD STORAGE TOURS

October

October 4
HISTORIC PRESENTATION NIGHT
Nicole Zellner: The Mercury 13 Women and Their Legacy
Tickets on Sale Sept. 7

October 6-8
TORONTO GETAWAY

October 22
OPEN COCKPIT DAYS

November

November 1
HISTORIC PRESENTATION NIGHT
Wendy Zielen: Tracing Our Grandfather’s Footsteps in World War I
Tickets on Sale Oct. 5

November 4
HANGAR PARTY

November 11
NEW MEMBER ORIENTATION

November 18
NOSTALGIA SALE

November 23
MUSEUM CLOSED / HOLIDAY

November 28
GIVING TUESDAY

December

December 6
HISTORIC PRESENTATION NIGHT
Kenneth Hafeli: Family Put on Hold — A Michigan Family Separated by World War II
Tickets on Sale Nov. 2

December 24-25
MUSEUM CLOSED / HOLIDAY

December 31- January 1
MUSEUM CLOSED / HOLIDAY

Yankee Air Museum events subject to change. Please check our website for the most up-to-date event listings.
Have you ever wondered what it’s like to look inside the cockpit of a jet? The Yankee Air Museum is opening some of our static aircraft on display at the Museum so you can get an inside look at what it’s like to be a pilot!

Sneak a peak inside the cockpit of the AH-1J Cobra, O-2 Skymaster and more.

MAY 21 | AUG 27 | OCT 22
10 AM - 4 PM

YankeeAirMuseum.org
Col. Raymond F. Hunter, Chairman of the Yankee Air Museum, has an extraordinary military biography. We are pleased to share his biography with our readers of Approaches.

Hunter hails from Vintondale, Pennsylvania. Joining the Air Force at age 17, he served five years as an enlisted airman, then earned a degree from the University of Pittsburgh while completing Air Force ROTC. Later in life he obtained an advanced degree from Eastern Illinois University.

Once commissioned, Hunter completed pilot training, and flew KB-50 refueling tankers from bases in England. He became a C-47 instructor pilot and flight examiner, and was selected to fly on Special Air Missions — goodwill tours that ferried senior military leaders and prominent local leaders throughout the U.S. Hunter recalled that one frequent passenger, a three-star general, had a supply of Rebel Yell Bourbon on board, which was restocked by an aide (Happy Hour on these flights was authorized); lost to history is if Hunter and the flight crew ever sampled the supply after a long flight.

In 1969, Col. Hunter volunteered to serve in Vietnam, when public sentiment in the U.S. was turning against the war.

“It was not a political decision...as a military person, you support your fellow airmen, your fellow soldiers, your fellow Marines. You are part of a team, and you need to do your part.”

At this time, the Air Force was retraining many fixed wing pilots to fly helicopters for combat rescue duties in Vietnam. Hunter’s schooling was completed through a fixed wing to helicopter conversion course at Sheppard AFB near Wichita Falls, Texas. The course included 35 hours of flight time in a Bell UH-1 and then up to 50 more hours in either the HH-43 Kaman Huskie or the Sikorsky H-3 (Hunter was assigned to HH-43s).

Hunter flew Huskies with the 38th Aerospace Rescue and Recovery Service at Bien Hoa Air Base (near Ho Chi Minh City, formerly Saigon). From 1966 to 1970, Huskies completed almost 900 combat saves — more than any other Air Force helicopter. Once such “save” came when a South Vietnamese soldier stepped on a mine. Hunter, who was flying this rescue mission, assumed there would be other mines in the field and it would be too risky to land the
helicopter. Hovering at twenty-five feet, he sent two crew down to hoist the wounded soldier up to the cabin; this soldier ultimately made a full recovery.

Personnel at Bien Hoa in 1970 had a constant worry about rocket attacks — during Hunter’s tour, more than 200 fell on the base. Despite the risk from those attacks, Hunter found their missions gratifying as the rescue crews saved lives. Typically, the rescue squadrons had only a handful of helicopters and pilots. Thus, officers had to get up to speed on a wide range of skills — such as personnel management, logistics, maintenance, and safety.

Following his return from Vietnam, he had various helicopter and fixed wing assignments, such as serving as operations officer at Columbus AFB in Mississippi (where he achieved helicopter Instructor Pilot/Flight Examiner status).

He later assumed command of the 3554th USAF Recruiting Squadron at Selfridge Air National Guard Base. Through his leadership, he raised the squadron from the lowest ranking in the U.S. to one of the highest. To do this, Hunter visited each of the 39 Michigan recruiting offices during his first three months as unit commander, meeting with the recruiters and their families. Hunter motivated most of the recruiters to believe in themselves, significantly improving the results (others were transferred elsewhere).

In 1985, Hunter was appointed commander of the Air Force ROTC Detachment 390 at the University of Michigan, which has a distinguished history of commissioning Air Force Second Lieutenants, going back to 1952.

Col. Hunter retired from the Air Force in 1988, having earned medals such as the Legion of Merit, Bronze Star, five Air Medals, Vietnam Service Medal, and Vietnamese Cross of Gallantry with Palm.

Although retired from the military, Ray Hunter did not retire. He became program manager for the Great Lakes & Mid-Atlantic Hazardous Substance Research Center, which supports research of the science and technology of hazardous substance management and control.

Missing the camaraderie of being on an aircrew led him to getting involved with the Yankee Air Museum, thinking “I can help these guys, and in return maybe they’ll let me fly
their airplanes" — which proved to be true on both counts. Hunter began volunteering in 1986, ultimately flying the C-47 Yankee Doodle Dandy, (now Hairless Joe) as well as the B-17 Yankee Lady.

Ray Hunter became Chairman of the Yankee Air Museum in 2010. Hunter, along with the Board, staff, and volunteers, has moved the Museum forward — such as obtaining 144,000 square feet of the Willow Run Bomber Plant, dealing with Covid-19, and constructing the 36,000 square foot Roush Aeronautics Center housing our five flyable aircraft.

As for the Museum today, Hunter notes “The biggest challenge that we face has to do with maintenance and operation of the five aircraft that we provide as “flying history lessons” for the public. It’s important that we continue (working with) national organizations with which we share supply chain, maintenance, and operations information.” Hunter commented on the Museum’s excellent relationship with the Federal Aviation Administration, our successful maintenance and flight reviews, as well as the hard work by the team supporting the Air Adventures program.

Long term, “...there are fewer and fewer people with the kinds of experience we need (to keep operating) priceless vintage aircraft.”

As for the Museum’s future, Ray Hunter believes we are in great shape. “We are embarking on a brand refresh with a name change that truly reflects and identifies our mission, and we will tell our story to the many folks in the surrounding area for years to come.”

Colonel Raymond Hunter was inducted into the Michigan Aviation Hall of Fame in 2014 — a well-deserved honor in recognition of his military and civilian aviation career which has spanned decades. The aviation community thanks Col. Hunter for his service to our country and to the Yankee Air Museum.
Surprise your father this year with a one-of-a-kind gift for a thrilling experience aboard the historic B-25.

BOOK YOUR ADVENTURE AT YANKEEAIRMUSEUM.ORG/FLY
In the history of aircraft, many were evolutionary but very few were revolutionary. Only a handful of aircraft truly pivoted aviation, advanced how we could achieve flight, and created sweeping changes in future design in aeronautics.

One such aircraft was the venerable AV-8A Harrier. Affectionately known as the “Jump Jet,” the Harrier was the only successful production Vertical Take Off and Landing (VTOL) aircraft of its time. Its vertical and short take-off capabilities were unmatched and its utilization as a close air support and reconnaissance attack aircraft had the Harrier earning its stripes almost immediately during its service. And while the United States Marine Corps only ordered 102 AV-8A Harriers, their impact was immeasurable during their service life.

▲ Navy Aviation Boatswain’s Mate (Handling) Third Class Alysa Sanchez signals to an AV-8B Harrier assigned to Marine Attack Squadron VMA-214 (the “Blacksheep”), 11th Marine Expeditionary Unit, on the flight deck of Wasp-class amphibious assault ship USS Essex, under way in the South China Sea, January 14, 2022. Photo by Mass Communication Specialist Second Class Wesley Richardson/US Navy ▲ Four AV-8A Harrier aircraft are parked on the flight deck of the amphibious assault ship USS NASSAU in April 1982 (LHA-4)
The Yankee Air Museum has always had the Harrier on its “wish list,” but the idea of acquiring something so rare seemed almost unattainable. But in the category of “never say never,” the Yankee Air Museum now has been presented with an opportunity to have a fully restored, ready-to-display AV-8A Harrier join the Museum’s Aircraft Collection and Exhibit Hall floor!

Currently on display at the Canadian Aviation and Space Museum in Ottawa, Ontario, Canada, AV-8A Harrier, Bureau Number 158966, has been offered through the appropriate military channels to the Yankee Air Museum. Delivery is tentatively scheduled for the Fall of 2023.

Here is your opportunity to help us further curate our vibrant aviation collection and bring an AV-8A Harrier home to the United States and Yankee Air Museum! And as this specific AV-8A turns 50 years old this year, we are asking all members and supporters of the Museum to consider a symbolic gift of $50 to help with the professional transportation costs of this rare aircraft from Canada to our country.

We know that the preservation and presentation of aviation history drives all of us. We hope that you will take an active role in donating to be a part of bringing this important piece of aviation history to the Yankee Air Museum. Once here, the Harrier will be able to tell its story to all visitors for years to come and provide an even more immersive and educational experience!

BE A HARRIER HERO!
Consider a $50 donation to the Yankee Air Museum to help us move this rare aircraft from Canada to its new home in our collection.
YOU keep aviation history alive.
HAVE YOU ever wondered what it was like to fly a B-24 bomber during World War II, or to work at the Willow Run Bomber Plant that produced them? Or how to restore and preserve historic aircraft, or to honor the veterans who flew them? If you have, you’re not alone. Many people are fascinated by the history and technology of aviation and want to hear from experts and enthusiasts who can share their insights and experiences.

That’s where the Speakers Bureau comes in. The Speakers Bureau is a program offered by the Yankee Air Museum. The Speakers Bureau connects presenters with audiences who want to learn more about various topics related to aviation, such as the history of Willow Run, the story of Rosie the Riveter, the development of military aircraft, and more. The Speakers Bureau has a handful of presenters who cover a wide range of subjects and themes. Whether you’re looking for a historical presentation, a personal testimony, or a technical demonstration, the Speakers Bureau can help you find the perfect match for your event.

One of the presenters from the Speakers Bureau is Claire Dahl, who portrays Rosie the Riveter, the iconic symbol of women workers during World War II. Claire dresses up in period costume and tells the inspiring story of Rosie the Riveter who worked at Willow Run and other factories across the nation. Claire also interviews original Rosies and collects their stories for the Yankee Air Museum and the Veterans History Project.

Claire says that volunteering for the Speakers Bureau has been a rewarding experience for her and her listeners. “The best part of my speaking engagements is receiving so many positive responses from the audience members,” she says.

“I bring them to tears, laughter and the sharing of memories of WWII. We celebrate American history and the many stories that are to be told of that incredible time period.”

Claire says that she has learned a lot from her interviews and interactions with original Rosies and their families. She shares some of their stories in her presentation, such as:

• A woman who worked as a train logger, keeping track of shipments and deliveries.
• A woman who sewed parachutes for pilots and paratroopers.
• A woman who worked on the M-7 Director, a device that helped aim anti-aircraft guns.
• A woman who rode to Willow Run on the back of her husband's motorcycle every day.
• Two women who went from riveting at Willow Run to working on the atomic bomb in Oak Ridge, TN.

The Speakers Bureau is more than just a service that provides speakers. It’s also a community that fosters learning, appreciation, and connection. By bringing speakers and audiences together, the Speakers Bureau enriches lives and sparks curiosity.

The Speakers Bureau is designed for live presentations, but it can also accommodate virtual events via Zoom or other platforms. The Speakers Bureau welcomes requests from any group or organization that is interested in learning more about aviation history.

While there is no mandatory speaking fee, monetary donations to the Yankee Air Museum are often collected from participating groups and their members. The donations help support the museum’s mission of preserving and honoring aviation history and inspiring future generations. The donations also help spread the word on the good work of the museum and its programs.

Our speakers have presented at a wide range of venues: Libraries, Museums, Retirement Communities, Houses of Worship, Community Colleges, the Experimental Aircraft Association (EAA), and professional trade groups.

Here are some of our experiences speakers:

Clair Dahl
Barry Levine
Alison Beatty

If you’re interested in booking a speaker for your next event or becoming a speaker yourself, visit our website at YANKEEAIRMUSEUM.ORG/SPEAKERS-BUREAU
The Yankee Air Museum’s EC-121K (a military version of the Lockheed Constellation) spent most of her career assigned to the Pacific Missile Test Center at California’s NAS Point Magu. EC-121s were used for many purposes such as electronic surveillance of adversaries like the USSR, the People’s Republic of China, North Korea, and North Vietnam — sometimes with tragic results. One such mission was recounted in the March 2022 issue of Aviation History, (to subscribe, visit www.historynet.com/subscribe-to-historynet-com) and has been edited for brevity.

by Barry Levine

From Aviation History: It was over quickly. On April 15, 1969, a North Korean MiG-21 shot down an unarmed U.S. Navy EC-121M reconnaissance plane over international waters. All 31 on board — 30 sailors and one marine — perished; only two bodies were ever recovered.

President Nixon considered and ultimately rejected a military response. Over time, understanding of what the mission entailed evolved with the gradual release of classified documents. What never changed was the tragic loss of American lives and the enormous toll it had on the crew’s families.

Cold War

The air strike occurred during the height of the Cold War, when tensions between the U.S. and North Korea were intense. Sixteen years earlier, the Korean War resulted in 37,000 U.S. personnel killed in action and ended when both countries signed an armistice — not a peace treaty. After the 1953 armistice, violent incidents continued, such as the North trying to assassinate South Korean President Park Chung Hee in 1968.

In January 1968, North Korea seized the USS Pueblo, a Navy intelligence ship. President Lyndon Johnson and his advisors concluded that diplomacy was the best way to resolve the incident, which ultimately led to the crew’s release in December 1968. Some historians refer to the perilous 1967-1969 period as the “Second Korean War.”
On April 15, 1969, a North Korean MiG-21 “Fishbed-F” shoots down an unarmed U.S. Navy Lockheed EC-121M reconnaissance plane over international waters. All 31 onboard the Warning Star were killed.

VQ-1

Both the Navy and the Air Force had active aerial surveillance and electronic intelligence gathering capabilities in the Atlantic and Pacific Oceans. Electronic Countermeasures Squadron One (VQ-1) was established in June 1955 at Naval Air Station (NAS) Iwakuni in Japan. Electronic reconnaissance was performed by highly trained personnel working in sophisticated aircraft.

VQ-1 operations were shifted to NAS Atsugi, Japan in 1960. VQ-1 had responsibility for territory throughout the Pacific and Asia, operating from bases in South Vietnam, the Philippines, Thailand, and from aircraft carriers. During the Vietnam War, Atsugi was home to about 1,000 servicemen.

1960 saw the introduction of EC-121 “Warning Star” aircraft. The squadron was renamed Fleet Air Reconnaissance Squadron One while the VQ-1 designation remained. Risk was a constant companion to VQ-1 and other intelligence units. In June 1959, a P4M Mercator aircraft was attacked by North Korean MiGs about 50 miles east of the Demilitarized Zone. While the pilot was able to land the damaged aircraft, the tail gunner suffered serious injuries. Six years later, North Korea severely damaged an Air Force Boeing RB-47 about 40 miles offshore.

EC-121Ms

Originally designated as WV-1, 2, or 3 (and nicknamed “Willy Victor”), these aircraft were redesignated as EC-121s in the late 1950s. EC-121s typically had a five-man flight crew — two pilots, two navigators, and an observer, as well as crew chiefs, maintenance, radar, and electronics personnel on board. It was big: over 116' long, wingspan over 126', and weighing almost 70,000 pounds empty. Four Curtis-Wright R-3350-42 18-cylinder engines provided the power. Range was about 4,200 miles, with a service ceiling of 25,000 feet.

Deep Sea 22 EC-121M at Atsugi, Japan
In 1960, an EC-121 (Bureau Number 135749) was further modified by the Martin Company with radars installed in the upper and lower radomes. Redesignated as the EC-121M, the radar technology included AN/APS-20, originally developed during World War II by the Massachusetts Institute of Technology. A small team of military and civilian technicians, known as the “Bicycle Shop,” helped VQ-1 make ongoing electronics modifications and upgrades.

Atsugi-based EC-121M sailors had a heavy workload. Crews would fly to Danang in South Vietnam to conduct surveillance for the Navy, Air Force and Marines, alerting airmen about Surface to Air Missiles. After returning to Atsugi for maintenance, crews would fly missions surveilling the Soviet Union, China and North Korea. The threat of Soviet forces intercepting the flights was stressful but not an overwhelming worry. National Security Group (NSG) personnel supporting these missions were at the nearby Kamiseya base.

Mission risk increased as the added drag and weight from the electronics equipment limited EC-121Ms top speed to about 220 knots. Along with their low speed, EC-121Ms were unarmed and had no electronic countermeasure equipment onboard, making them easy shootdown targets. Sen. Strom Thurmond (R-SC) on the Armed Services Committee believed these aircraft were a “flying Pueblo” with their inability to defend themselves.

Crews on these missions included Navy and Marines, with some on assignment to the NSG. Information sharing with flight crews was limited given the security classifications in place. Enlisted personnel were called “Communications Technicians” (CT), then divided into six service ratings: Technical, Administrative, Maintenance, Operator, Collection, and Interpretive.

Work included collecting non-Morse communications, analyzing radar, and disseminating signal intelligence information. Because satellite communications were not widely available, some crew members were trained in the still predominately used Morse Code. Linguists fluent in languages such as Korean and Russian were on board to translate and interpret intercepted voice communications from aircraft, ships, or ground bases.

### Surveillance of the North

The overall umbrella name for reconnaissance missions was the Peacetime Arial Reconnaissance Program (PARPRO) which in turn had Naval (“Beggar Shadow”) and Air Force (“Commando Clinch”) components. “Beggar Shadow” missions monitored aspects of the North’s air defense capabilities and communication. As the extreme northeastern corner of North Korea borders China and the Soviet Union, this area...
was of particular interest for the military and intelligence communities. Typically, the Joint Chiefs of Staff and the Defense Intelligence Agency approved individual missions.

On April 11, 1969, General Charles Bonesteel III, Commander of U.S. Forces in Korea, sent a message to Commander in Chief, Pacific (CINCPAC) Admiral John McCain, Sr. about increasing tensions with the North. Bonesteel noted that during recent military armistice commission meetings, the North Koreans had been particularly vehement about “Provocative Actions” by United Nations forces. Bonesteel suggested “aircrews be especially alert and prepared to abort at the first indication of any North Korean reaction.”

CINCPAC then advised the Pacific and Seventh Fleet commands about these concerns and to use extra caution near North Korean territory. The April 15th flight was commanded by LCDR James Overstreet who was briefed of these warnings in advance.

**April 15, 1969**

This mission was officially characterized as “low risk.” From November 1968 to April 1969, 14 missions near North Korean territory were flown with little issue. However, in addition to General Bonesteel’s concerns, the North Korean Air Force deployed two of their advanced MiG-21 fighters to Hoemun airbase in late March. Although primarily a training base, Hoemun was the closest launch point to “Beggar Shadow” mission tracks which usually followed the same route.

Mission preparations were routine, including packing life rafts for this largely over-water effort. Navy ground support personnel signed out the cryptologic equipment early on the 15th toLt. JG John Syrocka, who would be on board the EC-121. Fourteen hours later, after the shootdown, the same ground support sailor sent out a top-secret message indicating that the codes were likely compromised.

Aircraft number PR-21, call sign “Deep Sea 129,” took off at 7 a.m. with eight officers and 23 enlisted personnel on board. (This compliment was larger than for a typical mission as it included sailors in training). The planned flight path would remain at least 50 miles outside of the North Korean border, and would then fly to Osan Air Base, about 40 miles south of Seoul, South Korea. Flight time was estimated at eight and a half hours with two and half times around a “racetrack loop,” essentially parallel to the North Korean shore, before the aircraft headed to Osan.

Mission commander Overstreet was nicknamed “Gentleman Jim”; he was highly regarded by other officers and enlisted men. Overstreet may have had a premonition about his last flight, telling his wife early on the morning of the 15th what to do if he did not make it home. In his view, the EC-121 was a “sitting duck” if advanced North Korean fighters attacked.

A condensed timeline for the April 15 tragedy (all local Atsugi times) shows that at 13:00, Kamiseya received a routine communications check from Deep Sea 129, which was to be the aircraft’s last transmission. A warning was sent at 13:40 to the EC-121 as North Korean air force activity was tracked. It is unknown if Deep Sea 129 had adequate communication equipment on board to quickly respond to this warning; an additional warning was sent at 13:46.

At 13:47, the EC-121 disappeared from radar; no distress call was received. EC-121 emergency procedures were to dive to a low altitude if attacked; thus the disappearance of the EC-121 from radar may not have immediately indicated a shootdown. However, by 14:00 (when a routine hourly communications check was not responded to) concern escalated and all subsequent communication efforts failed.

**Search and Rescue**

Search and rescue efforts were futile. Only the remains of two crew members, Lt. JG Joseph Ribar and AT-1 Richard Sweeney, were recovered from the Sea of Japan. At the U.S. Navy’s request, the Soviet Navy’s Vladivostok-based fleet, which was closest to the scene, was first on site to render support. The Soviets provided two destroyers; likely for goodwill plus the opportunity to monitor the U.S. fleet and obtain intelligence information. The U.S. Navy’s arrival marked the first cooperative meeting of naval ships between the two cold war antagonists since World War II.
The remaining 29 men were listed as Missing in Action and subsequently declared as Killed in Action on May 2, 1969.

North Korea alleged the flight was over their territory, while the U.S. consistently maintained the flight was over international waters. Whereas North Korea claimed sovereignty up to 12 miles offshore, the shootdown occurred approximately 80 miles off the coast.

Back at Atsugi, Casualty Assistance Officers went to work in the difficult days following the shootdown. Many crew members had their families on base, who were dealing with the emotional, financial, and logistics impact of the tragedy thousands of miles from home.

**The U.S. Response**

President Richard Nixon was tempted to order a military response. Options included B-52 Stratofortress or carrier-based A-6 Intruder attacks and/or ordering the battleship New Jersey to fire on North Korean targets.

Admiral McCain recommended a military attack: “If we operate again in the Sea of Japan only as a show of force, and without positive action, I believe that we continue to provide justification to their judgment of us as ‘Paper tigers.’” Gen. Bonesteel, however, believed a U.S. military response would provoke a costly retaliatory strike resulting in heavy U.S. and South Korean casualties.

VQ-1 personnel were understandably outraged and wanted to retaliate, but it was not to be. As President Johnson decided with the *Pueblo* incident, President Nixon found the military options too risky. With Vietnam raging, a second Asian land war was politically perilous and military resources were stretched thin. Instead, the U.S. resumed intelligence flights a week later against North Korea at a reduced frequency and further away from shore.

While considering the diplomatic and military options, the Navy conducted a detailed review of the tragedy. A Naval Board of Inquiry confirmed this EC-121M never entered North Korean airspace and did not send out a distress call. All personnel had completed required training and were qualified for the mission. Navy officers, intelligence officials and sailors testified that EC-121 flight crews only put on their parachutes in a bail out maneuver — but there was no time to jump in this incident. A VQ-1 pilot stated that Overstreet likely would not have had time to react to the attack.

Following the investigation, the Board’s primary recommendation was to improve the procedures for assessing threat levels, leading to more timely warning to reconnaissance aircraft. Additionally, the Navy prioritized upgrading the aircraft used in these missions, with EC-121’s phased out of military service in the 1970s and replace by Lockheed EP-3s, the electronic intelligence version of the P-3 Orion. These improvements in managing PARPRO missions helped avoid further losses of aircraft despite numerous intercepts of intelligence collection flights until the Chinese military forced down a U.S. aircraft in 2001.

Understanding North Korean logic for the attack is challenging; what is certain is that North Korea has remained a very difficult military and diplomatic problem for the United States in the decades that followed.

**The aftermath**

The memory of this tragedy has not faded for anyone involved. Atsugi began holding memorial services in 1969. In a 2014 ceremony of the 45th anniversary of the shootdown in Misawa, Japan, Overstreet’s son, Joe Overstreet, spoke about his father, the mission, and the importance of this work in keeping the peace. A two-bell ceremony at the Air Base Chapel chimed when announcing the names of each of the fallen 31 crew members.

Several memorials are in place, such as at the National Cryptologic Museum in Maryland — with a “They Served in Silence” marker for all who lost their lives on intelligence gathering missions, including Deep Sea 129.
Explore jets that transformed the military, and tour an aircraft that flew missions 24/7 to keep the country safe during this pivotal time in history. Get close to the iconic F-101 Voodoo, the F-86 Sabre and even the EC-121K Warning Star.

Visit our website to register for this exclusive opportunity!

YANKEEAIRMUSEUM.ORG JUNE 24 | SEPT 23
Are you ready to boogie-woogie with the B-17? Join us for the first ever Hangar Party: a series of annual events that will celebrate different wars and aircraft from our history. This year’s theme is the WWII Home Front Dance, and it will take place on November 4 from 6 PM to 9 PM at the Roush Aeronautics Center.

This is your chance to relive the glory days of the Greatest Generation and celebrate the heroes of the sky!

★ Stay tuned for next year’s Hangar Party theme: the Korean War!

You’ll enjoy delicious food and drinks from the 1940s, including a drink ticket with your admission, and a cash bar. You’ll also get to see the magnificent B-17 bomber up-close-and-personal and learn about its history and role in the war. And of course, you’ll have a blast dancing to the swingin’ tunes of the 1940s with a live big band. Don’t worry if you don’t know how to jitterbug — we’ll have dance lessons to get you in the groove!

Period era clothes are encouraged but not mandatory — just bring your enthusiasm and spirit!

★ Tickets are only $65 and are on sale now!

Don’t miss this opportunity to have a night to remember and support the Yankee Air Museum.

For more information, and to purchase your tickets, visit:

YANKEAIRMUSEUM.ORG/EVENTS
Hangar Party

WWII Home Front

DANCE

YANKEE AIR MUSEUM PRESENTS

NOVEMBER 4

ROUSH AERONAUTICS CENTER

TICKETS ON SALE NOW AT YANKEEAIRMUSEUM.ORG/EVENTS
## Air Adventures 2023 Schedule

**Summer 2023 Flight Schedule**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>City</th>
<th>Historic Aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>June</strong></td>
<td></td>
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<tr>
<td>June 1–4</td>
<td>Reading, PA</td>
<td>MAAM WWII Weekend</td>
<td>C-47</td>
</tr>
<tr>
<td>June 3–4</td>
<td>Port Clinton, OH</td>
<td>Liberty Aviation Museum</td>
<td>Huey</td>
</tr>
<tr>
<td>June 3</td>
<td>Belleville, MI</td>
<td>Home Air Adventures</td>
<td>B-25</td>
</tr>
<tr>
<td>June 9–10</td>
<td>Belleville, MI</td>
<td>Wings &amp; Wheels</td>
<td>Huey, B-25, C-47, Tri-motor</td>
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<tr>
<td>June 11</td>
<td>Ann Arbor, MI</td>
<td>AA Chapter 333</td>
<td>Huey</td>
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<tr>
<td>June 15–18</td>
<td>Columbus, OH</td>
<td>Pancake Breakfast</td>
<td>B-25, C-47, Huey</td>
</tr>
<tr>
<td>June 24</td>
<td>Jackson, MI</td>
<td>Jackson Aviation Day</td>
<td>Huey</td>
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<tr>
<td>June 24–25</td>
<td>Flint, MI</td>
<td>Wings Over Flint</td>
<td>B-25</td>
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<tr>
<td><strong>July</strong></td>
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<tr>
<td>July 6–9</td>
<td>Muskegon, MI</td>
<td>Wings Over Muskegon</td>
<td>B-25, C-47</td>
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<tr>
<td>July 7–10</td>
<td>Muskegon, MI</td>
<td>Wings Over Muskegon</td>
<td>Huey</td>
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<tr>
<td>July 15</td>
<td>Belleville, MI</td>
<td>Home Air Adventures</td>
<td>Huey</td>
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<tr>
<td>July 21–23</td>
<td>Dayton, OH</td>
<td>Dayton Air Show</td>
<td>B-25</td>
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<tr>
<td>July 29</td>
<td>Belleville, MI</td>
<td>Home Air Adventures</td>
<td>C-47</td>
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<tr>
<td>July 29–30</td>
<td>Kalamazoo, MI</td>
<td>Air Zoo</td>
<td>Huey</td>
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<tr>
<td>July 29</td>
<td>Port Clinton, OH</td>
<td>Liberty Aviation Museum</td>
<td>B-25</td>
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Book a Flight Today!

Flights are subject to change. Please check our website for the most up-to-date flight information.
YANKEEAIRMUSEUM.ORG/FLY

<table>
<thead>
<tr>
<th>DATE</th>
<th>LOCATION</th>
<th>CITY</th>
<th>HISTORIC AIRCRAFT</th>
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<tr>
<td>AUGUST</td>
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<tr>
<td>August 6</td>
<td>Waterford Twp, MI</td>
<td>Pontiac-Oakland Open House</td>
<td>B-25, C-47</td>
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<tr>
<td>August 11</td>
<td>Belleville, MI</td>
<td>Home Air Adventures</td>
<td>B-25, Huey</td>
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<td>August 12–13</td>
<td>Belleville, MI</td>
<td>Thunder Over Michigan</td>
<td>B-25, C-47, Huey, Tri-motor</td>
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<td>August 19</td>
<td>Kalamazoo, MI</td>
<td>Air Zoo</td>
<td>B-25</td>
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<td>August 19</td>
<td>Holland, MI</td>
<td>Aviation Day</td>
<td>Huey</td>
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<tr>
<td>August 26</td>
<td>Belleville, MI</td>
<td>Home Air Adventures</td>
<td>B-25</td>
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<tr>
<td>August 26</td>
<td>Livonia, MI</td>
<td>Livonia Touch A Truck</td>
<td>Huey</td>
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<tr>
<td>August 25–27</td>
<td>Windsor, Ontario</td>
<td>Wings Over Windsor</td>
<td>C-47</td>
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<tr>
<td>SEPTEMBER</td>
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<tr>
<td>Sept 2–3</td>
<td>Port Clinton, OH</td>
<td>Liberty Aviation Museum</td>
<td>Huey</td>
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<tr>
<td>Sept 9</td>
<td>Jackson, MI</td>
<td>Bailey Excavating 50th Party</td>
<td>B-25</td>
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<tr>
<td>Sept 9</td>
<td>Jackson, MI</td>
<td>Airport Event</td>
<td>Huey</td>
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<tr>
<td>Sept 10</td>
<td>Belleville, MI</td>
<td>Photo Bomber Event</td>
<td>B-25, Tri-motor</td>
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<tr>
<td>Sept 16</td>
<td>Belleville, MI</td>
<td>Home Air Adventures</td>
<td>Huey</td>
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<tr>
<td>Sept 22–24</td>
<td>Palestine, IL</td>
<td>Wings Over Wabash</td>
<td>B-25</td>
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<tr>
<td>Sept 30</td>
<td>Monroe, MI</td>
<td>Flyovers Steam Festival</td>
<td>B-25</td>
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This school year, the Yankee Air Museum, through the Unity in Learning educational partnership, took part in the Detroit Public School Community District (DPSCD) Cultural Passport program!

This is the second consecutive year Yankee Air Museum has participated in this program. The Cultural Passport initiative is a collaboration between cultural institutions and the Detroit Public Schools. From Kindergarten to Sixth grade, every class in the DPSCD goes on one to three field trips each year, visiting different cultural institutions throughout the Metro-Detroit area. In this program, EVERY sixth grade class in the Detroit Public School Community District gets to come on a field trip to the Yankee Air Museum.
Here are some fun tidbits about this program and some pretty amazing results!

2022-23 Stats (December 2022 – May 2023)

Number of schools: 58
Number of students: 3,393
Number of field trip days at the Museum: 80
Number of educators teaching the project: 7

Estimated number of hours our educators and docents spend with the students: 200 hours

Thank you to our wonderful UIL educators and Museum docents who have made these field trips awesome and memorable experiences for these students!
HISTORIC PRESENTATION NIGHT

Storytelling
Live & In Person

THE LINE-UP

JUNE 7
Barry Levine: AC-119 Gunships in Vietnam
Tickets on sale May 4

Join us as the Museum’s Barry Levine will discuss the distinguished record of AC-119 gunships in the Vietnam War. Levine will cover the unique missions of C-119s (over 70 were built at Willow Run), their conversion into AC-119 gunships, and their service over South Vietnam, Laos, and Cambodia. You will hear some human-interest stories involving the air and ground crews — some tragic, some amusing, and all thought-provoking.

JULY 12
Robert Myers: Augustus Herring and His Pioneering Flight
Tickets on Sale June 8

Was he the “first to fly?” In 1898, five years before the Wright Brothers’ first flight at Kitty Hawk, North Carolina, Augustus Herring flew a powered aircraft on Silver Beach in St. Joseph, Michigan. Could he claim to be the first airplane pilot? Join us to learn about this pioneering, controversial aviator and his flight along the Lake Michigan shore.
AUGUST 2
RESCHEDULED PRESENTATION
Dave Steiner: Captain Bill Behrns and the story of his P-38, The San Joaquin Siren
Tickets on Sale July 13

When Dave Steiner found out that a WWII P-38 pilot had married his favorite aunt in California, he couldn't wait to visit and meet him. In their first conversation, his new Uncle Bill took a shoebox full of pictures and memorabilia out of the back closet and they talked for several hours.

What a story he had to tell! Bill had flown 104 combat missions in the China-Burma-India Theater with the 459th Fighter Squadron, The Twin Dragons. Among other stories, Bill recounted how he was shot down once on a strafing run and spent the night in the jungle after bellying his P-38 Lightening on the Burma Road, his squadron buddies picked him up the next day in an aircraft they weren't even supposed to have!

SEPTEMBER 6
D-Day 75th Anniversary Trip with Lori Day and Geof Bush
Tickets on Sale August 3

Yankee Air Museum members Lori Day and Geof Bush as they share their May 2023 adventures retracing the route of the final decisive battles of World War II from D-Day in Normandy across France, Belgium, Luxemburg, Netherlands and ending in Berchtesgaden, Germany in May 1945. This is a continuation of a 2019 trip they made for the 75th Anniversary of D-Day.

OCTOBER 4
Nicolle Zellner: The Mercury Thirteen Women and Their Legacy
Tickets on Sale September 7

In the early 1960s, 13 women took part in a privately funded research project aimed to test and screen women for spaceflight. These women have collectively become known as the Mercury 13 Women. Join us as Albion College Professor of Physics Nicolle Zellner gives a fascinating presentation about the Mercury 13 program and these incredible women, some of which went on to become famous aviators such as Jerrie Cobb and Wally Funk.

NOVEMBER 1
Wendy Zielen: Tracing Our Grandfather's Footsteps in World War I
Tickets on Sale October 5

Have you ever wondered what your grandfathers did in the war? How they fought, survived, and returned home? How their experiences shaped their lives and yours? In this presentation, we will share the amazing stories of our grandfathers, who served in the trenches of World War I. We will show you how we traced their footsteps, using historical records, artifacts, and personal memories. We will also show you how we visited the places where they fought, and how they look today. You will see the contrast between the past and the present, the horror and the beauty, the sacrifice and the legacy. You will also learn how you can find out more about your own relatives who served in the war, and why it is important to preserve and honor their history. Join us as we celebrate our grandfathers’ courage and heroism, and discover a part of ourselves that we never knew before.

DECEMBER 6
Kenneth Hafeli: Family Put on Hold — A Michigan Family Separated by World War II
Tickets on Sale November 2

Kenneth Hafeli, retired archivist from the Gerald R. Ford Presidential Library, will be giving a biographical presentation on his family’s experience during World War II. A native Detroit family, his father joined the war and was eventually deployed to the CBI Theater. Throughout the war, Kenneth’s parents maintained letter correspondence with each other while they were separated. Join us for an exciting lecture discussing what a typical American family experienced during World War II, filled with rich history and personal photographs!
EXHIBIT UPDATE!

Women Answer the Call

Our Exhibits and Special Project teams have been working extremely hard over the last year to bring this new immersive exhibit to reality! This summer, we are looking forward to opening this new permanent exhibit for our guests! “Women Answer the Call” is based on the history of what happened here on the Home Front at Willow Run during World War II. In the exhibit, we meet a family from Ann Arbor, whose wife went to work at the Willow Run Bomber Plant with her sister to help with the war effort. Guests will get a glimpse of various roles women took on both in the military and industry during the war. One will get the opportunity to partake in a hands-on riveting demonstration to learn what a typical “Rosie” did during the war. Finally, guests will meet some of the original Willow Run Rosies, including one woman who was a riveter at Willow Run for almost the entirety of the plant’s operations.

The Yankee Air Museum wishes to thank our incredible volunteer team who have worked tirelessly over the last 18 months to build this exhibit from the floor up. From building the walls, to hanging exhibit cases and artifacts, and learning how to make a faux brick wall, our volunteers have put in countless hours to make this vision a reality.

A special Thank You to our donor families: Al Metty, Theresa Metty, and the Walters Living Trust, for their generous donations to make this exhibit come to life. We are honored to celebrate your mothers’ contributions to our nation’s freedom.
Thank you to the IBEW Local 58 for their help with all the electrical aspects of the exhibit. Volunteers from Local 58 donated their time and expertise to install all the electric requirements, from lighting to outlets, for this exhibit.

Finally, thank you to the Home Depot Foundation for their support with the building material aspects of the exhibit. Through a grant, the Museum was able to have most of the building material for the construction of the walls, the paint, and the carpet all donated!

Functioning, interactive riveting tool designed by our volunteer team, will be part of the exhibit.

As we continue to put the finishing touches on the exhibit, know that we can’t wait to share this with all of you. We look forward to seeing you soon and celebrating the women that helped change the world!
C-47
HAIRLESS JOE
SEE PAGE 36 FOR THIS YEAR’S FLYING
SEASON DATES AND TICKETS.

GIVE THE GIFT
of adventure!

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