She Believed She Could — So She Did
Milestones of Women in Aviation

What’s in a NAME
A Silent Partner and an Update on the Progress of the New Aeronautics Center
THUNDER OVER MICHIGAN AIR SHOW

UNITED STATES NAVY Blue Angels

AUGUST 29 & 30 2020

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WAYNE COUNTY AIRPORT AUTHORITY

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inside

SPRING 2020

COVER

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The Next Chapter

“Shelter-In-Place” is a term that if you had asked most Americans only a few short weeks ago, many would not have been able to explain its definition, let alone its impact on society and business. We have all worked diligently to comprehend the meaning of and our response to the global coronavirus pandemic. These times have certainly been among the most unnerving any of us can remember in our lifetime.

However, the Yankee Air Museum is no stranger to adversity. From the terrorist attacks of 2001, to the Museum fire of 2004, to the great recession of 2007-2009, to effects of sequestration in 2013 and now the global pandemic of the coronavirus of 2020, the Yankee Air Museum has always found a way through.

With each challenge brings new opportunity — if you let it. If you are willing to change, you will find ways on how you become more competitive, more savvy and potentially even more successful.

During the chaos of the past weeks, we have been carefully evaluating how this global pandemic has and will continue to affect our institution, its volunteers, members, supporters and staff. More importantly, we have been strategically looking at how we can change and adapt our revenue streams.

The teams here at the Yankee Air Museum are positive, they are creative, they are dynamic and they are certainly willing to put in the ‘work.’ Amongst a world full of uncertainty, the Museum team has been meeting regularly (virtually of course!) to plan for the Museum’s triumphant re-opening and return to what is expected to be some extremely fast-paced operations!

We are designing many new levels of engagements, preparing a revised flight season that will take our flagship, B-17G Flying Fortress Yankee Lady, on its first ever Southern Tour and provide even more opportunities to support the Yankee Air Museum.

When this crisis is over — and it will be over — we will move forward — together. We will emerge with a fresh outlook, we will be repositioned to continue prosperity for our institution and do the good work of preserving and sharing our National Treasures.

Kevin Walsh
Executive Director,
Yankee Air Museum
Planning Your Visit to the Yankee Air Museum

Bring your whole family, a group, or come by yourself! Stay an hour, or an afternoon.

The Yankee Air Museum is open year-round on Tuesday through Saturday from 10:00am to 4:00pm and
Sunday from 11:00am to 4:00pm. (Closed on major holidays, and for some private events. Call (734) 483-4030 for information.)

Admission Fees
$15.00 | Adults (18+)
Free | Museum Members (with ID)
$11.00 | Children, Seniors (65+), Students with ID, Military (Past and Present) with ID
Free | Children Ages 0-23 months

Call for special Tour Group pricing (15 people or more).
Fee includes admission to indoor Museum displays and temporary exhibitions.
An extra charge may apply to special events and exhibitions.

Driving Directions
From I-94, take Exit 190 / Belleville Rd. Turn north on Belleville Rd. to Tyler Rd. Turn west on Tyler Rd., then north on Beck Road. Look for the airport entrance arch at D St., and turn left onto D Street. The Museum will be on your right. You’ll find the visitor entrance and ample parking on the north side of the facility.

Or you may enter via Ecorse Rd. (on the north side of the Airport), by taking Ecorse Rd. to Beck Rd. south, to D St.

Free Parking: The Museum has extensive parking on the north side of the building, including bus parking.
Group Visits: The Museum regularly hosts tours for adult and children’s groups and classes. Call us to learn more.
Our Street Address: 47884 D Street, Belleville, MI 48111 (at Willow Run Airport)
Questions? We’re ready to help. Call us at (734) 483-4030.

Smithsonian Affiliate

©2019 YANKEE AIR MUSEUM
OPEN YEAR-ROUND!
Women have been an integral part of the evolution of aviation throughout the years. Here are some amazing accomplishments from some amazing women who pushed aviation to higher altitudes.
If you've recently traveled or have spent time at an airport, you've noticed the changing faces in aviation. The industry that broke the sound barrier is now breaking the gender barrier. Women are actively joining the ranks to become pilots, instructors, mechanics, and filling other roles within the field. It is good timing too: Boeing estimates that by the year 2040, the United States will need close to 800,000 additional licensed pilots to fill the needs of the industry and the growing demand for air travel. Due to historical gender bias, women are still massively underrepresented within aviation. Until 1970, commercial airlines did not hire women as pilots; they were restricted to support roles. As of 2014, just over 5% of all certified civilian pilots in the United States were women. Airlines now recognize that women are one of the largest sources of candidates for commercial pilot training. Many airlines have instituted initiatives to inspire female pilots and convince more women to complete pilot training.

For example, while women may be underrepresented as pilots, they have always played a crucial role in aviation. Women pilots appeared as early as 1908 and were known as aviatrices. Since the Wright Brothers took flight, women have made significant contributions to the aviation industry, from developing new technology to piloting aircraft to aviation maintenance. Within the first two decades of powered flight, women were mastering the skies on every continent. Women pilots transported passengers over every continent, performed in aerial shows, and were even parachuting. By 1930, less than 30

**Milestones of Women in Aviation**

- **1900**
  - Aida de Acosta of the US becomes the first woman to pilot a motorized aircraft (a dirigible) solo.

- **1910**
  - Bessie Coleman of the US is credited with the first solo airplane flight by a woman in the US.
  - Harriet Quimby becomes the first American and the world’s seventh woman to earn a pilot’s license.
  - Raymonde de Laroche of France becomes the world’s first woman to earn a pilot’s license.
  - Katherine Stinson and her mother start the Stinson Aviation Company. She was also the first woman airmail pilot and first woman to do night skywriting.

- **1920**
  - Amelia Earhart is the first woman pilot to fly solo across the Atlantic Ocean.
  - Helen Richey becomes the first woman to pilot a commercial airliner.
  - Katherine Haas, Flight Engineer on the Boeing 727 and YAM Volunteer with the C-47 Hairless Joe

- **1930**
  - Bessie Coleman is the first African American to earn a pilot’s license.

- **1934**
  - Jeannette Piccard becomes the first woman to reach the stratosphere.
  - Helen Richey becomes the first woman to pilot a commercial airliner.
years after the Wright Brothers historic flight, women pilots in the United States numbered around 200. Within five years, there were more than 700! The interest in aviation among women has only increased over time.

As gender bias continues to decline, women are more empowered and encouraged to join what were traditionally considered male roles. This can even be seen in the aerospace industry. More women than ever before are graduating NASA's astronaut program. NASA Astronaut Group 21 (graduated in 2013) was 50% female, the highest percentage to date. NASA made headlines in October, 2019, with its first-ever all-female spacewalk, conducted by Astronauts Christina Koch and Jessica Meir. Currently, NASA's Artemis program is working to land the first woman on the moon in 2024. Commenting on the historic nature of the October 2019 spacewalk, NASA astronaut Tracy Caldwell Dyson said,

“I think the milestone is hopefully this will now be considered normal...not to overshadow women who have been doing spacewalks for 35 years. I think many of us are looking forward to this just being normal.”

Dyson hits the nail on the head. In speaking with some of our female aviators within our museum community, the same truth is echoed: women in aviation is normal, and has been for a long time. In many other professional pursuits,
Air Force’s first African American female fighter pilot, Shawna Rochelle Kimbrell

1980 Lynn Rippelmeyer is the first woman to fly a Boeing 747.

1982 Lynn Rippelmeyer and Bev Burns become first B-737 Captains at People Express, and fly as co-captains.

1980 Mary Crawford becomes the first female flight officer in the US Navy.

1983 Sally Ride becomes the first American woman in space, and third woman in the world in space.

1983 Capt. Beverly Bass becomes the first female captain of a commercial plane and captains the first all-female crew in the history of commercial jet aviation on an American Airlines flight from Washington D.C. to Dallas, TX.

1981 The US Senate votes “overwhelmingly” to allow American military women to fly aircraft in combat situations.


1982 Ensign Matice Wright becomes the first African American female flight officer in the US Navy.

1985 Eileen Collins becomes the first female pilot of the space shuttle aboard the STS-63.

1993 1st Lt. Jeannie Flynn becomes the first female fighter pilot in the USAF.

1993 Capt. M’Lie Ward becomes the first African American woman to captain for a major US commercial airline, United Airlines.

1991 Ensign Matice Wright becomes the first African American female flight officer in the US Navy.

2000 Major General Betty L. Mullis becomes the first woman and pilot in the USAF to become a Brigadier General.

2000 Astronauts Christina Koch and Jessica Meir conduct NASA’s first-ever all-female spacewalk.
men and women’s accomplishments are segregated. But that is just not the case when it comes to aviation. Aviation is not about one’s gender. Aviation is a passion for all those who are interested. Many “catch the bug” early in life through exposure to airplanes — no matter one’s gender. One of our B-25 pilots, Delane Buttacavoli, spent hours upon hours laying in the grass in her backyard, as she lived on the arrival path for DTW. Watching plane after plane pass overhead fascinated her and that love for aviation has never waned. Others such as Katherine Haas grew up around airplanes because her father was a pilot. Later in life, her own passion for aviation developed and she began to chase the dream of becoming a pilot herself. She is now a Flight Engineer on the Boeing 727.

No matter what gender you are, the need for pilots and others within the aviation industry is only going to continue to grow over time. We as an aviation community need to teach all youth that, in Delane’s words, “any job is attainable,” and help the youth of America discover this love for aviation that we all share. As Rachel Lindvig, a volunteer with our C-47 aircraft and an A320 First Officer for American Airlines writes, “Don’t be afraid to try. I have met so many people who are afraid to stick their neck out and try something because they don’t think they are good enough or meet the minimum requirements...I love to encourage anyone to just get out there and take a discovery flight at a local flight school... you will almost always catch the flight bug!”
Bring your elbow grease and attend our annual Bomber Buffing and Polishing Party where you will be able to get up close to our historic B-17 Yankee Lady and B-25 Yankee Warrior. We will be celebrating a busy season and executing our first southern tour by getting them all cleaned up and ready for hibernation!

**LOCATION**
HANGAR 1, BAY 8
801 KIRK PROFIT DR.
YPILANTI, MI 48197

**FREE TO THE PUBLIC AND OPEN TO ALL**

**SATURDAY, NOV 7, 2020 - 10:00 AM TO 2:00 PM**

Take to the skies during the party with an Air Adventures ride on our C-47 Hairless Joe or UH-1 Huey.

Purchase your seat(s) at YANKEEAIRMUSEUM.ORG/FLY

Weather dependent.

YankeeAirMuseum.org | 🌐 🌈 🌇 🎥 📷
In 1959, nineteen Airborne Soldiers from various military units formed the Strategic Army Command Parachute Team (STRAC). The idea was originally conceived by Brigadier General Joseph Stilwell who first gathered the Soldiers with the intent of competing in the relatively new sport of skydiving, which at that time was dominated by the Soviet Union. That year, the U.S. Army team began representing the United States on the international competition circuit, and performed their first demonstration in Virginia. Two years later in 1961, the Department of Defense announced that the STRAC team would become the United States Army Parachute Team.

By 1962, the team earned the nickname the “Golden Knights.” “Golden” signified the gold medals the team had won, while “Knights” alluded to the team’s ambition to conquer the skies.

Since then, the Golden Knights have conducted more than 16,000 shows in all 50 states and in 48 countries. The team has earned the U.S. Army 2,148 gold, 1,117 silver, and 693 bronze medals in national and international competitions. Team members have also broken 348 world records.

The Golden Knights are one of only three Department of Defense-sanctioned aerial demonstration teams, along with the U.S. Navy Blue Angels and the U.S. Air Force Thunderbirds.

The Yankee Air Museum is fortunate to have within our Collection artifacts from the Golden Knights, including the jumpsuit and flight helmet from Harry Pelzer, who was an Airborne Soldier with the team in 1968.
The Golden Knights are performing at this year’s THUNDER OVER MICHIGAN on August 29-30. Make sure you get your tickets to this show to witness the amazing aerial stunts of the Golden Knights as they parachute in to Ypsilanti!

Photos courtesy of the Golden Knights Alumni Association
Yankee Air Museum embarks on the Golden Age of Aviation with new flyable acquisition Known for some of the world’s most iconic warbirds, the Yankee Air Museum’s Air Adventures program has primarily centered on war-time aircraft that have turned the course of global conflicts. Honoring generations of military veterans who fought for our freedoms during the pivotal years of their respective wars, guests, members and supporters have all experienced the rare and visceral opportunity to take to the skies in these defining aircraft.

But before this time in history existed the Golden Age of Aviation. A simpler but equally exciting time where these magnificent flying machines, like the Ford Tri-Motor, ruled the skies and thousands of people would come to local airfields to catch a glimpse of these marvels of flight.
Considered by many to be the airplane that started the modern-day airline industry, the Yankee Air Museum is proud to announce the newest member of the Air Adventures team: the Ford 4-AT-B Tri-Motor.

Despite its longevity, the Ford Tri-Motor is one of the most iconic aircraft still in existence today. The first truly modern airliner, this well-designed, all-metal aircraft introduced a level of safety and comfort that set the standard for all that followed.

The 1920s was a time of growing optimism, with the nation ready to spread its wings. What was desperately needed, however, was a reliable air transportation system that allowed passengers to sit in the comfort of actual seats in an interior cabin. It was here that Henry and Edsel Ford stepped up to the challenge, both of whom contributed greatly to our modern system of air travel.

Nicknamed the “Tin Goose,” the Ford Tri-Motor’s unique, all corrugated metal frame allowed for additional strength. Although all-metal construction was not a revolutionary concept, it was certainly more advanced than the standard construction techniques of the 1920s when most airplanes were made of wood and fabric wrapped around a framework of metal tubing. Henry Ford claimed that the all-metal frame made the aircraft “the safest airliner around,” and proceeded to sell the aircraft based on its safety and reliability.

Ford promoted aviation through their involvement in the National Air Tours and conducted huge national advertising campaigns intended to convince people that aviation offered a viable means of transportation. Passenger air travel was a completely new concept for most Americans in the 1920s. Photos of the Tri-Motor’s interior were used in national advertisements for the airplane, and to help convince a skeptical public of the appeal of flying in a Ford plane. Airplane amenities included beautifully decorated interiors, food and refreshments served by an attendant, comfortable wicker chairs, and a toilet equipped with
running water. The all-metal Tri-Motors were rugged, dependable and safe. By the late 1920s these planes were the backbone of the budding airline industry.

A total of 199 Ford Tri-Motors were built between 1926 through 1933. The impact that the aircraft had on commercial aviation was almost immediate. Well over 100 airliners from around the world flew Tri-Motors at one time or another, many getting their start with the safe and reliable Ford. The aircraft played a dominant role in establishing domestic routes throughout the United States.

Indeed, it was the Ford Tri-Motor that pioneered coast-to-coast airline service in the United States. Transcontinental Air Transport (the future TWA), provided regularly scheduled flights from New York to California. The entire trip was not all by air at this point in time, however. Passengers would normally fly by day, and ride aboard sleeper trains at night. The journey took 48 hours.

With the development of the Tri-Motor, the Ford Motor Company laid the foundation for what was to become the modern airport infrastructure. Ford not only designed and built safe multi-engine transport planes, the company also built America’s first concrete runway, passenger terminals and modern hangars. Ford used the first airport shuttle, a purpose-built Fordson bus, to carry passengers to and from the first airport hotel. Ford ran the first corporate airline, established aerial radio navigation and played a critical role in the development of the airmail system.

The Tri-Motor has truly had a remarkable impact on the aviation industry.

Our New Ford Tri-Motor 4-AT-B
Serial Number 42 (N9610)

**SERVICE HISTORY**

<table>
<thead>
<tr>
<th>Date</th>
<th>Owner/Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 1928</td>
<td>Sky View Lines, Buffalo, NY</td>
</tr>
<tr>
<td>January 1931</td>
<td>Long/Harman, Dallas, TX</td>
</tr>
<tr>
<td>1937-1938</td>
<td>Various private owners, MI</td>
</tr>
<tr>
<td>October 1941</td>
<td>Murphy Flying, Findlay, OH</td>
</tr>
<tr>
<td>August 1953</td>
<td>Air Tours, Put-in-Bay, OH</td>
</tr>
<tr>
<td>August 1953</td>
<td>Travel Air Taxi, Sandusky, OH</td>
</tr>
<tr>
<td>August 1972</td>
<td>Island Airways</td>
</tr>
<tr>
<td>January 1992</td>
<td>Private owner, restoration work began</td>
</tr>
<tr>
<td>October 2010</td>
<td>First flight after restoration. Originally N7684, renumbered as N9610</td>
</tr>
<tr>
<td>August 2014</td>
<td>Private ownership</td>
</tr>
<tr>
<td>April 2020</td>
<td>Transferred to the Yankee Air Museum</td>
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</table>
As one author writes, “Among the things this airplane is capable of doing is telling a story. It’s a story of aviation heroes, passengers and events stretching back more than three-quarters of a century. This ship can let you feel a little bit of the Golden Age of Aviation and of the pioneers of that wondrous age who were its passengers and pilots. This, more than almost any airplane, is a time capsule.”

The Yankee Air Museum is honored to be able to bring this one-of-a-kind experience to our community, beginning in the 2021 flight season. Take a step back in time with us, we are sure it’s one Air Adventure that you will never forget.

1. Only 199 Tri-Motors were built, and only EIGHT are in airworthy condition today.

2. The metal frame of the aircraft is corrugated to strengthen it (however, this did significantly reduce performance due to drag).

3. The Tri-Motor’s rudder and elevator control cables are strung on the outside of the airplane.

4. Engine gauges are mounted externally on the engines. Pilots have to look out the windows to see them.

5. The aircraft carried a crew of three: a pilot, copilot, and a stewardess, as well as eight to eleven passengers.

6. Charles Lindbergh and Amelia Earhart both logged flight time on the same Tri-Motor, C-1077, Serial Number 10.

7. Pan American Airways used Ford Tri-Motors for its first international scheduled flights from Key West, FL to Havana, Cuba in 1927.

8. Ford’s interest in aviation helped introduce many aspects of the modern aviation infrastructure, such as paved runways, passenger terminals, and radio navigation.

9. In 1929, the Tri-Motor was the first airplane to fly over the South Pole by Richard E. Byrd. This aircraft is now on display at The Henry Ford Museum of American Innovation.

10. Franklin D. Roosevelt flew on a Tri-Motor during his 1932 presidential campaign. This is one of the first uses of an aircraft in an election.
2020

January 1
HISTORIC PRESENTATION NIGHT
Lance Geiger, known for his YouTube channel “The History Guy” presents “The Unlikely Bird of War” on the Piper J-3 Cub, an American light aircraft that was built between 1938 and 1947.

July 1
HISTORIC PRESENTATION NIGHT
Lance Geiger, known for his YouTube channel “The History Guy” presents “The Unlikely Bird of War” on the Piper J-3 Cub, an American light aircraft that was built between 1938 and 1947.

July 11
BEHIND THE SCENES TOUR
Behind the SCENES

July 12
AIR ADVENTURES OPEN HOUSE

July 18
OPEN COCKPIT DAY
at the Yankee Air Museum

July 21
MEMBER GETAWAY
Oshkosh, WI

July 23-25
MEMBER GETAWAY
Oshkosh, WI

July 25
COLD STORAGE TOUR
of Cold War Warriors

August 1-2
MEMBER GETAWAY
Muskegon, MI

August 5
HISTORIC PRESENTATION NIGHT
Ray Smith “Stories from the Secret City”

August 12
LATE NIGHTS AT THE MUSEUM

August 29 & 30
THUNDER OVER MICHIGAN

September 9
HISTORIC PRESENTATION NIGHT
John Wukovits “Dogfight Over Tokyo” the tragic story of the pilots who fought the last fight of the war during the first hour of peace.

September 12
OPEN COCKPIT DAY
at the Yankee Air Museum

Yankee Air Museum
HISTORIC PRESENTATION NIGHT

OPEN LATE

OPEN LATE

OPEN LATE

YankeeAirMuseum.org
September 16
LATE NIGHTS AT THE MUSEUM

September 18
VOLUNTEER APPRECIATION DINNER

September 25-27
MEMBER GETAWAY
Mackinac Island, MI

September 26
COLD STORAGE TOUR
of Cold War Warriors

October

October 3
BEHIND THE SCENES TOUR

October 7
HISTORIC PRESENTATION NIGHT
David Stringer “America’s Local Service Airlines” the story of the companies that brought air service to hundreds of small cities throughout the US after WWII.

October 10
OPEN COCKPIT DAY
at the Yankee Air Museum

October 14
LATE NIGHTS AT THE MUSEUM

October 17
BOMBERS & BREWS

October 31
HALLOWEEN SPECTACULAR

November

November 4
HISTORIC PRESENTATION NIGHT
Mike Barger “Top Gun” Will present on his Navy career as well as his time spent as a Top Gun Instructor.

November 7
BOMBER BUFFING PARTY

November 14
NEW MEMBER ORIENTATION

November 16
TICKETS ON SALE FOR 2021 THUNDER OVER MICHIGAN

November 21
NOSTALGIA SALE

December

December 2
HISTORIC PRESENTATION NIGHT
Jeffery Copeland “Lt. Elsie Ott’s Top Secret Mission”

December 19
SANTA VISIT

December 24 & 25
MUSEUM CLOSED
Holiday – Happy Holidays!

December 31 – January 1, 2021
MUSEUM CLOSED
Holiday

Happy New Year!

Yankee Air Museum
HISTORIC PRESENTATION NIGHT
Yankee Air Museum
HISTORIC PRESENTATION NIGHT
Yankee Air Museum
HISTORIC PRESENTATION NIGHT

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<td>June 14</td>
<td>Willow Run, MI</td>
<td>Air Adventures Open House – B-17, UH-1, WACO</td>
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<td>Willow Run, MI</td>
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<td>June 20</td>
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<td>Port Clinton, OH</td>
<td>Liberty Aviation Museum – C-47</td>
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<td>June 26-28</td>
<td>Oscoda, MI</td>
<td>Wurtsmith Air Museum AFB Reunion – C-47</td>
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<td>EAA Chapter 18 Barnstorming – B-25, C-47</td>
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<td>July 15-16</td>
<td>Escanaba &amp; Iron Mountain, MI</td>
<td>Northern Michigan Tour – B-25, C-47</td>
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<td>July 17-19</td>
<td>Duluth, MN</td>
<td>Duluth Air &amp; Aviation Expo – B-25, C-47</td>
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<td>Muskegon, MI</td>
<td>Air Adventures – B-17</td>
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<td>Oshkosh, WI</td>
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<td>Member Getaway to EAA AirVenture Fly-In – C-47</td>
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<td>July 25-26</td>
<td>Port Clinton, OH</td>
<td>Liberty Aviation Museum – B-25</td>
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<td>Member Getaway to USS LST 393 – C-47</td>
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<td>Veterans Appreciation Day – UH-1</td>
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<td>Aug 9</td>
<td>Waterford, MI</td>
<td>Oakland Co International Airport Open House – B-17, B-25, C-47 UH-1</td>
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<td>Air Zoo – C-47</td>
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<td>Aug 21-23</td>
<td>Scranton, PA</td>
<td>Wilkes-Barre Airshow – B-17</td>
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<td>Aug 28-30</td>
<td>Willow Run, MI</td>
<td>Thunder Over Michigan Airshow – B-17, B-25, C-47, UH-1</td>
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| SEPTMBER  | Location                  | Event Details                                      |
| Sept 4-5 | Marion, IN                | Marion Fly-In/Cruise-In – B-17                     |
| Sept 24-26 | Washington, D.C.  | Arsenal of Democracy Fly-Over – B-17              |
| Sept 25-27 | Mackinac Island, MI      | Member Getaway to Mackinac Island – C-47          |
| Sept 26  | Madison, IN               | Madison Airport Aviation Day & Fly-In – B-25       |

| OCTOBER  | Location                  | Event Details                                      |
| Oct 7    | Willow Run, MI            | At Willow Run – UH-1                               |
| Oct 15-18 | Ft. Worth, TX            | Ft. Worth Alliance Air Show – B-17                |
| Oct 19-20 | Tulsa, OK                 | Tulsa Air and Space Museum – B-17                 |
| Oct 21-22 | Walnut Ridge, AR          | Wings of Honor Museum – B-17                      |
| Oct 23-25 | Little Rock, AR           | Thunder Over the Rock Airshow – B-17, C-47        |
| Oct 26-27 | Huntsville, AL            | Huntsville Executive Airport – B-17                |
| Oct 28-29 | Gatlinburg, TN            | Tennessee Museum of Aviation – B-17               |
| Oct 30-Nov 2 | Lexington, KY         | Aviation Museum of Kentucky – B-17                |
| Nov 7    | Willow Run, MI            | Bomber Buffing at Willow Run – C-47, UH-1         |

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

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The Roush Connection to the Yankee Air Museum
A self-professed ‘tinkerer,’ NASCAR icon Jack Roush has spent his life understanding how things work and how they can be made better. From his early years as a young boy he was chasing speed and trying to maximize performance of everything he touched. What started as a hobby, ultimately lead to a race team that had more victories than any in NASCAR history.

But even through years of success in building a Motorsports empire, Jack found himself drawn to the world of aviation. So much so, that he pursued becoming a private pilot in his 40’s and in only a few short years worked diligently to become a warbird owner and operator.

What is even less known about this NASCAR mogul is that his love for aviation did not stop in his own hangar but rather has been shared with the Yankee Air Museum through many decades.

As far back as 1986 when the Yankee Air Museum acquired a tired, worn-out, fire-fighting B-17G Flying Fortress from auction, Jack was there. It was an almost insurmountable task for such a young Museum. The complete restoration of a B-17G Flying Fortress to WWII combat configuration would take a herculean effort and would require not only financial support but technical and engineering assistance at every turn. Here was where Jack stepped in.
“Every time I saw Jack, the first thing he would ask is, ‘how can I help you?’” noted Norm Ellickson, Crew Chief of the B-17. “When it came to the Museum, the word ‘no’ did not exist for Jack,” Ellickson commented.

It began with the Roush shops machining countless parts for the nine-year restoration. Both operable and restorative pieces were professionally refurbished or re-engineered by the Roush team year after year. It became a labor of love for many in the Roush family and the pace of restoration accelerated. And when there was a challenge, Jack and the Roush team did not back down. When significant and seemingly impossible parts were needed, such as the ‘cheek turrets,’ the iconic glass nose and top turret glass, Roush jumped at the opportunity to help create the molds and parts to complete these features for what would be one of the finest B-17’s in the world.

Jack reveled in helping the Museum restore such an important piece of history and made sure he was present the day the B-17 flew its first post-restoration flight. Ellickson recalls that monumental day and remembered the only question Jack had for him was, “You going to do it today?” to which Norm replied, “Hell yes…it has been 9 years!” The rest, as they say, is history.

Jack’s support of the project did not end with the restoration. Jack has quietly continued to be a steadfast supporter in the regular maintenance and airworthiness of the B-17G Flying Fortress and many other aircraft of the Yankee Air Museum’s Historic Flying Aircraft Collection.

Despite his extraordinary success and hectic life, Jack’s willingness to set aside his busy schedule to support the mission of the Yankee Air Museum has been something we here have never taken for granted. His longevity of contributions has undoubtedly strengthened the Museum’s future. In our time of greatest need, Jack Roush has always been there.
We tip our hat to this great American and recognize Jack for his expertise, skills, and the many Roush teams that have contributed to this organization. We are even more thankful for Jack sharing his love of aviation with us and have always appreciated his friendship to the Museum.

Yours and Jack’s commitment to these historic treasures is the reason the new Aeronautics Center is possible. The Yankee Air Museum will continue to be careful stewards of the Museum’s resources and continue to update you on the progress of this important project.

SUPPORT THE MUSEUM
Donate at YankeeAirMuseum.org/support
Home for the

Museum’s Historic Flying Aircraft Collection has Purpose and a New Name.
There are certainly no shortage of ideas on how to grow and expand an organization like the Yankee Air Museum. With such an historic past and incredibly bright future, the tough part is trying to figure out what will be the next best strategic move for longevity of the organization. Decisions like this need to be made with purpose and with an end goal in mind.

The old adage “keep the main thing, the main thing” immediately comes to light when discussing what will serve the Museum best for its long term future.

The Yankee Air Museum for all intents and purposes began as a Museum that embodied the idea of not only preserving historic aircraft but maintaining a collection of aircraft in flying condition. The Historic Flying Aircraft Collection of the Yankee Air Museum is nothing short of living-breathing monuments to the brave veterans who crewed them and flew them, and to provide opportunities to remember those who gave everything in the defending of our nation and the freedoms we enjoy today. That homage is even more evident today as our Historic Flying Aircraft Collection remains one of the most distinguishing factors from other cultural institutions.

As such it makes it pretty clear that what will move us forward and continue to draw visitors from far and wide for an Air Adventure they can rarely experience anywhere else will be an investment into a new permanent home for these cherished pieces of history.

The focus of building a new home for these aircraft has been the main target of the Museum for over a year and a half. Great progress has been made on securing a customer-friendly and operationally advantageous location that will maximize the Museum’s Air Adventures program and visitor experience as well.

Of course, none of this happens without an incredible amount of funding. Millions in fact. But what will an investment in a new home for the Historic Flying Aircraft Collection mean?

1. A modern facility will help ensure the ability for our maintenance teams to continue to do the amazing work that they do by having an uninterrupted environment to perform the necessary detailed maintenance of the flight worthiness of our collection.

2. Add to the visitor experience of Museum guests and visitors. With a modern facility, the Museum team will be able to provide access to the Historic Flying Aircraft Collection with greater safety and comfort.

3. It moves the Air Adventures operation to a customer-friendly location and the developing side of the airport. With new infrastructure and rapid-expanding businesses and growth, the East side of Willow Run Airport is enjoying a boom of economic revival. Furthermore, it puts the current Museum and new facility only three blocks from each other.
We would certainly be remiss if we did not take a moment to publicly acknowledge all the generous contributors to the project thus far. Your investment and belief is humbling and each donation has made a difference. Because of your selfless contributions, this project has begun and will move this Museum forward into a new and exciting phase of its history.

We have 75% of the project in the bank and have the ability to borrow the remainder. Our goal, however, is to open this facility without any debt to the Museum, so the fundraising continues. We are looking for continued financial support to complete this project without any burden to the Museum.

So what are we going to call this new complex?

What name will such an important building wear? What will this facility be called into perpetuity? Let us begin by saying that all donors are incredibly important, but there is one man that has always been there in times of our greatest need. A man that is not often seen or heard from but has supported the Historic Flying Aircraft Collection for decades. A gentlemen and true patriot that never says ‘no.’ It gives us great pleasure and honor to publicly announce for the first time in print that our new home for the Historic Flying Aircraft Collection will be called the Yankee Air Museum’s Roush Aeronautics Center.

For his unwavering support of the aircraft and our operations throughout the years, we tip our hat to Mr. Jack Roush and are proud to have the new Aeronautics Center bare his name and forever associate his legacy in keeping our vibrant institution alive.
Fun Stats
About the New Roush Aeronautics Center

- Did you know with the new Roush Aeronautics Center we will be able to do the following:
  - Regular tours
  - School group tours
  - Group tours
  - Special event rentals

That means **thousands more** people will be able to appreciate and experience the Historic Flying Aircraft Collection of the Yankee Air Museum.

- Each Hangar Bay door will be 28' high and 120' wide.

That means **14 semi-trucks driving side by side** could drive through just one of the Hangar openings.

- The mechanical/shop/office space to support aircraft maintenance will be 6,000 square feet on the deck and over 72,000 cubic square feet of volume.

That means this space would hold about **19,440 footballs**.

- Bare bones construction costs = $4.5 million dollars.

That means the building of the Roush Aeronautics Center will be the **first brand new facility ever built** by the Yankee Air Museum in its 38+ year history.

- The new location will be easy to find and only three short blocks from the Museum.

That means customers will be able to find their Air Adventure Ride without getting confused and lost on the West side of Willow Run.

- Each Hangar Bay will be 15,000 sq ft on the deck and over 540,000 cubic square feet of volume.

That means each hangar bay will hold around **274 million ping-pong balls**.
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Our newest addition to the Historic Flying Aircraft Collection, the UH-1H Huey, made its debut this past December in a very fitting way: flying in Operation Good Cheer! On December 7th, 2019, Yankee Air Museum’s representatives for Santa loaded our Huey full of presents, including several bicycles, for foster children in Michigan.

Operation Good Cheer is an entirely volunteer-led Christmas gift-giving program, sponsored and coordinated by Child and Family Services of Michigan, Inc. The organization was created in 1971 by individuals who wanted to make a difference in the lives of children who reside in foster care. In 2019, a record 7,159 foster children and youth in Michigan received gifts to open on Christmas morning.

Thousands of generous volunteers gather annually to participate in Operation Good Cheer. Donor groups and individuals purchase and wrap Christmas gifts from a child’s “Wish List.” The gifts are picked up, loaded and transported by volunteer trucking companies to a centrally located airport. Then, pilots such as our Huey flight crew transport the gifts to local airports across Michigan. At each airport, agency volunteers gather the gifts and deliver them to the children and youth in foster care. This impressive display of generosity provides thousands of youth, some of whom would not receive anything otherwise, with gifts and the joy of knowing there are people who care about them.

We thank the team of Operation Good Cheer for allowing the Yankee Air Museum’s flight crews to participate in this wonderful program! We look forward to Operation Good Cheer 2020!
For anyone who has been around the Yankee Air Museum for any part of our close to 40 years of operation, one iconic aircraft that is hard to miss is the B-52 bomber. Nearly 160 feet long, with a wingspan of 185 feet, this behemoth sleeps in the field adjacent to where the original Yankee Air Museum building once stood.

The B-52 has a long history with the Yankee Air Museum. It was one of the first aircraft that the Museum received on long-term loan from the National Museum of the United States Air Force, back in 1983. It was a huge accomplishment for the young Museum, and was an historic moment for our organization when it arrived. In fact, the Yankee Air Museum was the first civilian organization to have a B-52 put on loan to them. Up until that point, Air Force regulations prohibited the loaning of a B-52 to non-military entities. 677 was flown in to Willow Run on October 26, 1983 with a large crowd of close to 1,000 people watching. According to the December 1983 issue of the Yankee Air Force Newsletter,

“Shortly after 1:00 pm the huge Boeing B-52D Stratofortress broke out of the clouds, entering Willow Run airspace on her final flight. To the crowds delight, Lt. Col. Jim Nerger, pilot for this aircraft’s last flight, brought her in low over the YAF Hangar at 220 knots, so all could see her majestic lines and hear the tremendous roar of her eight J-57 engines. A cheer went up and then a silence settled over the crowd as our B-52 climbed out and re-entered the pattern for landing. The realization, at that point, that we were seeing this great aircraft in the air for the last time in
her long and proud life, was enough to bring tears to my eyes; and probably a lump in the throat to many of those on hand to witness this historic moment. As the hushed assembly watched, the B-52 was brought in for her final landing, touching down on Runway 5 Right at Willow Run...All ears strained to hear the last turn of the engines, knowing that these eight J-57s would never turn again and knowing that this great lady was finally ours; and ready to give herself over to our care, for the rest of her life.”

677 was moved into position shortly after her arrival, and there she has sat since that time.

Spending her retirement in Michigan, the elements have taken their toll on the lady throughout the decades. By 2014, the ravages of time and weather reached a point where 677 was at risk of being unsalvageable. However, thanks to a number of Yankee Air Museum volunteers and
B-52 ON THE MOVE

B-52 crew chief veterans, a concentrated restoration effort began. After all, the B-52 had protected us throughout its life; it was now our time to protect her.

Through the help of Vietnam veterans (some of whom served and worked on 677 in Thailand during the War), the U-Tapao Alumni Veterans group, various Air Force veterans, and a unique partnership with the MIAT College of Technology, the B-52 has undergone considerable progress on restoring her to her former glory. While restoration work will continue throughout the next few years, 677 is now in a condition where she is protected from the existing corrosion doing any further damage.

Weighing nearly 83 tons empty, it is not an easy undertaking to move this retired warrior. However, this year, we are tasked to do just that.

This year, the B-52 will move one more time to its new home adjacent to the Yankee Air Museum’s Roush Aeronautics Center on the southeast side of the Willow Run Airport. With the closure of Hangar 1 this year, most of Willow Run Airport tenants are relocating to the East ramp. New hangars are slated for construction and impedes where the B-52 currently rests. With the Yankee Air Museum’s Aeronautical Center being located on the opposite end of the East Ramp, relocating the B-52 to our new site is the next logical step in bringing all of our aircraft and assets closer together.

Thanks to the diligent work of the B-52 Restoration team, the aircraft is now in a condition where it is safe to move. 677 will be our gate guard to watch over the new home for the Historic Flying Aircraft Collection. It will be a hard landmark to miss, with its 48 foot tall tail rising high in the sky. Finally, our guests will be able to once again see the B-52 up close and personal, reminiscent of the beginning days of the museum when one could walk through the Air Park that was alongside the original museum building to see this majestic aircraft.

We are thrilled to be able to move the B-52 into her rightful place of honor next to our Historic Flying Aircraft Collection at the new Roush Aeronautics Center, and look forward to being able to share in the awesome experience with our community.
The B-52 is a D Model – one of only nine left in existence
185 foot wingspan, 160 feet long
Can carry up to 70,000 lbs of mixed ordnance
Combat radius of 4,480 miles
Take-off weight was approximately 480,000 lbs (with fuel and ordinance)
The B-52 has been in active service with the USAF since 1955, completing 65 years of service in 2020. It is expected to serve into the 2050s.
677 participated in hundreds of Arc Light bombing missions and in Operation Linebacker II in December 1972 that brought an end to the war in Vietnam and ultimately led to the release of our Prisoners of War from the Hanoi Hilton.
677 was the last B-52 to drop bombs on the Ho Chi Minh Trail in Laos in 1973
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*Air Adventures Discounts not applicable to all Membership levels.

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Go Greyhound

And Leave the Flying to Us

Just as the 240th Assault Helicopter Company said to their team, the Yankee Air Museum is saying to you today. Beginning this summer, you can experience this helicopter the way it was meant to be: in the sky. With flights as low as $89, taking an Air Adventure has never been more exciting!

The UH-1H Greyhound Helicopter made its way home to the Yankee Air Museum in September of 2019, after being restored to flying condition. The Greyhound, serial number 66-01126, served during the Vietnam War from October 1967 through December 1971 and was named after the well-known Greyhound Bus Company. We are proud to honor the history and heroism of the 240th AHC with the rebirth of the helicopter that offered them promise and stability during a chaotic time.

You can honor the crew by taking an Air Adventure in the very helicopter that was used by the “Greyhounds, Mad Dogs, and Kennel Keepers.” Hear the famous sound the blades make when rushing through the air and feel the power of the aircraft as it swiftly lifts you off the ground and toward excitement!

Schedule your adventure on the Huey Greyhound today by visiting Yankee Air Museum’s website at:

YANKEEAIRMUSEUM.ORG/FLY
Based on the award-winning book *Fatal Crossing* by Valerie van Heest, this exhibit explores the mysterious disappearance of Northwest Airlines Flight 2501 in the choppy waters of Lake Michigan on June 23, 1950. With the tragic loss of all 58 people onboard, this ranked as the worst aviation disaster in the country. The faces and stories of the victims and their personal possessions, later found floating on the lake, make this an emotional exhibit.

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HAIRLESS JOE

UH-1
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B-17
YANKEE LADY

B-25
YANKEE WARRIOR

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