



# AUTUMN NEWSLETTER

November 2015

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## What A year!

2015 has been a great year for the museum. To begin with, this coming January, we will celebrate our 15th anniversary.

This past year has changed, just a little at a time, but big changes over the year. In July 2014, a local couple offered us a Challenge Grant. They stipulated that they would donate \$100,000 to the museum, if we could raise the same amount. The deadline was June 30, 2015, and right up to the last days of June, we weren't sure we would make it. Several museum fans came to our aid, and voila! We made it. This

donation has given us a measure of financial security we've never had before. The funds are not to be used frivolously, but are there for us should we need it to keep the museum on track.

### Contract Work Picks Up

About the same time we received this great gift, our contract work began to grow. In the last 4 months, our list of people needing help on their aircraft has steadily grown, and is now up to eighteen different jobs. Some are small, but many are big jobs, taking several months to complete. We are now accepting work for the future, and

several owners have stated .... "No hurry,

Jerry. I'm willing to wait." So we now have even more security going into the next couple of years.

We would not be able to handle this much work in a timely manner if we didn't have some of our best assets: the youth volunteers! Some of our kids are now young adults, and have been with us for so long, they can and do operate the museum. They are seasoned re-builders able to accomplish many of the processes required to finish a restoration of an antique airplane, and they also provide the newer volunteers the needed training. Without these loyal volunteers, we would be overwhelmed. Many of you will recognize these people and how they have grown, in these accompanying pictures.



*Bill Shepherd's Soviet Fighter*

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105 Airport Road  
Jefferson County  
International Airport  
Port Townsend, Washington



*A couple of our volunteer youth building a wing.*



*Another volunteer youth cleaning spark plugs.*



*More volunteer youth setting rivets.*

## Attendance is up

On top of that, the museum benefitted from a gain in the number of guests during the Spring and Summer. We saw more travelers, more tours, more group parties, and more clubs, such as classic cars, and specific car types, such as the famous Model 'A' Ford.

But there were a couple of items not-so-good. Our lawns turned brown very early this past year, and it was apparent that we should not waste precious water, so no watering. By May, our lawns looked like Death Valley! And our annual dinner/dance/auction held in July was all set to go, only to collapse due to problems with a new vendor. We were forced to send letters to all the listed guests, and postpone the event to November. As I write this note, we are nearly at the date, but it will be over before this letter reaches you. Approximately 2,000 copies of this newsletter will be sent out, after lots of folding and stuffing, and we hope to have it in the mail before Thanksgiving Day.

## A Sixteenth Birthday Solo

During our last 6 months, we have added four new youth volunteers from nearby and one for the summer only, as he lives in San Francisco. (He will be back next summer, along with a new boy from Minnesota. Summer Only!) And just recently, one of our young ladies soloed on her 16th birthday. (Must be 16 to solo!) She flew in the morning before school, got her driver's license at lunch time, and flew a different airplane after school before she ran off to compete in a volley-ball game. (Her team lost....)

Two of our young men, 15 and 16, are creating new wings for a 1932 airplane owned by PTAM. And both of them are training to be pilots, as well as another young lady. Great kids, all of them. Others are contributing in the shops, working on customers' aircraft. Eric and Gage work together, and actually are talented enough to bring in money for the museum from their work.

For the last 15 months, our focus has been the rebuild of a Spanish built 1965 Bucker Jungmann. We have also worked on a 1940 Fairchild 24, a 1946 Ercoupe, a 1932 Cabin Waco, a Cessna 182, a new interior in a Mooney, and a 1950 Piper Pacer (new windows). We also repaired a damaged 1948 Piper, painted wings on a new experimental airplane, fabric work for a Super Cub, riveting and paint work on an RV-12. PTAM has 3 airplanes

being restored, but we have very little time to work on them. Jack Becker works on one every Thursday, but he has been called back to teach at the Wooden Boat School for the current term. We also were blessed with 2 kit planes from donors. In June, a Bellingham gentleman donated half of his “Dakota Hawk” to the museum. We (he and I) sold the airplane to a Montana man. Just recently, we were given a “Fisher Horizon”, and it is now up for sale.

## Our Youth Volunteers

Every 6 months, we send out this missive, usually in November and May. And every 6 months, we look in at some previous youth volunteers. Many of you are following their activities, and if we can find them, we report their latest ventures.

**Luke** is halfway through his doctorate at M.I.T.

**Kyle** is currently working on a special project and can't disclose the details.

**Jake** is still flying for Horizon Airlines in Seattle, but wants to fly for the parent airline, Alaska Airlines.

**Emily** is stationed at Fort Lewis, Washington, training on the Blackhawk helicopter. She and her husband have 8 month old twin girls, and she is having a dilemma! Should she stay in the Army? Or be a stay at home Mom?

Our original **Ben** is also flying for Horizon, but there are some rumors about moving soon to Alaska Airlines!

**Chris** is also flying for Horizon, and is happy for now.

**Dan** is now a Navy pilot, and hopes to be assigned to FA-18 aircraft.

**Doug** is finished with most of his training. He is now stationed at Whidbey Island, training on FA-18.

**Ben 2** is in his senior year at the University of Washington.

**Tyler** is still a U.S. Army medic in Kentucky, and wants to move to paratroopers.

**Michael** is in his second year at Washington State University at Pullman, and has been awarded a large scholarship from the U.S. Army.

**Seth** is now a freshman at Rocky Mountain College in Billings, Montana, training to be a commercial pilot.

**Fuzzy** (Evan) is a naval engineer at the Pearl Harbor Navy Yard

**Tim** is teaching gymnastics at the University of Washington

**Paul** is flying refueling aircraft for the U.S. Air Force, based in England.

Obviously, I am happy with these people! I would like to know what others are doing, but it is easy to lose track of them. They are all very special, but I didn't know that when



*A sixteenth birthday Solo goes up on the board.*



*Not all the jobs are glamorous but our volunteers pitch in where ever needed*



*Seth is heading off to college*



*Stitch that fabric . . .*



*Twist that tail wheel . . .*



*Tote that bale or strut . . .*

they started at PTAM. Our present people are all special and will excel in the future. We are very close to straight ‘A’ averages for all of them. They recognize the value of having top grades when they begin college. None of what they have done has been easy. They don’t just arrive at birth with all their achievements. They work very hard to please themselves, their parents, their teachers, and to a degree, the museum board. They know they’re special, and continue to strive to be better.

## Not just an Antique Museum

That is the difference! We aren’t just an antique airplane museum. We aren’t just a youth hang-out. We aren’t just satisfied with where we are. We want to be better. All of us!

Want to help? Money helps! Renew your membership. Take advantage of your company’s program of matching donations. Bequeaths are a great way to help. PTAM has been gifted donations from several estates.

## We do it without any support from any government entity

Some of you may be surprised to know we don’t receive any government money, from the city, the county, the state, or the country. They’re all broke anyway, or at best, probably in debt. We are a 501 (c) (3) charity, duly licensed by the IRS. In our case, we are “publicly owned”, which means you own it as well as your neighbors, and no-one can just take it home. I hope it lasts forever!

After all these years,  
one thing stands out  
above everything else.  
Can you guess?  
**It’s you!**  
It’s your time, or your money,  
or your children, or perhaps  
all of that and more.

The older we get, Peggy and I, the more we think about those people who encouraged us to keep going. There have been so many that gave us money, or couldn't, but told us they wished they could. Those folks are from every state in the U.S.A. and several foreign countries.

It's hard to believe it has been 15 years since we started the Port Townsend Aero Museum. I would like to personally shake the hands of all of you....Thank you! You should know we are looking forward to the next 15 years!

Jerry

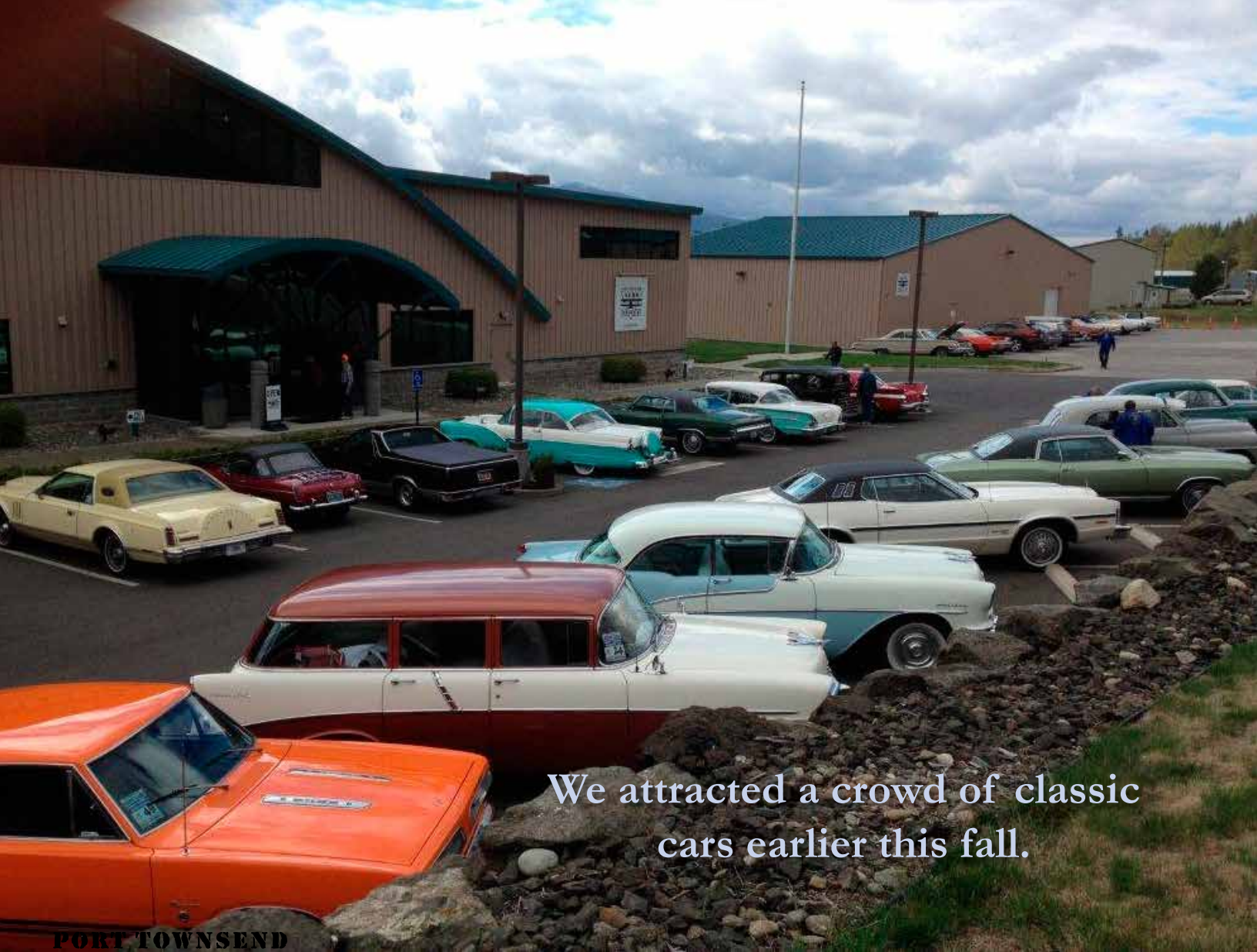
“Success seems to be largely a matter of hanging on after others have let go.”

—William Feather, publisher



*Jerry & Miguel above, our kids below changing oil, installing a cowl, and the Model A Owners tour group too.*





We attracted a crowd of classic cars earlier this fall.



Learn more about PTAM. Visit our website [www.ptaeromuseum.com](http://www.ptaeromuseum.com)

Open 9-4 Wednesday through Sunday. Closed Thanksgiving & Christmas Day  
Phone 360 379-5244

**Membership Program**

Individual	\$35.00 (annual)
Family	\$50.00 (annual)
Supporter	\$250.00 (annual)
Sponsor	\$500.00 (annual)
Patron	\$1000.00 (lifetime membership)
Visionary	\$5000.00 (lifetime membership)

*Thanks for your donation*



**Membership Form**

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Address: \_\_\_\_\_

Phone number \_\_\_\_\_ E-mail \_\_\_\_\_

Individual\_\_\_ Family\_\_\_ Supporter\_\_\_ Sponsor\_\_\_ Patron\_\_\_ Visionary\_\_\_

Please return this form to: PT Aero Museum, P.O. Box 101, Chimacum, WA 98325