



AERO MUSEUM NEWSLETTER

Michael Payne, Director
Port Townsend Aero Museum

Board of Trustees

William Sleeper
President
Terry O'Brien
Michael Payne
David Wilkinson
Jack Becker



This newsletter is dedicated
to the memory of
Lee Runion

Mailing Address:
105 Airport Road
Port Townsend, WA 98368

Phone: 360-379-5244
www.ptaeromuseum.com

**Jefferson County
International Airport**
Port Townsend, Washington

Port Townsend Aero Museum Newsletter Spring/Summer 2019



A scientist gives a talk to the Jefferson Land Trust about the Cascadia fault & its impact on aviation.

Springtime has finally arrived in the Northwest, and with summer just around the corner, once again it is time for the Port Townsend Aero Museum newsletter. In this letter I'll do my best to bring you up to speed on what we've been working on, who we've been working with, and more importantly, our plans for the Port Townsend Aero Museum into the future. The clock is ticking, so before the future becomes the past, I'll get on with the newsletter....

A late winter's snow at the Jefferson County Airport proved no match for the staff of volunteers and employees at the Aero Museum. It's

been eighteen years since the museum officially opened for business, and just as our youth education program has grown over time, so has our reputation as the place to go for antique aircraft restoration and service. For some people, the Port Townsend Aero Museum is all about our youth program and the opportunities we offer our young volunteers. For others, the museum is about preserving aviation history for generations to come. For many of you it's the combination of both that make this museum experience so special. Working with teenage volunteers at this level is what makes us unique in the world of



Lily making a replacement cover for a 1944 Beech Staggerwing.



Maria Morrison showing her Thuotte/PTAM Scholarship Award.

aircraft restoration. Training teenage volunteers for the hard work and various skills required to restore aircraft, to fly aircraft, and to run the business of an aero museum, gives them confidence and satisfaction at a point in their young lives when these traits can be hard to come by.

Recently we've added three new teenage volunteers to our program. Gavin and Gabriel are twin thirteen-year-old brothers from Bellingham, Washington. Even though Bellingham is over a two hour drive away, one day a week these brothers arrive on time and ready to work. Last year, while passing through Port Townsend, their family visited our museum, and that was all it took. Fast forward one year and this family has purchased a local lot where they spend time on the days that Gavin and Gabriel are volunteering at the Aero Museum. Talk about dedication! One might think this is a unique situation. It's not. We have two other teenagers from Vashon Island whose families went together and purchased property for exactly the same reason. I guess it's true, if you see a good kid, somewhere close behind you'll find

good parents, and maybe, just maybe, a little bit of the Port Townsend Aero Museum. Our newest volunteer is a local young woman named Rose. Like Gavin and Gabriel, Rose is a student pilot in our flight program, and she's already shown that she is sure to excel in our restoration shop.

Speaking of the restoration shop... we are just now completing a Piper Super Cub restoration for a group of owners out of Canada. In addition to the Cub, work continues on a customer's 1940 UPF7 Waco biplane out of southern California. Very soon, we'll be installing new fabric on the fuselage of this Waco, the last major piece of the project to be completed. In addition to customer work, we are actively working on three museum aircraft projects. Jim Hay is heading up the interior installation in our nearly completed 1938 Cessna Airmaster. Jack Becker is working with various young volunteers on the final assembly of our Gee Bee Model E replica, recently donated by the North Cascades Vintage Aircraft Museum. And finally, our team of teenage restorers have their 1964 Piper Cherokee 140 (the very first Piper Cherokee 140 off

the assembly line in 1964) stripped and nearly ready for new paint. We never seem to have a shortage of work, which is a good thing because it's the work that's keeping sixteen teenagers in our program busy as they learn new skills and a strong work ethic.

This past January we added a new aircraft to our flight training program. The Harold Hanson Family Trust (more on them later) including Julie Hubner and Jim Ladd, gave the Port Townsend Aero Museum a grant for the purchase of a Cessna 172, the bigger four-seat version of our Cessna 150 trainer. Everyone at the museum, especially the kids and flight instructors, are very thankful for the "new" 1973 Cessna 172 which has proven useful beyond expectations. It is larger, more powerful, and has rear seats that allow a third student to ride along while observing and learning. This student then switches seats at a distant airport so they can receive a proper front-seat flight lesson on the way back home. Although this aircraft is slightly more expensive to operate than the Cessna 150, it is twice as efficient





Gavin, Gabriel, Henry & Logan reassembling our Taylorcraft.



Phillip & Ryan helping on customer contract work.

when used as described. That is a win for everyone!

On a sad note, we recently lost our beautiful Boeing Stearman after it was forced to make an emergency landing on a local beach when the aircraft experienced an inflight catastrophic engine failure. The pilot, Neil Morrison, did a masterful job getting what had become the world's worst glider safely down onto a narrow and sloping beach. Unfortunately, the slope coupled with severely limited forward visibility caused the right wing to strike the water as he touched down causing extensive damage to the airframe. But as designed, the airframe absorbed the energy of the sudden stop and thereby saved the pilot and passenger, Eric Taylor, from serious injury. Both Neil and Eric are fine and are back to volunteering at the Aero Museum where each of them plays an important role in making our program all that it can be. Ironically, at the very same instant in time that Neil was wrestling the disabled biplane from the sky to an emergency landing, back at the Aero Museum, Tom Lemanski, a local pilot and retired FAA

employee, had just arrived as scheduled to teach a ground school class on emergency procedures to our student pilots! One week after the accident the NTSB and FAA determined the engine failure was the result of a broken crankshaft. For now, we have not decided on our future plans for this once proud aircraft.

Shifting to a much happier note....

There is a lot of new and good news concerning our main museum display building. Certainly not enough space here to cover all the details, but I will touch on the highlights. First off, as you read this letter, I am hopeful our new elevator up to the second-floor mezzanine will finally be complete and fully operational. This elevator is long overdue and will prove to be an asset for years to come. Who knew legally converting a freight elevator to a certified people carrying elevator would take well over a year!

If you received our last newsletter, then you might remember our pressing need for more museum display space. With the aircraft acquired last year from the

North Cascades Vintage Aircraft Museum, we had run out of room in the museum building. Knowing these new aircraft were going to be part of the permanent aircraft collection, along with several nearly completed Port Townsend Aero Museum aircraft restoration projects, our planning for additional space had begun months earlier. These expansion plans consisted of two phases, the first phase being an addition of 5,400 square feet to the south of our current display building. The second phase of the expansion was to be an addition to our existing display building to the east. Before any of these plans could go into action, we had to commission a wetlands study of the proposed expansion sites for Jefferson County. After the wetlands study was completed in late April, I learned that what was a 60-foot wetlands buffer in 2008, when our current building was built, is now a 150-foot wetlands buffer due to changes in the wetlands code. This means we can build the expansion to the south, but not to the east.

This leads me to some good news and a wonderful opportunity for those of you who





Sophie flying our Piper Cub for the first time with the doors open!



Tyler giving instruction to Alwyn on window fabrication.

would like to help the Port Townsend Aero Museum. First the good news....

Phase One: our expansion to the south. This past February, the Aero Museum received a grant from the Harold Hanson Family Trust to fund the construction of our south addition. This addition will extend our existing building another 60-feet by 90-feet to the south while keeping the same roof line and exterior style. The estimated cost of this expansion is 1.5 million dollars. The Harold Hanson Family Trust grant is for 1.5 million dollars, to be paid as our construction costs are incurred. This money is only to be used for the construction of this addition. In return we have agreed to dedicate this addition in the memory of Harold Hanson, and to display the aircraft we received from his North Cascades Vintage Aircraft Museum within this addition whenever possible, along with numerous other antique aircraft, artwork, and memorabilia that currently belong to the Port Townsend Aero Museum or have yet to be acquired. We are very thankful to the Harold Hanson Family Trust for this grant as it will ensure our current

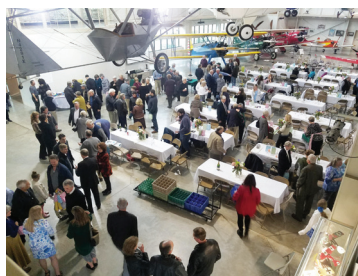
collection of aircraft and artwork can be properly displayed and available for public viewing year-round.

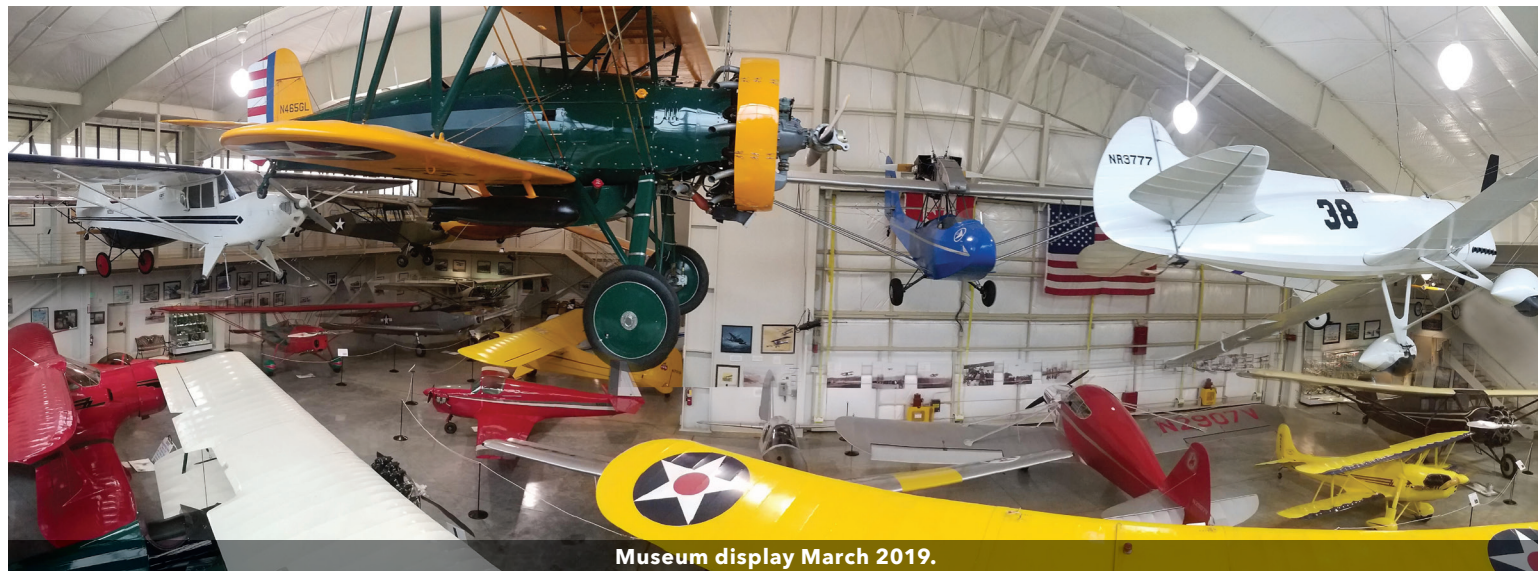
Phase Two: Call it chance, fate, or whatever you like, but in the same week that I received the wetlands study showing our expansion to the east would not be possible, I also received a message that a building directly to the west of our restoration shop might be available for the Port Townsend Aero Museum to purchase. Port Townsend Aircraft Services is the very nice building located only 60 feet to our west. The owners had this building constructed in 2006 and have just recently decided to retire to Bellingham. Because they are supporters of our youth program and know that we are out of space in our current facility, they have given the Port Townsend Aero Museum an option to purchase their 5,450 square foot building. This building was very well constructed and is heated and finished inside much like our current buildings. This property is not currently on the market, and for the future of the Aero Museum, I hope it never is. Since we will not be allowed to build to the east,

our best option is going west with our expansion by purchasing this neighboring property.

The purchase of the Port Townsend Aircraft Services building would allow us to turn our current restoration shop into a finished display building for our collection of aircraft that is growing by the day. We would move our current restoration shop into the Port Townsend Aircraft Services building. The new public display area created in our current shop would give us another 7,200 square feet of space, which would also serve as a place for events, and thereby allow us to keep the main museum building open to the public even when there was an event being held. More building for less money, more display space for public viewing, and no year and a half of construction frustration and cost overruns. Purchasing this building would be by far the best option for the long-term growth of the Port Townsend Aero Museum.

Here is the part where you can help ensure the long-term future of the aero museum and all that it stands for. At this time, we





Museum display March 2019.

simply do not have the money to purchase the Port Townsend Aircraft Services building. A very generous couple from the Tacoma area has pledged a matching funds grant of \$50,000 to go towards our expansion, which once met, would start the wheels turning towards our purchase the new building. Your contribution, no matter the size, will play an important part in making sure the Port Townsend Aero Museum will continue to provide opportunities and brighter futures for generations of young people yet to come. But we cannot do it without your help. If we miss the opportunity to purchase this building, it will be an opportunity lost, and leave the museum with few, if any, options for future growth at the Jefferson County Airport. Please help if you can.

Looking towards the not too distant future... If you're interested in attending our 2019 Port Townsend Aero Museum Dinner/ Dance/Auction, then mark your calendar for the evening of this coming November 9th. Space is limited, so please contact me if you think you can make it and I'll reserve

you a spot. These events are a fundraiser for us, but more importantly, they are a way for all of us at the museum to say thank you, and to honor those who have supported us over the years.

In closing, it was recently brought to my attention by one of our supporters that the Port Townsend Aero Museum, a non-profit 501(c)3, should be considered as an option for those of you faced with mounting income taxes on an RMD (required minimum distribution) from your retirement account. For those of you in a position to make the choice, selecting the Port Townsend Aero Museum as the recipient of your RMD will not only eliminate your need to pay the tax, but will contribute much needed funding to the Aero Museum. You'll pay less in taxes, and I promise you we will take that money and grow it into a facility that truly does make the world a better place by working with the kids of today who are sure to become the leaders of tomorrow.



Alwyn finishing up on a Bonanza.

Thank you and have a wonderful Spring and Summer season!

Mike

Mike





We were happy to host an
Antique Car Club at the Aero Museum...
Give us a call to reserve time for your group.



Sophie

Learn more about **PTAM** at ptaeromuseum.com

Open 9-4 Wednesday through Sunday.

Closed Thanksgiving & Christmas Day

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

Name: _____

Address: _____

Phone Number: _____ Email: _____

Individual ____ Family ____ Supporter ____ Sponsor ____ Patron ____ Visionary ____

Please return this form to:

PT Aero Museum, 105 Airport Road, Port Townsend, WA 98368