



# NEWS

A publication of the Jimmy Doolittle Air & Space Museum Foundation

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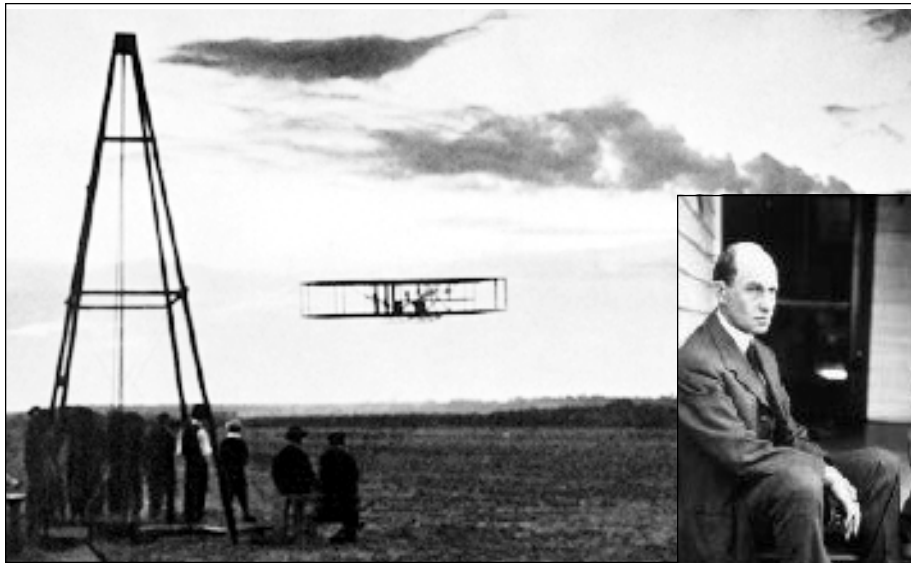
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## CELEBRATING A CENTURY OF FLIGHT!



## The Dawn of Military Aviation in America\*

1903  
**D**ecember 17: Orville and Wilbur Wright piloted a heavier-than-air aircraft for the first time at Kill Devil Hill, near Kitty Hawk, North Carolina. Controlling the aircraft for pitch, yaw, and roll, Orville completed the first of four flights, soaring 120 feet in 12 seconds. Wilbur completed the longest flight of the day: 852 feet in 59 seconds. The brothers launched the airplane from a monorail track against a wind blowing slightly more than 20 miles per hour.

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## Two Ordinary men, One Extraordinary Dream\*

**O**rville Wright once explained that he and his brother, Wilbur, were lucky to have grown up “in an environment where there was always much encouragement to children to pursue intellectual interests, to investigate whatever aroused curiosity.” The sons of a church bishop and his mechanically inclined wife, the Wright boys first became interested in flight as children when their father presented them with a rubber-band-powered helicopter toy of the sort designed by Alphonse Pénau. Although neither of them attended col-

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Comments and questions about the NEWS may be addressed to Editor, Jimmy Doolittle Air & Space Museum Foundation NEWS, PO Box 1565, Travis AFB, CA 94535

## JIMMY DOOLITTLE AIR AND SPACE MUSEUM Mission Statement

The purpose of the Museum is to portray the history of Travis Air Force Base's contribution to the development of airlift in the Pacific.

It's primary objectives are:

- To provide and maintain an aviation and aerospace, educational, scientific, cultural, historical and inspirational facility for the general public.
- To provide to youth, students and scholars historical research facilities and inspirational exhibits.
- To serve as a meeting place and forum for aerospace oriented organizations and individuals for the benefit of all Northern California.

\* In accordance with AFD 64-1, Air Force History and Museum Program.

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Jimmy Doolittle Air & Space Museum

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## PRESIDENT'S ANNUAL MESSAGE



# Jimmy Doolittle Air and Space Museum Foundation

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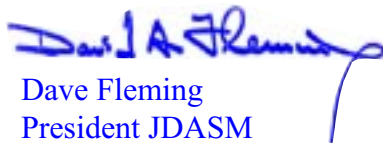
Friends and Members of the Travis Air Museum,

*Preserving  
our aviation  
heritage in  
building a first  
class museum  
at Travis Air  
Force Base  
which will  
serve the  
cultural,  
educational,  
and  
inspirational  
needs of  
our youth,  
students, and  
scholars of  
Solano County,  
the bay area,  
and northern  
California.*

This past year proved to be exhilarating for the Jimmy Doolittle Air and Space Museum Foundation and the Travis Air Museum. The highlight, of course, was hosting the 61st Reunion of the Doolittle Raiders in April. This event, which was made possible by the hard work of hundreds of volunteers, attracted enormous media coverage and greatly helped the promotion of our goal to build a new museum. Altogether we consider it to have been a wonderful success, not to mention being the first joint project of Fairfield, Vacaville, Suisun, Travis AFB, and the Foundation.

The Foundation is now contemplating its next step. It has begun work on a five-year fundraising plan and is in contact with several consultants who may be able to assist with preparing such a plan. In light of current economic conditions, it may also be prudent to begin with a more modest approach toward a new building, such as "Phase I" which would suffice for our indoor exhibits and fabric-covered aircraft and then expand as conditions permit. We also have some flexibility on the site because the environmental assessment included land around the Travis grade school which is closer to the Parkway.

All of this brings new challenges to the foundation, despite the great distance that we have come. Your support has been critical in bringing us this far and will continue to be essential. We therefore request that you consider making a donation to our annual fund drive. Contributions at any level will be greatly appreciated and will help ensure making the Jimmy Doolittle Air and Space Museum a reality.

  
Dave Fleming  
President JDASM

## CURATOR'S CORNER



By Gary Leiser

**D**uring the past quarter the museum received considerable attention on several levels. The **San Francisco Fox television** affiliate visited us in order to do a brief story. There were several retirement parties and tours. Most important, a major banquet marking the **inactivation of 15 Air Force** was held at the museum on 27 September. The museum was closed to the general public for the week prior to this event in order to build a special set and to rearrange the interior of the museum for dramatic effect. Among the large party of flag-rank officers in attendance was the commander of AMC. For the **Veteran's Day parade in Fairfield** on 11 November, the volunteers prepared an entry composed of our T-37 cockpit complete with banners advertising the museum. And on 15 November the **Officers Spouses' Club** held an auction at the museum, which, in part, helped raise money for the proposed new museum.

### ROUTINE OPERATIONS AND MAINTENANCE

Meanwhile the daily job of routine operations and maintenance continued. The front office completed the biennial inventory report for the USAF Museum at Wright-Patterson AFB. Staff, including volunteers, located a pallet for the C-118, cleaned up much of the "back yard" and refurbished the C-131 for the inactivation of 15 Air Force. The commander of 15 AF subsequently held one of his last staff meetings aboard the C-131. I should mention that the base renegotiated its contract with the aircraft wash-rack. The contractor now periodically washes our largest aircraft, which the museum did not have the ability to do.

### NUTS AND BOLTS

With regard to nuts and bolts, **Gary Vostry** cleaned the interior of the O2 and re-worked the cab from the old tower, which we have in storage. **Bob Zirzow** worked on the cockpit and floor of the C-7. **Bob Jenkins** repaired an oil leak on the C-123. **Charlie Maran** has completely adopted the C-118 and has been doing a remarkable job refurbishing the interior. **Jim Martin** worked on the rear guns of the B-52 and continued his weekly inspections of all aircraft. **Charlie White** also worked on the guns and, with **Bob Jenkins**, on moving the R-

4360 engine into proper storage. **Bill Santee** helped clean out trailers. **Joe Tattersall** put water sealant on a wall that, for many years, has been "problematic" whenever it rains. He also continued to work on the USS Hornet model and on the AT-11. He also helped clean up much of the "back yard" and checked out our new air compressor system. **Ben Reed** spearheaded the cleanup of the tire room and accession room. He also made many additions to our reference library. **Gerry Propp** prepared a display of many of the prints that the gift shop obtained from the old Nut Tree aviation shop. He has also been busy trying to put the gift shop's inventory on line. **Earl Johnson**, our superb gift shop manager, wishes to remind everyone that Christmas is coming. **Eric Schmidt** has been planning a display on the Wright brothers for next year. Gary Leiser and foundation member **Duncan Miller** assisted a Turkish film team in the production of a documentary on the life of Sabiha Gökçen, the world's first female fighter pilot. They received an invitation to attend the gala premiere at the military museum in Istanbul but, unfortunately, were not able to attend.

Finally, we would like to welcome **Guy and Diane Wright** as the museum's latest life members.

## THE DAWN OF MILITARY AVIATION IN AMERICA\* CONTINUED

### 1904

August 3: Capt. Thomas S. Baldwin demonstrated the first successful US dirigible at Oakland, California, flying the airship in a circuit.

September 20: Wilbur Wright completed the first circular flight at Huffman Prairie, near Dayton, Ohio.

### 1905

October 5: The Wright brothers' Wright Flyer III, the first practical airplane, flew for more than half an hour near Dayton, covering almost 24 miles.

October 9: The Wright brothers wrote to the US War Department, describing their new flying machine and offering it for sale to the Army. Misunderstanding the offer as a request for funds to conduct invention research, the Board of Ordnance and Fortification turned them down.

### 1906

May 22: The US Patent Office issued a patent on the Wright brothers' three-axial airplane-control system.

### 1907

August 1: The Army's Signal Corps established a new Aeronautical Division under Capt. Charles deForest Chandler to take charge of military ballooning and air machines.

December 23: Brig. Gen. James Allen, chief signal officer, issued

the first specification for a military airplane. It called for an aircraft that could carry two people, fly at a minimum speed of 40 miles per hour, go 125 miles without stopping, be controllable for flight in any direction, and land at its takeoff point without damage.

### 1908

January 21: The Signal Corps announced a specification for an Army airship. It called for an aircraft that could fly for two hours, carry two persons, and maintain a minimum speed of 20 miles per hour.

February 10: The Wright brothers and Capt. Charles S. Wallace of the Signal Corps signed the first Army contract for an airplane.

February 24: The Army signed a contract with Capt. Thomas S. Baldwin for a government airship at a price of \$6,750.

April 30: Aviation enthusiasts in the 1st Company, Signal Corps, New York National Guard, organized an "aeronautical corps" to learn ballooning—the earliest known involvement of guardsmen in aviation.

May 14: Charles Furnas became the first airplane passenger when he rode aboard an aircraft flown by Wilbur Wright at Kitty Hawk.

May 19: Lt. Thomas E. Selfridge flew an airplane called the White

Wing, designed by F. W. "Casey" Baldwin, thus becoming the first Army officer to solo in an airplane.

August 28: After flight tests at Fort Myer, Virginia, the Army accepted Army Dirigible No. 1 from Capt. Thomas S. Baldwin.

September 3: Orville Wright began flight tests of the Wright Flyer at Fort Myer.

September 17: Lt. Thomas E. Selfridge of the Army became the first US military member to die in an airplane accident when he crashed with pilot Orville Wright during a flight test at Fort Myer. A propeller split and broke a wire supporting the rudder. The accident delayed Signal Corps acceptance of an airplane for almost a year.

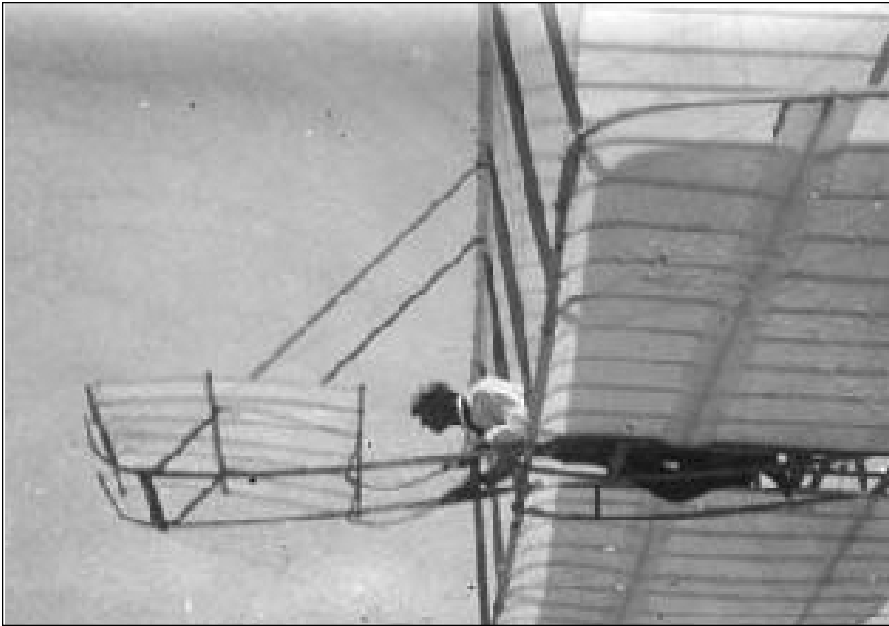
### 1909

July 27: Orville Wright, with Lt. Frank P. Lahm as passenger, performed the first official Army flight test at Fort Myer. They flew for over an hour, meeting one of the specifications for a military airplane.

August 2: The Army accepted its first airplane from the Wright brothers after the aircraft met or surpassed all specifications in flight tests at Fort Myer. The Army paid the Wrights the contract price of \$25,000 plus \$5,000 for speed in excess of 40 miles per hour.

*continued on page 6*

## THE DAWN OF MILITARY AVIATION IN AMERICA\* CONTINUED



August 25: The Army leased land at College Park, Maryland, for the first Signal Corps airfield.

October 26: At College Park, after instruction from Wilbur Wright, Lt. Frederick E. Humphreys and Lt. Frank P. Lahm became the first Army officers to solo in a Wright airplane.

November 3: Lt. George C. Sweet became the first Navy officer to fly when he accompanied Lt. Frank P. Lahm of the Army on a flight at College Park. Lt. Sweet was the official observer for the Navy at the trials for the Wright Flyer.

### 1910

January 19: Lt. Paul W. Beck of the Army, flying with Louis Paulhan in a French Farman airplane, dropped three two-pound sandbags over a target at an air

meet in Los Angeles, testing the feasibility of using aircraft for bombing.

February 15: The Signal Corps moved flying training to Fort Sam Houston, near San Antonio, Texas, because of the cold, windy, winter weather at College Park.

March 2: Lt. Benjamin D. Foulois made his first solo flight at Fort Sam Houston. At the time, he was the only pilot assigned to the Aeronautical Division of the Army Signal Corps and, thus, the only one with flying duty.

March 19: At Montgomery, Alabama, Orville Wright opened the first Wright Flying School on a site that later became Maxwell AFB.

July 1: Capt. Arthur S. Cowan replaced Capt. deForest Chandler

as commander of the Signal Corps's Aeronautical Division.

August 4: Elmo N. Pickerill made the first radio-telegraphic communication between the air and ground while flying solo in a Curtiss pusher from Meneola, Long Island to Manhattan Beach and back.

August 18: At Fort Sam Houston, Oliver G. Simmons, the Army's first civilian airplane mechanic, and Cpl. Glen Madole added wheels to Signal Corps Airplane No. 1, producing a tricycle landing gear and eliminating the need for a launching rail or catapult.

August 20: Lt. Jacob Fickel of the Army fired a rifle from a Curtiss biplane toward the ground at Sheepshead Bay Track, near New York, becoming the first US military member to shoot a firearm from an airplane.

October 11: Over St. Louis, Missouri, in a Wright biplane piloted by Arch Hoxsey, former president Theodore Roosevelt became the first American president to fly.

November 14: Eugene Ely, a Curtiss exhibition pilot, took off from the deck of the USS Birmingham while it was anchored in Hampton Roads, Virginia, thus becoming the first pilot to fly from the deck of a Navy ship.

\*From Daniel Haulman, *One Hundred Years of Flight* (Maxwell AFB, 2003).

## TWO ORDINARY MEN, ONE EXTRAORDINARY DREAM\* CONTINUED

lege, Wilbur and Orville were intellectual, intuitive, confident, and mechanically gifted. As young men, they operated both a print shop and a bicycle shop in their hometown of Dayton, Ohio. Still, their curiosity and technical skills drove them to pursue other challenges. The death of aviation pioneer Otto Lilienthal in 1896 reignited their boyhood passion for wings.

The brothers launched their own aeronautical effort in 1899 after corresponding with both the Smithsonian Institution and the American engineer Octave Chanute. They realized that their first challenge was to find a way to control a machine in the air. They tested their notion of a wing-warping control system on a small kite flown from a hill in Dayton. Between 1900 and 1902, they built three gliders, testing them over the sands of Kill Devil Hill near Kitty Hawk, North Carolina, a location that was ideal because of its high winds and tall dunes, with plenty of sand for soft landings.

Disappointed with the performance of their early gliders, the brothers conducted a series of wind tunnel tests in their bicycle shop during the fall of 1901. On the basis of those tests and their experience with the gliders, they designed and built their first full-scale glider in 1902 and

completed 1,000 flights with it, remaining airborne for as long as 26 seconds and covering distances as far as 622.5 feet.

Now they were ready to attempt a piloted, powered flight. With assistance from their machinist, Charles Taylor, they designed and built an aircraft and a four-cylinder internal combustion engine that would deliver precisely the amount of power required. They also built the propellers, based on their wind tunnel data, that proved to be the most efficient of the time. Success came on the morning of 17 December 1903.

Orville made the first flight at about 10:35 a.m., a bumpy and erratic 12 seconds in the air. A few minutes later, Wilbur flew the plane 175 feet—just a few feet shorter than the wingspan of a Boeing 747. Orville then flew again, a distance of 200 feet. During the final flight of the day, piloted by Wilbur, the Wright Flyer remained airborne for 59 seconds and flew 852 feet.



*Orville Wright*

These four flights marked the first time that a powered, heavier-than-air machine had made a sustained flight under the complete control of a pilot. The Wright brothers were not surprised by their success, for they had meticulously calculated how their

machine would perform and were confident that it would fly once they had ironed out all the problems from their previous tests.

Within a few days of these flights, the Wright brothers were the subject of what were, for the most part, wild and inaccurate reports on the front pages of major newspapers from coast to coast. When they did not follow up with public flights in 1904, the press assumed that the Kitty Hawk story had been an exaggeration, of not a hoax.

Wilbur and Orville pressed ahead, moving their experiments closer to their Dayton, Ohio home. There, in 1904, in a meadow called Huffman Prairie, they built the Wright Flyer II, the first airplane to fly a circle in the air. The flyer III followed in 1905, a plane that could stay in the air for more than half an hour, turn, bank, and fly figure eights.

The Wrights were determined not to fly in public until they had received the protection of a patent and had signed contracts for the sale of their machine. They ceased flying completely in the fall of 1905 and concentrated on finding buyers for their technology.



*Wilbur Wright*

In 1908, the Wright brothers

*continued on page 8*

finally received due acclaim when Wilbur made public flights in Europe, amazing spectators with his flying skill and the maneuverability of the Wright Model A biplane. That same year, Orville took a Flyer to Fort Myer, Virginia, where he made a demonstration. In 1909, the brothers returned to Fort Myer and sold the world's first military airplane to the Army.

By 1909, the Wright Company was turning out four planes a month, making it the largest airplane manufacturer in the world. They also formed one of the earliest exhibition teams, flying in various venues where they could publicize and market their planes. Orville continued to fly through 13 May 1918, six years after Wilbur's death from typhoid fever. He sold his interest in their business in 1915 but remained actively engaged in other related pursuits, among them long-running disagreement with the Smithsonian Institution over who had been the first to fly, the Wrights or Samuel Langley. The Smithsonian had originally given the nod to Langley but later acquiesced in favor of the Wright brothers. By the time Orville died in 1948, he had seen many advances in aviation that were a direct result of the work he and his brother had accomplished.

\*From "Celebrating a Century of Flight," published by NASA, 2003.

## Doolittle Foundation enters the Museum's T-37 Trainer in Fairfield's popular Veteran's Day Parade!



*Ken Scott, grandson of Director Walt Scott and Ken's friend, Cory Merk, proudly representing the Jimmy Doolittle Air and Space Museum Foundations in Fairfield's Veteran's Day Parade.*



*Joining Ken Scott and Cory Merk are Eric Schmidt, Gary Leiser, Bill Santee, Jim Martin and Walter Scott. Also participating was Larry Davis. Thanks guys!*

## HOME SWEET HOME FOR DOOLITTLE RAID MEMORABILIA AND ARTIFACTS

By Steve Burg

So how many of you aviation buffs have visited our museum this year?

As most of you are aware, we had the great honor and privilege of hosting the 61st annual reunion of some of our greatest American Heroes in April of this year. What a wonderful weekend we had sharing some of their adventures from the April 18, 1942 raid on Tokyo! Thousands turned out to meet and greet these men and their families.

Well, as luck (and lot's of hard work) would have it, the Museum has acquired an incredible collection of artifacts and memorabilia from that raid. Most of the items have been donated by a Raider himself, or his family. It is our job to keep for posterity the memory of those times alive for all to see.

The etched leather bound photo album pictured here is available to see in the museum. In fact, there is a large, very complete exhibit with a number of original artifacts brought back with the survivors of that historic day. This album, donated by a nephew of J.R. Stork, a member of

crew #10, contains a photographic history of his time in the Army Air Corp. Starting with his basic training in Texas, the photos take us through his flight training and onto the training for the raid over Tokyo. There are pictures of B-25's that didn't make it off the runway while training for the un-heard-of short take-off requirements from a carrier; a photo of Jimmy Doolittle working with the crews, a shot from another ship of the carrier Hornet underway, and another of the actual take-off from the Hornet for the bombing raid.

Among the hundreds of items Roy Stork brought back from his adventure is his Rip Cord Parachute handle. There is an original letter to Robert C. Bougeois on White House stationery with congratulations from President Harry Truman. Only three cameras survived the raid on the Yokosuka Naval Base and there

are photos on display taken from a window of a B-25 during the raid of the base as they flew over and bombed it. You can see two different replica models of the Carrier Hornet with the 16 B-25's on deck. Look through the display cases at newspaper headlines from April 19, 1942. See artifacts from many of the 16 flight crews; read the story of the raid; watch one of several movies made about the raid, or just enjoy this new collection about the Museum's namesake.

Don't forget the rest of this museum, a treasure in our midst. Walk around the history of aviation at Travis, see the airplanes on static display both inside and outside, have a look in the engine room at the many different power plants. Finally, don't forget to visit the gift shop. Along with a great collection of model airplanes, coins and pins covering a great many Air Force units, painting, books, clothing and sundry items, the book shop offers a special collection of Doolittle memorabilia. There is an autographed B-25 model signed by Co-Pilot Cole and for sale at a very reasonable price. There are newly autographed books by the authors who participated in the raid, and there are copies of Carroll V. Glines' book *THE DOOLITTLE RAID* and *FOUR CAME HOME*.



## DID PRESIDENT FRANKLIN ROOSEVELT FLY IN OUR C-56?

By Gary Leiser

In 1985 the Travis Air Museum acquired a C-56 “Lodestar” with the serial number 41-19729. This aircraft had been donated to the Air Force Museum at Wright-Patterson AFB and was then released to the Travis Museum. It was flown to Travis from Van Nuys Airport by Ron Hevle and Larry Rengstorf. Built on 28 March 1941 by Lockheed, it was obtained by the Army on 8 June 1941 from a civilian owner and assigned to Bolling Field, Washington, D.C. In 1945 it was sold to Air Carrier Supply Corporation. In the records of the Travis Museum, there is some evidence that this aircraft may have been one of the first “Air Force Ones” before there was officially an Air Force.

Number 19729 was built to civilian specifications and with a plush interior. Indeed, its original owner was Arthur Kudner, a publisher of some note. It had a twelve-passenger interior consisting of two pilot seats, a radio operator’s seat forward of the main spar, and on the right side were two tables, a seven-foot davenport with belts for three passengers and one reclining seat facing forward. While keeping the plush interior, the Army later reconfigured it somewhat and installed its own radios and a Sperry gyropilot. At Bolling it was used to transport VIPs.



*C-56, Travis Air Museum collection*

Among those VIPs may have been President Franklin Roosevelt. Two aviation historians assert that President Roosevelt flew in a Lodestar from Washington, D.C. to Mobil, Alabama where he boarded the USS Missouri to attend an international conference. One of these historians, Rhodes Arnold, stated that he distinctly remembered an old Movietone or Pathé newsreel showing Roosevelt and the Lodestar en route to a conference. The other historian, Cliff Overton, said he remembered reading of the Roosevelt-Lodestar-battleship trip. A captain with the Flying Tigers, John Orth, recounted that he once sat next to a woman on a flight who told him that her father had served in the Air Corps based at Bolling and had flown Roosevelt in his Lodestar. All of

this anecdotal “evidence” remains to be confirmed. No evidence of Roosevelt flying in a Lodestar has come to light at the Roosevelt Library. If he did fly in a Lodestar, however, it would no doubt have been number 19729 with its VIP interior. Perhaps one day it will be confirmed that our C-56 was once an “Army Air Corps One.”

Such a designation would be welcome to the old ship. After being owned by various oil companies, including Halliburton, it reached its low point when it was purchased by an Oklahoma turkey farmer. He used it in a business venture in which he flew baby turkeys to California. Realizing after a few trips that this was a losing proposition, he put the aircraft up for sale.

## THE BOMB THAT KILLED GENERAL ROBERT F. TRAVIS



By Edward W. Cutler, Col. USAF Ret.

August 1950 was a time of turmoil in the armed forces of the United States. North Korea had invaded South Korea and the US Defense Department was concerned that either or both the USSR and China might do something to exacerbate the Korean problem. History shows that the latter was correct—China did indeed enter the fray later.

As a consequence, a decision was made to move a number of atomic weapons to the Far East to be prepared in case the situation escalated to severe proportions.

I was then a captain in the USAF and an aircraft commander as well as a “weaponeer” on a combat-ready selected B-29 crew with the 509th Bomb Wing at Walker AFB, Roswell, NM. The wing commander at that time was Brig. Gen. Hunter Harris and he routinely flew with my crew.

On the 4th of August 1950 I was told that my crew would fly to Kirtland AFB, Albuquerque, NM

to pick up a MK III atomic bomb from Sandia Base and ferry it to Fairfield Air Field, Suisun, California for delivery to the 9th Bomb Wing. General Harris decided to go with us on this mission.

Everything went very smoothly throughout the entire mission. The weather was clear and the flight uneventful. General Harris did raise the issue of the safety of the bomb several times and I assured him that as long as the correct red-green plugs were on the weapon it was perfectly safe. We arrived at Fairfield AFB early in the evening on 4 August 1950 and while General Harris went off (I think to see General Travis), I met with then Captain Eugene Steffes who was the aircraft commander for General Travis.

Fairfield AFB had no “pit” for the loading-unloading of MK III weapons so Captain Steffes and I resorted to method number 2. We placed our aircraft side by side in a huge hangar, jacked up the noses until the tail skids touched

the ground. This maneuver uncovered the bomb bays of both planes and we simply lowered the weapon from my plane, moved it across to Steffes’ and hoisted it into his. Mission complete. My log shows that we remained over night at Fairfield and returned to Roswell the next day.

General Travis with Steffes and crew took off, I believe, on the night of 5 August 1950 and according to the story I have heard, one of the propellers (a Curtis Electric) went into reverse just after take off causing an uncontrollable problem for the pilot.

The rest of the story is only hearsay for me, but very much a part of history. It is how Travis AFB got its name.

*Nut Tree aviation  
posters are available  
at the Travis Museum  
Gift Shop*

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New  Renewal

**ANNUAL DUES AND MEMBERSHIP CATEGORIES**

<input type="checkbox"/> Individual Patron	<input type="checkbox"/> \$15.00/1 yr.,	<input type="checkbox"/> \$40.00/3 yrs.,	<input type="checkbox"/> \$65.00/5 yrs.
<input type="checkbox"/> Family Patron	<input type="checkbox"/> \$25.00/1 yr.,	<input type="checkbox"/> \$70.00/3 yrs.,	<input type="checkbox"/> \$115.00/5 yrs.
<input type="checkbox"/> Contributing Patron	<input type="checkbox"/> \$100.00/1 yr.,	<input type="checkbox"/> \$295.00/3yrs.,	<input type="checkbox"/> \$490.00/5yrs.
<input type="checkbox"/> Sponsor Patron	<input type="checkbox"/> \$250.00/1 yr.,	<input type="checkbox"/> \$745.00/3 yrs.	
<input type="checkbox"/> Benefactor Patron	<input type="checkbox"/> \$500.00		
<input type="checkbox"/> *LifePatron	<input type="checkbox"/> \$1,000.00		

Business and Cooperate Annual Membership Available  
\*Life patrons may make this total contribution in any amount over a five consecutive calendar year period. Approved as tax deductible by both United States IRS and California Franchise Tax Board.

*Whether you can give an hour or a day, volunteers are needed in the Gift Shop and office; with the restoration and maintenance crew and as a docent. Please call 424-5605 for more information. Thanks!*

**Jimmy Doolittle Air & Space Museum Foundation**  
P. O. Box 1565  
Travis AFB, CA 94535

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