



The Heritage

Heritage Chapter Bluebills
Boeing Retiree Volunteer Newsletter

May 2024

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Co-Chairman's Comments

By Richard Vaughn

Happy Springtime!

These wonderful spring days are flying by so rapidly that before long we will be wondering what happened to them, where did they go, and what have we accomplished during this time? Did we take some time out of our usual busy schedules to help someone who needs our help? I hope each one of you can answer yes to that question. Lending a hand where needed provides a person with so much more than it takes from them. Try it. You'll like it.

I want to thank every Bluebill who supports our monthly meetings with their attendance. These meetings are to keep you informed about what is going on within the organization and to get your ideas about what you would like to see us do. If you have any suggestions or comments, call me at 206-714-0451 or call the office at 206-544-6286 on Tuesday mornings from 10:00 a.m. to 12:00 noon. I will return your call.



Speakers and Presentations

Jim Beasley, Speaker Coordinator

Reilly Curran from the Office of the Secretary of State will be our speaker on Friday May 31st. The subject will be on the services of the Washington Talking Books and Braille Library.

The Washington Talking Book & Braille Library (WTBBL) is a program of the [Washington State Library](#), a division of the [Office of the Secretary of State](#). Located in Seattle, WTBBL provides library services state-wide, at the library and by mail, to any Washington resident unable to read standard print material due to blindness, visual impairment, Deaf Blindness, physical disability (cannot hold a book or turn pages), or reading disability.

WTBBL has been a Regional Library of the [National Library Service for the Blind and Print Disabled](#) (NLS) of the Library of Congress since 1931.

MARK YOUR CALENDAR - WE LOOK FORWARD TO SEEING YOU MAY 31st!



April Meeting Summary

By: Mary Ulibarri

Richard opened the meeting with the pledge of allegiance and announced the scheduled speaker from the Seattle Mayor's Office had cancelled. It was almost as if members knew that was going to happen...attendance was quite low. There were no attendees with April birthdays present and I have only two on my list: Patti Linscott and Theodore Pfaff.

The meeting then consisted of Jim Beasley explaining his process for obtaining speakers and mentioned some that he has lined up for upcoming months. He is open to suggestions.

The attendees then spent time discussing topics for future meetings. Followed by Richard stating assistance for making arrangements for a summer picnic in August are welcomed. Otherwise, plans will consist of a potluck at the VFW meeting site as has been done the past few years.

The meeting was adjourned following the door prize drawing.

Memorial Day Volunteer Event

Need Volunteers to help place flags on Veteran graves for Memorial Day Observance.

Before Memorial Day, on Saturday May 25th, dozens of volunteers gather to place a total of 3,000+ flags on every veteran's grave.

Where: Bonnie Watson Memorial Park, 16445 International Boulevard in Sea Tac (just East of FAA tower).

When: Saturday May 25th.

Time: 9:00AM

Lunch: Pizza, will be served at 11:30PM

Contact: Nancy Lee Davidson, nld98178@yahoo.com or call 206-290-9506



MEMORIAL DAY CEREMONY MONDAY MAY 27TH 2024

Join us as we gather to remember our fallen heroes who have served our nation. We invite veterans, their families, and all members of the community to join us for this special event.

Ceremony on Memorial Day will include:

- *a presentation of colors*
- *a moment of silence*

- *a reading of the names of those who have given their lives for our country*
- *guest speakers*
Keith Highlanders Pipe Band

MAY- NEWS THEN HISTORY NOW

Boeing Airplane Co., formerly Pacific Aero-Products, is officially incorporated on May 9, 1917.

By Walt Crowley

Posted 11/23/1998

HistoryLink.org Essay 372

On May 9, 1917, William E. Boeing (1881-1956) reincorporates Pacific Aero-Products Co. as the Boeing Airplane Co. and moves his aircraft assembly from Seattle's Lake Union to the so-called Red Barn in a former shipyard on the Duwamish River. This action comes just 20 days after America's entry into World War I and is prompted in large part by the U.S. Navy's acceptance of Boeing's Model C trainer float plane.

Boeing had purchased the Heath Shipyard on the western shore of the Duwamish in 1910, not long after commissioning it to build his personal yacht. He had it converted for aircraft construction in 1917 following the award of a Navy contract for 50 Model C trainers. Boeing workers variously called it "Oxbow," "Plant 1" (after 1936) and, most commonly, the "Red Barn" after the yard's main building.

This complex remained Boeing's main factory until completion of Plant 2 in 1936 at Boeing Field on the opposite side of the Duwamish River. The Red Barn was sold to the Port of Seattle in 1970 and moved to the south end of the Boeing Field in 1975 to serve as the original wing of the Museum of Flight.



Boeing airplanes, The Red Barn, June 8, 1917
Courtesy MOHAI (SHS12999)

Sources:

Peter M. Bowers, *Boeing Aircraft Since 1916* (London: Putnam Aeronautical Books, 1993), 35-36, 196

Note: Bowers cites Boeing's reincorporation on April 26, 1917, the date of application, rather than May 9, 1917, the date of approval; Robert Serling, *Legend & Legacy: The Story of Boeing and Its People* (New York: St. Martin's Press, 1992), 3, 340; Boeing Historical Archives, *Year By Year: 75 Years of Boeing History, 1916-1991* (Seattle: Boeing Co., 1991), 2

Note: In *Year By Year* a caption error cites May 19, 1917; *Seattle Weekly*, July 18, 1984.

Washington's first airplane fatality occurs at the Meadows Race Track in Georgetown on May 30, 1912.

By Alan J. Stein

Posted 2/03/2013

HistoryLink.org Essay 3318

On May 30, 1912, during a flight exposition, a plane piloted by J. Clifford Turpin (1886-1966) plows into the grandstand at Meadows Race Track, located south of Georgetown along the Duwamish River. One spectator is killed instantly and another dies a day later. Sixteen people are injured, some maimed horribly, in Washington's first fatal airplane crash. The Meadows was the scene of Seattle's first airplane flight in 1910, and was paved over to create Boeing Field in 1928.

Trained by the Wright Brothers

Turpin and his flying partner, Phil Parmalee (1887-1912), learned how to fly under the tutelage of the Wright brothers, and since 1910 had traveled across the United States and Canada showcasing the wonders of powered flight. A few days before their arrival in Seattle, the two men performed in Vancouver, British Columbia, and then in Bellingham, where no airplane had ever flown before.

Their exhibitions were similar from city to city. They would both perform spins and rolls, and then Parmalee would carry one of their flight team a few thousand feet into the air, where the man would then do a parachute jump. Turpin and Parmalee would then have a five-mile airplane race, and the show would end with Parmalee taking his biplane as high as it could go, and then descending in a "dip of death" dive.

Both men flew planes that were designed by Parmalee in Los Angeles. These planes were more advanced than the ones they trained on with the Wright brothers, and were built for faster flight and greater maneuverability. Unlike the Wright brothers' planes, which had the propeller mounted in the rear, Parmalee's design had the propeller up front, powered by a much stronger motor.

A Fool Rushes In

On May 30, a huge crowd gathered at the Meadows Race Track to see amazing flights of derring-do. At around 2:30, Turpin's plane was wheeled down the race track, 200 yards east of the grandstand. The crowd cheered. The show was about to begin.

Parmalee and the mechanics tinkered with the engine a bit after it was fired up, and then gave Turpin the signal to take off. The biplane headed down the track toward the grandstand, where it was supposed to take flight right in front of the audience. But then, everything went wrong.

Just as the plane had covered half the distance toward the stands, a cameraman rushed out onto the track to snap a photo. Foolishly, he stood directly in the path of the oncoming plane. Turpin, who had not reached the speed needed to put the plane into flight, tried to raise the craft anyway in order not to hit the photographer. The underpowered biplane barely cleared the man's head but then veered to the left and headed directly toward the grandstand.

Pandemonium

The spectators had almost no time to react as the plane bore down upon them. The left wing of the flying machine hit an iron pipe in front of the judge's stand, pivoting it further into the crowd. It hit hard, knocking people in every direction. The plane's whirling propeller chewed through the crowd before grinding to a halt.

George Quinby (1884-1912), one of the spectators standing right where the plane hit, was thrown back by the force of the crash. He died almost instantly, but his body wasn't identified until later that evening. The propeller had torn off most of his face.

Twelve-year-old Raymond Chapman (1900-1912) had been standing in front of the grandstand with his father when the plane hit. They had tried to run away when they saw the plane bearing down on them, but the iron pipe struck by the plane's wing collapsed and hit young Chapman in the head, fracturing his skull. The boy died the next day.

Seventeen people were injured by the accident, some of them grievously, with fractured arms, legs, and hands. Mrs. Edwin R. Lang (1862-?) had her hand crushed so badly it later had to be amputated. Other victims suffered deep gashes. A severed nose was seen lying in the blood-stained grass, as was a finger.

Grim Aftermath

Turpin was pulled from the wreckage of his plane, alive but with his face badly crushed. The crowd helped move the injured into automobiles for quick transport to the county hospital in Georgetown. An unknown number of people suffering only minor cuts and bruises just wandered off and headed home under their own volition.

The crowd that remained was not without the morbidly curious. No sooner had the injured been tended to, when some people descended upon the plane wreckage to scavenge for souvenirs. After they started grabbing pieces of the propeller or other parts of the plane, a guard was brought over to keep the curio-hunters at bay.

Because a large number of people were still milling around, management at the Meadows decided to continue the air show as a way of breaking the gloom. Phil Parmalee addressed the crowd through a megaphone and asked if they wanted to see him make a flight. They cheered

(Continued on page 6)

him on and he took to the air.

Parmalee did a few stunts and maneuvers, but when he came back down for a landing, the plane hit rather hard and bounced 25 feet before rolling to a stop. Parmalee again spoke to the crowd, asking if they wanted to see the parachutist make his jump. This time, most of the crowd shouted, "No!" and the show came to an end.

Death of His Friends

That evening, Clifford Turpin spoke to reporters from his hospital bed, and described the accident from his perspective. He only caught a glimpse of the photographer who ran out in front of his plane and caused the accident. When Turpin was told that spectators had been killed, he replied sadly, "The only thing I wish is that I had been killed myself" (*Seattle Post-Intelligencer*, May 31, 1912). Unbeknownst to Turpin, one of his mentors, Wilbur Wright (1867-1912), had also died that day in Dayton, Ohio, after suffering a bout of typhoid fever.

While Turpin recovered in the hospital, Phil Parmalee traveled to Yakima to participate in another air show. During the exhibition on June 1, a gust of wind caused Parmalee's plane to crash, killing him instantly.

Upon hearing the news of his partner's death, Turpin vowed to never fly again.
This essay made possible by:

King County
The SCHOONER Project:
The Hon. Jan Drago
Seattle City Council
Seattle Department of Neighborhoods



Turpin's airplane moments before crashing into grandstand, Meadows Race Track, Georgetown, May 30, 1912
Courtesy Seattle Post-Intelligencer

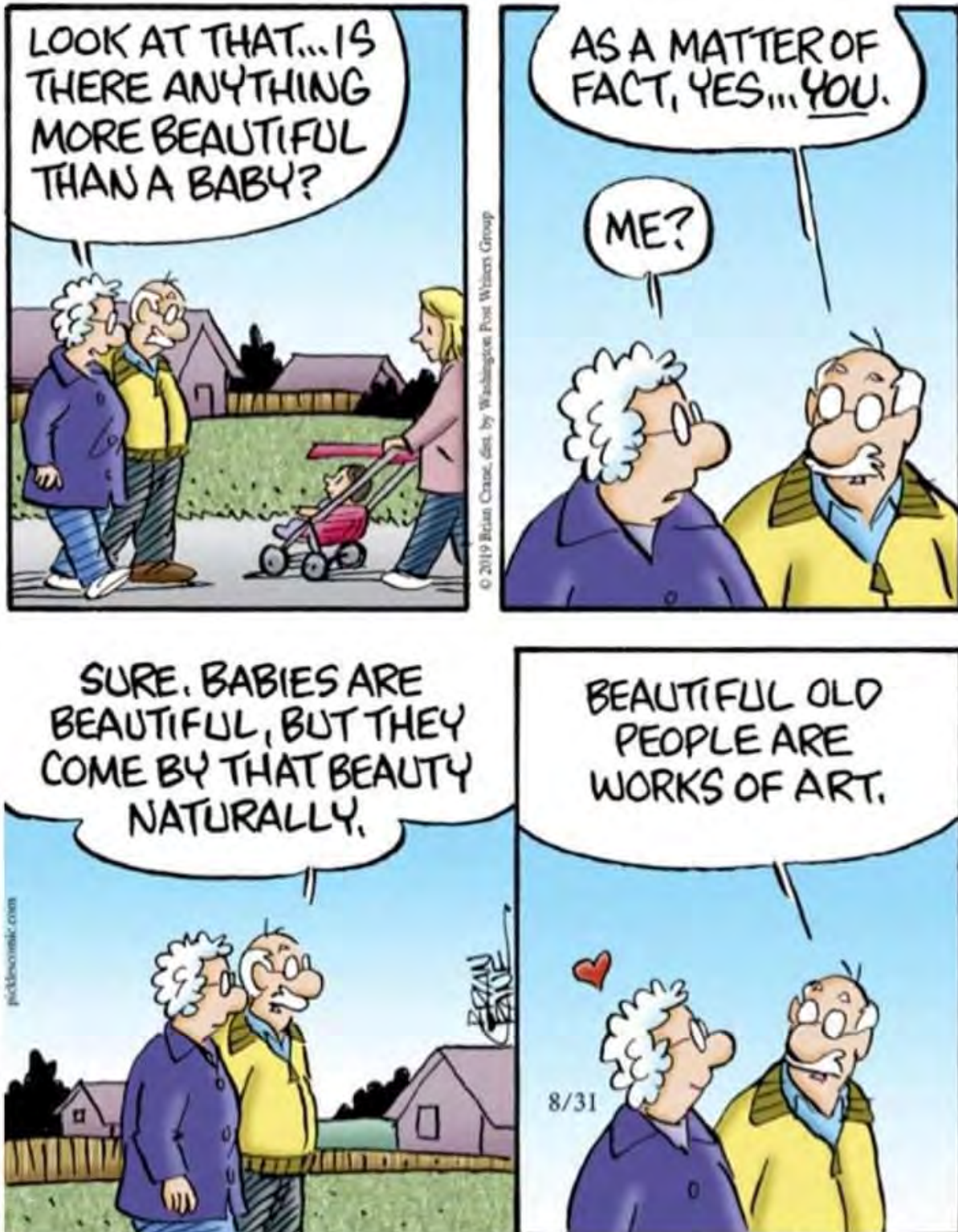
Sources:

"New Airplanes of Birdmen Make Good," *The Seattle Times*, May 26, 1912, p. 17; "Airplane Mows Through Crowd Watching Flight and Maims Spectators," *Seattle Post-Intelligencer*, May 31, 1912, pp. 1, 5; "Turpin Takes a Chance and His Machine Kills," *The Seattle Times*, May 31, 1912, pp. 1, 2; "Man Whose Boy Was Seriously Hurt Tells of his Narrow Escape," *Seattle Post-Intelligencer*, May 31, 1912, p. 5; "Another Victim of Aviation Accident Dies of Injuries," *Seattle Post-Intelligencer*, June 1, 1912, p. 4; "Coroner's Jury Puts Blame on Man Who Ran Before Turpin," *The Seattle Times*, June 1, 1912, p. 1; "Boy Struck by Aviator Dies of His Injuries," *The Seattle Times*, June 1, 1912, p. 5; "Death Angel Claims Life of Birdman as He Mounts Into the

Air," *The Seattle Times*, June 2, 1912, p. 1; "Turpin Declares He Is through with Aeroplanes Forever," *The Seattle Times*, June 2, 1912, p. 1.

Note: This essay replaces a previous essay on the same subject. The current essay was revised on March 5, 2015.

Bits & Pieces



Calendar of Events 2024

In Person Meetings

<i>Jan 26</i>	<i>Chapter Monthly Meeting</i>
<i>Feb 23</i>	<i>Chapter Monthly Meeting</i>
<i>Mar 29</i>	<i>Chapter Monthly Meeting</i>
<i>Apr 26</i>	<i>Chapter Monthly Meeting</i>
<i>May 31</i>	<i>Chapter Monthly Meeting</i>
<i>Jun 28</i>	<i>Chapter Monthly Meeting</i>
<i>Jul 26</i>	<i>Chapter Monthly Meeting</i>
<i>Aug 30</i>	<i>Chapter In-Door Potluck</i>
<i>Sept 27</i>	<i>Chapter Monthly Meeting</i>
<i>Oct 25</i>	<i>Chapter Monthly Meeting</i>
<i>Nov 22</i>	<i>Chapter Monthly Meeting</i>
<i>Dec 20</i>	<i>Chapter Holiday Potluck</i>

Food Bank Schedule For 2024

Cash donations collected at each monthly meeting to be given to a different food bank each month.

<i>January</i>		<i>Open</i>
<i>February</i>	<i>Bellevue</i>	<i>Doug Hoople</i>
<i>March</i>	<i>Issaquah</i>	<i>Dick Beham</i>
<i>April</i>	<i>Maple Valley</i>	<i>Vaughn's</i>
<i>May</i>	<i>Kent</i>	<i>Melinda Stubbs</i>
<i>June</i>	<i>Auburn</i>	<i>Martha Battles</i>
<i>July</i>	<i>Renton</i>	<i>Meri England</i>
<i>August</i>	<i>Black Diamond</i>	<i>Vaughn's</i>
<i>September</i>	<i>Federal Way</i>	<i>Don Hilt</i>
<i>October</i>	<i>White Center</i>	<i>Heinz Gehlhaar</i>
<i>November</i>		<i>Open</i>
<i>December</i>		<i>Open</i>

Bluebills - Heritage Chapter
PO Box 3707 M/C 1K-B02
Seattle, WA 98124
(206) 544-6286

e-mail: bluebills@boeing.com

Web Site: www.bluebills.org

Richard Vaughn Vice-Chairman
rhvaughn32@icloud.com

(Open) Vice-Chairman
bluebills@boeing.com

(Open) Agency Relations
Volunteer Coordinator
bluebills@boeing.com

(Open) Public Relations
bluebills@boeing.com

Norma Vaughn Office Manager
abbyrose00@msn.com

(Open) Community Outreach
bluebills@boeing.com

(Open) Education
bluebills@boeing.com

Marcia Phelps Historian
mlp14331@hotmail.com

Dick Beham Computers
bluebills@boeing.com

Dick Beham Newsletter—Webmaster
bbbeditor@live.com

Mary Ulibarri Newsletter Co-Editor
marybarri20@gmail.com

Janice Hawes Busy B's
j.s.hawes@comcast.net

Jim Beasley Speaker Coordinator
jimcarlab@hotmail.com

(Open) School Supplies for Children
bluebills@boeing.com

**Don't Forget to
Report Your Hours!**

Bluebills Heritage Chapter Meeting



May 31, 2024

Social: 10:00AM

Meeting 10 :30 - 11:30 AM



Speaker: *Reilly Curran, Office of the Secretary of State*

Subject: *The Washington Talking Book & Braille Library (WTBBL)*



The Bluebills monthly meetings are held at the VFW Post 1263, 416 Burnett Ave South, Renton, WA. Parking is available in the lot immediately across the street from the VFW.

Bluebills Monthly Volunteer Hours

Volunteer Name _____

Phone Number _____

_____ **Hours worked** _____ **For** _____
(month/year) (agency name)

_____ **Hours worked** _____ **For** _____
(month/year) (agency name)

_____ **Hours worked** _____ **For** _____
(month/year) (agency name)

Please send completed hours form to Bluebills, PO Box 3707 1K-B02, Seattle, WA 98124
Email to bluebills@boeing.com or bring to Bluebills monthly meeting