



FAM14

A PUBLICATION OF THE SAN FRANCISCO AERONAUTICAL SOCIETY

LEADERSHIP MESSAGE

SPRING 2018

2017 was a terrific year for the San Francisco Aeronautical Society thanks to it's members and their support. Your continued interest and support of aviation history is much appreciated by the Board.

Capping off our year was the Society's annual Gala. This year's theme was the evolution of aviation. Depicting the evolution were aircraft models created by the Bay Area's own Jim Lund. Jim has conceived and built over 1600 model aircraft ranging from significant vintage aeroplanes to today's airliners. His eye is keen and the detail of his models is most remarkable. Jim has donated 300 of his models to the SFO Museum and they are featured in a current exhibit.

Honored at the Gala, with the Society's 2017 Achievement in Aviation Award, was John Travolta. Mr. Travolta, in addition to being an award winning actor and owner and pilot of varied aircraft, is renown for his contributions to the history of aviation, his donation of aircraft to historical organizations and his flying food, medical supplies and emergency personnel to disaster areas.

Topping off the evening were wonderful auction packages donated by the likes of Qantas, Alaska Airlines, Air France, Singapore Airlines, Hawaiian Airlines, Jet Blue, United Airlines and Virgin Atlantic Airways. Together with hotel, restaurant, sports and theatrical donations, there was something for everyone to bid on.

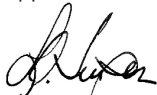
Of course, monies raised by the Gala are put to good use. Elsewhere in this newsletter, you'll find an article regarding the winners of this year's scholarship awards. The Board is pleased to announce, for 2018, it has increased its top scholarship award up to \$25,000. Upcoming high school seniors in a public school in San Francisco or San Mateo counties should contact their high school guidance counselor about how to apply, or contact Diane Birmingham at dbirmingham@sfaero.org for information. Be aware the cutoff date for receiving next year's essays is March 1, 2019.

The Society also continues its work to support the SFO Museum through acquisitions. Most recently, we purchased an original (and working) Douglas

DC-3 seat. The seat was designed and manufactured by Warren MacArthur. MacArthur supplied near 85% of aircraft seating in the 1930's and 1940's. We also purchased FLIGHT by Charles Hobson. This book is one of only 30 copies printed and was eagerly sought by collectors. In addition to the SFO Museum, copies reside in the Libraries of Congress, UC Berkeley, Yale, Princeton, Stanford and the Claremont Colleges. We were fortunate enough to be able to assist the SFO Museum in this collection development.

Lastly, the Board is commencing a study to determine what other benefits it may offer to members to make belonging to this worthy organization even more attractive. If you have any thoughts on this subject, please send to Diane Birmingham at dbirmingham@sfaero.org.

Again, thank you for your continued support.


Louis A. Turpen
President

GALA 2017

A Century of Airplanes

November 2, 2017 | Louis A. Turpen Aviation Museum

Last November the Society welcomed aviation enthusiasts to a celebration of aviation and it's rich history. The evening's theme "A Century of Airplanes" complements the current museum exhibition, "*Aviation Evolutions: The Jim Lund 1:72 Scale Model Airplane Collection*", which presents three hundred transport aircraft from the Wright brothers to the present day, celebrating the airplane as a thing of beauty, and the continuum of aeronautical engineering, design and influence for over one hundred years.

As a special feature of the program, the Society presented the



A Century of Airplanes at the 2017 San Francisco Aeronautical Society Gala.

Achievement in Aviation Award to John Travolta—actor, owner and pilot of many aircraft—for his personal involvement in aviation, as well as his commitment to preserving its history.

This year the Gala raised record amounts to support the educational programming needs of the Aviation Museum and continue our scholarship program for high school seniors. We could not have reached such a momentous achievement without the support of our members and sponsors.



JOHN TRAVOLTA

Recipient of the San Francisco Aeronautical Society Achievement in Aviation Award

The Board of Directors of the San Francisco Aeronautical Society takes great pleasure in bestowing the 2017 Achievement in Aviation Award to John Travolta. In recognizing the two-time Academy Award nominee, Golden Globe, and Emmy Award winning actor, the Society pays tribute to this well-known aviator for his personal and public achievements as a pilot and his tireless work in promoting appreciation for the history of aviation. His influence and lasting contributions to aviation are based on a life-long passion for flying matched by a remarkable level of personal involvement and dedication. In using his skills to convey the pure joy of flying, the raising of public awareness, and in the service of humanitarian causes, John's achievements have made him a preeminent representative and spokesperson for aviation.

John Travolta received the 2003 American Institute of Aeronautics and Astronautics Foundation "Award for Excellence" for his efforts highlighting and promoting the advantages and safety of commercial flying. Later that year, on December 17, 2003, the 100th anniversary of the Wright Brothers First Flight, John served as Master of Ceremonies, at Kill Devil Hills, NC, for the First Flight Centennial Celebration.

In 2008 John was designated as "Ambassador of Aviation" at the Living Legends of Aviation Awards ceremony. He has also had the honor of hosting this awards ceremony event for the past five years.

As the global goodwill "Ambassador-at-Large" for Australian-based international airline Qantas, John has piloted his Boeing 707 on several world trips, the first being a 13-city Spirit of Friendship Tour he undertook in 2002 to promote people getting back on to commercial aircraft and trusting air safety after the September 11 incident.

In 2005, he flew his aircraft to New Orleans, with food, supplies and medicine for the victims of Hurricane Katrina. In 2010, he piloted his Boeing 707 laden with food, medical supplies, doctors and volunteers to Haiti in the wake of the earthquake disaster. "We have the ability to actually make a difference to the situation and I just can't see not using this plane to help," Travolta said.

His home in Ocala, Florida, located in a fly-in community, is designed like a 1950s airport terminal with a taxiway leading to the house. This

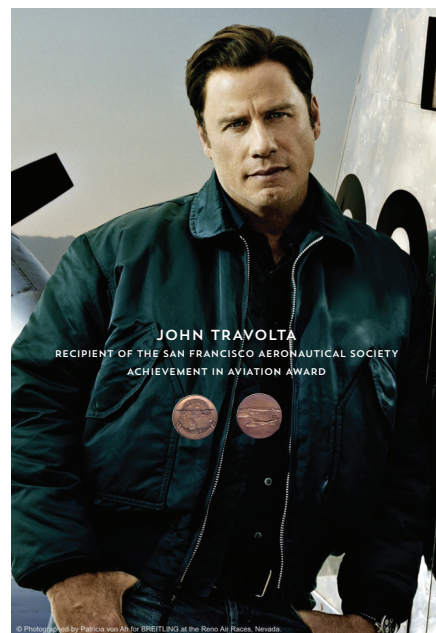
arrangement is in alignment with his dream of aviation being a natural part of everyday life. "I find flying extroverting—it puts your attention outside yourself. The sensation is thrilling and there's a beauty and an art form to it," says Travolta.

As a child growing up in New Jersey, John observed the flight paths of the closest airports—La Guardia, Teterboro and Newark—read books on aviation, and took particular interest in Lockheed Constellations, and Douglas DC-6s and DC-7s. At the age of 16, he began flight lessons, funding his passion with paychecks from acting. He earned his pilot's wings in 1974 when he was 19.

John is a certified pilot, qualified as Captain on a number of aircraft including the Boeing 747 (Australian cert), Boeing 707, Boeing 720, Cessna 500, Challenger 600, Eclipse 500, Gulfstream II, Hawker 125, Learjet and Soko Galeb. He is also qualified to fly the de Havilland Vampire and Canadair CL-41 Tutor/Tebaun. Since earning his wings, he has logged close to an astounding 8,000 hours for reasons both professional and personal.

John currently owns several aircraft, including a Dassault Falcon 2000, and an Eclipse 500.

John recently donated his 1964 Boeing 707-138 to the Historical Aircraft Restoration Society in Australia, so that it can be fully restored to flying condition for future generations to enjoy. John said of the donation: "I am truly excited by this project and am just so pleased that this beautiful aircraft, for which I obviously have very fond memories, will continue to fly well into the future."



EXHIBITION HIGHLIGHT



1: SCADTA (Sociedad Colombo Alemana de Transporte Aéreo) Junkers F.13 monoplane airliner model aircraft 2002; First flight: 1919; Introduction: 1920. **2:** Dornier Do X monoplane flying boat airliner model aircraft 1985; First flight: 1929; Introduction: 1930. **3:** American Airways Curtiss Condor T-32 (Condor II) biplane airliner model aircraft 1983; First flight and introduction: 1933. **4:** United Air Lines Douglas DC-4E experimental prototype monoplane airliner model aircraft 1985; First flight: 1938. **5:** Hughes H-4 Hercules military transport flying boat prototype model aircraft 2002; First flight: 1947. **6:** TWA (Transcontinental & Western Air) Lockheed Model 049 Constellation airliner model aircraft 1995; First flight: 1943; Introduction: 1946. **7:** Pan American World Airways Boeing 377 Stratocruiser airliner Clipper Nightingale model aircraft 1999; First flight: 1947; Introduction: 1949. **8:** TWA (Trans World Airlines) Boeing 707-331B Star Stream airliner model aircraft 1980; First flight: 1957; Introduction: 1958.

WITH OUR THANKS... A Century of Airplanes 2017

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AVIATION EVOLUTIONS:

The Jim Lund 1:72 Scale Model Airplane Collection

The exhibition, *Aviation Evolutions*, presents nearly three hundred models of pioneer, sport, and commercial aircraft and twenty-one of the photographic vignettes that Jim Lund has generously donated to the SFO Museum aviation collection.

Jim Lund, a Bay Area native, has a passionate interest in aviation dating back to his childhood when he first constructed aircraft models. Later in life, he returned to the practice and has dedicated much of his time to model building as a way to explore and experience the astonishingly rapid advancement of aviation since the first airplane.

With a keen eye for detail, Lund's research includes careful study of the photographic record to assure that his models are accurately portrayed. Numerous models were constructed or modified from kits produced by manufacturers worldwide. In the many instances when no kit was available, Lund crafted the model parts from scratch based on manufacturers' plans using the "vacuform" process—a method that creates plastic parts from his hand-carved wood forms.

The 1:72 scale, with one inch equal to six feet, originated in the 1930s with popular aircraft model makers such as Skybirds and Frog. It appeals to the aircraft modeling community because of the ease with which nearly all aircraft types, from the smallest to the largest, can be constructed and displayed. This constant provides one-to-one size comparisons, and in large groupings it dramatically reveals the progress of aircraft design. Lund has created nearly 1,600 models in 1:72 scale representing historically significant aircraft from the 1903 Wright Flyer to today's airliners. They are constructed using plastic, wood, metal, wire, string, and epoxy, and detailed with paint and decals.

Yet, when Lund finishes crafting an airplane model he does not deem his work complete. The next step is to photograph the model. For Lund this does not mean simply placing it on a surface and snapping a photograph; it must also be captured in the right scale and historical context. To accomplish this he places his models in vignettes that he creates. These often include vehicles, equipment, passengers, support personnel, flight crews, reporters, and spectators, all of which are in the same 1:72 scale as his airplane models. To complete the illusion he incorporates an airfield, an airport backdrop or, in the case of flying boat aircraft models, a simulated water base. The effect is transporting.

"Building models is innate; I was born to do this..."

—Jim Lund

MUSEUM ACQUISITIONS

**Warren MacArthur Corp. Douglas DC-3/C-47
Model 152-1 aircraft seat c. 1943**

Purchased for SFO Museum by the San Francisco
Aeronautical Society



FLIGHT by Charles Hobson

Limited Edition 2/30
Pacific Editions 2017



NEW MEMBER OF THE SFAS BOARD OF DIRECTORS, JOHN L. MARTIN

John L. Martin served as SFO Airport Director from 1995-2016, and started his career at SFO in 1981. He oversaw the construction of the International Terminal and the Aviation Library Museum based on Lou Turpen's original vision. He has been a strong supporter of the Aeronautical Society since its inception.

He is the Founding President of the California Airports Council and held leadership positions in other national and international airport trade organizations.



CONTACT! For Society general membership and other programs, please contact:

SAN FRANCISCO AERONAUTICAL SOCIETY
P.O. Box 250250, San Francisco, CA 94125-0250

T: 650.821.6720 | F: 650.821.6721
info@sfaero.org | www.sfaero.org

The San Francisco Airport Commission Aviation Library and Louis A. Turpen Aviation Museum is located at San Francisco



International Airport, International Terminal, Pre-Security, Level 3. It is open daily from 10:00 am to 4:30 pm, closed holidays and for private events. The telephone number is (650) 821-9900. For additional information and to learn about volunteer opportunities, please contact the SFO Museum at (650) 821-6700, or email curator@flysfo.com or visit www.sfomuseum.org.



FAM 14

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FAM 14 is the abbreviation for the world's first transoceanic Foreign Air Mail route, which originated in San Francisco and linked the East and West by air. The **FAM 14** masthead photograph, on page one, was taken by Clyde Sunderland and shows the Pan American Airways' *China Clipper* over the city of San Francisco on November 22, 1935, departing on the first trans-Pacific commercial flight to Manila, Courtesy of Pacific Aerial Surveys.

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SAN FRANCISCO
AERONAUTICAL SOCIETY
P.O. Box 250250
San Francisco, CA 94125-0250



The San Francisco Aeronautical Society is pleased to share essay excerpts from the 2017 Scholar Award Winners.

KATHERINE BROGAN

Burlingame High School

Attending UC Irvine, studying Cognitive Science



The China Clipper and You

In an era characterized by the heaviness of the Great Depression, the China Clipper took flight and became the first plane to carry airmail across the Pacific Ocean. The spirited, metal bird left Alameda, California on November 22, 1935 and a week later landed in Manila, Philippines to much fanfare. The China Clipper delivered the 110,000 pieces of mail to their recipients along various pit

stops, including Hawaii.

This flight triggered regional, technological, and cultural effects worldwide. The China Clipper positively affected both California and the Philippines. In California, the China Clipper Terminal at the Alameda Naval Air Station is historical landmark #968, and has given added importance to the Alameda Naval Air Station, which was also a stop along the Transcontinental Railroad. While the Clipper has been significant for California history, the might bird was even more impactful for the Philippines that hosted its landing. Earlier in November of 1935, the new commonwealth government of the Philippines inaugurated their first president elected in a national election and the second president overall, Manuel L. Quezon. He would go on to serve a second term, serving nine years in total, and come to be known as the people's president. He and his country hoped that hosting the landing of the China Clipper would prove to the world that the Philippines was on its way to becoming a successful independent country for the first time in over four hundred years. However, the Philippines would not gain complete independence from the United States until 1946.

As a result of the groundbreaking China Clipper flight, mail carriers across oceans became more widely used. Previously, aviation was primarily used for government purposes, but after the flight of the China Clipper, planes were used for more public purposes. Such technology would eventually lead the world to innovative service companies such as Amazon and Door Dash. Sites like these offer a number of conveniences, making it easier for people to do basic chores more quickly. Some argue that these sites create a lazier population, but I disagree. I believe that the convenience of these services allows its users to save time and use that time for other, more productive activities, such as getting an education, spending more time on the job for more income, or spending time with their family. With these technological advancements, people are more easily becoming addicted to technology – it is hard to avoid, since technology makes everyone's lives run so much smoother and easier. However, the addiction to online ordering or texting is not all negative. The time that would be spent going to the store or picking up dinner, can now be used in other ways that can potentially create an even more connected population.

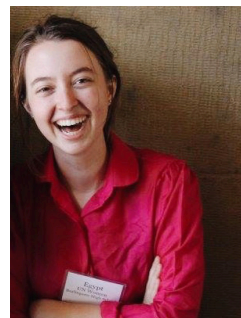
The advances that the China Clipper helped create have led to a society that is more reliant on technology, but also a society that is reaching higher levels of personal freedom in some cases and greater innovation. It started with sending mail across the Pacific Ocean, advanced to sending a man to the moon, and has progressed to the thought of sending a man to Mars. The world has always wanted to explore, and

the China Clipper was one of many steps toward this ideal. The success of the Clipper's flight allowed exploration to continue, and encouraged risk takers to keep taking those risks. If the China Clipper were to have failed its flight for whatever reason, pilots and scientists may have been hesitant to continue; however, when World War II started, these people were motivated to invent numerous aircraft that could fight in the war and defend against international attacks.

The China Clipper has had a tremendous impact on many aspects of modern life. In fact, the China Clipper is one of the historical events that young people may be able to relate to the most. Unlike certain historical events taught in schools, the history of the China Clipper could inspire students to see the precedent set and the innovation developed as relatable to their lives and interests today. Once they understand the impact of the China Clipper, they are better able to understand World War II which utilized the technology developed because of the China Clipper and ultimately led to the end of the war.

DIANA DANIELS

Burlingame High School, Attending Amherst College,
studying International Relations



The Legacy of the China Clipper

To many citizens, the China Clipper might be a name that sparks no familiarity. However, to anyone who knows even a small amount about the history of aviation, the name signifies a crucial moment in the development of advanced aircraft. Without the China Clipper, otherwise known as the Martin 130, transatlantic and transpacific flights would have most likely not taken place until much later in history. The China Clipper, a

seaplane, was extremely important not only because it offered the first commercial air service across the Pacific, but because it also paved the way for further advancement in how aircrafts are built and where they offer service to.

On November 22nd, 1935, over 25,000 anxious citizens gathered in the Bay Area to witness the game-changing event that was about to take place. The pilot and the other four crew members from Pan American Airways were given a wish of good luck by President Roosevelt before they began their journey (Dowd). The pressure was on for the crew as they were about to embark on a 59 hour flight from Alameda to Manila, which had never been accomplished before that day. Even the first leg to Hawaii that is so common today, was a feat that they had to conquer on their journey. At 3:47pm the plane took off with 5 crew members and 110,000 letters to fill the void of the weight that would normally be filled by passengers (Nolte). The weight was actually so much that the pilot had to fly beneath the Bay Bridge but he eventually gained enough altitude to go over the Golden Gate and start the voyage across the Pacific. After the three stops on the trip, the flying boat landed in Manila in less than half of the time than it would take for a steamship to make the journey. This accomplishment sparked a tremendous amount of enthusiasm across the country which included a movie being made along with an abundance of China Clipper merchandise.

However, this journey was not about the fame of the money but about the fact that for the first time, passengers could be taken on long journeys across seas safely and comfortably. The China Clipper's successful journey allowed it, along with the Hawaii and Philippine Clippers, to start carrying eighteen passengers at a time overseas. A one way trip there cost \$950 at the time and reasonably so because



"The service was first class and legendary, with fine food served on fine china" (Nolte). As time went on the flying boats were replaced with ones that carried more people but this kind of service resembled the "first class" treatment on large planes for long flights that is available today. While there aren't flying boats taking people across the country that have beds in cabins, this style of travelling morphed into the luxurious way that people in first class travel to this day.

The clippers, crews and journeys were not always perfect as the Hawaii Clipper disappeared and both the Philippine and China Clippers eventually crashed. However, these flying boats made history with their abilities. They carried people to Hong Kong, Hawaii and Manila and were even impressed as Navy transports during World War II (Martin). Additionally, the first seaplane commercial flight across the Atlantic was completed only several years later. Because of that first flight, more and more planes were able to start making longer commercial flights across the seas around the world. Due to the China Clipper's achievement, over time, aeronautical engineers were able to look at the model of the seaplane and figure out how to increase its speed and make it so that more passengers would be able to ride in the aircraft.

Describing the China Clipper as "The greatest airplane ever built in America" is no understatement because it was a genius piece of work that change aeronautics forever (Nolte). Nobody knows what the world would really look like of the China Clipper's journey had not been made, but it would be a less adventurous world. People would not be able to explore other countries and the air force would have trouble carrying so much. Even my father might not have had the opportunity to become a pilot and transport passengers across the world. Needless to say, the China Clipper gave the world a gift of innovation and exploration that is insurmountable.

WAI KEI KONG

Lowell High School

Attending UC Berkeley, studying Computer Science



A Bright San Francisco Legacy in the Aviation History

Imagine traveling long distance in the early 1900s. Not only did it take more than seventeen hours of tedious transportation to travel from New York City to San Francisco, flying across the ocean was merely an unachievable dream. In 1935, the Pan American Airways, however, accomplished this impossible mission, awing the Americans and giving them hopes in the midst of the

Great Depression. With its lustrous four-engined structure, the China Clipper was the first flying boat to impress the world with its ability to travel regularly scheduled flights and commercially across the Pacific Ocean.

San Francisco, by default, geography-wise, was the first choice aviators considered to be the port for the China Clipper. Landing and taking off in the bay were convenient. In addition, San Francisco was closest to Honolulu, the China Clipper's first stop, than any other cities in the West Coast. Because of this, the China Clipper flight departure site was designated in San Francisco, where it began its first flight of glory.

The biggest contributors to the glorious moments of the China Clipper were the engineers, constructors, and pilots. The Glenn L. Martin Company built the China Clipper in 1935. It was considered the fastest and largest flying boat at that time. Constructors were also huge

contributors to the flying boat era. When the China Clipper made stops in between San Francisco and Hong Kong, some of the stops were unoccupied territories with only sand and coral reefs. Such island stops included Wake and Midway Islands. Even though the work was dangerous, they managed to build elegant staying places for passengers and safe landing spots for the China Clipper. The ultimate contributor was the pilots on deck, such as Captain Edwin C. Musick. Captain Musick was one of the first pilots on board to navigate the flying boat. Musick was considered to be a pioneer of aviation or an "astronaut at that time."

Prior to accepting passengers on flights, the China Clipper flew 110,000 mails to Manila as a test run in 1935. Because the plane was overloaded with heavy fuel at the beginning of the flight, Captain Musick had to meander it under the half-constructed bay bridge. When it reached the Golden Gate Bridge, the China Clipper had gained enough altitude to ascend above the bridge, making a symbolic sign of success for the rest of the trip. The plane then traveled to Honolulu, Midway Island, Wake Island, and Guam before reaching its destination in Manila.

After the successful first non-passenger flight, Pan American Airways began to fly people across the ocean in 1936. This was an audacious move and a big leap for aviation and transportation technology. Never had any passenger traveled across the Pacific Ocean to Hong Kong from San Francisco as fast as seven days. Technology in the 1930s, by boat, would take two to three weeks of seasick traveling and pungent sea salt odor to reach a designation across the ocean.

Once a week, the China Clipper flew transoceanic to Manila and Hong Kong from Treasure Island in San Francisco. Crowds of curious people would go to witness the great moments of the new era's technology. Despite the daunting price of \$1937 (\$30,000 in today's equivalent) for a round trip, people were fascinated to hop on board and enjoy a vacation themselves. Each week, seven passengers, from capitalists and sales businessmen to world travelers, experienced the deluxe opportunity to travel out of country. On board in the China Clipper, passengers dined delicious meals, such as baked Virginia ham and avocado grapefruit salad. At night, they made beds at the dining room. The seven passengers' experiences on the China Clipper plane were very similar to what travelers on planes experience today. For example, passengers get served meal during international flights. In addition, they sleep at the same place they eat.

Every hero has its stupendous as well as doleful moments. World War II signaled the end of the flying boat era, thus the end of the China Clipper era. After Japan bombed the Pearl Harbor in 1941, the security in aviation patrol became stricter in Hawaii. In addition, Japan invaded Manila and Hong Kong in that same year. With more than half of its prominent destinations deemed unsafe for landing, Pan American Airways halted the China Clipper operation during World War II. The demand of more land-based planes after the World War II ultimately made flying boats more obsolete.

Even though the China Clipper discontinued in service, its legacy carried on. As John Hill, the assistant director of aviation at SFO museum, proclaimed how "every airplane that crosses the ocean even now is flying in the wake of the China Clipper", it has never left the aviation industry and is silently guiding the operation and procedure of its successors. The China Clipper drew the blueprint for the modern commercial planes, professionalized the regiment of flying occupations, and made traveling across the ocean more advanced. Compared to the early 1900s, traveling across the world now takes less than seventeen hours; all thanks to the magnificent China Clipper.

Congratulations to all of our Scholar winners. We wish them all the very best in their endeavors.

