



FAM14

A PUBLICATION OF THE SAN FRANCISCO AERONAUTICAL SOCIETY

LEADERSHIP MESSAGE

FALL 2016

2016 has proven to be a busy year here at the San Francisco Aeronautical Society. In the spring, the Society awarded \$2,500 scholarships to four very deserving students and we are pleased to share some excerpts from their SFAS Scholar essays in this edition of FAM14.

On November 3, 2016 the Society will be hosting a gala entitled *Fashion In Flight*. This special evening celebrates the remarkable connection between fashion and the commercial aviation industry with respect to the airline uniform. The eighty-five-year history of this unique garment type is on full view in the current SFO Museum exhibition *Fashion In Flight: A History of Airline Uniform Design* showcasing extraordinary creations by more than thirty well-known couturiers and fashion houses.

Being presented at this year's gala is an important donation from the Society to the San Francisco Airport Commission Aviation Library and Louis A. Turpen Aviation Museum. Purchased through the acquisition fund so generously supported by society members and donors, the Society acquired a rare scale model Boeing 2707-100 supersonic transport in Pan Am livery. Sixty-inches in length, the model was built by Pacific Miniatures Ltd. in the late 1960s in anticipation of America's SST program. The program's eventual cancellation makes these models exceedingly scarce and it will take its distinct place in the aviation history collection here at SFO. Our sincere thanks to our members and donors for making this significant addition to the collection possible. Photos and more about this year's gala will be posted in the Spring FAM14 addition.

For those folks who attended last year's gala program, the Society was pleased to present the 2015 *Achievement in Aviation Award* to Tony Bill. It was a delightful evening having Tony present and during his acceptance speech, he shared some great insight about the military aviators during World War I and the early risks of aviation. Attendees will be in for a treat this year when the 2016 Achievement in Aviation Award is presented.

I hope that you enjoy this Fall 2016 edition of FAM14. On behalf of the Board of Directors, thank you for your generous and continued support.

Eric Starks, Secretary

GALA 2015

CALIFORNIA FLYING—CATCH OUR STYLE

November 5, 2015

Louis A. Turpen Aviation Museum

Last November the Society welcomed aviation enthusiasts to a gala celebration of the rich history of California aviation. The theme "California Flying—Catch Our Style" celebrated the growth of commercial aviation within our state during the decades of the 1950s to the 1980s. In this period, the urban centers of the San Francisco Bay Area, Los Angeles, Orange County, and San Diego were continually improving their airports to meet the demands of the post-war air travel boom. While coast-to-coast and international airline service developed rapidly, the intrastate air traffic along the California Corridor also exploded. Several regional airline carriers attracted loyal customer bases and began to compete with the major airlines. These regional airlines projected the vibrant energy and dynamic spirit of the times. By using design, color, and fashion they became a highly visible part



Celebrating California's commercial aviation history at the 2015 San Francisco Aeronautical Society Gala.

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.

of what the world recognized as the California Style, with the airlines as the center stage.

As a special feature of the program, The Society presented the Achievement in Aviation Award to Tony Bill—actor, producer, director (*Flyboys*) and lifelong pilot—for his personal and professional involvement in aviation, as well as his commitment to preserving its history.

Proceeds from the gala enable the Society to continue its Scholarship Program for Bay Area high school seniors who have shown an interest in aviation history.

San Francisco Aeronautical Society members and guests enjoy the evening's program and private exhibition viewing in the museum.



TONY BILL

Recipient of the San Francisco Aeronautical Society Achievement in Aviation Award

Tony Bill started flying gliders in 1953 at the age of 13. He soloed at 14, becoming one of the youngest licensed pilots in America. Although he didn't pursue aviation as a career, his interest and participation in it has persisted for the ensuing six decades.

As a teenager, growing up in San Diego—a hotbed of American aviation and the launching point of Lindbergh's *Spirit of St. Louis*—he was befriended by the legendary pioneer aviator, Waldo Waterman. In his 20's he flew a Parks biplane with Richard Bach—in the days before Jonathan Livingston Seagull—barnstorming around the midwest, recreating the experiences of itinerant pilots of the 1920's. Bach subsequently wrote his book *Biplane* about those days.

With over 3,000 hours, Tony holds a commercial pilots license, with an instrument rating and privileges in glider, single engine sea and multi-engine aircraft. He has owned several airplanes: A Piper Cub, a Globe Swift and a Cessna 310Q and, for the last 20 years, a Marchetti 260 SF. For several years he has been flying for a charter company, giving tours of Los Angeles in a Waco YMF-5. He has flown over 50 different civilian and military aircraft, including the F-18, T-38, P-51, T-2, and British Aerospace Hawk. For ten years he flew in aerobatic competition in a Pitts S2B. He has served on the Board of Directors of the Santa Monica Museum of

Flying, and is a member of the Experimental Aircraft Association, The Soaring Society of America, the International Aerobatic Association, and the Antique Aircraft Association. In 2009 he was inducted into the 70-member Living Legends of Aviation, sharing that honor with the likes of Bob Hoover, Richard Branson, Gene Cernan and Sean Tucker.

He is an Academy Award-winning producer of *The Sting* as well as many other films. As a director, he has been at the helm of *My Bodyguard*, *Five Corners* and numerous features and TV movies. Most recently, merging his interest in aviation with his professional life, he directed *Flyboys*, the acclaimed film about the American combat pilots of WWI.



L-R: Tony Bill, the Achievement in Aviation Award recipient, San Francisco Aeronautical Society board member Ken Turpen, and John Hill, Assistant Director, Aviation of the SFO Museum.



EXHIBITION HIGHLIGHT



WITH OUR THANKS...

California Flying – Catch Our Style 2015

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Special Thanks

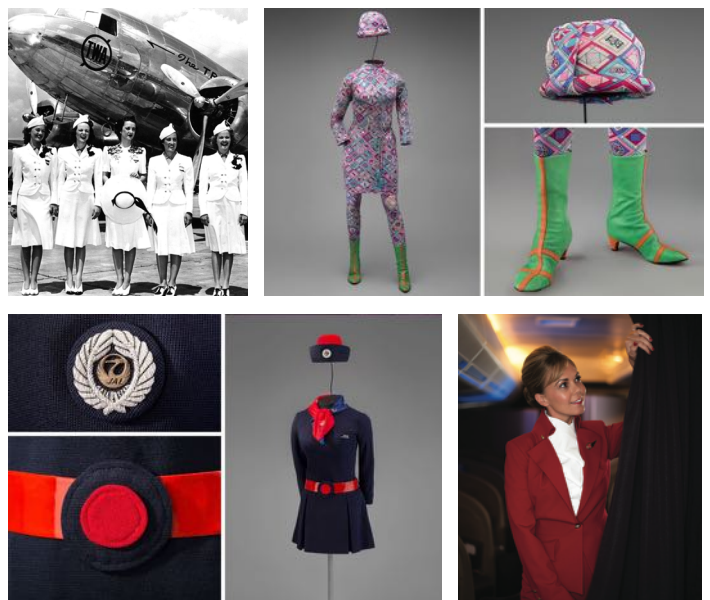
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FASHION IN FLIGHT

Eighty-five years of airline fashion are on view at San Francisco International Airport through January 8th. Presented by SFO Museum, *Fashion In Flight: A History of Airline Uniform Design* celebrates this unique type of women's wear with an in-depth look at female flight attendant attire from 1930 to the present. Featuring over 70 complete ensembles and accessories from the likes of Dior, Balenciaga, Yves Saint Laurent, Oleg Cassini, Vivienne Westwood and others, *Fashion In Flight* reveals the design history and evolution of the airline uniform, its iconic status in popular culture, and its dynamic relationship to the world of fashion.

The creations of more than 30 renowned fashion houses and designers are represented in the exhibition. *Fashion In Flight* traces uniform design from the pre-war and utility fashion eras, through the period of engagement with European couturiers and Hollywood costumers that produced extraordinary collections for airline clientele during the 1950s, '60s, and '70s, to today's select designers who are keeping airlines at fashion's forefront. Included are uniforms by Adolfo, Cristóbal Balenciaga, Pierre Balmain, Bill Blass, Pierre Cardin, Oleg Cassini, André Courrèges, Christian Dior, Halston, Edith Head, Stan Herman, Macario Jiménez, Christian Lacroix, Ralph Lauren, Don Loper, Jean Louis, Hanae Mori, Jean Patou, Emilio Pucci, Ben Reig, Yves Saint Laurent, and Vivienne Westwood.

As air travel dramatically increased over the decades, these designers were called upon by dozens of airlines to dress cabin crews in ways that projected brand identity, the excitement of the jet age, and the fashions of the times. The unique design challenges, opportunities, and successes in meeting these demands are reflected in the masterful and memorable uniforms on exhibition.



Clockwise from upper left, TWA Hostesses, Emilio Pucci for Braniff, Vivienne Westwood for Virgin Atlantic, and Hanae Mori for JAL. Top left, Braniff Hostess, courtesy UT-Dallas.



The San Francisco Aeronautical Society is pleased to share essay excerpts from the 2015 Scholar Award Winners.

LEA CHANDLER

San Mateo High School

Attending Cal Poly SLO, studying Aerospace Engineering



Stanley Hiller

Growing up on the peninsula in San Mateo, nearly everyone knows of the Hiller Aviation Museum at the San Carlos Airport. I first visited the museum when I was young with my grandfather, a former Air Force flight mechanic during World War II and Bay Area native . . .

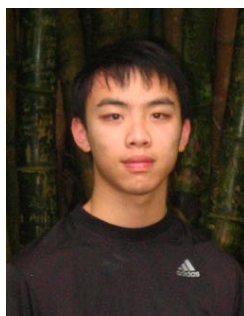
After the end of the second World War, Hiller Aircraft moved from the East Bay to its home

on the Peninsula and began manufacturing the "Commuter" helicopter and the famous "Hiller 360". This led to Hiller Aircraft becoming one of the few helicopter companies in the United States. The outbreak of the Korean War created a huge demand from the military for light utility helicopters, so Hiller responded by producing a helicopter per day. His aircraft continued to be known for innovation as he worked diligently to create products that could go higher and faster than previous models or those produced by competitors.

JUSTIN CHAU

Balboa High School

Attending UC Davis, studying History



Persistence and Audacity in the Early Days of Flight

Otto Lilienthal, one of the prime innovators in glider and aviation technology, fell in love with the field of aviation at an early age. As a child, he and his brother watched birds and wondered at their majestic technique of flying. As he grew older, Otto, through his observations, became interested in aerospace technology. He eventually built his first

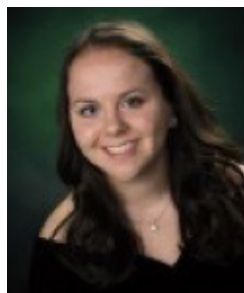
working glider that sustained flight at 80 feet. From 1893 onwards, his experiments focused on altering the mechanics of his gliders so that they could emulate actual bird flight . . .

Had it not been for his unique approach towards airplane design and his dogged persistence in the face of opposition, we would still be decades behind in flight. His bird wing design and his scientific method were both instrumental in carrying the aeronautical innovation torch forward. People like Lilienthal – the ones who persist despite risks to find different paths – allow humanity to progress. He exemplified the fact that true innovation and advancement result from being brave, adventurous, and insatiably curious. His efforts to change the field may not have given him worldwide prestige, but his involvement forever changed flight.

MADELEINE CHEYETTE

Burlingame High School

Attending Princeton, studying Computer Science



Jacqueline Cochran

Like many professions and recreational hobbies, aviation has been dominated by males for centuries. Currently, women make up 29.4 percent of the Air Force, and only 5.39 percent of pilots in general. However, these numbers were even lower in 1906, the year that Jacqueline Cochran was born. At that time, there were hardly any female pilots, and women's roles were primarily domestic.

Jacqueline Cochran, a principal figure in the movement for female pilots, revolutionized aviation through countless feats in the private aviation industry and through contributions to the US military, proving that math, science, and risk-taking were just as practical for women as their traditional household roles . . .

Cochran's achievements in both private piloting competitions and the U.S. Air Force made her a revolutionary role model for female pilots, breaking down traditional stereotypes that women could not be successful in a field that almost epitomized the idea of "masculine". The fact that she was a wife as well as a successful pilot further proved that women could successfully balance domestic life with a professional occupation, an idea very much ahead of her time. Ultimately, Cochran opened the doors of aviation to women, proving to women everywhere that with hard work and determination, anyone could fly.

NINA CHIKANOV

Burlingame High School

Attending UCLA, studying Computer Science & Engineering



Amelia Earhart: A True Aviation Legend

A determined, independent, and adventurous woman who mesmerized the world with her accomplishments as an aviator, teacher, leader, and visionary was born in Atchison, Kansas on July 24, 1897. A short 23 years later, in 1920 she embarked on her aviation journey by taking her first flight in the temperate state of California . . .

In fact, when she became the first woman vice president of the National Aeronautic Association, she worked to establish separate female records in order to give future women the opportunity to fairly compete against men for "world" titles, a major step towards gender equality in the field. All in all, after 17 years of transcending boundaries in aviation and social reform, Amelia Earhart left her legacy as one of the greatest female pilots in history. She was a fearless and ambitious leader who remains an everlasting inspiration to women in every profession. Earhart truly is a legendary individual who embodies the spirit of hard work, resilience, persistence, and success.

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



The San Francisco Aeronautical Society is pleased to share essay excerpts from the 2016 Scholar Award Winners.

EMILY HOWING

Aragon High School
Attending University of Illinois at Urbana-Champaign,
studying Computer Science



Dr. James D. Raisbeck

James D. Raisbeck was born in Wisconsin and fell in love with engineering from a young age. After graduating high school in 1954, he enrolled at Purdue University in Indiana, but flunked out after two semesters . . .

A couple of weeks after 9/11, companies like Alaska Airline and American Trans Air operating Boeing 737s installed Raisbeck's prototype for Hardened Cockpit

Security System. Surprisingly, the Hardened Cockpit Security System was already developed a year before 9/11, allowing immediate implementation of the system on Boeing 737s. This included cockpit security doors, bulkheads, lavatories, galleys, and hallways that make the cockpit secure and protected from bullets or other weapons.

NORMAN CHAO

Westmoor High School
Attending UC Berkeley, studying Computer Science



Otto Lilienthal (1848-1896): To Fly is Everything

Lilienthal eagerly published his experimental research with photographs of himself in flight, inspiring the rest of the world to believe in aviation. It granted him worldwide publicity, as sustained, manned flight had never been achieved before, and it provided the next generation of passionate aviators the courage to follow in his footsteps and pursue

development in aviation.

Otto Lilienthal, the first person to achieve sustained and replicable manned flight, is responsible for one of the most vital contributions in the world of aviation in all of history. Taking the world by storm and proving that humans could conquer the air, he provided the basis of flight for future dreamers who were passionate in the pursuits of aviation to prosper.

Lilienthal's contributions to the world of aviation have been astounding, and while his research on gliders helped to assist many future aviators fly us into the world of modern flight, his words still echo in the ears of everyone passionate about aviation: "To invent an airplane is nothing. To build one is something. But to fly is everything."

PARISA MOGHADDAM

Aragon High School
Attending Skidmore College, studying Psychology



The Sad Tale of Charlie Taylor

Born in an Illinois log cabin / in May 1868

Charlie Taylor did not know what / would one day become his fate . . .

Despite this great tragedy / he still really wanted to fly

But the Wrights needed him for their shop / so he didn't even try.

In 1909, for the very first time / Wilbur flew

over the Hudson River

Charlie made sure the engine worked perfectly / his expertise he did deliver.

Though he was the lead mechanic / in the new Wright Company

He was required to follow the flight by train! / when Rodgers flew across the country . . .

But in 1956 poor Charlie died / never having been allowed to fly;

That's the sad tale of Charlie Taylor / without whom there'd be no planes in the sky.

SEBASTIEN NEJADNIK

Burlingame High School
Attending UC Berkeley, studying Engineering



An Aviator's Dream

Louis Charles Joseph Blériot was always a dreamer. He had always aspired to create what had never been created and to do what had never been done . . .

He built the Blériot IX, the world's first successful monoplane. He then went on to build a series of successful biplanes and monoplanes, including the Blériot XI, which he eventually flew in the first flight of human

history over the English Channel. The flight was unprecedented. Blériot received global coverage and in making that flight, he initiated an era; the era of flight, of flight wherever one had the guts to go, of flight over places on earth never explored to the human eye. It was the era of Lindbergh, and of Earhart. Blériot would not believe, however, that he is to thank, rather, he would say it was all meant to happen. In the very words of the innovator, engineer, and pilot himself: "It is as though we have grown wings, which thanks to Providence, we have learnt to control."

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



SOCIETY MOURNS THE PASSING OF LONGTIME DIRECTOR MARY GRIFFIN RAMSEUR

Mary Griffin Ramseur,

resident of San Mateo County for 49 years, passed away August 10th, 2016, surrounded by her family. Ms. Griffin joined the San Francisco Aeronautical Society board in 2005. She served as an elected official in San Mateo County from 1976 through 2001, serving twice as Mayor during her eleven year tenure on the Millbrae City Council. In 1987 she was elected to finish the unexpired term of then Supervisor Jackie Speier and was re-elected three times to that office until the term-limit date of January 2001. She was a signatory to the original memorandum of understanding that created the San Francisco Airport Community Roundtable in 1981. Ms. Griffin was involved in many community activities including the Millbrae Lions Club and the Hiller Aviation Museum.

We thank her for her many years of service to the San Francisco Aeronautical Society. Her ideas and inspirations have helped shape what the Society is today.



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

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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.

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