



FAM 14

Prepared by THE SAN FRANCISCO AERONAUTICAL SOCIETY

President's Message Spring 2000 READY FOR THE 21st CENTURY

In this, the third edition of FAM 14, I am pleased to inform our readers of the many activities taking place as we approach the final months of preparation for the opening of the San Francisco Airport Commission Aviation Library and the Louis A. Turpen Aviation Archive and Museum.

Construction of the Library and Museum is on schedule for turnover to the San Francisco Airport Museums to open September 26, 2000. The 11,500-square foot facility is located on the third and fourth levels of the new International Terminal. Designed by Fong and Chan Architects (FCA), the space is designed in the spirit of the historic passenger waiting room in the former San Francisco Airport Administration Building, c. 1937. The fact that the scale of the Library and Museum is very close to the dimensions of the original waiting room demonstrates the phenomenal growth of the aviation industry over the past sixty years. Upon entering the facility, visitors will gain an historical perspective on the development of San Francisco's role in air transportation.

The collection to be held in the Aviation Library and Museum continues to develop under the San Francisco Airport Museums. In addition to ongoing donations from private individuals, are two significant institutional gifts. The first, from United Airlines, has already been received and is described in this newsletter. The second, from the Pan Am Association, is underway and will be reported in future editions. This spirit of partnership is vital to the mission of enriching public awareness of the historic achievements in aviation during the 20th century and its future promise for the new millennium. The Founding Board of Directors of The San Francisco Aeronautical Society applauds these donors for their generous gifts.

On behalf of the Founding Board, I would like to again invite you to join in this exciting endeavor to preserve aviation history. Your support and participation are welcome.

Sincerely,

Louis A. Turpen
President

Founding Board Members

Louis A. Turpen, Patrick A. Murphy, Angela Gittens, Zuretti L. Goosby, Jerry O'Donnell, Zoe Dell Lantis Nutter, Athena Tsougarakis, William L. Coblentz

Aeronautical Society *Mission and Goals*

Founded August 6, 1997, The San Francisco Aeronautical Society is a nonprofit organization dedicated to the creation of an active West Coast center for aviation. The Aeronautical Society is a support group of aviation professionals that provides expertise to the San Francisco Airport Commission Aviation Library and the Louis A. Turpen Aviation Archive and Museum. This unique facility will open to the public in the fall of 2000 in the new International Terminal at San Francisco International Airport. Its mission is to collect, preserve, and interpret books, photographs, ephemera, and artifacts associated with the history of commercial aviation in North America and the Pacific Region as it relates to San Francisco International Airport; and to provide a center for research and exhibition programming to increase and enrich public awareness of the historic achievements in air transport.

The Aeronautical Society is promoting visibility for this exciting new facility, and is actively seeking donations of aviation literature, historical artifacts, and memorabilia. Charter Memberships are being offered to support the mission of this facility, including collection development and educational programs.

THANKS TO OUR CHARTER MEMBERS

The San Francisco Aeronautical Society Founding Board of Directors thanks and acknowledges the following Charter Members for their help in achieving the Society's goal of preserving aviation history for the San Francisco Airport Commission Aviation Library and the Louis A. Turpen Aviation Archive and Museum:

ARNIC • DFS Group Limited • Fong & Chan Architects (FCA)
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FAM 14 is the abbreviation for the world's first transoceanic Foreign Air Mail route. It originated in San Francisco and linked the East and West by air.

The FAM 14 masthead photograph was taken by Clyde Sunderland. It shows the China Clipper over San Francisco on November 22, 1935, departing on the first transpacific commercial flight to Manila. Courtesy of Pacific Aerial Surveys.

Oral History

Air Hostess Margaret Clark Thrush Remembers

"In the newspaper, the airlines, American and TWA, were looking for nurses to be flight attendants or stewardess or hostess, whichever was the main word then. Ours was hostess on TWA. To pick up an application you would go to their city ticket office, which three of us did who were rooming together at the time as general duty nurses. Then the ticket office person who was working there was supposed to look at you and see if you had a nice smile or an attitude that might appeal to people to give you the application. We all filled it out, and then we were called for an interview a few weeks later. We had to go to the station manager at the airport, and we'd never even been to the airport before in Columbus, Ohio. He gave us tickets then to go to Kansas City for an interview. And we'd never been on an airplane before. We tooted off to Kansas City with our fur coats...

"You had to be five feet, two and the right weight and a nurse. A lot of the girls who were interviewed at that time, in 1936, were from the Mid-Atlantic States. We had a first flight, a familiarization flight, and mine was Glendale, California. That was exciting for me because I'd never been west of Columbus until I got to Kansas City. And that was pretty far west, but you stopped at Winslow, Arizona and the Grand Canyon. It was a sight for me. So we did have to take a familiarization flight as an observer, to see what they do and how they do it...

"We considered our work a service; like a nurse, we were taking care of people. And I'll tell you it was necessary because we didn't fly very high on DC-2s. Maybe 5,000 to 7,000 feet. With all those stops we had to make, it was rough and turbulent. Sometimes we had to get off that airplane and put our passengers on a train and go with them to the next stop so that they could pick up an airplane again, if there was weather or something where we were canceled...

"We had to learn ticketing and all the names of the top people in the company. We had to know them and recognize them because they flew sometimes. We had to know connections, our routes and what towns we were flying over, and the names of all the passengers. We had to see that their bags got off the airplane. We counted how many bags were there and put it on a piece of paper that we handed to the agent when we landed some place. Even on the DC-2 we had to watch the heating system and add water to it if it ran out...

"We had to pick up, to go out on a flight, a package of silverware. There were 14 people so we got 14 sets; a knife, a fork and a spoon – silverware with TWA marked on it. That was to serve these box lunches that we had put on board. Then when we got to the hotel we had to wash whatever we used for the flight back home...

"The sleeping berth on the DC-3, wasn't that difficult. They would lock into the ends when you pulled the upper one down, and the lower one was made then with the two seats



Supervisory Air Hostess Margaret Clark, at right, confers with fellow employees alongside a TWA Boeing 307 Stratoliner 1939

Gelatin silver print

San Francisco Airport Museums Aviation Collection
Gift of Margaret Clark Thrush

that were there. You just had to unfold them, make a lower berth, and then they had curtains across. And those flights would start in Los Angeles and then we would have to give them their breakfast and put them back up out of Kansas City. It took that long — eight hours...

"When I became Assistant System Chief Hostess, I had to hold instructional meetings. Wherever I was based, like in La Guardia, I had to have meetings every month and check on the whole group who were based there. If anything was wrong we had to take care of it. When I was in Kansas City I also had Chicago for awhile under my care...

"The highlight of my working experience, I think, was probably just the airplane and what it did; that was a new thing for most of us. Like a frontier, and it was a job that was better than any other job I could have had at the time. It was great. I wouldn't part with any of that for anything. And many, many friends I made over the years are still friends...

Margaret Clark Thrush went to work as an Air Hostess for Transcontinental and Western Air (TWA, later Trans World Airlines) in 1937 — a job she held until 1944. She also served as Chief Hostess and Assistant System Chief Hostess. Ms. Thrush was interviewed on April 9, 1999 by oral historian Mauree Jane Perry.

The San Francisco Airport Museums Oral History Program was initiated in 1997 to document first-person accounts from people in the aviation field. The San Francisco Aeronautical Society supports the Oral History Program by helping to identify interview subjects. Interview transcripts are held in the San Francisco Airport Commission Aviation Library and the Louis A. Turpen Aviation Archive and Museum.

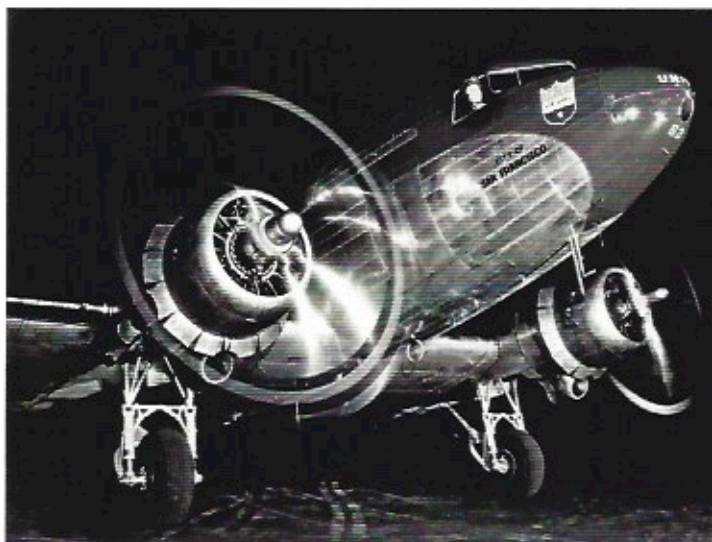
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UNITED AIRLINES DONATION TO AIRPORT COLLECTION

In May 2000, arrangements were concluded between United Airlines and the San Francisco Airport Commission for a gift of over 700 historic and contemporary artifacts to the Airport's aviation collection. At the request of John L. Martin, Airport Director, the Airport Museums staff began working with Barbara Hanson, Coordinator of United Airlines Archives, in June 1999 to identify objects for donation. Ms. Hanson is responsible for the cataloguing and preservation of a large collection of important historical materials. With her dedicated staff of volunteers, she also produces popular and informative exhibitions on company history at their world headquarters in Chicago. Included in the gift to the Airport are aircraft models, flight and ground crew uniforms, in-flight meal service wares, timetables, luggage labels, passenger tickets, posters, and photographs.

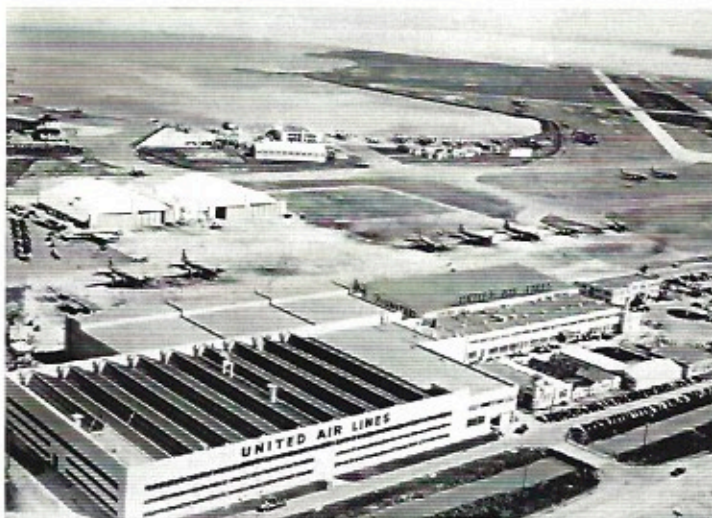
Many of these artifacts relate directly to San Francisco where United's roots run deep. In fact, the Boeing Air Transport Co., United's predecessor, was the very first carrier associated with San Francisco's Municipal Airport at Mills Field. BAT signed a lease with the City, making San Francisco the western terminus of its newly awarded mail contract, on March 11, 1927—four days before the City signed its lease with the Mills Estate to create the Airport! Pacific Air Transport, another early tenant at Mills Field, was also absorbed into what would become United Air Lines. United played a major part in the linking of San Francisco by air to other major U. S. cities and foreign destinations.

In 1940, United established its Western Division Maintenance and Overhaul Base at San Francisco Airport, and it has been an integral part of the Airport ever since. Thanks to this generous donation, United's important role in the development of commercial aviation is well represented in the San Francisco Airport Museums Aviation Collection.



United Air Lines Douglas DC-3 *City of San Francisco* ready for departure
c. 1940

Gelatin silver print
San Francisco Airport Museums Aviation Collection
Gift of United Airlines Archives



Aerial view of United Air Lines Western Division Maintenance and Overhaul
Base at San Francisco Airport, 1940s

Gelatin silver print
San Francisco Airport Museums Aviation Collection
Gift of United Airlines Archives



Boeing System luggage label, c. 1930
Printed paper

San Francisco Airport Museums Aviation Collection
Gift of United Airlines Archives



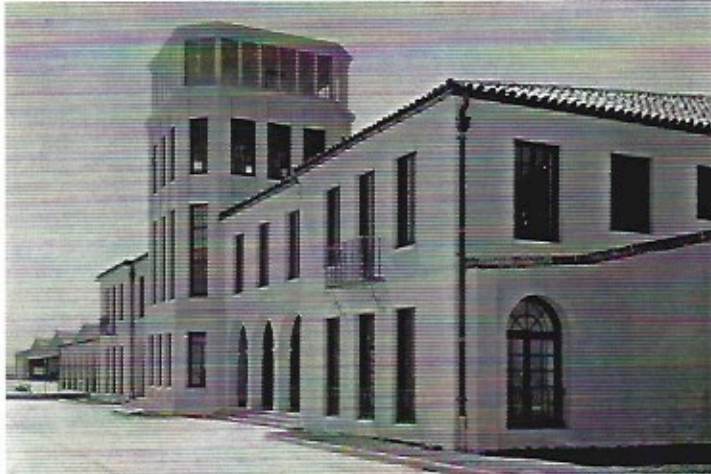
United Air Lines luggage label, c. 1935
Printed paper

San Francisco Airport Museums Aviation Collection
Gift of United Airlines Archives

SFO History

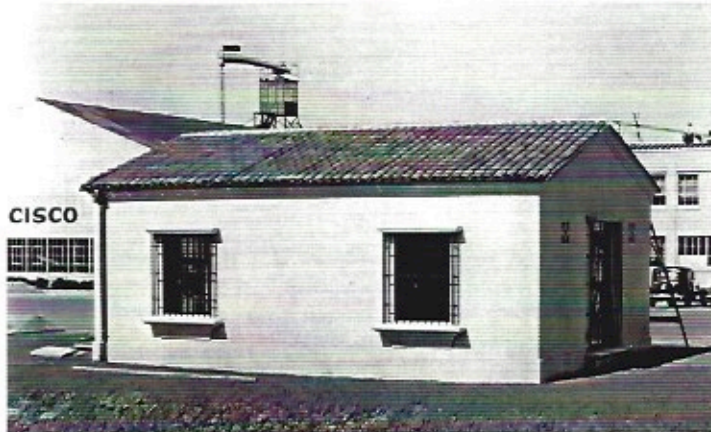
Memories of San Francisco Airport Field Lighting Building

Before "International" was added to its name, the number of buildings at San Francisco Airport could be counted on two hands. In the mid-1930s, four hangars and a wooden administration building were the main features of the growing facility. The administration building was relocated to allow room for a newer and much larger structure.



San Francisco Airport Administration Building 1937
Gelatin silver print
San Francisco Airport Museums Aviation Collection

The new administration building marked the Airport's coming of age in the first decade of worldwide commercial aviation. Built in the Spanish Revival style, it boasted an impressive list of features, including a four-story control tower, airy arcades and vestibules defining the entrances. The new terminal was dedicated on October 24, 1937.



Field Lighting Building 1937
Gelatin silver print
San Francisco Airport Museums Aviation Collection

Demolished in 1966, one out-building from the period survived until May 2000. The small Field Lighting Building remained as the last reminder of the golden age of flight. The modest structure with a terra-cotta tile roof housed the control panels for the airfield lighting system. It served its purpose through the era of the last tri-motor planes, the coming of the DC-3, and the lighting of the seaplane harbor where the giant flyingboats came and went after World War II.

IN MEMORIAM

Dr. Zuretti L. Goosby



Photograph by Clarence Lowery

The Founding Board of Directors of The San Francisco Aeronautical Society was deeply saddened by the loss of its fellow Founding Board Member and Treasurer, Dr. Zuretti L. Goosby, who passed away on January 30, 2000.

As one of San Francisco's most revered civic leaders, Dr. Goosby combined a successful dental practice with a long-standing career in public service. He was a leading figure in the desegregation of public schools, and served on the San Francisco Board of Education from 1967 to 1978, having been elected Board President in 1977. His was a respected voice of reason during a tumultuous period in the City's history.

In 1978 he became a member of the Airport Commission. He also served on the Human Rights Commission and the Board of the Exploratorium. Mayor Willie L. Brown, Jr., who appointed Dr. Goosby to the War Memorial Board and was quoted in the press as saying, "I am deeply saddened. This is a great loss. Dr. Goosby was one of the pioneers. He was part of our educational landscape in San Francisco."

Dr. Goosby's dedication to the goals of the Aeronautical Society was yet another of his many contributions to public enrichment through educational and cultural programs. His role as a Founding Board Member will long be remembered for the time and expertise he gave; and for his enthusiasm and personal warmth, which will be greatly missed.

The Founding Board of Directors of The San Francisco Aeronautical Society would like to extend its sympathies to Dr. Goosby's family.

CONTACT!

For additional information, please contact the San Francisco Airport Museums at (650) 652-2772, or e-mail curator@sfoArts.org. Please visit our website <http://www.sfoArts.org>

