



FAM 14

Prepared by THE SAN FRANCISCO AERONAUTICAL SOCIETY

President's Message

Winter 1999

RECENT DEVELOPMENTS

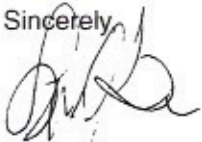
In this, the second edition of FAM 14, I am pleased to provide an update on important developments and achievements concerning The San Francisco Aeronautical Society.

First, construction of the San Francisco Airport Commission Aviation Library and the Louis A. Turpen Aviation Archive and Museum has begun with completion set for June of 2000. The site is located within the new International Terminal at San Francisco International Airport. The library and museum will be an integral feature of this new world-class air terminal where it will provide a unique educational resource for the public and the Airport community.

In addition, the aviation collection has continued to strengthen and grow under the San Francisco Airport Museums program. To date, more than 9,000 objects have been catalogued into the museum collection; and the library has reached the milestone mark of 5,000 books—the goal set for the minimum volumes to shelve upon opening.

And finally, in July the San Francisco Airport Museums received accreditation status from the American Association of Museums. This prestigious achievement underscores the professionalism of the museum staff and the commitment of the Airport Administration in maintaining the highest standard of public service. We applaud this outstanding accomplishment, the first of its kind in an airport.

On behalf of the Founding Board of The San Francisco Aeronautical Society, 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

An Organization Dedicated to Preserving Aviation History

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 summer 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:

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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 trans-Pacific commercial flight to Manila. Courtesy of Pacific Aerial Surveys.

THE STORY OF FAM 14

The United States Contract Air Mail Act of 1925 was a significant factor in the development of commercial aviation. The legislation transferred the federal U. S. Air Mail Service to private companies, and the Post Office Department invited bids on domestic routes. Contract Air Mail Route No. 1, New York to Boston, was awarded to Colonial Air Transport on June 18, 1926.

Pan American Airways, founded in 1927, flew extensive routes throughout the Caribbean and Latin America. In 1928 Congress passed the Foreign Air Mail Act, and Pan American held seven overseas contracts by 1930. Soon it had gained enough over-water experience to plan for trans-oceanic service. Company president, Juan T. Trippe, envisioned a route across the Atlantic. International politics, however, would delay this feat until 1939. A Pacific crossing had less diplomatic obstacles, but far greater geographical challenges. Undaunted, Pan American began work on a trans-Pacific route opening one of the most dramatic chapters in the history of aviation.

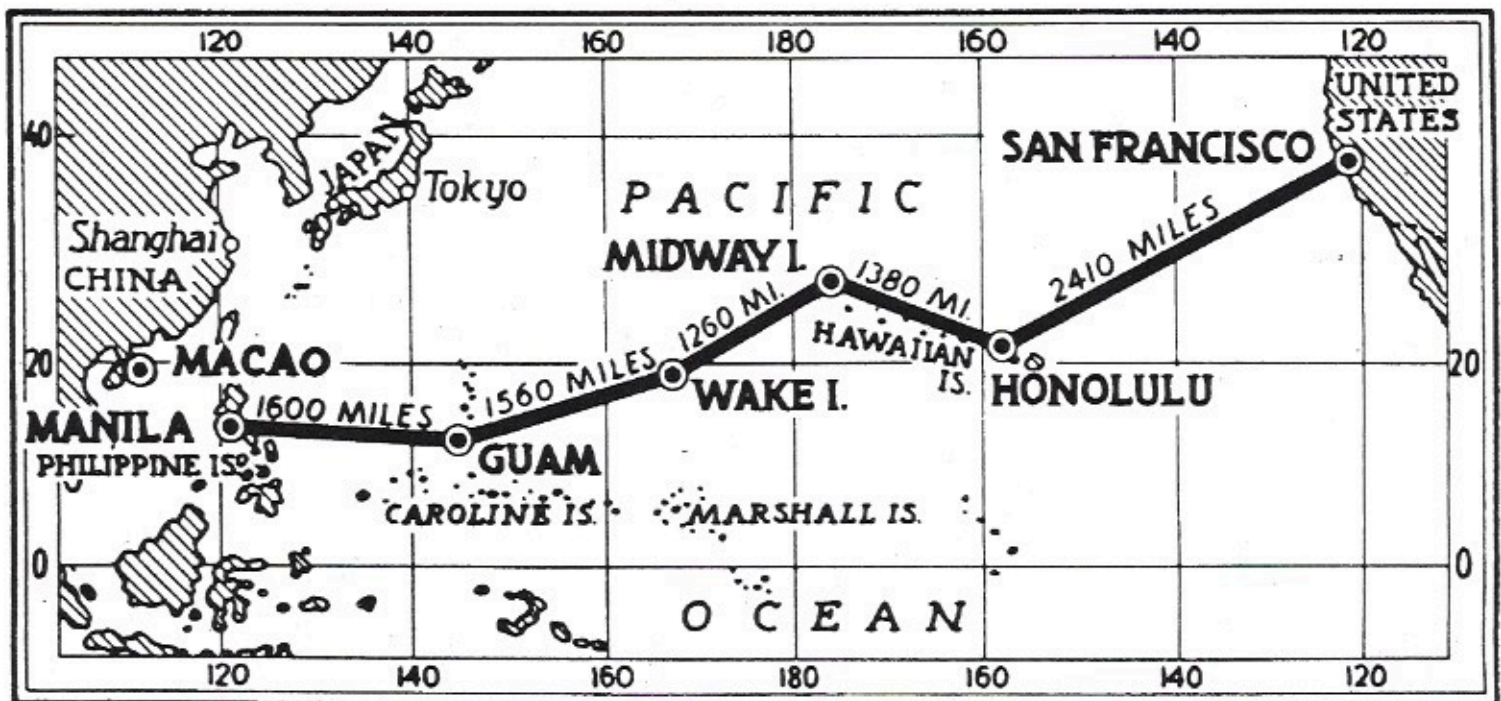
For an air route across the greatest ocean, manufacturers were called on to develop aircraft with unprecedented range and load capacity. Three types of four-engine seaplanes were developed: the Sikorsky S-42, a successful airliner used in the Caribbean, was modified to survey the route; the Martin M-130, the largest airliner of its time, would inaugurate the service; and the grand Boeing 314 would crown the short lived "flying boat" era. The route connected San Francisco to Manila—via Honolulu, Midway Island, Wake Island, and Guam. At each base Pan American built seaplane facilities and inns for passengers to stay overnight during the five-day journey.



FAM 14 first flight cover, San Francisco to Tokyo 1947
Printed paper
San Francisco Airport Museums, Aviation Collection

On October 24, 1935, the Post Office awarded the mail contract for the route to the sole bidder, Pan American. It was designated FAM 14—Foreign Air Mail Route No. 14.

The "China Clipper" inaugurated service on November 22, 1935, carrying 110,865 pieces of mail bearing commemorative cachet imprints and special issue trans-Pacific airmail stamps. FAM 14 soon extended as far west as Calcutta and north to Tokyo. South Pacific service, begun in 1940 as FAM 19 and later consolidated with FAM 14, included Tahiti, Fiji, New Zealand, and Australia. FAM 14, the world's first regularly scheduled trans-oceanic route, bridged East and West and became synonymous with the development of air commerce and travel in the Pacific.



Map of the trans-Pacific route which was the first segment of FAM 14, Pan American Airlines, *Pacific Supplement*, No. 2 1935
San Francisco Airport Museums, Aviation Collection

THE NUT TREE RESTAURANT AND AIRFIELD MODEL AIRCRAFT COLLECTION



Eddie Chavez
Douglas World Cruiser "Chicago" model, United States 1924
Scale 1:10, wingspan 60 inches; polychrome wood, metal, fabric, foam



Eddie Chavez
Graf Zeppelin LZ-127 model, Germany 1928
Scale 1:62, length 149 inches; polychrome balsa, spruce, plywood, fabric, foam



Eddie Chavez
Lockheed Model 8 Sirius "Tingmissartog" model, United States 1930
Scale 1:10, wingspan 51 inches; polychrome balsa, spruce, plywood, foam, acrylic

Photographs by Michael Wenzel

The San Francisco Airport Commission Aviation Library and the Louis A. Turpen Aviation Archive and Museum includes the single, largest collection of model aircraft by master model builder Eddie Chavez. The models were commissioned by Edwin I. Power, Jr. and his wife, Linda Liscom, owners of the renowned Nut Tree Restaurant and Airfield in Vacaville, California, where the models were exhibited for many years.

These scratch-built, one-of-a-kind models were created between 1959 and 1975 at a rate of approximately one per year. Several were built with the collaborative help of Chavez's friend, Bob Fogg. They represent aircraft of significant historical importance; and many of the actual airplanes are on view at the National Air and Space Museum in Washington, D.C. The National Air and Space Museum also has nine other Chavez models in its collection.

The Chavez models in the Airport Collection, acquired in 1996, include the following aircraft types: Wright 1903 Flyer, Fokker T-2, Boeing P-26 Pea Shooter, Douglas World Cruiser, Graf Zeppelin, Curtiss Condor T-32, Sikorsky S-42B Clipper, Curtiss JN-4D Jenny, Lockheed Model 8 Sirius "Tingmissartog," Northrop Gamma 2A "Sky Chief," Aero Commander, Beech Bonanza, Granville (Gee Bee) Model R-1 Super Sportster, Lockheed Model 5 Vega "Winnie Mae," Cessna 210, Goodyear Blimp, and Beech G17S Staggerwing.

The **Douglas World Cruiser "Chicago"** was one of four floatplanes commissioned by the U. S. Army Air Service for a round-the-world flight to prove the viability of the airplane. Equipped with only a compass, an altimeter, and a bank-and-turn indicator, four World Cruiser's departed Seattle, Washington, on April 6, 1924. Only two, the "Chicago" and the "New Orleans," completed the flight on September 28, having covered 27,553 miles in 175 days.

The first **Graf Zeppelin**, designated LZ-127, was launched on September 18, 1928. Among the notable trips of this short-lived, 775-foot-long dirigible was a round-the-world flight in 1929. This included a Pacific crossing from Japan to the United States. It also made a trans-Siberian flight, a survey of the Arctic in 1929, and a trip to South America in July of 1930. Passenger luxuries included a spacious lounge, dining area, and elegant sleeping cabins.

The **Lockheed Model 8 Sirius "Tingmissartog"** was a low-winged, cantilever monoplane built to specifications for Charles and Anne Morrow Lindbergh. Together they flew the Sirius from New York to Nanking, China, in 1931. Referred to as a vacation by the Lindberghs, this flight along the Great Circle Route was actually a survey flight for Pan American Airways, which was planning for its eventual trans-Pacific route.

SFO HISTORY

Memories of Mills Field

Hangar No. 4

The history of San Francisco International Airport dates back to 1927, the year "Mills Field" was officially dedicated as the City's Municipal Airport. It was named for the estate of Ogden Mills, owner of the 150-acre cow pasture that the City leased for three years to install a "temporary" airport. That first year—after grading an airstrip—the Administration Building and Hangar No. 1 were constructed. In 1928, Hangar No. 2, No. 3, and No. 4 were added.

On September 5, 1999, Hangar No. 4, the sole surviving structure from the Mills Field era, came down to make way for the new taxiway to Concourse "G." Amazingly, the hangar stood for 72 years, though it was built to be easily removed. The steel beams had been fastened to the roof trusses with nuts and bolts—not rivets—so it could be dismantled when the lease ran out. The City eventually purchased the land and the Airport remained on its original site.



Hangar No. 4 at Mills Field occupied by a Transcontinental & Western Air (TWA) Douglas DC-2 1939
Gelatin silver print
San Francisco Airport Museums, Aviation Collection

Hangar No. 4 witnessed much of the first century of aviation. It housed aircraft from bi-planes to tri-motor transports and was just spacious enough for a single DC-3, but too small for four-engine propliners. Outdated by the jet age, it last served as an auxiliary fire station. With the end of Hangar No. 4, the last chapter on the days of Mills Field has been written.



The last days of 72 years of service 1999

Zoe Dell Lantis Nutter

Profiles in Aviation

Zoe Dell Lantis Nutter, of Xenia, Ohio, has an accomplished and far-reaching career in aviation as well as other great successes in her work for numerous good causes.



Zoe Dell Lantis Nutter

A dancer by profession with the San Francisco Ballet Company, she attained international recognition as the Official Hostess and Pirate Theme Girl of the 1939–1940 Golden Gate International Exposition on Treasure Island in San Francisco. Traveling more than 100,000 miles by air to publicize the Fair and promote commercial air travel, she was given the title "Most Photographed and Publicized Girl in the World for 1938–1939."

While director of promotion for the Small Aircraft Division of Elano Corporation, a jet engine fuel and exhaust system manufacturing concern founded by her husband, E.J. Nutter, she also served as a company pilot. Her flying credentials include over 2,000 hours as a Commercial Multi-Engine Instrument Pilot; membership in the 99's and the International Organization of Women Pilots; and participation in the Powder Puff Derby where she served as Hospitality Chair. She also served as an officer in the Civil Air Patrol, flying search and rescue missions. In addition to her many civic contributions are her recent accomplishments as a Trustee of the National Aviation Hall of Fame in Dayton, Ohio. In 1991, she received the Governor's Award for her volunteerism and civic leadership.

Zoe Dell Lantis Nutter's unique experience and firsthand knowledge of the important progress of commercial aviation is demonstrated by her accomplishments in promoting and preserving the legacy of flight.

We would like to thank Founding Board Member Zoe Dell Lantis Nutter for her continued commitment to the preservation of aviation history through her dedication to The San Francisco Aeronautical Society.

CONTACT!

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

