SIP
McMinnville Food and Wine Classic
FRIDAY - SUNDAY
MARCH 8th - 10th 2013

Enjoy the culinary variety and relaxed atmosphere. Watch some of
the best Chefs in the Northwest demonstrate their skills. Talk with
winemakers and vintners and learn the intricacies of their trade. Pur-
chase by the taste, glass, bottle or case. Visit with the artisans and
view their work which is available for purchase. First 1000 Attendees
will receive a free wine glass on Friday. See you there!

$17.00 General Admission Includes:
♦ Admission to the Evergreen Space Museum (where the event is
held)
♦ Live Musical Entertainment
♦ Guest Chef with Wine Pairing
♦ Access to 170+ area premier Wine, Food, Art and Info Vendors
♦ See page 5 for more price information.

Admission into the event does not in-
clude tasting fees. If you choose to park
at the museum you will need $7 in cash.
No strollers are allowed at the event.
Event coordinators reserve the right to
refuse service or refunds to anyone.
Our Mission -

To inspire and educate
To promote and preserve aviation and space history
To honor the patriotic service of our veterans

MARCH BIRTHDAYS

1-Bob Osborn
2-Sally Hult
3-Jack Fiedler
3-Fred Richards
3-Keeley Thuman
4-Robert Dawes
4-Stan Strong
4-Victor Caudillo
5-Craig Wilwers
6-Joshua Safranaski
6-Gerald Swanson
8-Bob Garvey
8-Dale McKinney
9-Dave Eason
10-Ron Cummings
10-Lee Paul
11-Glen Looper
14-Wanda Parry
15-Lee Robertson
15-Octavian Ciobanu

Is your Birthday Missing from the list??
Send an email to Katha Lilley
tootiekat@live.com

17-Mark Wiley
18-Gerald Goshaw
18-Bob Peterman
19- Dave Phillips
19- Kristi Ann Phillips
20-Louise Heindl
21-Nick Copper
22-Mickey Anderson
22-Michael McGovern
22-Linda Neff
23-Jim Lilley ♥
25-Victor Buccieri
26- Patrick Dukes
26-Roger Gates
26- Dan Holmes
28- Bertus Pheyffer
28-James Harper
30-Ann Trombley
30-Ken Till
31-Jan Ochsner

Calendar

Daylight Savings March 10
Saint Patricks Day March 17
First Day of Spring March 20
Passover begins March 25
Good Friday March 29
Easter March 31

One swallow does not make a summer, but
one skein of geese, cleaving
the murk of March thaw, is
the Spring.
Aldo Leopold
BOB’S BANTER

EARLY AMERICAN AVIATION HISTORY; PART TWO

Last month’s column ended explaining that Northrop’s original location was an obscure Southern California hotel which was available because the police had raided it and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

To continue with the story: Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out … taking Larry Bell and other key employees with him. From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. His good luck continued when the future aviation legend Donald Douglas was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team’s efforts and became the Martin Bomber.

Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove its worth. In Cleveland, a young fellow called “Dutch” Kindleberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well known.

Flashing back to 1920, Donald Douglas, having saved $60,000, returned to L.A. and rented a barber shop’s rear room and loft space in a carpenter’s shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster. A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of a Douglas transport. Claude Ryan later custom built Charles Lindbergh’s “ride” to fame in the flying fuel tank christened: “The Spirit of St. Louis”.

In 1922 Donald Douglas won a contract from the Navy to build several torpedo-carrying aircraft. While driving through Santa Monica’s wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft’s first real factory. With the $120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. He hired Gordon Scott who had been schooled in the little known science of aviation at England’s Fairey Aviation. Gordon was introduced to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. All of them worked together on Douglas Aircraft’s world cruiser designs.

While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop’s new airplane, he linked up with Allan and together, they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation’s world records.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Although this technological explosion had very humble beginnings, taking root as acorns in – a barbershop’s back room – a vacant church – and an abandoned cannery – came to fruition as mighty oaks.

Researched from Denham S. Scott, notes in the North American Aviation Retirees’ bulletin.

BOB OSBORN Questions and or comments welcome…. Email: osbornlawrence@frontier.com
The early part of February proved to be a very busy time for us in Restoration. Four of our crew took a trip down to Independence, Oregon, to visit our good friends Ron and Sue Salvo and pick up some remaining items for the BT-13. They are the folks who gave us a great deal on the BT-13. On the way back, we stopped off at the EAA hangar to see how the DeHavilland DH-2 project is progressing. All the wings are attached with its many landing and flying wires, the fuselage is pretty well along, and the aircraft is setting on the landing gear. The engine is on a test platform ready to be run up.

On the 9th, the Gun Room and the Restoration Hangar were open for viewing to Members of the Museum. No official count was made, but Terry Naig's best guess is between 150-200 visitors -- a really great turnout. The visitors were greatly impressed with the Gun Room and how well informed and knowledgeable both Terry Naig and Ben Erb are on ALL of the many types of weapons on display. As for the Restoration hangar aircraft on display, many thanks to Bill Heveron and Terry Dickinson. To my surprise the main attraction in the hangar was the deLackner Aerocycle. Bill was the main storyteller for this strange piece of aviation history. Also I must mention that the Cafe folks did a great job of supplying coffee and snacks for the visitors. Many thanks to the several Docents who manned the entrance, greeted the visitors, and pointed out the various cautions that need to be observed while on board.

As for the current status of the projects in the hangar, the Cessna 206 is beginning to gather some steam with the headliner issue resolved. The Clark tractor is about 50% complete. The long-awaited float tie rod ends have finally arrived for the Grumman Goose and, once installed, will complete that program. The BT-13 is moving along at a good pace. Most of the effort is being aimed at getting the engine compartment complete so all will be ready for the Pratt-Whitney R-985 engine. Craig Wilwers has done a fabulous job in designing and fabricating the two wing landing lights and installing all six nav/recognition light lenses. A job really well done. Another great restoration project just starting is the complete rebuilding of the Lilienthal Glider. This will be a major artifact in the "Early Years of Aviation" display area.

Quote of the Month
"The ultimate responsibility of the pilot is to fulfill the dreams of countless millions of earthbound ancestors who can only stare skyward and wish"
Anonymous

Bob Peterman
PS: I normally do not mention names in my articles for fear of leaving out someone, but February was such an unusual month that it was difficult not to mention everyone. So please forgive this ancient writer if I forgot someone.
**MARCH LAUNCH PAD**

<table>
<thead>
<tr>
<th>Date</th>
<th>Launcher</th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Soyuz</td>
<td>Glonass K navigation satellite. Will fly in Soyuz 2-lb Configuration w/Fregat upper stage</td>
</tr>
<tr>
<td>1</td>
<td>Falcon 9</td>
<td>4th Dragon spacecraft; 2nd cargo delivery to the ISS. Conducted under COTS contract w/NASA</td>
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<tr>
<td>14</td>
<td>Atlas 5</td>
<td>U.S. military’s 2nd Space-based infrared system GTO Satellite for missile early-warning detection</td>
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<tr>
<td>TBD</td>
<td>Antares</td>
<td>Simulated Cygnus spacecraft on a demo flight.</td>
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<tr>
<td>20</td>
<td>ROKOT</td>
<td>Russian vehicle launch 3 Gonets M comm. satellites</td>
</tr>
<tr>
<td>TVB</td>
<td>PROTON</td>
<td>To deploy Anik G1 satellite to provide Ku-band direct-to-home TV broadcasting services to Canada, C-band &amp; Ku-band programming to the Americas; a commercial X-band for military users for Telesat of Canada</td>
</tr>
<tr>
<td>28</td>
<td>Soyuz</td>
<td>Manned spacecraft to ISS w/members of the next Expedition crew. Capsule to remain at ISS for 6 months, providing escape pod for the crew.</td>
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</tbody>
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John Jennings

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**MARCH 23: EASTER BUNNY FLYING INTO EVERGREEN AVIATION & SPACE MUSEUM**  
*Bunny Arrives by helicopter for Tenth Annual Easter Egg-Stravaganza*  
Children ages 10 and under should plan to arrive with their Easter basket at 8:15 a.m. to check in. There will be a series of Easter egg hunts starting at 9:00 a.m., and the Easter Bunny’s grand entrance via helicopter will be at 9:15 a.m. The baby animal petting zoo will be open from 9:00 to 11:00 a.m. …   
$7 for members and $10 for general admission

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**EVERGREEN AVIATION & SPACE MUSEUM ANNOUNCES SPRING CAMP DATES**

Date: March 27 - 29 from 10:00 a.m. through 3:00 p.m.  
Price: Non-Member: $93/person, Museum Member: $68/person

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**JOKE OF THE DAY…**

Two cannibals were sharing a meal together. One says to the other, "I don't like my mother-in-law." The other cannibal replies, "Just eat the vegetables."

Charles Dickens walks into a bar and orders a martini. The bartender asks, "Olive or twist?"

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**SIP Price Information**

As a Volunteer/Docent you are a member of the Museum which admits you and one other person into this event for $5 per person. You must be there to get this price and must have your work identification.

General Admission: $17.00  
Senior Admission: $15.00  
3-Day Pass: $32.00  
Designated Driver: $15.00  
Parking Per Car: $7.00  
Children, Age 9 & Under: Free (Must accompanied by adult)  
Museum Members get in for $5 per person, for the number of people included in their Membership

For more information, visit the SIP website: www.sipclassic.org
CHARLOTTE JACKSON

Charlotte was born in the small college town of Andover, Massachusetts. She graduated from high school and immediately began her college education at Merrimac College with dreams of graduating and joining the Pan American staff to “see the world”. “Not so fast” her father responded when he heard her plans. He wanted her to have a “real” job, so she “settled” for an accounting degree.

Along with her first “real” accounting job, she married right out of college. After a brief marriage, Charlotte and her son and daughter moved to Tampa, Florida, to be near her parents who had retired there. She was hired by a large organization that owned four maritime companies, a fortuitous milestone in her life. Her responsibilities were huge; it wasn’t long before Charlotte and another female colleague were invited to join the all-male Propeller Club -- a prestigious honor.

Throughout the ten years that she worked with the firm, she had made it a rule to never mix her social and business lives. She had made a career for herself and loved sharing all of her free time raising her two children. Her son had now graduated from college and her daughter was an under-graduate; Charlotte’s life was about to change dramatically.

Captain Paul Jackson had the responsibility of bringing three vessels to one of the large dry docks belonging to the maritime companies she worked for. The vessels were to be refurbished and scheduled to depart for Hong Kong. Thus, the "Captain" enjoyed a quasi-vacation. The younger girls in the office kept after Charlotte to meet him. Charlotte repeatedly declined…until one afternoon he appeared in front of her desk to check the paperwork regarding the vessels. Chance meetings have a way of changing a life.

When his Florida assignment came to an end, they continued with a two-year courtship, ranging from coast to coast. After their marriage it seemed as if they were moving every year from San Pedro, California, to Galveston, Texas. Each time Paul was acting as the Port Captain in both areas. However, the chance that Paul had been waiting for happened! He had been elected to join the Bar Pilots of the Columbia River. This is a closed group; a member must be elected! He was now a bar pilot on the Columbia River! -- and they were off to Astoria.

Paul was busy, and they were happy. All her life she had been occupied with work and children. What could she do? Volunteer! That’s what! So she decided to volunteer at the Maritime Museum in Astoria. She thrived! So much so that they insisted that she become Membership Chairperson. However, after two years being cooped up in an office, she resigned, enabling her to get out to be with the visitors to the Museum. She also branched out and added volunteering at the Astoria Hospital, again in many capacities. She still had time on her hands; why not add another volunteer activity. This time she started volunteering with S.M.A.R.T., an elementary school program designed to facilitate the teaching of reading. At last she had found her days filled, and her life with Paul wonderful.

Suddenly, everything changed! On a Sunday Paul was called to take a ship over the river bar. They always went for brunch after church; they decided that she would go to church, come home and wait for him to tell her where to meet. When the phone rang, her life came crashing down around her. Paul had collapsed on board the river barge and suffered an aortic aneurysm.

In 2005 Charlotte moved to McMinnville to be near her daughter and grandchildren. She became a volunteer at the Evergreen Museums; continues to volunteer with S.M.A.R.T.; and has added one more volunteering job – with ASPIRE at McMinnville High School. This program is designed to mentor students who wish to go on to college, but need additional guidance when applying for scholarships; writing letters of introduction; applying for grants or loans; and requesting interviews for college admission. She is a welcome addition to the Friday crew!

Lynn Gelinus
**KEN JERNSTEDT 1918-2013**

Ken Jernstedt, famed World War II aviator, Oregon Aviation Hall of Honor member, two-time mayor of Hood River, longtime Oregon legislator and successful businessman, died February 5th at the age of 95.

Ken was a Marine Corps pilot who joined Claire Chenault’s Flying Tigers in China. He was the American Volunteer Group’s fifth-ranking ace, destroying more than 10 Japanese aircraft. Jernstedt joined the Marine Air Corps in 1939, receiving his Navy wings in 1940. He became a Flight Leader for the legendary Flying Tigers after training in Guantanamo Bay, Cuba. His “Hells Angels” squadron was among the first in action after the Japanese attacked Pearl Harbor.

After World War II, he returned to Oregon making a home in Hood River where he ran a successful bottling company and began a political career that lasted 40 years. Beginning as a City Councilman in 1951, he became Hood River’s Mayor in 1959. Jernstedt moved to the Oregon House of Representatives in 1966, and then served five terms in the Oregon Senate. He returned to Hood River as Mayor in 1989 and retired from politics in 1991. Due to glaucoma, his vision deteriorated, and his guide dog, Driscoll, entered his life. Jernstedt received the Distinguished Flying Cross in 1996.

As you may recall from my article in the July, 2012, newsletter, the Hood River Airport was officially renamed Ken Jernstedt Airfield in 2001 to honor Ken's many lifetime accomplishments. Our P-40 Warhawk bears Ken's name and his Hell's Angel's squadron insignia. Some personal items are also displayed. The main gate at the Portland Air National Guard Base also bears his name. You can find an interesting interview with Ken at [http://www.usshawkbill.com/tigers/ken.htm](http://www.usshawkbill.com/tigers/ken.htm)  

**Semper Fi**

**Spencer Vail**

Editor’s note: From Bob Osborn: “The trip to Hood River was truly worth paying our respects to a national hero. The church was standing room only and the service was excellent.”
Back in the early 1950s, man’s conquest of space seemed to be a distant but reachable goal. Werner von Braun, for one, proposed a multi-staged multi-engined booster orbital rocket with a sharply pointed winged reentry vehicle. His concept had a crucial flaw that was to be discovered all too soon.

The velocity required to attain orbit is about 5 miles per second or 17,500 miles per hour; for an object to escape earth’s gravity, a 7-mile per second velocity is required. An object returning to earth from such a venture would slam into earth’s atmosphere at the same velocity. Even a ballistic missile warhead on a sub-orbital path would speed to 20 times the velocity of sound upon reentry.

Logic would have it that the sharply pointed streamlined reentry vehicle would get the job done, but experiments showed that such a device could heat to tens of thousands of degrees from friction with the atmosphere. The problem became not how to get an object into space, but how to get it back intact.

This was a monumental problem for our emerging ICBM technology. Getting a warhead to a 6000-mile distant target was difficult enough, but having it incinerate upon arrival would not work.

Problems like these are often solved in unconventional ways by unconventional people, and this was no exception. Such a man was H. Julian Allen of the Ames Research Center, where researchers were exploring the boundaries of high speed flight. They were testing nose cones at ballistic missile reentry speeds and discovering that they would melt.

Allen discovered the streamlining that created low drag in supersonic flight was a liability in hypersonic flight. The pointed nose created only a thin shock wave of compressed gas that was no match for the intensely heated air around it. No known material could withstand the heat transmitted to it with this design during reentry into the atmosphere.

Allen realized that the reentry answer was that “Not only should pointed bodies be avoided, but the rounded nose should have as large a radius as possible”. He theorized that the reentry vehicle should have as much drag as possible; the resulting thick free-standing shock wave would insulate it from most of the heat generated. Something analogous to a cannonball in shape was envisioned.

Allen crossed paths with Max Faget, an engineer who recognized the connection between Allen’s work and space flight. It was obvious to him, but was not an acceptable concept to his colleagues. The concept was so simple; to return to earth from orbit would require a short burst from retrorockets to slow the craft which would then follow a ballistic path through the atmosphere slowed by a broad curved heat shield. A parachute would be deployed in the lower atmosphere to complete the journey.

Meanwhile, the Air Force tested Allen’s design and adopted it for the Atlas ICBM then under development. Allen had “lifted the status of the ballistic missile from a practical impossibility to a virtual certainty” according to the New York Times.

The USSR launched Sputnik, and their launch of a manned capsule into orbit was thought imminent. According to Neil Armstrong: “Max (Faget) made his pitch. If we wanted to get a man into orbit in a reasonably short period with the technology available to us, the only reasonable option was the wingless blunt body flying a ballistic trajectory”. What clinched this design was that the capsule would be light enough to be launched by an Atlas booster. So started project Mercury which placed the first American, John Glenn, into orbit.

The Russians and Yuri Gagarin beat us to it with their Vostok spacecraft, which was shaped as a sphere just like Allen’s cannonball. Their next series, Soyuz, had Allen’s gently curved heat shield design, as did our Mercury, Gemini, and Apollo. Even the shuttle followed this concept by reentering bottom first using the resulting shock wave and heat insulating tiles for protection.

We are fortunate to have a Vostok (autographed by Yuri Gagarin) along with Mercury, Gemini, and Apollo capsules in our Space Museum. When it comes to spaceflight, being blunt is beautiful.

Bruce Anderson
FEBRUARY CAPTAINS’ MEETING

Security: The back door to the Space Museum must be locked after 8:30 a.m. The Space exit desk needs to be especially watchful for any irregularities regarding EASA students, faculty, or other personnel trying to access the EASA classrooms. Those without proper identification should be asked to return to the front desk.

Any questions regarding the ongoing Department of Justice investigation should be directed to the Day Captain.

Fire drill procedures will be made available in the coming weeks. Regular practice drills will be run monthly in each Museum. Volunteers should familiarize themselves with the location of fire alarms – not only for fire emergencies but intruder emergencies as well.

Membership: Jeff Cool and Steven Guntli have developed a new Membership plan, including plans to lure more corporate level memberships. Signs recognizing these Sponsors will be placed around the Museums for visitor information.

The weekend substitute list is not working as well as it should. No new names have been added to the few on the list. New volunteers will go only to Sunday for the time being.

Jim Lilley

2013 Tuesday Aerospace Museum Partial Training Schedule

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<tr>
<th>Date</th>
<th>Instructor</th>
<th>Topic</th>
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<tbody>
<tr>
<td>Mar 5</td>
<td>John Jennings</td>
<td>The Museum’s Rocket Engines</td>
</tr>
<tr>
<td>Mar 12</td>
<td>DVD review</td>
<td>Review to determine replacement/edit actions</td>
</tr>
<tr>
<td>Mar 12</td>
<td>DVD review</td>
<td>Review to determine replacement/edit actions</td>
</tr>
<tr>
<td>Mar 19</td>
<td>Gary Sohn</td>
<td>The ten scientific packages onboard Curiosity, the intended use of each will be discussed.</td>
</tr>
<tr>
<td>Mar 26</td>
<td>Richard Kyle</td>
<td>F-105G Thud! The Wild Weasel transition from the F-100 to the G model, exactly like the one outside the Space Museum.</td>
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Guests are always invited Training class time: 0930-1030

DVD copies are available for check out in the Lunar Lounge. For a copy of the complete listing of classes conducted, contact the training coordinator, Elliott Abram at shellback243@me.com or call 503-476-5973 (cell) 503-435-2856 (home).
It's March already- coming in like a lion? We'll just have to wait and see. One thing for sure: St. Patrick's Day is fast approaching, and it would be remiss not to turn our attention to the aviation accomplishments of the Irish. And who best to represent them that that fair colleen Lillian Bland.

Lillian Bland (1878-1971) lived with her family in Carnmoney, near Belfast. Her early career was that of a press photographer and sports writer. However her interests in aviation were piqued by the achievements of the Wright brothers in the USA and she decided that she could construct her own bi-plane. She was the first woman in the British Isles, possibly in the world, to design, build and fly her own plane. She named the plane 'Mayfly' with deliberate irony. Maybe it will and maybe it won't. But the 'Mayfly' did fly.

According to family members the young Lilian had also been inspired by the Frenchman Bleriot flying the Channel in 1909. She took pictures and made measurements of other planes to aid in her design of the Mayfly. She even traveled to England to pick up the engine and took it home on the train with her. Once home in Ireland, there was no petrol tank so she used an empty whisky bottle and her aunt's ear trumpet. The plane flew successfully in 1910.

The completed Mayfly was a small pusher configuration, equal-span biplane. Ash was used for the wing spars and the skids, spruce for the ribs and interplane struts, bamboo for the booms carrying the elevator and tail surfaces and the engine mounting was American elm. The wings were covered in un-bleached calico, which was laced to the wing structure, allowing it to be tightened when it stretched. It was powered by a 20-hp. air-cooled horizontally-opposed two-cylinder engine made by Avro, who also supplied the propeller and various metal fittings used. The forward-mounted elevator was divided into two halves and carried on three pairs of converging booms; behind the wings, two paired booms carried a small rectangular-fixed tail plane with an elevator on either side, and a small fin and rudder. The undercarriage consisted of a pair of long skids with a pair of unsprung wheels. In front of these was a large nose wheel.

Mayfly was presented to the Dublin Flying Club. Also, Glen-gormley Park in Newtonabbey was renamed Lillian Bland Community Park in August 2011, at the same time a stainless steel sculpture of the Mayfly was unveiled.

St. Patrick's Day

is celebrated each year on March 17th.

This day marks the accepted date in 493 CE of St. Patrick's death. Few historical details are known about St. Patrick's mission to Ireland, although innumerable popular legends are associated with his work and play a major role in Irish culture. The Shamrock's association with St. Patrick's Day comes from the popular myth that says St. Patrick used the three leaves of the plant to explain Catholicism's holy trinity to the Irish.

The holiday is also widely celebrated as a secular celebration of Irish culture. Cities around the world hold St. Patrick's Day parades and festivals to mark the occasion, with many people participating in the "wearing of the green." Popularized by Irish immigrant communities, festivities usually include traditional Irish food and drink such as corned beef and Guinness beer.
WAS IT EVER SO!!!

On March 3, 1919, a small B&W twin float bi-plane took off from Vancouver, British Columbia, harbor. On board were the plane’s owner/builder William E. Boeing and his pilot Eddie Hubbard. Clutched firmly in Mr. Boeing’s hands was a half-full mail pouch. Some hours later the plane touched down on the fresh water of Lake Union in Seattle. What a fitting place to terminate the first Canadian-U.S. Air Mail.

That was also the historical first for international air mail service. In a year the US Congress would catch up and see fit to establish several official International Air Mail Routes to our northern neighbor. In honor of that first March 1919 flight, the Seattle- Vancouver route was designated International Route Two with the one out of Washington, D.C., being designated Route ONE. Wasn't it ever so?

Almost a decade later (1925-27) the Boeing Company developed its famous single-engine Model 40 to bid on and win a contract to carry U.S. mail between San Francisco and Chicago. In order to achieve the necessary altitude/range capability, the Model 40 needed to be much larger than most other mail planes. This fact had unintended consequences, very good consequences. In the Model 40A upper management decided to install two seats inside the fuselage just below and ahead of the pilot’s open cockpit, “We will be able to move our staff around without having to use the trains.” Twenty-five 40As were built.

Finally it got around in those places where men congregate that if you knew a certain group of pilots, they could sneak you on to the overnight mail flight to Salt Lake, the first stop on the Chicago route. This night sky adventure grew so popular in San Francisco that just being a friend was not good enough, because there was always some stranger offering cash just to be snuck aboard. But, was it ever so?!!

When Boeing management found out, they did not fire the pilots. Management just organized the process, and then went back to their engineers asking if the number of seats could be expanded from two to four. So the later Model 40B had four internal seats instead of two. Thirty-eight 40Bs were built and 19 of the 40As were modified to the 40B standard. But no way could the Model 40 be considered a passenger airliner so the following year Boeing introduced their Model 80. The 80 seated 12 passengers, followed by the Model 80A with a longer fuselage seating 18. Ten Model 80/80As served Boeing airlines prior to the Federal breakup of Boeing Air Transport and the forming of wholly separate United Airlines. Was it ever so?

Passengers in the tri-motored Model 80 were provided with reading lamps, forced-air ventilation and hot and cold running water -- all firsts. A registered nurse, Ellen Church, convinced Boeing managers that women could work as stewards, so nurses serving aboard the Model 80A became aviation’s first female flight attendants. Management saw at once that having young women as members of the crew would make any remaining nervous Nellies more relaxed concerning the hazards of flight. It was ever so so!

Earl Scott
SABRELINER ARRIVES AT THE MUSEUM

When I first saw the Sabreliner sitting by the back doors of the Aviation Museum, I thought this plane either had a birth defect or a huge pimple that needed attention. Yes, I still remember the days of pimples. But when I heard Tim Preach, Friday Docent tour guide extraordinare, say that he had flown the plane, it took on a new dimension. According to Tim, the plane is great to fly, but the brakes are ... Underwhelming especially on wet runways. Husband Don, familiar with the airplane, called it a “flying lab”, namely an air frame used to verify technology developed in labs. And it didn’t hurt that my maiden name is “Collins.” This is quite an addition to our collection. Here are some facts about the airplane to add to your tour description.

“Rockwell Collins donated this experimental aircraft (Model 50, tail #N50CR), having acquired it in 1976. It was based in Cedar Rapids, Iowa, and was utilized for many flight test projects that helped shape modern commercial and military avionics. It was manufactured in 1964. The aircraft was flown approximately 8,000 hours with more than 5,000 landings.

Rockwell Collins performed many modifications to the Sabreliner 50, including its uniquely-looking, custom-made interchangeable large nose radome to house airborne weather radar. The radar technology developed for Rockwell Collins market-leading Multiscan Threat Detection System, including forward-looking wind shear and turbulence detection, was proven on N50CR. These systems are now flying on more than 5,000 aircraft around the world and are standard equipment on a host of new aircraft platforms. Adding previous-generation and other airborne weather radar variants developed, using N50CR, Rockwell Collins has delivered approximately 40,000 systems for air transport, business, and military aircraft.

Other notable flight test projects completed using the aircraft include the development of Rockwell Collins’ Traffic Collision Avoidance System (TCASII) technology, which is required on most commercials and business aircraft today for alerting pilots of potential collision with other aircraft.

Many factors were considered in Rockwell Collins’ decision to retire the aircraft, including the age and associated maintenance cost of the aircraft. “Thanks to Rockwell Collins for trusting the aircraft to Evergreen Aviation and Space Museum.

Ann Trombley