

# BRIEFINGS

SPRING 2004

## Hiller Aviation Museum WHERE INSPIRATION TAKES FLIGHT



### Parade of Planes



The streets were dark and wet with the threat of rain in the forecast at 6 a.m. on Saturday December 13, but that didn't stop 10 airplanes from making their way from the Hiller Aviation Museum to Laurel Street in downtown San Carlos. That was the day that the museum was celebrating the Centennial of Flight by hosting a "Parade of Planes" on the streets of San Carlos. "What made this parade different than other plane parades is that the planes taxied under their own power," said Willie Turner, one of the organizers of the event.

The planes were joined by a group of over 40 Harley-Davidson motorcycles (SM HOG's) and eight antique Model A Fords (El Camino A's), both also celebrating their Centennials. The Grand Marshall of the parade was Astronaut Rex Walheim, a graduate of San Carlos High School, class of 1980. Rex was joined by Santa (a.k.a. Alan Waufle, Hiller Museum CEO) in the

Menlo Park antique fire truck. Following them was the Stanford antique fire truck. A solo bagpiper led the parade while Harry Hershman (Waco) and Bill Conwell (PT-26) circled over head in their planes.

The participating planes and pilots were:

Citabria - West Valley Flying School  
Cessna 152 - West Valley Flying School  
Cessna 152 - Rick Fusco  
Miss Los Angeles - Willie Turner  
Midget Mustang - Brian Motta  
Pitts Special - Dave Kervinen  
Pitts Special - Darren Pleasance  
RV-6 - Tom Hallendorf  
RV-6 - Irwin Adrams and Pete Nuding  
Glstar - David Ammenti

The "Parade of Planes" was enjoyed by an estimated 4,000 people who braved the chilly December morning to celebrate possibly the most important invention that was ever discovered—the airplane. Thank you Orville and Wilbur Wright!

### A World of Airlines

By Bob Erdman

While sitting in an airport lounge patiently waiting for a flight it is difficult to think of any airline other than the airline one is about to board. However, it is interesting (maybe mind-boggling) to note there are over 600 airlines currently flying the world skies! In fact, there are 274 members of the International Air Transport Association (IATA), the worldwide organization of major airlines. United, American, Delta and Northwest call at most major airports and even Lufthansa, British Airways, and Japan Airlines are common names seen at international airports. But, around the globe one can see such names as Malev, Mericana, Aurigny, Air Polonia, Axis Air and Alrosa-Avia. The list of the world airlines is long, very long. Many are local or regional airlines; they have limited fleets and, often, have limited existence, as their life span as profitable businesses is short. The constant turnover in the airline industry is certainly a problem for investors and travelers. The aircraft involved in these turnovers are usually repossessed or sold to new airlines and are re-painted in the new livery.

See *World of Airlines* on page 2

# World of Airlines

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Airline turnover is very disruptive as it displaces loyal employees, changes airport traffic and affects aircraft purchases. Among the changes, the recent acquisition of TWA by American has left many unemployed and added to the 2,000 or so aircraft now stored in the desert. Of course, it should be noted that many other airlines have ceased to exist because of merger or acquisition; several examples are PSA, Air Cal, Eastern, and Western in the US, CP Air in Canada, Air Inter in France and SABENA in Belgium. Over the years there have been many, many more. These changes plus the poor economy has also had a major effect on aircraft purchases. Airbus has certainly benefited from the situation but it could be argued that Boeing failed to offer competitive products. Whatever the case, Airbus has become the largest supplier and looks to launch the largest passenger aircraft in 2006, the 550 passenger A-380 with 120 booked orders.

In this respect, it is interesting to note that many aircraft flown by the majors and minors alike are not owned by the companies flying them. International Lease Finance Corporation (ILFC) and General Electric Capital have large fleets of aircraft they lease or rent to the airlines. Even those airlines that own all or part of their fleets lease aircraft to other airlines. Such leases can be for just the aircraft or they can include the complete flight crew. In the later case, it is referred to as a "wet lease". The lease may also include re-painting the in the colors of the airline leasing the aircraft. In some cases, the lease can be as short as a few months or it can be for many years.

Many of the lesser-known airlines are called "charter" or "holiday" airlines. These airlines are usually associated with travel organizations that arrange vacation trips to resort areas in the winter or historic sites in the summer.

*See World of Airplanes on page 3*

# President's Perspective

When the rainy season ends  
Spring is here  
and it's time for  
spring cleaning  
and those changes and improvements we were planning during the dark months of winter...just hoping for warm days. Personal improvements can come as resolutions to clean out the garage, spend more time with family, or learn something new.



Organizations like the museum also undergo spring cleaning and updating. For us we have changed our internal fiscal year from calendar to one that begins in July, structured like many museums. It can align our operations with some funding agencies and is easier on the auditors' schedules. It will not affect the way you deduct your financial support however, so not to worry.

One new change you will see is a new name in the Development Department. Tish Bayer, Interim Vice President comes to us with many years of experience as a fund raising professional and has obtained the respected status of CFRE. Certified Fund Raising Executives are trained and tested through the national organization, Association of Fundraising Professionals. We welcome her expertise and know you will enjoy working with her, too.



A programming change I have asked the staff to make is to plan our year with quarterly changes in topics of interest so that we can more effectively offer new exhibits, lectures, and special events with a concentrated focus. Changing exhibits at aviation museums can be a bit complicated given the size of the objects we guard. Doing this in a timely manner with supporting programs will allow you to learn something new in the world of aviation at least four times per year.

May I ask that while you are doing that spring cleaning that you take some time to visit museums more often? School field trips always increase in the Spring but we look forward to seeing you our loyal members. While we can't help you clean out the garage, we can help you can spend more time with your family and learn something new all at once.

*Alan D. Waufle  
President & CEO*

# Your Support is Crucial

The Hiller Aviation Institute and Museum has reached a major milestone. We have surpassed the five year mark and are looking at a long future as the largest indoor aviation museum in Northern California. Your support at any level is crucial to the current and long term operation of this institution. Please make a tax-deductible contribution to one of the following funds:

- **The General Fund:**

Provides for the operation of the facilities and the creation of relevant educational programs, exhibit enhancement and special events.

- **Science Education Community Outreach Program (SECOP):**

Offers docent-guided tours to school-children of all ages from 11 Northern California counties.

- **The Restoration Shop Fund:**

Provides for materials, tools and supplies for restoration projects and shop operations.

- **The Endowment Fund:**

To ensure stability and growth of the Hiller Aviation Institute and Museum for years to come.

Mail your tax-deductible donation to:  
Hiller Aviation Institute and Museum

Development Office  
601 Skyway Road  
San Carlos, CA 94070

**Work for a Matching Gift company?**

If you work for a Matching Gift Company, you may be able to double or even triple your gift to the museum. Please check to see if your employer is a Matching Gift Company, then make your gift today.

## Thank You!

A special thank you to Mrs. Libby Anderson for donating many useful items to the Museum over the years. Most recently she donated a table sander and stand, a Hartzell wooden propeller, a Bench top drill press and many other items that the Restoration Shop needed to make it's job easier.



## World of Airlines

*Continued from page 2*

Since the winters in Northern Europe and England are rather miserable, many of the holiday airlines carry vacationers to the Mediterranean for a week or two in the sun to thaw out. In the United States, popular destinations are Hawaii, Mexico, and the Caribbean.

Another common arrangement in the industry is to sub-contract certain routes to other airlines and to have them fly under the primary name but as the "Express" division. For example, United Express is operated by Air Wisconsin, Great Lakes, Atlantic Coast and SkyWest airlines. American Airlines owns American Eagle but some of the flights are operated by Chautauqua and Trans States airlines. Delta likewise uses Atlantic Coast and SkyWest airlines. In these cases, the sub-contractor usually flies low traffic, low density routes and they use smaller aircraft from Bombardier in Canada or Embrarer in Brazil.

A phenomenon started in the Unites States known as "low cost" airlines is now becoming common in the rest of the world. Southwest (with over 200 aircraft) is the best known but Air Tran and Jet Blue are making inroads into the

business of both Southwest and the majors In Europe Ryan Air is the largest but there are others such as Go, BUZZ, and Eurowings. Some of the major airlines are setting up their own low cost operations; Delta has Song, United has Ted, Virgin Atlantic has Virgin Blue in Australia and Singapore Air just announced its own "low cost airline, Tiger Airways. All are following the same formula as Southwest; low cost, limited fare choices, all coach and fast turn-around. To save cost, many are using "secondary" airports, which have less traffic, and lower landing fees. It is the wave of the future; crowded skies and jammed airplanes!

The world of airlines is large, interesting, and constantly changing. It is certain to continue in this mode.

References:

- The World's Commercial Airlines*  
by Michael J. H. Taylor
- The Airline Builders*  
by Oliver L. Allen
- Airlines of North America* by  
Bob Shives and Bill Thompson  
[www.ilfc.com](http://www.ilfc.com)  
[www.gecas.com](http://www.gecas.com)  
[www.aerospace.bombardier.com](http://www.aerospace.bombardier.com)  
[www.embrarer.com](http://www.embrarer.com)

# Upcoming Events:

*April 4-18, 10am-5pm European Model HO Trains*

*May 8, 10am-2pm WWII Trainers*

*June 12, 9am-5pm Vertical Challenge*



# Take a Moment to make a Difference

The Hiller Aviation Museum is an amazing collection of airplanes and exhibits that tell the story of aviation in Northern California. Programs such as the Science Education Community Outreach Program (SECOP), the Restoration Shop, the Vertical Challenge event and the Speakers Bureau bring this informative museum to life. Your help is needed to sustain and expand the museum collection and the programs.

You can make a significant difference by helping us recreate and preserve aviation history by sponsoring one or more of these valuable projects.

- Restoring and maintaining projects such as: the Fowler, Chistofferson Brothers', Ernest Buehl, Hiller Corporation 1953-1965 Photo Archives, and Landgraf Helicopter Company archives.
- Recreating the Historic Fowler Gage Bi-Plane
- Sponsoring new and Replacement Exhibits
- Underwriting Interactive Audio/Visual Exhibit displays
- Funding the SECOP visits for students in Northern California
- Supporting the Speakers Bureau
- Underwriting the Vertical Challenge

Please contact Tish Bayer in the Development Office at (650) 654-0200, Ext. 215 for more information or forward your gift directly to the Museum. We are very grateful for your support in this important work.

Or, contact the Development Office at (650) 654-0200, Ext. 203 to request a copy of the Sponsorship Prospectus.

## New Docents



The Hiller Aviation Museum would like to welcome and introduce you to our newest volunteer team members. If you would like to consider becoming a member of our volunteer family please contact our Volunteer Director, North E. West at "North@Hiller.Org" or call him at (650) 654-0200 ext. 219 for information regarding our volunteer program.



In the restoration shop we have:

Mr. Scott Highton  
Mr. Bob Novich  
Mr. Bill Scholts  
Tim Campbell

On the Docent and support volunteer side we have:

Mr. Ed Thelen  
Captain Robert Ebenhahn  
Captain Robert Kibort  
Mr. Roy Baker  
Mr. Phil Kemula  
Mr. Faride Khalaf  
Mr. Joseph Miller

We thank you all for joining The Hiller Aviation Museums Volunteer family.

# Yak Attack



The Russians invaded the Hiller Aviation Museum Saturday March 6, 2004. Examples of Russian Yak's, and Nan Changs (Chinese Yaks) were on static display.

The first aircraft of A.S.Yakovlev was the AIR-2 design that took off in 1927. The first to carry the "Yak" emblem was in 1940, since then aircraft with "Yak" emblem can be seen in many countries.

The "Yak" is the product of the Development Design Bureau founded by A.S.Yakovlev. The DDB has produced more than 200 types and modifications of flying vehicles and over 100 of them went into serial production. Seventy years of activity has produced 70, 000 "Yak" aircraft. This is the most Russian aircraft ever produced. During World War II 40 000 "Yak" aircraft were delivered to the front.

The following is the production history of the "Yak"

Years	Aircraft types	Number	Years	Aircraft types	Number
1 1928-31	AIR-2	6	21 1948-01	Yak-18, CJ-6	8 434
2 1929-30	AIR-2, 3, 4	3	22 1949-51	Yak-23	313
3 1932-36	AIR-6	128	23 1956-58	Yak-24	40
4 1937-40	UT-1	1 256	24 1954-57	Yak-25	483
5 1938-48	UT-2	7 323	25 1961-65	Yak-25	155
6 1940	UT-3	14	26 1957	Yak-26	10
7 1940-41	Yak-2, 4	201	27 1957-62	Yak-27	180
8 1940-44	Yak-1	8 721	28 1959-72	Yak-28	1 157
9 1941-44	Yak-7	6 399	29 1960-61	Yak-30, 32	7
10 1942-48	Yak-9	16 769	30 1973-88	Yak-38	231
11 1944-46	Yak-3	4 848	31 1967-81	Yak-40	1 010
12 1993-02	Yak-3, 7, 9 retrocopies	21	32 1976-02	Yak-42	179
13 1942-43	Yak-6	381	33 1973-82, 93-02	Yak-18	613
14 1946	Yak-8	4	34 1973-86	Yak-50	312
15 1946-47	Yak-10	40	35 1977-98	Yak-52	1 800
16 1946-56	Yak-11	4 166	36 1994-02	Yak-54	14
17 1948-70	Yak-12	4458	37 1986-93	Yak-55	231
18 1950-52	Yak-14	413	38 1992 - 94	Yak-58	5
19 1946-47	Yak-15	280	39 1992-94	Yak-112	7
20 1948-49	Yak-17	430	40 1987, 91-92, 02	«Pchela»	92

## Membership Application

Becoming a member of the Hiller Aviation Museum means you are participating in the growth of museum exhibits, and have a role in the education & research center's goal to advance air transportation.

### Basic Membership Benefits: Individual, Family and Senior

- Free admission to museum exhibits
- Museum decal
- Subscription to the quarterly *Briefings* newsletter
- 10% discount in the museum Flight Shop

### Sustaining and Supporting Member Benefits

- All Basic Membership benefits listed above
- Listed in *Briefings* newsletter

### Directors and Patron Member Benefits

- All Basic Membership benefits
- Individual name plaque on the museum's Donor Wall
- Invitations to new exhibit previews
- Invitation to the annual Donor Recognition event

### Benefactor, Trustees and Founders Circle Benefits

- All Basic Membership benefits
- Individual name plaque on the museum's Donor Wall
- Listed in *Briefings* newsletter
- Invitations to new exhibit previews
- Invitation to the annual Donor Recognition event
- Naming opportunity on a specific exhibit or operating facility

I want to be a member of the Hiller Aviation Museum in the following category:

- |                                       |       |   |                    |
|---------------------------------------|-------|---|--------------------|
| <input type="checkbox"/> Senior (65+) | \$35  | <input type="checkbox"/> Directors Circle | \$500              |
| <input type="checkbox"/> Individual   | \$50  | <input type="checkbox"/> Patron           | \$1,000            |
| <input type="checkbox"/> Family (2+)  | \$75  | <input type="checkbox"/> Benefactor       | \$2,500            |
| <input type="checkbox"/> Sustaining   | \$100 | <input type="checkbox"/> Trustees Circle  | \$5,000            |
| <input type="checkbox"/> Supporting   | \$250 | <input type="checkbox"/> Founders Circle  | \$10,000 and above |

New member       Annual renewal

Gift Membership: from \_\_\_\_\_

Membership name \_\_\_\_\_

Mr.    Mrs.    Ms.    Dr.    \_\_\_\_\_

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City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

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Fax \_\_\_\_\_

Payment amount \$ \_\_\_\_\_

Visa    Mastercard    American Express

Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_

All memberships are annual. Thank you for your support!

Please make checks payable to: Hiller Aviation Museum  
601 Skyway Road, San Carlos, CA 94070  
Tel: 650-654-0200, Fax: 650-654-0220

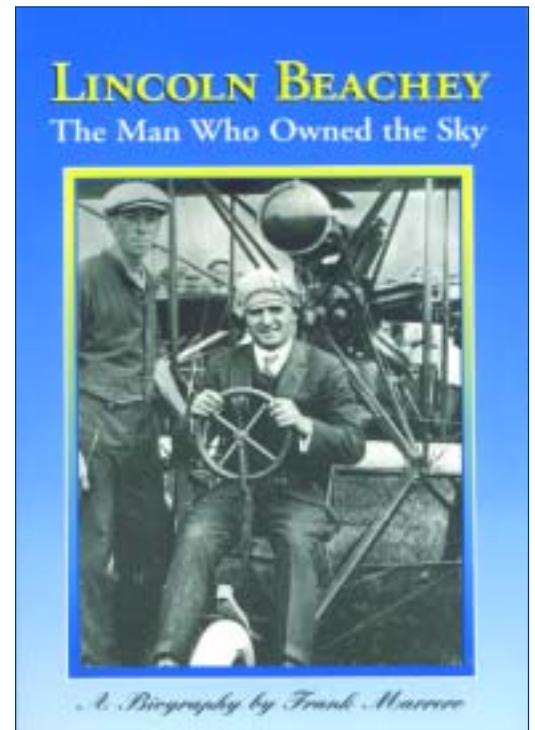
Donations are tax deductible to the extent allowed by law.

# Lincoln Beachey— The Man Who Owned the Sky.

The Hiller Bookshop features many hard to find and rare books including some great books about local flying legends.

A San Francisco boy who grew up to become ‘the greatest aviator of all time’, Lincoln Beachey was a true pioneer. he mastered aerobatic feats that no man had ever attempted or even dreamed of before. His incredible daring and his dedication to the art and science of flight, along with an uncommon flair for showmanship, make him unique among 20th Century heroes. Yet this most famous man of his time, whose name once blazed across the American sky, is now almost unknown. Charles Lindbergh, Eddie Rickenbacker, and the ace pilots of two World Wars owe their careers in part to this brilliant young man who always gave audiences ‘A Show They’ll Never Forget’

*Lincoln Beachey—The man who owned the Sky* is available in the Museum Store for \$14.99.



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## HILLER AVIATION INSTITUTE AVIATION • EDUCATION & RESEARCH CENTER

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