In recognition of the nationwide historical value of the UTD-History of Aviation Collection (HAC), the National Endowment for the Humanities has granted $100,000 to UTD for a three-year program to inventory, arrange and describe the nearly 2,000,000 archival items in the HAC to make them readily accessible to researchers.

Dr. Larry Sall, Assistant Library Director for Special Collections, who has had extensive experience in the organization and preservation of archival collections will be the program director. Grant funds will be used to hire a full-time archivist and assistant to do the processing.

In organizing the 1500 feet of archives and quarter million photographs, the archivists will be guided by G. Edward Rice, Curator of the HAC, from a historical standpoint utilizing his broad knowledge of the HAC and expertise as an aviation historian, gained in more than a half century of experience in the industry.

George H. Williams, Jr., expert photographer, will serve as a volunteer in rephotographing priceless photos which would otherwise be lost. This preservative rephotography will be used on photos which are fading or damaged. He will also process them in his own laboratory for cost of materials only.

The UTD History of Aviation Collection, described in the first edition of the Air Log, contains the personal papers and correspondence of scores of great in aviation and many hundreds of notables. Included in the archival items are several book length manuscripts, worthy of and planned for publication, along with the research material on which they were based. The morgues of two well-known aviation periodicals are included along with the memorabilia of several authors, columnists and artists.

"The archives and manuscripts in the collection deal with far more than the development of aircraft and spacecraft," Dr. Sall says, "They document the revolutionary change wrought by aviation on humanity."

"The archival materials cover every facet of lighter-than-air, heavier-than-air and space flights," Rice says, "not only from the technical and historical standpoints, but they also provide an insight into the innermost thoughts of the individuals involved. Such personal aspects are rarely available to the historical researcher."

The $100,000 NEH grant requires that matching in kind services or funding be provided by UTD or from outside sources. About sixty percent of this requirement will be covered by services of UTD staff or volunteered services. The balance must be obtained from private foundations or other donors.

"The award of this grant and the execution of its provisions will provide ready accessibility to this extremely vital aviation history resource," Dr. Sall says.

UT Board of Regents Visits the HAC

On September 4, 1980 the HAC was visited by the Board of Regents. This body is assigned the governance of the twelve general academic institutions and the seven health-related institutions of The University of Texas System by the State Legislature under authority of the State Constitution. It was this group who authorized the move of the HAC from UT-Austin in 1977 and who approved the formation of the Aerospace Heritage Foundation to support the HAC.

With the Board of Regents during their visit was Mr. E. D. Walker, Chancellor and Chief Executive and Administrative Officer of the UT System. Mr. Walker was a test pilot and project officer at Eglin AFB, Florida and Muroc (now Edwards) AFB, California during WWII and still retains a strong interest in aviation. Dr. Bryce Jordan, UTD Presi-
Aerospace Heritage Foundation Formed to Support HAC

UTD President, Dr. Bryce Jordan recently announced the establishment of the Aerospace Heritage Foundation, a tax exempt organization formed to raise funds for the financial support required to foster and maintain the History of Aviation Collection. Income from the Foundation’s endowment will be especially needed for future acquisitions and the financing of all operations not financed by state or federal funds.

Though UTD houses special collections and provides administrative support, the funding for staffing and acquisitions must come from outside sources. The newly formed IRS approved Aerospace Heritage Foundation provides the vehicle which will assure the growth and perpetuity of our major aviation history research library, which has already gained international recognition as a rich and highly useful source of the development history of both aviation and space sciences.

George E. Haddaway, who founded the History of Aviation Collection, is the President of the Aerospace Heritage Foundation. He and other trustees of the Foundation will inaugurate the first major fund raising campaign in late 1980. The first goal will be to raise the dollar-for-dollar matching fund required by the National Endowment for the Humanities $100,000 three-year grant for the long-needed organization of the nearly two million archival items which comprise the most informative research sources. The next major goal will be the establishment of an endowment for continuing support of the HAC.

Individuals and companies interested in AHF membership and/or support should write to the Aerospace Heritage Foundation, Post Office Box #643, Richardson, Texas 75080, or phone (214) 690-2570.

Welcome! Indispensable Volunteers

Without the fine volunteer services of many gracious individuals the HAC would still be in a highly disorganized state. Words cannot adequately express appreciation for the earnest endeavors of more than a score of volunteers in the initial organizational period, and several who continue to serve on a regular basis.

Prior to the dedication of the HAC November 11, 1978, a group including several aviation historians, aero engineers, active and retired airline captains, an advertising executive, and the bureau chief of a major aviation publication labored until the wee hours of the morning helping to prepare the collection for token presentation to those attending the ceremonies. Such selfless service can never be fully compensated.

Presently, among regular volunteers is George H. Williams, Jr., retired insurance executive, eminent WW-I historian and editor, and superb photographer. George is in the HAC daily, except when on his extensive travels where he is always an excellent ambassador for the HAC.

Robert Kopitzke, American Airlines Boeing 747 instructor, and Roger Maloney, retired Vought engineer, spend one or two days weekly helping to organize the library or perform a myriad of other tasks at which both are adept.

Marvin Krieger, owner of an advertising firm specializing in aviation and an HAC advisory board member, provides promotional art and layouts and serves as a guide and photographer for visiting groups.

Ms. Lesley Pritchard, noted hot air balloon pilot/instructor, owner of Air Venture Balloon Port, contributes her skills in photo and print matting and calligraphy to grace the collection.

All of the above regulars have earned the utmost gratitude of the HAC staff, and so have Rev. and Mrs. Cecil M. Tune (Ret.), who travelled from Lubbock, Texas to spend two weeks organizing the HAC’s fine assemblage of NACA and NASA reports.

Such gracious assistance is essential to the continued success of the HAC. Though the rapid growth in research activities and visitors dictates an expansion of the permanent staff, additional volunteer efforts will be sorely needed and most welcome.
Meet Our Donors
Lifeblood of the HAC

Of the hundreds of valuable contributions to the UTD-HAC, limited space permits acknowledgement of only a few in the Air-Log, but all receive recognition and are greatly appreciated in the HAC. Vital historical niches are not only filled by the donations of the notables, but frequently by items received from unsung heroes or collectors.

Among valuable collections of memoirs, photos and other mementos received from proudful surviving spouses are those of: Arthur Burns, Early Bird, WWI flight instructor and airline pioneer; Col. Charles W. Kerwood, member of the French Foreign Legion and Lafayette Flying Corps in WWI and USAAF in WWII, and a founding member and long-time president of the Ligue Internationale des Aviateurs; Major William F. Long, WWI aviator, WWII flight school operator, and legendary “Mr. Dallas Aviation”; Captain Edwin Musick, Early Bird, WWII flight instructor, and pioneer of Pan Am’s South American and Pacific routes; and Alvin Niemeyer, early Texas aviator and American Airlines pilot, who became Sr. V.P.-Operations of North Central (now Republic) Airlines.

Among the gifts from living donors is the extensive WWI collection from Olive Senn, aviation enthusiast and historian, whose father built an airplane in 1910. Mrs. Senn writes: “Visiting the HAC in that beautiful Eugene McDermott Library was an experience that I shall never forget. I am gratified to know that my WWI books and items will be a part of it. It pleases me to know that writers, students, and others doing research will have access to them.”

Significant lifetime memorabilia assemblages have come from Colonels Jack Jaynes and Ralph Spake, both alert octogenarians who served as pilots in WWI and commanders of Air Transport Command Bases in WWII. Jaynes also was Deputy Regional Administrator of the CAA/FAA in Fort Worth for many years. Jacob Woodard, WWI aviator and pilot and ordnance officer for Gen. Billy Mitchell’s provocative battleship sinking demonstration off the Virginia coast, has donated his fine collection to the HAC.

Those who have made substantial financial contributions to the HAC are: Addison Airport, Airlines International-Dallas, Frank E. Austin, Aviation Properties, Inc., Bell Helicopter-Textron, Collins-Rockwell International, Cooper Airmotive, First National Bank of Euless, Bill Fuller Memorial Fund, Goddard Foundation, George E. Haddaway, Thomas T. Hoopes, John J. Hoppers, George Jalonick III, KC Aviation, William E. Kelley, Krister Foundation, James E. Lockart, Jr., Brian K. Moses, Florine Niemeyer, Samuel Roberts Noble Foundation, North Texas Ballooning Ass’n, Robert C. Quinlan, Republic Financial Services, William E. Shuttles, Superior Air Parts, Vought Corporation, and Kenny Wagner. Hundreds of smaller donations have been received, too. All of them help, whether large or small, and all are greatly appreciated.
The late William Fuller, whose memorabilia are in the HAC, and George Haddaway examine some rare 18th century books and other irreplaceable aviation history items.

The Business Aviation Historical Center

The Business Aviation Historical Center in the HAC is progressing rapidly. It shares the 600 sq. ft. Air Transportation room with the history of the air mail and commercial air transport. It is anticipated that these two segments of the HAC will be fully organized in late 1980 or early 1981. They will continue to grow, however, as new collections come in.

The Lois Henry Collection goes back to the organization of the Corporation Aircraft Owners Assn, predecessor of the NBAA. Business aviation coverage in the Frank Hawks memorabilia starts in 1919. Added to these are Don Teel's photos and other memoirs starting in 1927, and Nelson Rokes extensive historical assemblage starting with his earliest flights.

Offsetting the names of the many airlines in the commercial airlines side is a growing list of business aircraft users on the business aviation side, such as: Aerojet-General, AT&T, Halliburton, Noble Associates, P&G and U.S. Steel to name only a few.

To really build a history archive on business aviation, photos and other historical materials of business aircraft users are earnestly solicited, not only from the corporate operators of long standing, but also from the newer operators. Today's news is tomorrow's history, so there is nothing too new to fit into the BAHC.

George Haddaway holds the largest remaining piece of a Bowen Airlines Lockheed Vega after its destruction by a tornado on the eve of its inaugural flight—Houston to Dallas (Mrs. Temple Bowen - Donor).

The late Mrs. Lois Henry, beloved publisher of “Skyways,” a magazine dedicated to the NBAA and to business aviation, whose collection forms part of the HAC.

Walter Hinton, NC-4 transatlantic pilot (1919), 92 yrs. young, with Curator Ed Rice in April, 1980.

Users of the HAC

Even though the holdings of the HAC are not yet catalogued, it has provided valuable historical data to researchers from 26 states, the District of Columbia, and seven foreign countries.

Included are such institutional users as Atlantic-Richfield Company, Dallas Morning News, Encyclopaedia Britannica, McAllen International Museum, National Air & Space Museum, Naval Aviation Museum, Naval Aviation Development Center, NASA, NBC, Noble Affiliates, Oklahoma Air Space Museum, Texas Foundation for Women's Resources, and Time and Life Books.

Individual researchers include internationally famous British aviation artist, Douglas Ettridge; Lyman Award winning author Devon Francis; aviation feature writer, Paul Garrison; and nationally known authors, J. V. D'Arc, “Bud” Burritt, Jack Keasler, and George C. Larson; in addition to scores of scholars from this and other universities and neighboring high schools.

The HAC serves as a research base for adult continuing education classes in the history of aviation conducted by the curator. The two classes already presented have been well received. Another, covering “Famous Flights and Fliers of the 20th Century - the First Four Decades” starts October 16, 1980.

The library and archives of the HAC are also available to students who wish to research the development of flight technology for a credit course in the History of American Technological Development (HIST 3384) which is being offered at UTD as one of the History of the Americas courses.

The debonair, dashing aviator of 1927, Don Teel, U.S. Steel (Ret.), whose memoirs are in the HAC.
Very Important Visitors (VIV's)

The rapidly expanding list of visitors to the HAC totals many thousands, representing 42 states, the District of Columbia and 20 foreign countries. Visiting groups include the Air Force Ass'n, Air Force Academy Chorale, Aviation/Space Writers Ass'n, civil aviation officials of the People's Republic of China, Daedalians, Experimental Aircraft Ass'n, Flight Safety Foundation, Navy Silver Eagles, North Texas Ballooning Ass'n, OX5 Club, 99's, WASP's, neighboring grade and high school classes, and many troops of Boy Scouts, Cub Scouts and Girl Scouts.

Many aviation notables have visited the HAC. On her second visit, Jean Rosendahl, who donated the fabulous Adm. Charles E. Rosendahl LTA collection remarked, "It is beautifully displayed, beyond my fondest wishes." Captain David Crockett, former commander of NAS Dallas, and John Nation of Atlantic Richfield were both amazed at the extent and historical significance of the HAC. Robert L. Kirk, President of Vought, termed it "an outstanding historical resource." Hiroshima pilot, Gen. Paul Tibbetts, was impressed with the accuracy of the model of the "Enola Gay" made by outstanding modeler, Phil Spexarth.

Whether a Cub Scout or a famous flyer, each guest is a VIV to the staff of the HAC. As the collection continues to develop, its influence will increase for a swelling stream of VIV's, as each of them passes the word on to others of this fine fount of aviation history, available to all who would partake of it.

Jim Lovell, astronaut of Apollo 13 fame signs the HAC guest register. When required to leave for a board of directors meeting before completing his tour, he exclaimed, "This is like putting a boy in a candy shop and not letting him taste the candy!"

Members of a civil aviation mission from the People's Republic of China listen intently as the HAC curator relates the history of V/Adm. Charles E. Rosendahl.

Karl Stefan, veteran balloonist and LTA designer, relates an amusing LTA anecdote to Ms. Lesley Pritchard, aeronaut and balloon port owner, and Ed Rice during the North Texas Ballooning Ass'n rally.

Mrs. Louise Timken and Ed Rice following HAC dedication ceremonies. An ardent supporter of all facets of aviation, Lou flew her Learjet from Canton, Ohio to attend the dedication.
Aviation’s Most Notable Golden Anniversary of 1980

Selection of 1930’s most notable aviation achievement was complicated by the multitude of records: altitude, speed, endurance, transcontinental and transoceanic by the world’s foremost aviators. Analyzing all of the problems, however, it became relatively easy to select the East to West flight from Paris to New York by Costes and Bellonte as the major accomplishment of the year.

Think of an open cockpit airplane subjected to the elements for more than 37 hours. Think of cruising speeds at times no higher than head-wind velocities. Consider remaining stationary for 90 minutes in mid-Atlantic as your fuel drains away. Imagine flight into fog and thunderstorms approaching a precipitous coast without adequate instruments or knowledge of your whereabouts.

Under these hazardous conditions which had claimed the lives of two illustrious compatriots, Nungesser and Coli in 1927, two other intrepid Frenchmen Dieudonne Costes and Maurice Bellonte ventured to fly from Paris to New York. After being turned back by excessive head winds in July 1929, they finally made the flight non-stop in 37 hr. 18 min. September 1 and 2, 1930 to a tumultuous welcome at Curtiss Field, Long Island.

After a brief rest, they flew on to Love Field, Dallas, arriving September 4, 1930 to claim a $25,000 prize offered by Col. W. E. Eastwood, Jr., for the first flight from Paris to Dallas. Returning to New York on September 5, Costes and Bellonte flew next to Washington, D.C. for a Presidential reception and then embarked on a 16,387 mile goodwill tour of the U.S.

As he spanned the Atlantic in living room comfort on the supersonic Concorde on the golden anniversary of their famous flight, Bellonte remembered well the harrowing experiences he and Costes shared. Costes, who was a WWI ace and a distinguished distance flier before the 1930 trans-Atlantic flight, died in 1973. Their Breguet XIX Point d’Interrogation (“Question Mark”), which was financed by perfumer Francois Coty, is now enshrined in the Musee de l’Air at Chalais Meudon, near Paris.

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**Women in Air and Space**

HAC’s “Women in Aviation and Space” is a very important historical segment centered around this outstanding memorial sculpture by Jewel Estes, which commemorates the 38 Womens Air Force Service Pilots (WASP’s) who lost their lives during WWII. Ferrying all types of military aircraft, these courageous ladies rendered outstanding service.

HAC’s holdings cover a myriad of heroines ranging from Early Birds such as Mathilda Moisant, Harriett Quimby, Ruth Law and the Stinson sisters to the female astronauts of today. Champion inaugural passenger of the 1920’s through 40’s, Clara Adams, has earned her right to a place among the female immortals of aviation and the HAC is the repository for her papers, photos, and souvenirs.

Women were notably busy in aviation in 1930, so the year 1980 is the golden anniversary of many memorable female flight records: Elinor Smith, altitude: 27,418 feet; Lena Bernstein, duration: 35 hr., 46 min.; Amy Johnson, distance: 9,900 miles; Amelia Earhart, speed: 181.16 mph; Florence Lowe (Pancho) Barnes, speed: 196.19 mph; Laura Ingalls, NY-LA-NY: 56 hr., 2 min. flying time; Mrs. Keith Miller, NY-LA-NY: 47 hr., 32 min. flying time; Ruth Nichols, NY-LA-NY: 30 hr., 20 min. flying time. Women have shown the same mettle as the men in their fine feats since the beginning of human flight.