<table>
<thead>
<tr>
<th><strong>Air &amp; Space TV Channel</strong></th>
<th><strong>New Organization Replaces Aviation/Space Writers Association</strong></th>
<th><strong>New Doolittle Tokyo Raid Exhibit at Air Force Museum</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Launched</td>
<td>The Society of Aerospace Communicators (SAC), a new organization for aerospace writers and public relations specialists, has replaced the former Aviation/Space Writers Association. Founded in 1995, the new association has nearly 500 members who write for the nation’s major periodicals or represent the leading aerospace industries of the U.S. Annual dues are $35. Information on requirements for membership can be obtained from SAC at P.O. Box 15748, Chevy Chase, MD 20825. Tel: (301) 652-2281. <strong>Frontiers of Flight Museum Obtains Earhart Search Plan</strong></td>
<td>Visitors to the Air Force Museum, Dayton, Ohio will see a new exhibit that pays tribute to the Doolittle Raid on Tokyo of 1942. Although an exact replica of the North American B-25B used on the mission has been on display there since 1958, the diorama is complete with the aircraft, unusually realistic mannequins, stacks of ammunition boxes, bombs and other visual aids depicting the epic mission of April 18, 1942. A six-minute video of a 1980 interview with General Doolittle telling about the mission is shown throughout the day. A ribbon-cutting ceremony was held in October 1997. Six Doolittle Raiders and ten Hornet crew members were present. Other guests of honor included Col. John P. Doolittle, son of General Doolittle, and the general’s grandson, Col. James H. Doolittle, III. Thirty-two of the 80 crew members survive today. They met last month in Sarasota, Florida on the 56th anniversary of their historic mission. <strong>Doolittle Medals Presented to Doolittle Library</strong></td>
</tr>
</tbody>
</table>

Wingspan, the Air & Space Channel, a cable and satellite channel devoted exclusively to air and space subjects, was launched on April 2 under the leadership of Chairman Walter J. Boyne, former director of the National Air & Space Museum, and CEO/President Philip Osborn, veteran TV producer. Wingspan will provide news, entertainment, documentaries and educational programs on air and space subjects.

The new channel is funded by advertising and is made available to cable system operators throughout the U.S. Boyne and Osborn will make the channel available to U.S. and European audiences on a satellite system. Wingspan is already well-known as the producer of the Wings program on the Discovery channel and also produces programming for A&E, the History Channel, PBS, Speedvision, and several foreign channels.

Wingspan currently has about 50 employees and nine production teams engaged in producing documentary films. The news team is being expanded to be able to handle five shows weekly. The organization will establish news offices in England and Italy, as well as in Russia and Asia, probably in Singapore.

Col. John P. Doolittle, General James H. Doolittle’s son, visited the Special
Collections Department at the university on January 30, 1998 to donate eleven of his father’s valuable medals to add to the display of his other awards for the Doolittle Library. In addition to the Medal of Honor presented to then Brigadier General Doolittle by President Roosevelt in 1942, on display is the Presidential Medal of Freedom awarded by President Bush in 1989, and the four stars pinned on the general by President Reagan in 1985. Also donated were the Guggenheim Medal, the Military Order of the World Wars Distinguished Service Medal, the Sylvanus Thayer Medal for Outstanding Service to the Nation, and the Mutual of Omaha C.C. Criss Awards presented to General and Mrs. Doolittle, and the stars presented to General Doolittle by General Claire L. Chennault following the April 1942 raid on Japan. There are also the general’s stars given to Doolittle that originally belonged to General George S. Patton.

Col. John Doolittle also donated a number of magazines with articles about his father, photographs, correspondence and a copy of a 1912 boxing program that featured his father as one of the participants.

Max Springweiler Memoirs Translated

Max Springweiler was a member of General Claire L. Chennault’s Civil Air Transport (CAT) for eleven years. Following his death in 1994, his daughters published his memoirs in Germany, Max’s homeland. Much of his book, An Aviation Pioneer in China, depicts his CAT friends, adventures and accomplishments but it also tells his life story from his Black Forest roots through his perilous aviation career. Between 1931 and his transfer to Lufthansa in 1962, he flew over every part of China, was shot at and shot down, and survived several crashes and forced landings. He spent World War II as a telegrapher in Shanghai, reviving his flying career after the war flying for the Lutheran World Federation supporting missionaries, often with Felix Smith, author of China Pilot, at the controls.

After the evacuation of the Chinese mainland by the Nationalist Government, Max and his partner William Dudding started their own one-plane airline which was folded into Claire Chennault’s CAT. From 1950 to 1962, Max ran CAT’s charter operation.

Max’s book has been translated into English by Dr. Larry Sall, head of the UTD Special Collections Department. He recently returned from visiting Max’s daughters in Germany. Together they finalized the translation that will be published soon.

Fiftieth Anniversary of the Berlin Airlift to be Noted

It was on June 23, 1948 that the world found out that the three western sectors of occupied Berlin were to be blockaded by the Soviets “for technical reasons.” Located 100 miles inside Russian-controlled East Germany, it appeared that the city would be starved into submission to Communist rule if the British, French and American forces did not counter in some way. Although all traffic on road, rail and water was banned, the three air corridors from West Germany to the city were not closed. US, British and French air transports went into action. The famous Berlin Airlift (Operation Vittles) that resulted was able to sustain the city’s 2½ million population in the Allied zones with life’s necessities for almost a year when the land routes were opened in May 1949. However, the airlift continued and when it ended in September 1949, over 2.4 million tons of food, coal, medicines and supplies had been delivered in 277,264 flights.

The Berlin Airlift is acknowledged as the greatest peacetime military operation in aviation history. At its peak, it saw one plane per minute take off or land round the clock at one of the city’s three airports. The West Germans have never forgotten how the three western nations rallied to prevent them from becoming victims of the communist regime. A number of activities are planned in Berlin to mark the Lift’s 50th anniversary.

Braniff’s Air Hostess Qualifications in 1945

Qualifications for positions as airline flight attendants have changed over the years. The Frontiers of Flight Museum reports that in September 1945, Braniff Airways advertised the requirements for “air hostess” positions as follows:

1. Two years of college; better than average intelligence.
3. 21-26 years of age.
4. 5’3” to 5’5” in height; 125 lbs maximum weight.
5. Perfect physical condition; well-proportioned; no disfigurements.
6. Satisfactory vision; no wearing of glasses on duty.
7. Must be tactful, gracious, resourceful, well-groomed, attractive, emotionally stable, friendly.
8. Unquestionable family background and irreplaceable character.
9. Business experience desirable, preferably involving public contact work, or other experience indicating ability to deal with people.

The rate of pay began at $125 per month. With annual pay increments, the maximum after five years was $170 per month.

More Doolittle Reflections

General Jimmy Doolittle expressed his personal philosophy and opinions in speeches, interviews and letters during his busy lifetime. Here are some more examples found in the Doolittle Library files:

About Pilots: One thing to look for in a pilot is one who can learn his limitations. A poor pilot is not necessarily a dangerous pilot as long as he remains within his limitations. And you find your limitations in the air by getting closer and closer and sometimes going beyond them and still getting out of it. If you go beyond and don’t get out of it, you haven’t learned your limitations because you are dead.

About Religion: I have supreme confidence in the efficacy of prayer and believe, wholeheartedly, in the Golden Rule.

Howard Hughes Portrait Unveiled

A portrait of Howard Hughes by Mario Armond Zamparelli was unveiled in the Special Collections Dept. on March 21, 1998 by William R. Lummis, former CEO of the Howard Hughes Corp., and Jack G. Real, former president of Hughes Helicopter Co.

Zamparelli, chief executive designer for the Hughes operations, was unable to be present but sent a message telling the circumstances behind the painting. Hughes had asked him to make the portrait but he had to be done in three days. Working ceaselessly, he completed it and Hughes was delighted but asked for yet another alteration: to remove one thirty-second of an inch from the partial contour of the visible ear.

Jack Real, long-time confidante of Hughes, gave a talk about his experiences with the legendary figure with special reference to his accomplishments as an aircraft designer and pilot. Russell V. Stephenson, former CEO of Hughes Air West and William Vogel, public relations executive, told of their association with the airline. Zamparelli has written a book entitled Enigma: Howard Hughes, to be published soon.

Taiwanese Lighter-than-Air Experts Visit HAC

Four professors from the Chung Cheng Institute of Technology in Ta-His, Taiwan spent two days poring over technical papers in the Adm. Charles Rosendahl lighter-than-air collection. Drs. Shiao-Wuu Perng, Chuan-chu Ding, Cang-Leh Chou and Sheng-Ju Wu requested a large number of photocopies for use of the Institute’s Dept. of Aeronautical Engineering. They are the leading authorities on lighter-than-air technology in the Far East.

The University of Texas History of Aviation Collection Web Site is www.utdallas.edu/library/special/aviation/index.html