Frontiers of Flight Museum Wins $7.2 Million Grant

The Texas Department of Transportation has granted the Frontiers of Flight Museum $7.2 million toward construction of a permanent museum to replace the facility currently located on the second floor of the Dallas Love Field passenger terminal. This amount supplements about $4 million in private funds that have already been donated by individuals, foundations and corporations. The grant was made possible by federal funds distributed to the state. The announcement was made in January by Sen. Kay Bailey Hutchison, chairperson of the museum.

The grant request had the support of Texas U.S. Senators Hutchison and Phil Gramm, most of the Dallas area Congressional delegation, Dallas Mayor Ron Kirk and a number of local area business leaders. Mrs. Hutchison also credited city, state and federal officials as well as American, Delta and Southwest airlines for contributing to the funding effort.

When completed, the 60,000 square foot museum, to be located on 6.2 acres of the airport, will house several vintage planes and other aviation memorabilia, maintenance shops, a craft room for model building, theater, offices and meeting rooms. It will chronicle the history of aviation from the earliest concepts of flight to the space program. There will be an observation deck on the field side of the facility for visitors to observe flight operations. The goal for opening the first phase is mid-2001. Additional capital and endowment funds will be sought for phases two and three.

The Flyer Will Fly Again

A full scale replica of the Wright brothers' first airplane was tested in the spring of 1999 in the wind tunnel at NASA's Ames Research Center at Moffett Field, Calif. Engineers studied the biplane's stability, control, and handling speeds up to 30 mph. The data obtained will be used by a team of volunteers from the American Institute of Aeronautics and Astronautics (AIAA) using plans provided by the National Air & Space Museum to build a second Wright Flyer. It will be flown at Kitty Hawk this fall.
Hawk, N.C. on December 17, 2003, the 100th anniversary of the world's first four successful powered flights. However, it will have some modifications that are required for safety reasons.

In December 1998, the Centennial of Flight Commemoration Act was signed by the President which established a commission to coordinate the celebration of those first four epic flights.

Korean War Veterans Sought

The 50th anniversary of the Korean War will be commemorated from June 25, 2000 to July 27, 2003. Veterans of that war are being encouraged to register with the U.S.-Korea Foundation, a private, publicly supported, non-profit organization. The Foundation is seeking anyone who served in the armed forces, including the Coast Guard and Merchant Marine. Actual service in the Korean theater of operations is not a requirement. Family members of deceased Korean War veterans are also encouraged to participate.

According to the U.S. Dept. of Veterans’ Affairs, less than 20 percent of veterans who served during the Korean War belong to any national veterans’ service organization. Retired General Raymond G. Davis, former Assistant Commandant of the Marine Corps and Foundation co-chairman, said, “We do not seek to commemorate the war, but rather the veterans thereof and the sacrifices they made to preserve democracy on the Korean peninsula 50 years ago.”

Information and a registration form can be obtained from the U.S.-Korea 2000 Foundation, 4600 Duke St., Suite 416, Alexandria, Va. 22304-2517. Phone: (703) 212-8128; Fax: (703) 684-0193; E-mail: Info@USKorea2000.org.

New NASM Museum at Washington

Dulles Airport Receives Record Donation

The campaign to raise funds to help build the National Air & Space Museum's Dulles Center at the Washington Dulles Airport received a massive boost last October with a $60 million donation from Steven Udvar-Hazy, president and chief operating officer of International Lease Finance Corp. His company is the leading aircraft owner/lessor operating worldwide that buys aircraft and leases them to airlines. There are about 400 jets worth more than $18 billion in their inventory. He is a jet pilot with type ratings in Gulfstreams, Learjets and C-130s.

Udvar-Hazy (pronounced OOD-Vahr-HAH-zee), 46, was born in Budapest and settled in New York City in 1958 after the Soviet invasion of Hungary. He is quoted in the Flyer, the NASM newsletter, that the gift “mirrors my love for aviation” and is the result of his family's commitment to the education of children. The Dulles Center will be a display, preservation, restoration and education facility for the national aerospace collection.

The $60 million gift is the single largest cash gift in the Smithsonian's 135-year history. It brings the total raised so far to $93 million out of the $130 million needed to build the new museum. Acting Director Donald S. Lopez called the “gift of the century.” Udvar-Hazy says, “I hope that my contribution will encourage others to add their personal and corporate help to this exciting project.”

The Dulles Center is scheduled to open in 2003, will be about four times the size of the museum on the Mall and will house such massive aerospace artifacts as the Space Shuttle Enterprise, an SR-71 Blackbird and a Pershing II missile.

Did You Know That...

...the Eisenhower interstate road system requires that one mile in every five must be straight? (The straight sections are usable as airstrips in times of war or emergency.)

...the first bomb dropped by the Allies on Berlin killed the only elephant in the Berlin Zoo?

...the two single-engine Douglas World Cruisers that circled the globe in
1924 had open cockpits and that this flight has never been duplicated?
...General Jimmy Doolittle’s first combat mission was in a B-17 when the co-pilot was wounded and he took his seat during an attack by German fighters over the Atlantic Ocean?
...Roscoe Turner was once convicted of stealing a U.S. Marine plane but later received a presidential pardon after serving six months in a federal prison?
...Joe Ronald Bower set world records for flying a helicopter around the world eastbound in 1994 and westbound in 1996?
...the first solo transatlantic balloon flight was made by Joe W. Kittinger in 1984?
...Emily H. Warner of Frontier Airlines was the first female pilot of a major U.S. scheduled airline?
...Russian pilot Alexander Fedotov set the world’s altitude record of 123,523.58 ft. with a MIG-25 in August 1977?
...a B-29 required 23,652 pounds of aluminum, 11,308 extrusions, 1,418 forgings and 618 castings, and that the average fly-away cost for each was $639,188?

Hints for Document Collectors

The HAC receives many valuable aviation collections in the course of a year. One of the problems the volunteers and staff encounter is that many documents and photographs received have been held together for years with paper clips, staples or rubber bands. The clips and staples rust in time and the rubber bands break, often causing permanent damage to the materials. Photographs that have been glued into an album or have been attached with glued corners are often difficult to remove for copying. Documents that have been copied on the old thermofax paper are especially vulnerable to fading and cannot be reproduced by Xerox or similar types of copy machines.

Duplicate Aircraft Manuals For Sale

One of the major categories of documents on hand for researchers at the HAC are aircraft maintenance and operations manuals for many old prop and jet aircraft and helicopters. Occasionally, duplicates of what is already on hand are received which can be sold to anyone interested, such as those restoring older aircraft or engines. Income received from sales of duplicate acquisitions is used to purchase new aviation books for the collection.

The DC-3’s Flying Museum

No, the Northeast Airlines DC-3 you may see at air shows this year doesn’t have any artifacts on board. It is a flying artifact operating under Northeast’s colors. Northeast was an airline founded in 1933 as Boston & Maine Airways and featured a fleet of DC-3s from 1940 to 1966. Northeast merged with Delta Airlines in 1972.

Capt. Mike Farrey, a former Northeast pilot, heads The Dakota Aviation Museum, a non-profit corporation whose mission is to preserve pre-jet airline history. The museum acquired a 1943 C-47 and restored it as a DC-3C with the 1958 Northeast Airlines logo and the registration number of an original NEA DC-3.

The Dakota Aviation Museum is seeking the aid of individuals and companies interested in preserving New England aviation history. Its now-famous primary showpiece visits about a dozen air shows annually to call attention to the museum. Information about the museum and its plans for the future can be obtained from Rand K. Peck, PO Box 231, Mont Vernon, NH 03057.

The Origin of Dog Tags

During the Civil War, some soldiers going into battle improvised their own identification, pinning slips of paper with name and home address to the backs of their coats, stencil identification on their knapsacks or scratching it in the soft lead backing of the uniform belt buckle. Some private companies sold pins with the soldiers’ names and units on metal discs which were hung around the neck. In May 1862, a New Yorker named John Kennedy offered to furnish discs for all officers and men of the Federal Army. The offer was refused without explanation. In December 1906, a circular aluminum disc, nearly identical to the Kennedy tag, was provided for all personnel whenever the field uniform was worn. These discs were to be worn around the neck under the clothing and contained the name, rank, company, regiment or corps of the wearer.

The name “dog tag,” adopted during World War II, has been used continuously ever since. Today’s dog tags are stamped with the service member’s name, blood type, Social Security number (formerly serial number) and, often, religious affiliation.