

Hiller Aviation Museum Exhibit Safari

Transportation

Aviation on the Move

ANSWER KEY

1. Orville Wright's first flight in 1903 was 120 feet long.
Orville and Wilbur took turns flying their plane on that cold December morning. Wilbur managed 852 feet on the fourth and final flight, a distance only 1/3 as long as the short runway at San Carlos Airport. By 1905 the Wrights had a vastly improved airplane capable of flights measured in miles, not feet.
2. What parts of the country was the Avitor designed to connect?
New York and San Francisco. At the time Marriott developed the Avitor, this trip was an arduous journey of many months. The same year that the Avitor flew, the transcontinental railroad was completed and travel time from New York to California dropped to less than two weeks. It was nearly a century before aircraft could travel across the country more quickly than railroad trains.
3. How long did it take for the Vin Fiz to fly across the country in 1911?
49 days. Calbraith Rodgers competed for a prize to be awarded to the first pilot to fly across the United States in fewer than 30 days. He could not meet the deadline, but nonetheless was the first to cross the country as he flew from Long Island, New York to Long Beach, California in 1911. Today, modern airliners fly this same route in less than six hours.

4. Eugene Ely landed his plane on a ship in 1911.
Naval aviation can trace its roots to Ely's stunt in San Francisco Bay nearly a century ago. Ely had also been the first pilot to take off from a ship the previous year, but landing was substantially more difficult.

5. Flying boats were popular long range transports in the 1930s.
Before World War II, airports with long, paved runways were few and far between. Flying boats could take off and land at sea, allowing for a long takeoff run from any city with an ocean harbor. Pan American Airlines used flying boats with particular success during the 1930s, connecting the United States to its Pacific territories. Wartime need saw runways built all over the world, and as a result the graceful flying boat became unnecessary for passenger travel shortly thereafter.

6. Name at least one place visited by the Pan Am Clippers as they flew between San Francisco and Hong Kong.
The big Pan Am flying boats most commonly flew a route from San Francisco to Honolulu, continuing to stops at the isolated atolls of Midway and Wake, and then on to Guam, Manila and Hong Kong. Pan Am built elaborate hotels at these isolated outposts to accommodate its passengers during their overnight stays.

7. What is something that a helicopter can do that an airplane cannot?
Helicopters can hover in place, fly backwards, and take off and land vertically.

8. What is one full-sized airplane in the Museum that is able to take off and land in water?

The Atrium's Quicksilver Ultralight and the Republic Seabee in the main gallery are both able to land and take off in water. The Seabee is an amphibian, able to take off and land on both land and water. Amphibians and float planes remain popular in isolated areas with many waterways.

9. The noses of two large Boeing jetliners can be found at the Museum. What kind of jetliners are they?

The Boeing 737 adorns the Museum's Mezzanine, and the forward section of a Boeing 747 faces the Atrium from the edge of the airport's movement area. The Boeing SST on the Gallery floor was never developed into an operational airliner.

10. How fast was the Boeing SST designed to fly?

Mach 3, three times faster than sound, over 2,000 mph. Although fast enough to fly from New York to California in scarcely more than an hour, the SST developed four decades ago had a tremendous thirst for fuel and was cancelled in favor of slower, more efficient aircraft. Today, the fastest commercial aircraft left in service is the Boeing 747.