A century ago it created a sensation when it appeared in the war-torn skies of Western Europe. Sporting three wings and flown by a fearless squadron with distinctively-painted markings, the new aircraft alarmed enemy pilots on sight. In the hands of its most skilled operators these planes felled nearly a hundred hostile aircraft in scarcely three months. The aircraft that achieved all of this at the beginning of 1917...was the Sopwith Triplane, designed and built in Great Britain.

Biplane construction, used successfully by the Wright Brothers for their first airplane in 1903, remained common throughout the First World War. Fighters—airplanes capable of attacking other airplanes—became supremely important, as without control of the air the reconnaissance airplanes that the competing armies increasingly relied on had no hope of survival.

In 1916 Britain’s Sopwith Aviation Company introduced the Sopwith Pup, a traditional biplane fighter. While easy to fly and effective for its time period, the large wings blocked pilot visibility in many directions—an important consideration in aerial combat. Sopwith engineers sought to address this by designing a new fighter replacing two broad-chord wings with three narrow ones—and the Sopwith Triplane was born.

The new Sopwith had been designed with pilot visibility in mind, but pilots discovered that the three-wing configuration gave it remarkable maneuverability and climb performance. When introduced in combat in 1917, the Triplane gained an enviable reputation in a very short time. Canadian ace Raymond Collishaw flew the Triplane while leading 10 Naval Squadron’s B flight in combat over the Western Front. Painting their aircraft black, the Canadians met with enormous success—even when they tangled with the legendary Jagdstaffel 11, commanded by Manfred von Richthofen.

The experience of von Richthofen and his Flying Circus (then a squadron of brightly painted Albatross fighters) and other German pilots led to a proliferation of triplane designs in the Imperial German war machine. Designer Anthony Fokker inspected a Sopwith Triplane that had been forced down behind German lines. Impressed, Fokker led his team in an effort to develop a triplane with superior performance, and the first prototypes flew in the summer of 1917. The new plane, designed Fokker Dr. I ("Dr" for dreidecker, or triplane), was taken up by von Richthofen’s squadron for evaluation at the end of August. Von Richthofen
himself flew the new Fokker at the beginning of September 1917 and quickly shot down two Allied aircraft, reporting back that the Dr. I was superior to existing equipment.

Both the Sopwith and Fokker triplanes had exceptional maneuverability due to a convergence of two unrelated factors. First, the triplane structure itself. By spreading the lift required to make the airplane fly among three wings instead of two, the individual wings could be smaller. In the Sopwith Triplane, the wings were made narrower, improving pilot visibility (and also aerodynamic efficiency). The Fokker triplane took a different approach and shortened the wings instead. Although the initial Fokker prototypes had inadequate aileron control (the British plane had ailerons on each wing, while the Fokker did not), in service both planes had excellent turn rates and exceptional climb performance.

Turning performance in both designs was further enhanced by their use of rotary engines. The first adapted to use in airplanes was the French Gnome engine, designed and built by the Seguin brothers. The rotary engine differs from either inline or radial engines in that the entire engine rotates around a crankshaft that is stationary and bolted to the airframe. The propeller is simply attached to the engine and rotates along with it. Rotary engines were mechanically simple, relatively lightweight and had excellent cooling characteristics. Lincoln Beachey famously traveled to France before the war to secure two such engines for use in his aerobatic aircraft. One may be viewed in his Little Looper airplane displayed at the Hiller Aviation Museum.

While the rotary engine was adopted in early airplanes for reasons related to engine performance, fighter pilots immediately discovered another advantage: the heavy, rotating mass at the front of their airplanes provided tremendous torque that could translate into very fast turns, at least in the direction favored by the engine’s rotation. This effect was more pronounced with triplanes, which had proportionately shorter and/or narrower wings and a shorter fuselage than a biplane of comparable power, and hence had less mechanical and aerodynamic resistance to the rapid turning forces.

Along the ever-rising spiral of aeronautical technology, however, the triplanes were left behind. The Sopwith Triplane was withdrawn from service even as the Fokker was introduced; the two never met in combat. The Fokker gained an appreciable reputation, due in part to its use by leading German ace Manfred von Richthofen, but the triplane design increased drag as well as maneuverability and the plane could not keep up with newer, faster biplanes. Worse, a series of structural failures interfered repeatedly with production and prevented the Dr. I from being built in large numbers, even during its heyday. These factors led to production being discontinued six months before the end of the war, just weeks after von Richthofen himself was killed flying a Dr. I on his final mission. More modern biplanes such as the famous Sopwith Camel ruled the skies at the time of the Armistice—yet even these would be obsolete long before the shadow of war fell across Europe once more just two decades later.

Although two Sopwith Triplanes are preserved in museums, no original Fokker Dr. I triplanes exist today. A handful of surviving aircraft found their way to exhibitions in German museums, but all were destroyed during World War II. However, the iconic design remains a popular subject for reproduction aircraft. The Hiller Aviation Museum’s Restoration Shop is fabricating a full-scale replica, authentic in design from its steel tube-welded construction to the intricate wooden ribs of its triple wings. Destined for the Museum’s Beginnings of Flight collection, the Fokker tells a story of rapid technological progress, and equally rapid obsolescence, that resonates in Silicon Valley today much as it did in the skies of Western Europe a century ago.

Resources

Fokker: The Creative Years, A R Weyl, 1965
Fokker – The Man and His Aircraft, Henri Hegen, 1961
Richthofen, Beyond the Legend of the Red Baron, Peter Kilduff, 1993

—

Fokker Dr. I Triplane

Manfred von Richthofen, The Red Baron

Restoration team working on the new DR.1 Fokker Triplane

Sopwith Camel ruled the skies at the time of the Armistice—yet even these would be obsolete long before the shadow of war fell across Europe once more just two decades later.
Not Even the Sky is the Limit

BENEFIT GALA

Saturday, October 21, 2017

Hiller Aviation Museum
601 Skyway Road
San Carlos, CA 94070
www.hiller.org/gala

Individual Ticket $300
Table Sponsorships Available
$15,000, $10,000, $5,000, $3,500

5:30 pm / Cocktails
7 pm / Dinner and Auction

PAYMENT

# of Gala Tickets ___ or Sponsorship Amount $_________
# of vegetarian meals ___
Donation Amount $__________
Total $_________

Please make checks payable to Hiller Aviation Museum or
☐ Visa  ☐ MC  ☐ AmEx  ☐ Discover

□ My payment is enclosed
□ Contact me about sponsorship
□ I cannot attend; enclosed is my donation
□ I would like to donate an in-kind auction prize

MAIL TO:
Rebecca Duran, VP of Development
Hiller Aviation Museum
601 Skyway Road, San Carlos, CA 94070
duran@hiller.org / 650-654-0200 x203

www.hiller.org/gala
WELCOME MEMBERS!

We would like to welcome the following new and returning members May through July:

Shari and Soam Acharya, Paul Aguilar and Eva Chapa, Aaadi Al-Jadda and Driana, Jason and Christine Allen, Murat Arisoylu and Mujgan Dilek Ariyoz, Ana Arruarte and Bernaide Chavez, R.L. and N. Achison, Eric and Eraka Bailey, Jayaprakash Balachandran and Kalyani Penguraj, Dennis Baras, Susan Battaglia, Carol Bauman and Robert, ruykovic, Ron Berkioto and Laura Schles, Shaw and Suzanne Berry, Joseph Bhatupati and Srikant Kumra, Jonas Blencach, Jessica and Daniel Biaturnik, Jen M. and Uyen Block, Jon Mark Bluth and Michelle Danzer, Dave and Carlyn Danz, Galaniz and Stanley Bolick, Alex Bonnie, David Brown and Sally Glaser, Leigh Brantley, Shashi Bhardwaj, Kevin Bronson, Leo Bridgeford and Cong Luo, Patrick Burchat and Anthony Corcino, Nina and Alex Burglya, Nicoline Butller, Vitaly Bychov and Mariya Stepantschina, Stella Cadalla and David Baile, John Canny and Nicole Stavropoulou, Raymond Carpenter and Gregory Hamilton, Mika and Mike Carrington, Nathan Carrillo and Yumo, hung, Natalie and Albert Cecusni, Ana and Jenny Chavez, Sauree and Bonmil Chatterjee, Seema and Hatinder Chawla, John Chen and Chuyong Lu, Xi Chen and Xiaobin Shu, Zhehong Chen and Ling Li, Hui Chen and Min and Chin-Chen Chen, Roger and John Chiu, Ava Chengard, Miko, Hideo Chihara, Chatunara and Sonya Trikha, Shun Chin and Yj, Wallace and Carol Chin, atrist and John Chooce, Jean and Yoon A. Choi, Himant Hocko and Anishii, atel, Max and Lisa Chuang, Henry Chen and Jayne Ousu, Jeremy and Stephanie Clark, Jennifer and Kelvin Czak, Steven Cobleddick, Ken and Karen Cochran, Hiroshi and David and Tali Cohen, Doug Coker, Gloria and David Comfort, Lance and Charly Connor, Redick Cook and Hollis Shore, Coolen Cousins and Zachary Amden, Rachel and, ul Cross, Juan Cruz, B Brent and Sunia Saitry, Yeulin Dai and Felennyng, T. Roger Danielsen, Andrew Demir and Viga Dentata, Janet and Steve Davis, Verita De Almeida and Sanjevei Satyali, Kimberley Femandez and Riddick Wilburn, Jindrich Dinga and Jitka Dingova, Kian Dintakurthi and, adma-vtha Singamurthy, Loui Donnea and Melinda Lojo, Elizabeth Doughty and Jeffrey Blair, Mary and Gary Dreger, Daphna Dor and Nicolas Ludiborbi, Robin and Robin Eo, Jonathan Doan, David and Darlene Dulany, William and Johanna Durham, Shalyn and Randall Eason, David and Margaret Edwards, Alex Eisenhart, David and Sue Ellis, Kjel Edlund, Larry Emken, Hateral C. Espino, Robin Estrada and Jerremi Solano Estrada, Mary and Lars Eyde, Kiins and Carsten Fichtte, Eugene and Maria Flaush, Anna Fenina and Valentino Kuzevets, Jeff and Kaye Fei, Tami and Lisy Frankel, Robert Freedman, Ahbyang Sangatharan and Sartih Chanclay, Ying Gao, Katherine Garcia and John Brown, Crystal and Divonne Garza, Jon and Ruth Gavin, top and Alex Gawley, Cathy and Charlie Gersterbach, Andre and Christine Garhaggin, Kieta Ghanam, Homaia Gholastahdari, Jo Rewins Gilbert, Ophelia and Eric Gillespie, Robert Ginda and Tatiana Bachnick, James Giulianotti and Lois Wang, Tammy and Dimitr Gizovia, Hai and Aumoin Gomes, Hinglun and Gao Zhong, Pamela Gonzalez and Samuel Lopez, Ruth Gordon, Anca and Oscar R. Gousneys, James Green and John Grant, Stephen Greither and Michael Weigasy, Vidyasagaru Guntumata and Lino Abraham, Sandra Gu and Joshua Walker, Richard Y. Gu and Ramon Wu, Juan Huan Gu and Ting Yong Lin, Mona and Eric Gundersen, Binkar Gupta and Susanita Agarwal, potato and Jeanne Hartz, Charles and Drana Harken, Charles and Drisana Hafner, Ronna Hagili and Rani Milco, Thomas Hahn, Yoshashwi Harish, Catherine and Stephanie Hartman, Julian Hartley and Teresa, riestley, Elizabeth Harvey-Guedes, Duncan and Catherine Harwood, Hank Harste, Rong He and Min Xu, James Heeger and Daryl Teresa, riestley, Elizabeth Harvey-Guedes, Duncan and Catherine Harwood, Hank Harste, Rong He and Min Xu, James Heeger and Daryl Teresa, riestley, Elizabeth Harvey-Guedes, Duncan and Catherine Harwood, Hank Harste, Rong He and Min Xu, James Heeger and Daryl

President's Message

I t’s been an exciting summer at the Museum! Aviation Camp soared with over 1,200 participants and a heavy focus on aviation science, bringing young people a bit closer to their dreams of flight with hands-on experiences that are unique in the Bay Area.

We are steadily making progress in developing exhibits for the museum. Work continues on our real-time air traffic and meteorology display along the south wall of the airport gallery, funded by the JetBlue Foundation. Part of this project includes a program in which participants perform the roles of dispatchers, crew schedulers, meteorologists, and ATC specialists in a role-playing simulation of real world airline operations. Primarily intended for use in our school programs, plans also include creating a version in which casual visitors on weekends, both adults and children, can participate in regularly scheduled programs to discover the fascinating behind-the-scenes activities that take place during airline operations.

Thank you for supporting our mission to improve understanding of science and technology behind-the-scenes activities that take place during airline operations.

— Jeffery Bass, President & CEO

SUPPORT THE MUSEUM! Donate Your Car, Truck, RV, Boat, Airplane or Helicopter

Call Toll Free 1-800-677-1744 tax-deductible gift

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Call Toll Free 1-800-677-1744 tax-deductible gift
**EDUCATION PROGRAMS FALL 2017**

### AVIATION CAMP

**FALL/WINTER AVIATION CAMP**

**SPECIAL HOLIDAY PROGRAMS**

**NOVEMBER 2017 – JANUARY 2018**

9 AM – 4 PM (EXTENDED HOURS AVAILABLE)

Take flight this holiday season at Aviation Camp! Build and fly model aircraft, take on challenging flight simulations, explore Museum aircraft and more while exploring a unique subject in flight.

**EXTREME FLIGHT**

NOVEMBER 27 – DECEMBER 1*

**FLIGHT SCIENCE LAB**

DECEMBER 21-22

**WRIGHT FLIGHT**

DECEMBER 26-29

**AERO ENGINEERS**

JANUARY 2-5

*No camp November 30. Partial week enrollment available. Visit www.hiller.org for more information. We'll see you there!

### AERO DESIGN CHALLENGE

Open to Grades 5-12

**SCHOOL PROGRAMS**

MON-FRI, OCTOBER 23-27, 9:30 – 12:30

**PUBLIC PROGRAM**

WED, OCTOBER 25, 2:00 – 5:00

Launch an adventure in design and engineering! Offered in conjunction with the Bay Area Science Festival and through the generous support of Peaxy and SAP, the Aero Design Challenge provides students unique aerospace-themed challenges. This year students design, build and test a high-performance glider. Space is limited and advance reservations are required.

### PAPER PLANES

**NATIONAL PAPER AIRPLANE CONTEST**

**FLY FOR FUN WORKSHOPS**

**SUNDAYS, AUGUST 27 & SEPTEMBER 17, 1 PM – 3 PM**

**COMPETITION**

**SATURDAY, OCTOBER 7, 10 AM – 2 PM**

Do you have what it takes to join the best of the best? Join the National Paper Airplane Contest and find out! Following internationally-accepted rules, build and fly competition-worthy paper planes in two different Fly for Fun workshops. To compete, register to fly with author and world-record holder John Collins on October 7. Fly for Fun workshops are included with Museum admission. Pre-registration and a special program fee are required for the competition. Visit www.hiller.org for details.

### DRONE RANGERS

**ADVENTURES IN MULTIROTOR FLIGHT**

Grades K-5

**SATURDAYS, 10 AM – 12:30 PM**

**SEPTEMBER 16, OCTOBER 21, NOVEMBER 11, DECEMBER 2**

Join the robotic revolution at the Hiller Aviation Museum! Children Grades K-5 investigate the technology of remotely piloted vehicles, master multirotor flight in the Drone Plex’s simulator lab, and earn their wings with basic flight training inside the Drone Plex cage. Each participant will take home a lightweight drone (no FAA registration required).

### STARLAB SKY SHOWS

**SATURDAYS, SEPTEMBER 30, OCTOBER 14, NOVEMBER 25, DECEMBER 9, 10:30 AM & 2 PM**

Explore the stars, planets and constellations of autumn beneath the Starlab dome! Each 30-minute presentation highlights night sky objects visible from your own backyard.

Space is limited. Starlab ticket required in addition to Museum admission, may be purchased the Admissions Counter on the day of the program.

www.hiller.org

(650) 654-0200
OPEN COCKPIT
SATURDAY
SEPTEMBER 9
10AM-2PM
Who isn’t fascinated with sitting in an aircraft cockpit? The Hiller Aviation Museum regularly provides access to aircraft in its exhibits. On September 9th, the doors swing open on many others, including the Boeing 737, Grumman HU-16 Albatross, Aero L-39, and more to provide a pilot’s eye view of these iconic aircraft.

SMITHSONIAN MAGAZINE MUSEUM DAY
SATURDAY, SEPTEMBER 23
Free admission all day for any person (plus a guest) who presents a Museum Day Admission Card available in the September issue of Smithsonian Magazine, or visit www.smithsonian.com/museumday to download your Museum Day Admission Card. Each card provides museum access for two people (one Admission Card per household).

DRONE STRIKE PRESENTATION & BOOK SIGNING
BY BILL YENNE
SATURDAY, SEPT 23, 11AM
The idea of an armed, combat-configured unmanned aerial vehicle, entered the Twenty-first Century much as the idea of military airplanes had entered the twentieth century—an untied and untested concept suddenly thrust into the spotlight in an unexpected global war. By 1999, few people outside the military recognized the potential of armed, unmanned flying vehicles, or Unmanned Combat Air Vehicles (UCAVs) as they were called. Today, UCAVs form a vital arm of U.S. strike forces and are controlled from halfway around the world.

In this book, the author picks up the UCAV story where he left off in his 2010 Specialty book BIRDS OF PREY: Predators, Reapers, and America’s Newest UAVs in Combat. Since that time, both technology and battlefield doctrine have evolved considerably and this book is a new window into that world, providing a detailed inside look into the present and future of robotic aerial warfare systems and technologies. Event included with museum admission.

FOOD TRUCK CRAZE CONTINUES!
AT HILLER EVERY WEDNESDAY
11AM TO 2PM—RAIN OR SHINE!
The parking lot of the museum turns into a food court every Wednesday. Several food trucks participate in this gourmet event. The trucks rotate weekly, so come for your favorite truck or try something new! Dine under our porte-cochere, or indoors when it’s a little cold, or, grab and go!

Halloween Haunted Hangar
SATURDAY, OCT 28, 10AM-12 NOON
Helicopter Pumpkin Drop at 12 Noon!
Visit the Hiller Aviation Museum this October for a frightful treat! Come in costume and see the Gallery decked out in its spooky Halloween decorations. Join the creepy carnival games to earn special prizes, meet our flying witch and sign her special Halloween pumpkin. Join a spooky honor guard to accompany the witch to her helicopter before she takes off and splats the great orange gourd across the landscape below in a festive salute to the Halloween spirit! Event included with Museum admission.

AIRPORT DAY 2017
SATURDAY, SEPTEMBER 30
10AM-3PM
AIRPLANE & HELICOPTER RIDES *
AIRCRAFT DISPLAYS *
EXHIBITORS & VENDORS *
FOOD TRUCKS *
EVENT AND PARKING ARE FREE

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Oktoberfest is at hand! Over two hundred years after Crown Prince Ludwig and Princess Therese of Saxony-Hildburghausen wed, the Hiller Aviation Museum joins the celebration with a special Oktoberfest beer, music and dining event on Saturday evening, October 14.

In honor of the great festival held in Munich each year, the Peninsula Oktoberfest will pour:

**German Beers:**
- Hofbrau Oktoberfest, Hofbrau HFE, Weltenburg Dunkel, Anders VolBier, Stiegle Radler, Fruh Kolsch

**Great Microbrews and Seasonal Beers from:**
- Devil’s Canyon, Uncommon Brewers, Anchor Brewing

Two bands, the San Mateo Elks Oktoberfest Band and the return of Bayern Maiden, The Rockin’ Oktoberfest Band, playing the hits directly from the tents in Munich.

Museum admission required to enter the event. Beer glasses (required for drink purchases) $5/each (or you can bring your own glass, 16oz pours). Oktoberfest brews available for $5/pour. Discount tickets available on Eventbrite www.hiller.org. The museum admission fee is free for museum members to the event.

SANTACLARIALVESBYHELICOPTER—EARLYTHISYEAR!
NOVEMBER25 • 10:30AM
RAINORSHINE.
DOORSOPENAT9:45
Join the West Bay Community Band and sing Christmas carols while the kids line up to tell Santa their Christmas gift list. Santa will be at the Museum between 10:30AM and 12:30PM before he heads back to the North Pole! FREE EVENT.

EVENTWILLBEHELDRAINORSHINE

NEWHOURS:5PM-10PM
HALLOWEENHAUNCHART
Saturdayoct28,10AM-12NOON
HelicopterPumpkinDropat12NOON!
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GOURMETFOODTRUCKS
WEDNESDAYS11AM-2PM
FLIGHTSIMZONE,
INVENTIONLABAND
FMXFLIGHTSIM
WEEKENDS11AM-2PM
DRONEPLEX
WEEKENDS1PM-4PM

DRAPEHILLER
AVIATIONMUSEUM
601SKYWAYRDRANOCARLOS
(650)654-0200*WWW.HILLER.ORG

PENINSULAOKTOBERFEST
SATURDAYOCT.14
5:00PM-10:00PM

DiscountTickets
AvailableOn-line
Eventbrite
HillerAviationMuseum601SkywayRd,SanCarlos
(650)654-0200*www.hiller.org
Join Now!

**Senior (age 65+) $50**
Unlimited admission for you + 2 guest passes.

**Individual $65**
Unlimited admission for you + 2 guest passes.

**Family $90**
Unlimited admission for 2 named adults and up to 4 children (17 & under) + discounts on Aviation Camp.

**Pioneer $125**
Family Membership benefits + an additional card for a named member (ideal for caregivers) and 2 guest passes.

**Pilot $275**
Family Membership benefits with a total of 3 guest passes + 8 FMX Flight Simulator passes and 50% off additional FMX tickets.

**Barnstormer $550 + Adventurer $1,000**
Pilot Membership benefits with a total of 4 guest passes + 10% off Museum Rental and Birthday Parties.

**Explorer $2,500 + Navigator $5,000**
Pilot Membership benefits with a total of 8 guest passes + 15% off Museum Rental and Birthday Parties.

**Aviator $10,000**
Pilot Membership benefits with a total of 12 guest passes + 25% off Museum Rental and Birthday Parties and a Hiller Aviation Museum jacket.

Please make checks payable to Hiller Aviation Museum
601 Skyway Rd, San Carlos, CA 94070