While most flights in modern aviation begin and end at airports, in its earliest days operations from the surface of a body of water were quite common. Over three years before the Wright Brothers’ airplane flights at Kitty Hawk, Count Ferdinand von Zeppelin flew his first enormous rigid airship from a unique floating hangar moored in Lake Constance. Von Zeppelin chose a floating launch platform for his experiments in part to enhance safety during flight tests, and in part to allow the hangar—moored at only one end—to swing with the breeze, simplifying airship operations.

Airplanes likewise soon found their way to the water. Despite the obvious disadvantages of the additional weight and drag introduced by the need to operate from water, seaplanes had several advantages. First, they allowed for a long, smooth takeoff run that could usually be made straight into the wind. They could also access seaports, an important consideration in a world where dedicated airports and paved runways were rare. Seaplanes proliferated through the 1920s and 1930s, culminating in exceptional aircraft like the Supermarine S.6B racer and the Boeing 314 Clipper.

While the golden age of seaplanes ended with World War II, water operations have persisted in the world of general aviation. Small seaplanes and amphibians have remained in production through the present day. The emerging world of personal air vehicles has likewise seen its share of water-capable vertical takeoff or landing aircraft, including the Kitty Hawk Flyer. Developed by Mountain View-based startup Kitty Hawk, the Flyer carries a single pilot in a twin-pontoon aircraft lofted by ten vertically-aligned propellers. Designed as an ultralight aircraft, the single pilot carried by the Flyer need not possess a pilot certificate.

Flown extensively by Kitty Hawk from 2018-2020, the Flyer provided important data regarding water-based personal air transportation operations. Kitty Hawk ended the Flyer’s development program and donated a flown flight test vehicle to the Hiller Aviation Museum earlier this year. As a part of the Museum’s growing collection of autonomous and personal air transportation vehicles, the Kitty Hawk Flyer represents yet another innovation in the quest to make personal air travel safe, affordable and convenient to all.

Resources
https://evtol.news/kitty-hawk-flyer/, downloaded 9 September 2020
https://kittyhawk.aero/, downloaded 9 September 2020
Yet another two-seat airplane taking shape in a garage. What’s different?

Senior Aerospace Engineer at Wisk Aero, Dr. Chinmay will present an overview of his custom-built airplane project, where the design, build and pilot training is just as important as getting airborne. He will discuss the fundamentals of the design process, what considerations are important for each discipline involved, and how the rest of life overlaps with such a project.

WEDNESDAY SEPT. 23, 7:00 PM

CHASING A DREAM: AIR FORCE B-52 PILOT AND FLIGHT SURGEON DAVE PRAKASH, MD, MS

Dave was originally a doctor. But after completing medical school and residency he applied to the US Air Force. He omitted that he was a doctor to ensure he went to pilot training just weeks before reaching the age limit of 30. He went on to serve as a B-52 operational test pilot and eventually convinced the service to let him to work as a flight surgeon too. After 13 years on active duty as one of only nine pilot-physicians, he left for business school at Stanford in 2017. His story is a remarkable example of a person ignoring all perceived limits in following ambitious dreams.

WEDNESDAY OCT. 7, 7:00 PM

COBRAS TO LITTLE BIRDS: ATTACK AVIATION IN THE MARINES AND SPECIAL OPERATIONS WITH MATTHEW CROCE

Matt will discuss his experiences and lessons learned throughout a 26-year military career in attack aviation, from stateside training and pre-9/11 deployments, to 24 combat rotations supporting our special operations forces in Iraq and Afghanistan.

WEDNESDAY OCT. 21, 7:00 PM

TUESDAYS AND THURSDAYS, 2 PM

Meet Hiller Aviation Museum staff and build an aviation-themed project online in a special Virtual Invention Lab session!

Each session runs 30-35 minutes and includes an introduction, hands-on activity, and exploration of an aircraft or aircraft replica in the Hiller Aviation Museum. Presented live via Zoom from the Invention Lab studio. No pre-registration required, just drop in! It’s Free!
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Keynote by Gary Gysin, President & CEO of Wisk, a joint venture between Boeing and Kitty Hawk
Urban Air Mobility: Opportunities and Challenges

Mark Your Calendar
Hiller Aviation Museum’s first-ever “thank you for not coming” fundraiser!
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QUESTIONS?
Contact Rebecca Duran
VP of Development
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duran@hiller.org

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Senior (age 65+) $50
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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

Join Now!

I want to be a member of Hiller Aviation Museum in the following category:

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☐ Individual $65
☐ Adventurer $1,000
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☐ Navigator $5,000
☐ Pilot $275
☐ Aviator $10,000

☐ New Member ☐ Annual Renewal

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(Pioneer Memberships only)

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