A century ago this fall – November 11, 1918 – the guns fell silent on the Western Front, bringing an end to the terrors of the Great War. Today remembered as World War I, at the end of 1918 it was known instead as the War to End All Wars – a conflict so horrendous that surely another could never succeed it. The moniker and the rationale behind it proved tragically false, but the mood in 1918 was one of optimism for the future, tinged with sad remembrance of the past.

Though no other continent suffered World War I to the extent that Europe did, the change brought by the conflict spanned the world. Aviation, still in its infancy in 1913, experienced a tremendous burst of innovation and development during the war years. When battle was first joined in 1914, the airplane was an oddity with no clear military role. By the time of the Armistice in 1918, control of the air had become an essential pre-requisite for a successful land campaign.

The frail machines flown early in the war were quite similar in performance to the 1905 Wright Flyer, the machine Wilbur and Orville considered to be their first practical flying machine. In contrast, by war’s end a proliferation of advanced designs had developed, filling niches in the ecosystem of military aviation undreamed of just a few years earlier.

Following the war, air racing quickly took on the role of catalyzing new developments in aviation. The earliest aerial speed competition was not...
a true race, but instead an organized set of time trials similar to an Olympic alpine skiing event. Sponsored by newspaper publisher James Gordon Bennett, the Gordon Bennett Trophy was first awarded to Glenn Curtiss in 1909. Curtiss sprang to fame by besting famed French aviator Louis Bleriot by mere seconds. Racing at Reims, France, at a time when French aviation was both technically advanced and a source of intense national pride, the upset victory of the jaunty American was a jolt felt in aviation circles across the continent.

The Bennett Trophy was largely eclipsed by the Schneider Trophy after World War I. Established by Jacques Schneider, the Schneider Trophy was reserved for the world’s fastest seaplanes. Today the concept of a race for seaplanes seems absurd – the floats, pontoons and ship-like fuselages required for an airplane to operate from the water add enormous amounts of drag to an airframe. Until the late 1930s, however, the drag and weight disadvantages faced by seaplanes were modest compared to the challenges faced by landplanes. Absent a global network of paved runways, landplanes usually operated from open fields. Virtually every landplane mission in the first decades of flight would be considered an STOL (short take-off and landing) flight today. Seaplanes, in contrast, had access to much longer takeoff runs in the protected waters of harbors, lakes and bays. Freed from the constraints of making short/soft field take-offs and landings, seaplanes could be optimized for high performance.

The first Schneider Trophy races preceded World War I. The 1914 race was won by one of the first aircraft designed and built by the Sopwith Aviation Company, presaging its legacy of high performance fighter aircraft. Following the war, the race series resumed in earnest in Venice, Italy, giving emergent Italian aircraft designers a chance to shine. Italians won the race in consecutive years in 1920 and 1921. The rules of the Schneider Trophy competition stipulated that a team able to win three consecutive races would keep the trophy in perpetuity, giving the Italians an opportunity for an historic win in 1922.

Standing in their way was a biplane flying boat constructed by a little-known aircraft manufacturer: the Supermarine Aviation Works. Incorporating during World War I, Supermarine struggled to field an effective design and survived the war building components for Sopwith. After the war Supermarine found its niche building small numbers of seaplanes for the Royal Navy. A Supermarine airplane first appeared at a Schneider Trophy race in 1919, but sank ingloriously after striking debris on landing. Its 1922 entry, the Sea Lion II, remained afloat and dashed the hopes of the Italians, winning the competition and returning the trophy to the United Kingdom.

Throughout the 1920s, the Schneider competition inspired pilots, aircraft designers, and entire nations with the thrill of higher and higher speeds in a technology that seemed to have no limit. The United States, consigned as an aeronautical backwater during World War I, returned to prominence with a pair of victories in the 1920s, the second flown by James “Jimmy” Doolittle. The final competition was held in 1931, as a British team won a third consecutive victory to claim the trophy for all time. Supermarine designed and built the seaplanes used to win the Schneider Trophy.

Aeronautical technology accelerated at a breakneck pace throughout the racing era. Glenn Curtiss stunned the French by winning the Gordon Bennett Trophy in Reims at the blistering speed of 47 miles per hour. The Supermarine S6 that won the final Schneider race averaged 340 miles per hour just 22 years later. While seaplanes soon faded from importance, the knowledge gained in their development did not. Supermarine adapted what it had learned to build the exceptional Supermarine Spitfire, hero of the Battle of Britain. Rolls Royce, builder of the engines that powered the S-series racers, went on to design powerplants used in many combat aircraft, including not only the Spitfire but also the later (and most effective) versions of the North American P-51 Mustang.

Today, events such as the Reno International Air Races are largely for sport. Military aviation advances in response to perceived threats around the world, while developments in commercial flight stem from unending efforts by airlines to seek competitive advantage. In the time between the wars, however, it was the quest for racing glory that drove teams around the world to design, build and fly ever faster airplanes, transforming the technology of flight and inspiring a tradition of performance in aviation that continues to this day.

Resources
Aircraft of Air Racing’s Golden Age, Robert Hirsh, 2005
The Quest for Speed, Mike Roussel, 2016
HILLER AVIATION MUSEUM PRESENTS

BOLD DREAMS

NEW FRONTIERS

20TH ANNIVERSARY BENEFIT GALA

SATURDAY, OCTOBER 20, 2018

KEYNOTE BY IVAR SATERO
SAN FRANCISCO INTERNATIONAL AIRPORT DIRECTOR

5:30 PM / COCKTAILS • 7:00 PM / DINNER & LIVE AUCTION

Tickets, Sponsorships, Donations: www.hiller.org/gala

BENEFITING THE MUSEUM’S AVIATION AND STEM EDUCATION PROGRAMS

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

Questions? Contact Rebecca Duran, VP of Development – 650.654.0200 x203 / duran@hiller.org
WELCOME MEMBERS!

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

Jeffrey Abramowitz and Patti Hershefield, Shari and Soam Acharya, Gary WELCOME MEMBERS! and Mike Galanter, Derek and Lisa Zaba, Anna Zavarzina and William Chih-Wei Chang, Yizi Wu and Cuiping Pan, Shekhar Yadav and Amita Paul, and Jacob Volinsky, Caroline Vu and Edward Cha, Sanjay and Jyoti Vyas, Vidineev and Kseniia Vidineeva, Angel Viloria and Narinya Kellogg, and Ashish Mahashabde, David Vespremi and Roberta Kuehne, Yury Ito, Ayush and Pallavi Jain, Eileen and Aaron Jang, Mohammad Hosley Stewart and Doug Stewart, Ken and Patricia Howarth, Yihan Hu

Elmar and Yvonne Horn, Joel Hornstein and Karen Arellano, Darienne Taslima B. Shireen, Harry Hastie, Laura Franco and Scott Hayes, James Harris and James Sonnenberg, Elizabeth Harvey-Guedes, Lutful Hasan and Mallampati, Vidyasagara Guntaka and Lino Abraham, Karan and Rashmi Gumerova and Yuriy Skylar, Soujanya Gundlapalli and Ragavendra


President’s FALL 2018

It’s been an exciting summer at the Museum! Aviation Camp soared with over 1,300 participants and a heavy focus on a hands-on experience that are unique in the Bay Area.

The Hiller Aviation Museum’s new look for our 20th anniversary features a design called “dazzle.” The paint scheme is not exactly camouflage but was applied to war ships so they would present a confusing silhouette to prowling submarines and surface vessels. The design was also applied to aircraft to thwart easy identification. The museum now presents a provocative and intriguing visage. We are certainly in less danger of being sunk by U-boats than at any other time in the museum’s history.

For creative design and final execution we thank HGA Architects, William F. Rossi Painting and The Signworks.

Behind the scenes, we are happy to welcome Christopher Lee to the museum’s Board of Directors. Chris brings strong connections to the capital finance and investment banking world, along with his expertise with a BS in Mechanical Engineering and a lifelong interest in aviation. We look forward to working with Chris.

Meanwhile, activities abound in our restoration shop with the fabrication of a full-size replica of a Fokker Dr.1 Triplane, the “Red Baron.” You can watch the action every Tuesday and Thursday as skilled volunteers apply fabric covering to control surfaces and bring together the engine, cowling, landing gear and other elements with a goal of displaying the aircraft in its final form in early 2019.

Thank you for supporting our mission to improve understanding of science and technology using aviation as a gateway. There are great things coming, and we look forward to seeing you this fall at the Hiller Aviation Museum.

— Jeffrey Fess, President & CEO
AVIATION CAMP

FALL/WINTER AVIATION CAMP
SPECIAL HOLIDAY PROGRAMS
NOVEMBER 2018 – JANUARY 2019
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.

TEST PILOT SCHOOL
NOVEMBER 19-23*
EXTREME FLIGHT
DECEMBER 19-20
AERO BOT INVENTORS (K-5)
FIGHTER ACES (5-8)
DECEMBER 26-28
WINGS & FLYING THINGS (K-5)
INVENTION CONVENTION (5-8)
JANUARY 2-4
DRONE ZONE
JANUARY 7

*Aero Design Challenge presents middle and high school students with unique design challenges intended to spur creative thinking and problem solving. This year, students design, build and test a helicopter! There is no charge to participate, but space is limited and advanced reservations are required. Visit www.hiller.org for more information.

FAMILY SUNDAY PROGRAMS

Fall 2018
Join the excitement select Sundays at the Hiller Aviation Museum!
Each event features hands-on activities just for kids, ranging from drone flights and paper planes to design challenges and airplane painting. Visit www.hiller.org for more information on each event.

AERO WORKSHOP
Ages 10+ • Sept. 9, Oct. 7 • 2 – 4 PM

DRONE MEET
Ages 8+ • Sept. 16, Oct. 14, Nov. 18 • 1 – 4 PM

FLY FOR FUN PAPER PLANES
Ages 5+ • Oct. 21, Nov. 11 • 1 – 4 PM

KIDS’ CARNIVAL
All Ages • Sept. 23, Oct. 28, Nov. 25 • 10 AM – 12 PM

WATER ROCKET RALLY
Ages 5+ • Sept. 30 • 11 AM – 12 PM

STARLAB SKY SHOWS

SATURDAYS, SEPTEMBER 29, OCTOBER 6,
NOVEMBER 10, DECEMBER 1, 12:30 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 in the gift shop on the day of the program.
Who isn’t fascinated with sitting in an aircraft cockpit? The Hiller Aviation Museum regularly provides access to aircraft in its exhibits. On Open Cockpit Days 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.

OPEN COCKPIT
SATURDAY, SEPTEMBER 15.
WEDNESDAY, NOVEMBER 21
10AM-2PM

SMITHSONIAN MAGAZINE MUSEUM DAY
SATURDAY, SEPTEMBER 22
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).

KIDS’ CARNIVAL & HELICOPTER PUMPKIN DROP
SUNDAY, OCTOBER 28, 10AM – 12PM
Visit the Hiller Aviation Museum this October for a frightful treat! Come in costume and see the Gallery decked out in its spooky Hallowe'en decorations. Join the creepy carnival games to earn special prizes, meet our flying witch and sign her special Hallowe'en 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 Hallowe'en spirit!
Event included with Museum admission.

HAUNTED HANGAR PARTY
SATURDAY, OCTOBER 27
6PM-11PM
Who says Hallowe'en is just for kids? Fright takes flight in an all new event at the Hiller Aviation Museum! Join ghosts, skeletons, witches and warlocks as darkness falls on the Museum on October 27. Grab a drink or a delicious dinner from Bone Yard BBQ, dance to Q102 DJ Billy Vidal and explore a festively spooky collection of aircraft and aviation artifacts. Put on a costume and come to party the night away. Little goblins are welcome too! Event is included with regular museum admission.

CORRECTION:
The following CHARTER MEMBERS of the Museum were accidentally omitted from the last Briefings newsletter. The following people have been members uninterrupted since the museum opened June 5, 1998. We apologize for this error. With members like you we are able to bring the history of aviation to everyone.

Henry D. Miller
David G. Mitchell
June L. Munro
Michael & Hong Murphy
Einar B. Nielsen
Walt Ramseur
Robert E. Scharff
John Straubel
Richard & Joy Tabery

THANK YOU
To the following generous organizations who support aviation and STEM education for local students by underwriting the cost of the museum Aero Design Challenge and school field trips!

www.hiller.org
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 13.

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

**Microbrews and Seasonal Beers:**
- Hofbrau Oktoberfest, Hofbrau Hefe, Weltenburg Dunkel, Anders VolBier, Stiegle Radler, Fruh Kolsch
- Great Microbrews and Seasonal Beers from: Devil’s Canyon, Uncommon Brewers, Seismic Brewing Co.

German food by Little Red Riding Truck will be available for separate purchase. Plenty of sausages, bratwurst and sauerkraut.

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.

**EVENT WILL BE HELD RAIN OR SHINE**

**PENINSULA OKTOBERFEST!**

**PENINSULA OKTOBERFEST!**

**SATURDAY OCTOBER 13**

**6:00PM - 11:00PM**

**Discount Tickets Available On-line**

Hiller Aviation Museum 601 Skyway Rd, San Carlos

(650) 654-0200 * www.hiller.org

**Hiller Aviation Museum**

**GERMAN BREWS**

**MUSIC AND MORE!**

**PENINSULA OKTOBERFEST!**

**SUN. OCT 7 • 2PM-5PM**

Aero Workshop

**SAT. OCT 13 • 6PM-11PM**

Peninsula Oktoberfest

**SUN. OCT 14 • 1PM-4PM**

Drone Meet

**SAT. OCT 20 • 5:30PM-10:30PM**

Bold Dreams, New Frontiers Gala

**SUN. OCT 21 • 1PM – 4PM**

Fly For Fun – Paper Airplanes

**SAT. OCT 27 • 6PM-11PM**

Haunted Hangar Party

**SUN. OCT 28 • 10AM-12:30PM**

Kids’ Carnival – Pumpkin Drop

**NOVEMBER**

**SUN. NOV 4 • 2PM-5PM**

Aero Workshop

**SUN. NOV 11 • 1PM – 4PM**

Fly for Fun – Paper Airplanes

**THURS. NOV 22**

Closed for Thanksgiving

**SUN. NOV 25 • 10AM-12:30PM**

Kids’ Carnival

Check online schedule at www.hiller.org/calendar for the most up to date schedule
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

Thank you for your support.