

# THE STARLINER

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## *The Lease is Signed!*

The Houston Aeronautical Heritage Society and the Houston Airport System have signed the lease on the 1940 Air Terminal, and the land surrounding the Terminal East of Telephone Road. The lease is for 20 years and provides two five year options to renew after the initial 20 years. The lease will be submitted to Houston City Council for approval in the near future. While we anticipate no difficulties in obtaining City Council approval for the lease, please contact your City Council person, the at large City Council

members, as well as any members of City Council you know, and let them know of your support for the 1940 Air Terminal Museum.

As soon as City Council approves the lease, the on-site restoration of the Terminal will begin in earnest. The first priorities after the lease is signed and permits are obtained, will be to construct a fence around the Terminal which will effectively remove the Terminal from the Hobby Airport secured airport operations area, removal of any remaining asbestos containing materials from

the north wing of the Terminal, and submission of the Terminal for designation as a historic building on the National Register of Historic Places, as well as analogous state and local historic designations. Museum general contractor Tribble & Stephens, Museum architect Howard Hill, of Brand + Allen architects and Lynn Edmundson, of Historic Houston, are preparing to move ahead with these exciting developments.

While the rental the Houston Aeronautical Heritage Society has negotiated with the Hous-

ton Airport System is lower than market rental, it is a significant monthly commitment. Although museum fundraising has been aimed almost exclusively at raising money for the restoration of the Terminal, lease payments will come from the museum's operating budget. The museum's operating budget comes from museum memberships and the sale of merchandise and has funded routine expenditures such as insurance, printing, postage, website hosting, merchandise inventory and museum collections. There has never been a better, and more important, time to become a member of the Museum.

## *POPS & PROPS TIME AGAIN!*

The 2<sup>nd</sup> Annual Pops & Props Gala and Silent Auction will be held on Saturday, January 25, 2002. All of the net proceeds from the event will be dedicated exclusively to the restoration of the 1940 Air Terminal. The Duke Energy hangar at Hobby Airport will be transformed into an elegant scene from a bygone era. The Ronnie Renfro Big Band will be playing hits from Glenn Miller and other 1940's big band leaders. The hangar will be filled with tables for 10. Long tables following the perimeter of the hangar will display fabulous Silent Auction items and offer information about the 1940 Air Terminal Museum.

There are three ways you can participate in Pops & Props. Each Pops & Props Underwriter (\$7,500) will receive two reserved tables for ten, an invitation for a private pre-restoration tour of the 1940 Air Terminal and invitations to the Underwriters' Cocktail Reception. Each Pops & Props Table Sponsor (\$1,940) will receive a reserved table for ten. Individual Pops & Props tickets are available for \$150.00.

In order to preserve the magic of the first Pops & Props, we are limiting the size of the event to no more than 500 attendees. The reviews and comments on the first Pops & Props were universally spectacular. We believe this year's event will sell out in short order. Please send us your check to reserve your underwriter opportunity, your tables or your seats as soon as possible. If you have any questions, please do not hesitate to call Drew Coats or email [Coats@1940AirTerminal.org](mailto:Coats@1940AirTerminal.org).

### Aviation Heritage Hour

Thanks to Houston Community College Television and the tireless efforts of member Ted Paulissen and Io Communications' Jeffrey Mills, the 1940 Air Terminal Museum's *Aviation Heritage Hour* has been on the air almost six months. The show is a one hour program featuring aviation history, aviation education and related topics which airs each week on Fridays at 9 p.m. and Saturdays at 9 a.m. on HCCTV (Warner cable CH 19, CH 71 on Phonscope, and CH 71 on TV MAX). Kansas City's Airline History Museum has been instrumental in supplying aviation history programming for use in the show. If you like what you see, drop HCCTV a note or email and let them know. If you can't get HCCTV in your area yet, call your cable or satellite provider. If you are interested in sponsoring new episodes of the *Aviation heritage Hour*, please send an email to [Coats@1940AirTerminal.org](mailto:Coats@1940AirTerminal.org).

### STERLING BANK AND GULFWAY HOBBY AIRPORT ROTARY CLUB SPONSOR ROOMS IN FIRST WING OF MUSEUM

Sterling Bank and the Gulfway Hobby Airport Rotary Club have each generously agreed to sponsor rooms in the first wing of the 1940 Air Terminal Museum to be restored. Sterling Bank is sponsoring the creation of an aviation education center. The room will serve as the nucleus for the Museum's educational outreach efforts throughout the Houston area. The education center will also

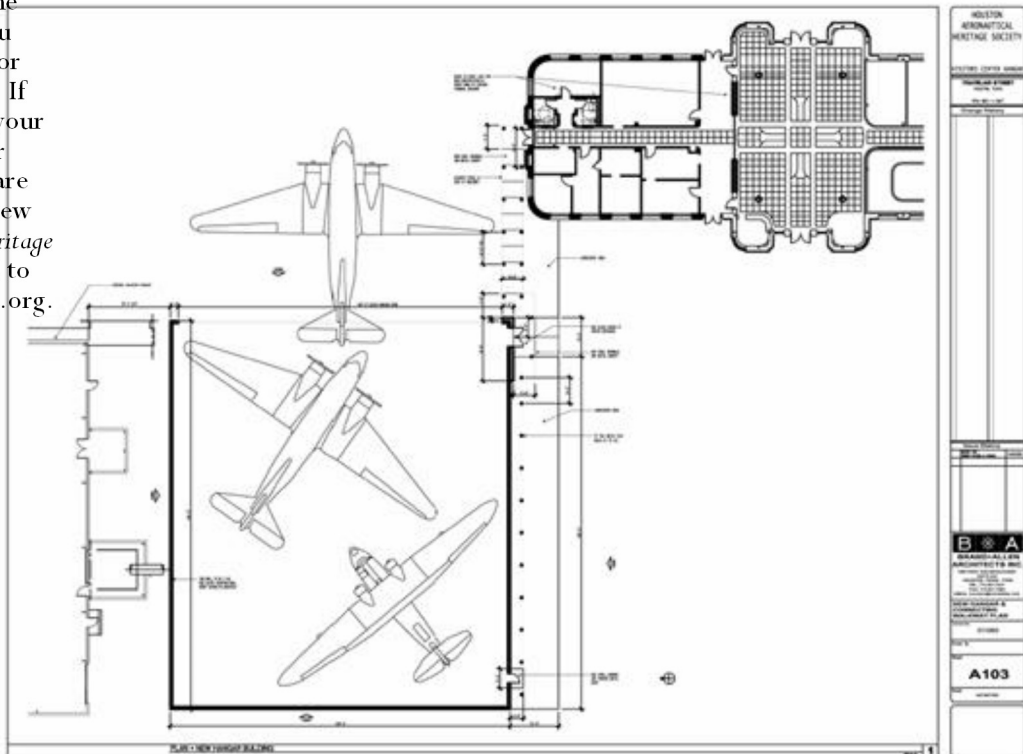
feature interactive hand-on learning exhibits for our young visitors.

The Gulfway Hobby Airport Rotary Club is sponsoring a room which will showcase the role and importance of air commerce links between Houston and Mexico, Central and South America.

If you would like to be involved in the Museum's educational outreach ef-

orts, either as a volunteer or as an educator, please contact TJ at [daf-fyacres@ev1.net](mailto:daf-fyacres@ev1.net).

If you would like information on sponsoring a room or any other portion of the first phase of the 1940 Air Terminal Museum, or its exciting programs, please email [Coats@1940AirTerminal.org](mailto:Coats@1940AirTerminal.org).



## **MUSEUM MEMBERSHIPS MAKE GREAT GIFTS!**

The 1940 Air Terminal Museum is a great source for holiday gifts for your favorite aviation enthusiasts. In addition to limited edition prints, models and other museum merchandise (available online at [www.1940AirTerminal.org](http://www.1940AirTerminal.org)), museum memberships make great gifts. Museum members not only enjoy all the benefits of belonging to the 1940 Air Terminal Mu-

seum, and the satisfaction of playing an important role in helping to save and restore the Terminal, any individual, company or organization which joins the 1940 Air Terminal Museum, or renews or upgrades an existing membership, between April 1, 2002 and March 31, 2003, or became a lifetime member previously, will be entered in our 2002 Member-

ship Contest. The contest prizes will be travel on Continental Airlines and Southwest Airlines. The higher your level of membership, the more chances you have to win. Some airline restrictions and conditions apply to the use of the travel prizes. The contest offer is void where prohibited by law.

*Want to be a 1940 Air Terminal Museum volunteer?*

*Email curator T.J. Zalar at [daffyacres@ev1.net](mailto:daffyacres@ev1.net).*

## **MUSEUM COMMISSIONS NEW PAINTING**

With the tremendous success of *Age of the Classics—the Houston Municipal Air Terminal*, the 1940 Air Terminal Museum has commissioned artist Jonathan Frank to create another painting of the Terminal. The painting will feature the original three story elevation of the Terminal,

prior to the additions to the building in the late 1940s, and will feature a Braniff Airways Douglas DC-3 and a Pan American World Airways Douglas DC-4. Once the new painting is completed, we will produce 60 signed and numbered artist proofs and 940 signed and numbered

prints of the painting. We are now pre-selling the artist proofs for \$125. The prints will be available for \$75. For more information email [Coats@1940 Air Terminal](mailto:Coats@1940AirTerminal)



## **NEW EXHIBITS**

**BY T.J. ZALAR**

The Museum was recently asked to provide exhibits at the Hobby Airport Hilton hotel. We are currently installing exhibits in two cases in the main lobby of the Hilton. The first ones will introduce the 1940 Air Terminal Museum to patrons and provide some excellent examples of the

outstanding collection of the Museum. Thanks to the Hobby Airport Hilton for this opportunity. Thanks also to Michael Bludworth for once again, providing the museum-quality models of early commercial aircraft for the exhibits. Also thanks to Max Clark for loaning

some examples of his aviation Big Little Book adventure novels for young readers from the early twentieth century. These books provided the spark for many future aviators with dreams of flying and space travel.

## MUSEUM WISH LIST

### BOOKS & DOCUMENT

\*Juptner's *Civil Aviation* Series volumes 1 through 10 \* Any books, manuals or documents relating to civil or commercial aviation \* Aviation related kids books and comic books \* Postcards illustrating commercial aviation \* Christmas Cards illustrating commercial or civil aviation \* Travel brochures, time charts for air travel, commercial aviation advertisements.

**OBJECTS:** \* civilian (private, corporate, airline, agricultural, etc.) aircraft manufactured prior to 1960 or which are historically significant, in any condition \*

*Mannequins (male and fe-*

*male)* \* Equipment relating to aviation including meteorology, communications, and air traffic control equipment \* aircraft cockpits, instruments, gauges, seats, parts, etc. \* Exhibit cases \* Vintage airport or terminal signs and posters \* Travel agent-style display models \* Hardware associated with uniforms including wings, hat emblems \* Airplane propellers for display (any condition) \* Aircraft engines for display (any condition) \* Old aviation toys \* Civil aviation art prints and original paintings \* Aviation related autographs \* First flight/ day airmail covers \*

**HOME MOVIES:** \* Any

home movies or videos related to civil aviation or avia-

**JOIN THE  
1940 AIR  
TERMINAL  
MUSEUM  
TODAY!**

## THANK YOU 2002 MUSEUM MEMBERS!

**We wish to thank the members of the 1940 Air Terminal Museum.**

### *Lifetime Members:*

**Texanair:** Jeffrey Weiss, Jay & Charlotte Tribble, James & Nanette Stephens, Oscar Nipper, Marjorie Evans, Steve & Nancy Williams, Eddie & Connie Williamson, Jeff Kaiser/ Same Day Signs, Dæw & Kirsten Coats

**Starliner:** Pete Melcher, Dave & Kay Cox, Ralph & Yvonne Baughman, Alice & Jim Rice / Northrop Rice USA, Dionel Aviles, Lawrence Levinson, Jim Wimberly, Bette & Ralph Thomas

**Clipper:** John Kirksey/ Kirksey & Partners Architects, Rollie McGinnis, The Edmundson Family, A.J. & Irene High, Kathleen Jirick, Paul & Bernice Koonce, Ed

& April Loewher, Chic Sale, Genevieve Stewart White, Jay Gurry, Lynn Wexler, Michael W. Ross, Gray & Susan James, Carolyn Waites / The Aviator Shop, Mary Ann Echols, Jim & Franca Nelson, Brian & Ann Heckman, Ryla Bouchier

### *2002 members:*

**Barnstormer:** Alan Donary, James Kosmo, Brett Westphahl / Aztec Party & Tent, T.J. Zalar, Kenneth Williams / Frost Bank

**Observation Deck:** William Stampex, Leslie Rogers, Kelley Barber, Mark Rice, Tim Rice, John & Lisa Smalley, Terry Landry, Eileen Herrington, Dawn Rice, Cathy Landry, Patrick Rice, Howard Hill, Aircraft Owners & Pilots Association, Thomas Barger, James & Deborah

Baugh (ret), Chris DuPont, Patrick Gynnes, Tara Harl Odom, Ken & Shirley Hyman, Lt Col Daniel G. Illerich (ret), Robert & Sydney Moen, Vesta Rae Gaubert, Leslie Rice, Mike Rice, Lou Rieker, Scott Rozzell, Jim Shine, William Sparks, Terry & Bob Wright / Top Flight Services, Joe Weber, Peter Wil-

## An Aviation First

by T.J. Zalar

"We're unique, so let's not imitate. Imitation lets you catch up to the guy ahead, but never lets you pass."

Robert Prescott, founder and CEO of the Flying Tiger Line.

Bob Prescott is the founder of the world's first successful air-cargo company, the Flying Tiger Line Inc. Prescott's Flying Tiger Line was the nation's first regularly scheduled, transcontinental all-freight company that stretched across the northern U.S., connecting East Coast cities with Los Angeles, San Francisco, and Portland, Oregon. With the can-do motto, "We'll Fly Anything, Anywhere, Anytime," Prescott's fleet of freightliners proved to the international airline industry that passenger service was not needed to supplement the business of flying cargo. In 1966, Robert Prescott placed the largest fleet order ever made for jet freighters when he ordered seventeen new Boeing DC-8 aircraft winning him the lucrative mail and freight service from the U.S. to the Orient.

Robert William Prescott was born in Fort Worth, Texas on May 5, 1913. After graduating from high school, Prescott left for California. He worked his

way through Compton Junior College as a truck driver, and in 1939 joined the Navy to become an aviator. After completing his training he taught at the Naval Flying School at Pensacola, Florida until September 1941, when the Navy permitted him to resign his commission to join Claire Chennault's American Volunteer Group (AVG) known as the "Flying Tigers." After the U.S. entered the war on December 7, 1941, Prescott fought the Japanese from bases in China and was credited with six victories before the Flying Tigers were disbanded in the summer of 1942. He returned to the U.S. and went to work for TWA as an intercontinental pilot. He later flew as a captain for the China National Aviation Corporation completing over 300 missions carrying military supplies from India to China.

### *The Flying Tiger Line*

Prescott's dream of founding his own airlines materialized when, after contacting other veterans of the AVG raised enough money through other matching funding sources to buy fourteen Budd "Conestoga" RB-1 stainless steel cargo airplanes from U.S. Navy surplus. The nation's first all-cargo airline went into operation

on June 25, 1945. The Flying Tiger Line began carrying fruits and vegetables, household furniture, machinery, garments, livestock, wine, football teams, and fresh flowers. Rates were quoted on a basis of 30 cents per ton-mile -- a figure estimated because there were no accurate figures on operating costs, volume and any other factors associated with freightliners. Although in demand, the company lost \$21,000 in their first month of operations, \$12,000 in their second, but by the third month figures ran into the black.

### *The Legend*

The Flying Tiger Line formed the nucleus of the air cargo industry on which the world depends so heavily today. Prescott's original motto, "We'll Fly Anything, Anywhere, Anytime" continued to be the keystone to the company's legendary longevity and success after Prescott's death in March, 1978. His legacy remains a milestone in commercial aviation history. Prescott's Flying Tiger Line was acquired by Federal Express in 1989, and the Flying Tiger Line became a piece of our aviation heritage.



*Would you like to contribute an article for the next Starliner?*

*Email submissions to Coats@*

*1940AirTerminal.org*

### CONSERVATION NOTE—ORAL HISTORY – FAMILY OWNED

How often we think of our own family history and wonder about those who have passed on. Where did they come from? What did they do? So many questions are generated by a simple thought. It is so easy to think that your parents and friends will never change, will always know about the past and certainly remember details of their own parents and grandparents as you do now. Family histories are very fragile. Document your family's history by setting up your own oral history program. It can be as simple as having a conversation with your parents or other relatives while writing down the details. More elaborate oral history programs are instituted by museums that videotape those who were present when history was being made. An example of this would be the oral history of AJ High who learned how to fly multi-engine bombers during WW II, and became a pilot for Trans-Texas Airways. We are all obligated to preserve our heritage through any means available. Our own families are excellent examples. Take the time to listen and record their stories. To our future generations we will be characterized as walking history books of the twentieth century. Perhaps we should be detailing our own family history – now.



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## FROM THE ATTIC BY CURATOR TJ ZALAR

The 2002 Airliners International Conference was an excellent example of how volunteers provide the foundation for successful Museum outreach. Thanks to Museum volunteers we were able to establish a first-class mini museum on site complete with exhibit cases, photographic displays, and models. It is no easy task to develop exhibits that reflect the Museum's collection, secure mannequins to properly illustrate early stewardess uniforms and construct photographic

displays. Thanks to the efforts of volunteers the mini museum was up and ready for visitors throughout the conference. For the preliminary setup Kirsten Coats, Francisco Gutierrez, Jeremy Anderson, Ryla Bouchier and Margaret Duhon supplied the needed power and creativity with setting up exhibits. To answer questions and help man/woman the retail operations thanks to Sandy Coats, and Barbara Frank who was also representing her talented pilot/artist

husband, Jonathan who painted *Age of the Classics - The Houston Municipal Air Terminal*. Other volunteers who were present included Wayne Miller, Evelyn Hicks, Dave Cox and A.J. High. The Museum also sponsored some outstanding lecture presentations by A.J. High, Jeff Mills, Drew Coats, and Brooke Watts. Once again, thanks to our volunteers for such an outstanding job.

### Major Benefactors

The Houston Endowment  
The Brown Foundation  
Sterling Bank  
Gulfway Hobby Airport Rotary Club  
Ella F. Fondren 1982 Trust  
The Strake Foundation  
Continental Airlines  
Southwest Airlines  
National Trust for Historic Preservation  
Texas Preservation Trust  
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