MESSAGE FROM THE HEAD ARCHIVIST

This past year has been an incredible one for our Library & Archives, filled with many important achievements. Because of the support of our donors, and with 7,279 hours of invaluable assistance from our dedicated volunteers. We have made significant progress in preserving and adding to our growing collection, and in providing greater online access for researchers, scholars, educators, and students throughout the world. As we move into the next year, we will continue our vigorous efforts to preserve the collection and increase public accessibility.

In April 2015, the Library & Archives began a digitization project to catalog and digitize the Atlas Missile Negative Collection. This ambitious 2-year project is funded by a National Historical Publications and Records Commission grant. The Atlas Negative Collection documents all aspects of the Atlas missiles produced in San Diego by General Dynamics Convair Division, later the Astronautics and Space Systems Divisions, from design, to testing, to launches. Over 8,000 images have been digitized and placed online through our Flickr site. Digitized images and films continue to be placed online to enable us to reach a larger global audience. The over 230,000 images we have now placed online through Flickr.com have received a remarkable 135 million views. We also now have over 2,000 films available online through YouTube. It is also noteworthy that we are now considered one of the world's leading Library & Archives in terms of the digitization of records for public access.

Our collection has significantly grown this year increasing by 25%, now making us the largest private nonprofit aerospace library and archives in the nation. We acquired a significant and large collection from the Aerospace Education Center in Little Rock Arkansas measuring approximately 3,000 square feet. Over the next several years, our Library & Archives staff will be working to organize, catalog, and make this valuable collection accessible to researchers.

The 2015 year marked the 100th anniversary of San Diego's Balboa Park. In celebration, library staff and volunteers worked hard on a new publication for the centennial year-long event. The new publication entitled, San Diego Milestones: A Coming of Age Celebration spotlighted 100 of the top San Diego events and milestones, embracing all facets of the city's history, as well as significant aviation events.

Another important history, lesser known to many people, is the history of our Library & Archives. For this newsletter we have featured an article prepared for the Museum's website of how the Museum's Library & Archives was started from a meager collection of donated materials, and eventually grew into what we are today. It is truly a remarkable success story, from our humble beginnings to growing into an extensive research facility known throughout the world.

A REMARKABLE SUCCESS STORY

Today, the San Diego Air & Space Museum’s Library & Archives is one of the largest of its type in the nation, with what is believed to be the largest online aerospace collection in the world. But this wasn’t always the case. What started with rather humble beginnings in the 1960s has grown to be one of the most respected and sought after aviation collections in the world. When the first few items were gathered, no one could have imagined that one day they would be instantly viewable to millions across the globe.

A number of donations were received after the Museum’s founding in 1961, often including books and valuable aviation collectables. On special and rare occasions, major gifts were also given. One such gift soon after the Museum’s founding was from Mr. and Mrs. Earl Prudden, consisting of Mr. Prudden’s historical collection from the early years of aviation. Mr. Prudden had been a long time executive with Ryan Aeronautical Company.
As the Museum collection grew, the Museum moved from the Food and Beverage Building to the larger Electric Building in the summer of 1965. This new facility had increased display area, as well as a dedicated area for the Library & Archives, our first formal library. The Prudden papers became the foundation of our first library, referred to at the time as the Prudden Historical Library & Archives.

Also having a major effect on our growing library was Major George E. A. Hallett, who had been associated with Glenn Curtiss at North Island as early as 1910. Later, Major Hallett was chief of the power plant branch for the Army Air Service at McCook Field in Ohio. He also served as a special consultant at Consolidated Aircraft during World War II. An early Museum volunteer, he was named Chairman of the Prudden Historical Library & Archives in 1969.

Philanthropist N. Paul Whittier was a frequent Museum visitor. He was a wealthy oilman, as well as a noted pilot, with his original pilot’s license signed by Orville Wright. Whittier made a large cash donation to the Museum, which was eventually used for critically needed Library & Archives cabinets and shelving. In recognition of his gift the library was re-named and referred to as the N. Paul Whittier Library of Aviation History. Other gifts over the years, large and small, have enabled our fledging Library & Archives to grow significantly in both quantity and quality.

In 1970 Brewster “Bruce” Reynolds was named head of the Museum’s Library & Archives, the first full time staff member to hold the position. He brought his extensive collection of historical aviation records, news and events with him. “His” library was a major part of what burned in 1978. Fortunately, Reynolds remained with the Museum to see the library come back to life, moving into its spacious new quarters in the Ford Building. In 1985 Marion Buckner joined the Museum as our first true librarian, remaining until the late 1990s.

Reynolds retired in 1985 and was replaced by Ray Wagner as head of the Library & Archives. Wagner was a local high school history teacher, as well as the author of a number of aviation articles and books, most notably the renowned *American Combat Planes of the 20th Century*. Wagner was also a senior officer with the American Aviation Historical Society. His extensive aerospace history knowledge provided a ready answer for the many queries from researchers, staff, volunteers and members. Wagner retired in 2000, but remained a volunteer until his passing in 2012.

John Bolthouse, replacing Wagner in 2000, joined the Museum with an extensive museum and archival background, as well as a long-standing desire to be associated with the San Diego Air & Space Museum. He grew up in a family rich in naval aviation tradition and had gained important aviation archivist experience through schooling and hands-on work.

In 2005, Katrina Pescador joined the Museum, replacing Bolthouse, overseeing management of the Library and Archives. A highly experienced archivist, and the first female to hold this position, Katrina brought with her the skills needed to further raise the Museum’s prestige. She implemented many of the practices which have led to today’s successes.

Faced with significant space issues, Katrina reorganized the collection utilizing space-saving shelving. Collections housed in nine different locations were consolidated into five storage rooms, improving but not eliminating space limitations, as well as providing new environmental controls. Now with the Museum for over ten years, she has also led the image and film digitization and on-line presence effort, bringing worldwide attention to the Museum. She has been assisted in this effort by Alan Renga, who joined the Museum as Assistant Archivist in
2001, and Pamela Gay, who joined as Librarian in 1998. Additionally we recently added two new full-time archivists to our staff, Debbie Seracini and Becky Conrad.

Today, the Library & Archives holdings are unparalleled. There are 30,000 books, over three million photographs of aircraft, people and related subjects, and individual files for virtually every aircraft, military and civilian. The space program is also well-documented, and accomplished persons and events of note have special, dedicated records sections. The Library & Archives also houses the corporate records of three major San Diego aircraft companies: Consolidated-Convair-General Dynamics, Ryan Aeronautical-Northrop Grumman, and Rohr-Goodrich-UTC.

The complete history of the Ryan Aeronautical Company came to the Museum over a series of donations made through the years, including documentation of the construction of the world’s most famous airplane, the “Spirit of St. Louis.” In 1984, the Museum received the Ryan Historic Library, prepared by Ryan historian William Wagner, which contains thousands of photographs documenting the early years of Ryan, and press releases and documents and notes used in the publication on Mr. Wagner’s books detailing the history of the company. At about the same time, a half a million negatives, and 2,000 reels of film were donated to the Museum when Ryan Aeronautical was integrated into Northrop Grumman. The final addition to the Ryan Collection came in 2005, when the Museum received the Teledyne Ryan Technical Library, containing over 10,000 books.

Another important acquisition was the archives and files of Consolidated-Convair-General Dynamics, dating back to 1925 with the founding of the company by Reuben H. Fleet. It was added to the Archives in 1996. The collection includes over 2,000 square feet of documents, and almost one million images and films documenting the entire history of the company, from the early beginnings in Buffalo to the space age, including the development of the Atlas missile and space launch vehicle.

In 2012 the Library & Archives received yet another important collection, the photo history of the Rohr-Goodrich Corporation, now part of United Technology Corporation. Rohr manufactured major components for the Consolidated B-24 during World War II, as well as major components of numerous other significant aircraft since that time. The collection documents all of the company’s projects, from World War II to the present time.

In the past decade the Library & Archives has expanded well beyond its walls through a dramatic online presence. The card catalog was placed into an online library system, and then both Flickr.com and YouTube.com sites were launched to provide and highlight our digitized images and films. To date, almost 230,000 images and films have been placed online, receiving over 135 million views in four years. We believe this is the largest online collection of its type in the world.

In addition, 223 detailed finding guides were created and placed on the Online Archives of California, describing our special collection of personal papers and corporate records of significant aviation personalities and companies. In 2014, our Museum was named one of the top eight in the world in using social media to spotlight its collection, the only one of the eight dedicated to air and space history. Much of this growth has been made possible through the effort of almost forty volunteers, who contributed over 7,000 hours in 2014.

REMOTE SUPPORT

As Mark Twain said, “The reports of my death are greatly exaggerated.” Our digital archivist, Alan Renga, is still working for the Museum, but doing so remotely. As many of you know, he married a little over a year ago in Columbus, Ohio, his bride’s home. Although it was difficult for Alan to leave San Diego, he moved to Ohio so that his wife could practice law in the state in which she earned her law degree. Luckily, we were able to work with Alan to maintain his employment with the Museum while working remotely.
Alan is able to access our computers and can do everything as if he was actually in the building. As digital archivist, he is responsible for all of the digitized materials and the metadata associated with them, loading them into our digital asset management system, and then uploading images and films to our Flickr and YouTube accounts. We are now nearing 230,000 images online. He has also been working closely with Becky Conrad on the Atlas Negative Collection cataloging and digitization project.

In addition, Alan has been assigned a number of other projects, such as assisting with content for the redesign of the Museum’s website, creating EAD finding guides, writing and editing documents, helping answer research questions, or whatever task appears in his inbox. The Society of American Archivists annual meeting was in Cleveland this year, just a short drive from Columbus, and Alan was able to make a presentation at the meeting about our digitization successes. He also flew back to beautiful San Diego in August to check in and make a presentation at the Society of California Archivists mini-conference held at the Museum.

Alan says, “While technology has made it possible to do almost everything I was able to do in San Diego, while living all the way across the country, it certainly would not be doable without the support of the great staff and volunteers at the Museum. I would like to thank Katrina for giving me the opportunity to keep doing what I love, and I must thank Jim and Sandi for approving this arrangement. I would also like to thank the volunteers (Stephen, Mark, Mary, Kathy, Daniel, and Harvey in particular) for putting in long hours working on metadata and digitizing the images and films I need. Last of all, but not least of all, thanks to Debbie and Becky for helping me out in numerous ways, but most valuably by turning on my computer, again and again. I am only a quick call or an email away, so if you need anything, just ask.”

**ATLAS NEGATIVE COLLECTION UPDATE**

In April 2015, the Library & Archives began a digitization project to catalog and digitize the Atlas Negative Collection. This ambitious project is funded by a National Historical Publications and Records Commission grant. The Atlas Negative Collection documents all aspects of the Atlas missiles produced in San Diego by General Dynamics Convair Division, later the Astronautics and Space Systems Divisions, from design, to testing, to launches. We are now six months into the project and it is going very well. We expect the work to continue even more smoothly as we move forward, in that much of the first few months have been spent sifting through the collection and learning what we actually have.

The most challenging task was trying to understand all facets of the Atlas missile itself to better interpret the images. Since volunteers are an integral part of this project, we have also been hard at work recruiting them. We have had great help from summer interns, as well as
promising new volunteers looking to dedicate time as the school semester begins. In addition to organizing the collection itself, we had to find room for the necessary computers and scanners, additional volunteers, and places to store the negatives and corresponding catalogs, of which there are many.

Planning has also gone into developing the most efficient way to process this large collection. Although we have catalogs with descriptions of many of the negatives, they are incomplete. To make matters more difficult, the negatives are not in the same order as they are listed in the catalogs. The project involves several steps beyond scanning the images. First, they must be cleaned and separated into media type - for example a 4 x 5 inch black and white negative must be scanned differently than a 2 x 3 inch color negative to ensure we maintain digitization standards.

We have also tried to organize them by the Convair number they were initially assigned, before we give them our own SDASM permanent catalog number. This helps in the second step of the process, after scanning, which is to look up the description in the Convair catalogs we were provided. Once each negative’s Convair number, the SDASM number, and the description are matched up to each scan, they can be placed in specially designed boxes in their permanent home.

The spreadsheet that holds all of this information (known in “Archives Speak” as metadata) has also been a work in progress between Digital Archivist Alan Renga and Project Archivist Becky Conrad, ensuring that it fits both the needs of cataloging and the needs of placing the information online. Once Becky has completed digitization and cataloging of the images, Alan transfers these images together with their metadata into the Museum’s Digital Asset Management System (DAMS). In addition to preserving the digital assets, Alan then places them online through our Flickr site.

This aspect of the project has been one of the most promising and rewarding. Alan has already uploaded over 8,000 of the Atlas images to the Museum’s Flickr account, making them available for viewing throughout the world. Though they have been online for a relatively short time, it is one of the most viewed of all of our archives albums, with over 5,000 views, while the individual images have received hundreds of thousands of views.

This is an encouraging sign that this project is “in high demand” and is something that researchers around the world want to see. Now that we have a plan in place that allows each step between the volunteers and staff to be implemented efficiently, we will begin to see greater progress in the number of images we process as we work toward our final goal of 50,000 digitized images, with 160,000 indexed. If you are interested in helping with this exciting project, please contact Katrina Pescador, at kpescador@sdasm.org.
ASSISTING RESEARCHERS

One of the more exciting aspects of assisting people with their research requests is learning more about the projects they are working on and sharing their excitement. In January 2014, our Assistant Archivist, Debbie Seracini received an email from the U.K. that went beyond the typical request for information. Ben Liebert is building a 1/4 scale flying model of the Convair Sea Dart and needed drawings… lots of drawings. His email was long, detailed, and full of enthusiasm, and was just the first of many that would come from him for the next year and a half.

With the help of volunteer (and former Convair “rocket scientist”) Bob Bradley, we were able to help Ben recreate his Sea Dart model down to the smallest detail. As Ben nears completion of his craft and plans his launch, I asked him to share his story, which is presented here in his words:

Ever since I was a boy I have been interested in flight. My father, who owned an engineering company in England, was a private pilot in the 1930’s and joined the Fleet Air Arm in 1939. Ultimately he was to fly the Hawker Nimrod biplane fighter before being recalled to run a number of factories producing material for the war. I was fascinated by his flying stories and began making models. By 1978 the models were radio controlled.

I cannot remember exactly when I first saw a picture of Convair’s incredible Sea Dart but it must have been in the early 1980’s while attending Embry-Riddle Aeronautical University in Prescott, Arizona. For me, it remains one of the most audacious jet aircraft designs ever attempted, and represents a time in aviation where almost anything was possible and everything was tried. Today we can only imagine what it was like to see a supersonic jet fighter operate from water by looking at early colour film. Most people living in San Diego in the mid 1950’s must have seen it flying in the bay area and I am sure it must have left a lasting memory. So what was it really like to fly?

At “The Little Jet Company” near Cambridge in England, a small team led by Alex Jones and myself, are researching and recreating the YF2Y-1 Sea Dart with the invaluable help of the San Diego Air and Space Museum and through access to the Florida Air Museum Sea Dart 135765. Specialist British engineering and model making companies, using old-fashioned modelling techniques and the latest composite construction, CAD design and 3D printing technologies, will create the airframe, while other European manufacturers will provide the power plants and electronics to complete the project. Alex is an Airline Captain, Aeronautical Engineer, and highly accomplished model maker; we met through model aviation. We share the same philosophy in building and understanding highly detailed scale models and filming them in action in creative ways for people to enjoy. The Sea Dart itself was originally conceived and tested as a model and it is worth noting the importance of model aircraft in the history of flight.

The objective of the Sea Dart project is to look at the aircraft in detail, from a technical and historical point of view, and bring it to life again in the air. A large scale will be needed and so 1/4 scale has been chosen, giving us an aircraft 13 feet long by 9 feet...
MAJOR NEW ADDITION TO THE COLLECTION

The Museum recently received a large, very important donation, increasing our L&A holdings significantly, now making us one of the largest aerospace archives in the nation. We are pleased to have acquired the entire aviation archives from the Aerospace Education Center in Little Rock, Arkansas. Overall, the collection measures approximately 3,000 square feet and contains the following seven individual collections:

Jay Miller Collection: The outgrowth of over fifty years of intensive private collecting by Jay Miller - a noted aviation historian, author, photographer and retired museum director. It is considered one of the largest and most comprehensive compilations of aviation reference materials in private hands in the world. Emphasis has been placed on the book and photograph collections. There are thousands of volumes and hundreds-of-thousands of photographs describing or depicting virtually every aircraft that has ever been built – or designed – throughout the world.

David Anderton Collection: Anderton was the founding bureau chief for Aviation Week magazine in Europe and later a noted and highly acclaimed aviation author and photographer. At the end of WW II, he was a member of the OSS team sent to Germany to evaluate technical data and documents for retrieval for further review. As a result, there are many rare and unusual references describing German WW II aircraft and technology in the collection, including many once-classified reviews of German aircraft, aircraft companies, and aircraft and rocket hardware.
Irwin J. Bulban Collection: Bulban was the bureau chief for Aviation Week magazine in the south central U.S. and a noted and very skilled aviation photographer; his archives include an enormous collection of rare and original negatives and photographs taken and collected over a period spanning some fifty years prior to and including WW II, as well as post-WW II.

Vinko Dolson Archive: Dolson was in senior management at Consolidated Aircraft, later Convair Division of General Dynamics Corporation; this archive covers the post-World War II era through the 1970’s; many of the papers in this collection were at one time classified; the archive includes data describing many special government projects, including Fish, Kingfish, Peace Jack, Cloud Dancer and Big Safari.

Joe Nieto Collection: Nieto was a noted collector of World War I aviation photographs and materials; he was also well known for his exquisite multi-view drawings, many of which appeared in Model Airplane News.

Art Schoeni Collection: Schoeni was the chief photographer for Vought Aircraft for nearly three decades. His archives include hundreds of Vought aircraft photos and reference materials dating back to the WW II era.

Steven Ahn Collection: Steven Ahn was a noted photographer of commercial airliners; there are well over 30,000 images in his collection.

Over the next several years the Library & Archives staff will be working to organize, catalog, and make this valuable collection accessible to researchers. It will remain closed to the public until processing has been completed. We are seeking volunteers and donations to help with this important effort.

COLLECTION SPOTLIGHT

Our recently compiled, inventoried, and cataloged Convairiety newsletter collection is spotlighted this issue, which was published by Consolidated Vultee Aircraft Corporation, later known as Convair, from 1948 to 1960. For half a century, Consolidated Vultee Aircraft Corporation or Convair was the largest civilian employer in the San Diego area. Employment peaked in 1943 at 41,000 employees, of which forty percent were women.

In 1943, eight years after Consolidated began to produce aircraft in San Diego, the company merged with Vultee Aircraft Corporation to form Consolidated Vultee Aircraft Corporation (informally known as CVAC or Convair). The company’s name was formally changed to Convair at the time of its acquisition by General Dynamics in 1954. The company was responsible for building some of the most significant aircraft in aerospace history, including the iconic PBY Catalina, the B-24 Liberator, the 240/340/440 airliner series, the 880 and 990 airliners, the F-102 and F-106 interceptors, the Tomahawk cruise missile, and the Atlas intercontinental ballistic missile, later also successfully used as a space launch vehicle.

Convairiety was the company’s newsletter, distributed to keep their employees connected at the San Diego, Pomona and Antelope Valley, California plants, as well as their Daingerfield and Fort Worth, Texas plants. The first newsletter was published September 1, 1948. Readers actually voted to name the fledgling publication; fortunately, Convairiety was selected over such interesting recommendations as “Bird Dog,” “Big Noise” and “Local Yokel.” An excerpt from the second issue, announcing selection of the Convairiety name as shown on next page.

Convairiety had three formal objectives: One, to help make Convair the best aircraft manufacturing company in the business; two, to help make Convair the best place to work in the business; and three, to help make Convair personnel the best informed in the business. “Nothing Short Of Right Is Right” was a famous slogan espoused by Consolidated’s founder Reuben H. Fleet
to instill pride of workmanship in the company’s many thousands of employees.

The newsletter was published every other Wednesday and chronicled life at Convair, featuring topics such as organization change announcements, employee profiles, aviation news, employee accomplishments, employee sports activities, local news, as well as a variety of other topics, with different editions later published for different branches and divisions. On September 13, 1961, the first issue of GD News was released, ending the era of Convairiety.

Over the years, the Library & Archives received several donations which included copies of Convairiety. About two years ago, archivists began amassing the different issues into a single collection. Newsletters were sleeved, boxed, and cataloged and now the L&A holds nearly every issue published, ranging from the first issue in 1948 to August 30, 1960. At one thousand individual issues, Convairiety is the L&A’s largest newsletter collection. A majority of the newsletters were acquired in 1995 and 2013 as part of the Convair collection, and the remaining are from personal collections and donations. They are a treasure trove of information. Come on in and check out this fascinating collection!

VOLUNTEER SPOTLIGHT:
JOHN LULL

John Lull has volunteered at the Library & Archives for almost 16 years. During that time, he has been responsible for cataloging and maintaining our aircraft drawing collection, which now consists of over 11,000 drawings. When he started in 2000, the collection only included airplane drawings, but now also includes architectural drawings. John was the first to computer catalog the drawings, so it is much to his credit that we are now able to electronically store that catalog information on Aerocat, making it accessible to the public.

John was born in 1927 in the state of New York, living in Hastings-on-the-Hudson until he was ten years old, later moving with his family to Rutherford, New Jersey. In 1944, John joined the Army Air Corps, serving two years as an airplane mechanic. After his discharge, he attended New York University, receiving a BS degree in Aeronautical Engineering. In 1951, he found work at Cornell Aeronautical Laboratory in Buffalo, but after two winters, he decided to pack up and move to San Diego to work for Consolidated Vultee Aircraft Corporation, later known as Convair, where he had a long career conducting aircraft structural stress analyses. As a structural stress analyst, John believed “You can’t go wrong, if it’s big and strong!”

In December 1969, John met the lovely Miss Wanda Keatts and they married the following year. This year marks their 45th wedding anniversary. Between the two of them, they have five children, seven grandchildren, and four great-grandchildren. Today, the couple lives on ten acres in the east county where John spends much of his time tending to “the ranch.” Recently he built a new greenhouse with a gravel path from his driveway.

John’s favorite pastime is playing his clarinet. For many years, he played in a jazz band at different “gigs” throughout the county. Another favorite is golf, but his most favorite pastime is volunteering one day a week at the L&A, where he is always quick to share his wit and humor.

Thank you, Mr. Wu, for all you do!
BEAM TOUR PROGRAM

The Museum is launching a new program to broaden access for a previously underserved segment of the population. For the past six months the Library & Archives has been working with the docent corps to test a virtual presence device manufactured by Suitable Technologies. It will enable individuals and school groups to visit the Museum virtually through the use of a computer and WIFI connection. This device, known as the BEAM, was provided by the manufacturer for program testing for both school groups and individuals who are homebound or physically unable to visit the Museum.

There are a large number of people who, for a number of reasons (geographic, economic, inability to leave their host institution, learners with special needs, hospitalized, bedridden) would benefit greatly from having interactive access to the Museum and our collections. Virtual visitors will be able to engage with Museum exhibits in real-time with a fully interactive tool that moves, sees, and speaks on command through a motorized stand. A 17-inch flat screen displays the user’s face. The robot is controlled by the user (or the user’s assistant) from a remote location on any PC or laptop using directional keys or via mouse point-and-click. A main video feed shows the BEAM’s surroundings and allows the user to interact with others and travel through a wide-angle camera with zoom capability, a microphone that cancels echo and reduces background noise, and a powerful built-in speaker.

What differentiates this particular program from audio tours and virtual tours is that the technology of this device allows for an independent and interactive experience through a self-determined path. For example, virtual visitors will be able to interact with an in-house guide or docent as they explore the galleries, seeing the artifacts as clearly as if they were there. Comments and questions from the offsite visitor can be relayed and responded to immediately. Expert explanations will assist in their understanding and personal interpretation.

In support of our BEAM Tour program, we received a 21st Century Solutions grant from the NBC Universal Foundation. This funding will enable the Museum to launch a free program for individuals with disabilities which prevent them from physically visiting the Museum. The Seattle Museum of Art, the de Young Museum and the University of South Dakota are experiencing success with a similar program. Tours will be one hour and offered one day a week on a first-come, first-serve basis, through reservations only. Tours will begin January 2016.
The San Diego Air and Space Museum has joined with five other San Diego museums in a collaborative oral history project. They include the Distinguished Flying Cross Society, the USS Midway Museum, the Flying Leatherneck Museum, the Veterans Museum and Memorial Center, and the Naval Helicopter Historical Society. There are now more than 500 original taped interviews and transcripts available in the Oral History Collection, many of which are available on YouTube through the Museum's website (sandiegoairandspace.org).

The goal is to interview those who contributed to San Diego's rich aviation heritage, before their stories are lost forever. Many prominent air and space luminaries have been interviewed, including WWII, Korea and Viet Nam era pilots, navigators and air crew, and include aces, test pilots and astronauts, as well as industrialists, engineers and family members. Oral History interviews are currently conducted by Museum docent Ron Carrico, and have already had over 150,000 viewings on youtube.com.

Long time Museum volunteer Randy Prine passed away on November 19th. Randy had volunteered at the San Diego Air & Space Museum for over twenty years, both as a docent and in the Library & Archives. Randy has been responsible for organizing and maintaining the Library & Archives Pacific Southwest Airlines (PSA) collection, and was instrumental in securing additional PSA records for the collection.

Randy was born on May 10, 1930 in Orlando, Florida, raised by his grandparents in Jennings, Florida. He was first introduced to San Diego after joining the Navy, serving during the Korean War as an aviation mechanic. After his discharge, he entered the flight engineer training program at Eastern Airlines, flying with Eastern until 1962. He also flew with American Flyers, based in Ardmore, Oklahoma, and worked as a flight test engineer with the Lockheed Georgia Company in Marietta, Georgia.

Randy returned to San Diego to join PSA in 1965. He flew for PSA for 23 years, until the airline was acquired by USAir, and then flew for USAir until his retirement in 1992. In addition to his dedicated service to the San Diego Air & Space Museum, he volunteered with the San Diego Junior Theatre, with the Boy Scouts of America, and was a member of the San Diego Jaguar Club. He is survived by the former Marilyn Landmark, his wife of 65 years, and their five children. Randy will be missed.
STAY CONNECTED

Are you following us on Facebook? We are posting regularly with news, photos of the week, and special articles. Facebook is just one way the Library & Archives is sharing its collection with the community.

By becoming a fan and following our blog, you can stay up to date with the latest news, volunteer information, publications, and photos of the Library & Archives. Join us and stay connected at facebook.com/SDASMLA.

Recommend us to all your family and friends, and help spread the word about our mission to “Collect... Preserve... and Make Available” Aerospace History.

Twitter.com/@SDASM_archives
flickr.com/photos/sdasmarchives/
youtube.com/user/sdasmarchives

OPEN FOR RESEARCH

The SDASM Library & Archives collection is accessible for research. Staff and/or volunteers are available for assistance. Appointments should be made in advance by calling 619.234.8291 (x 125), or by emailing dseracini@sdasm.org, prior to your visit. Information can often be pulled prior to your visit if we are aware of your research request. Contact the Library & archives staff for research rules and regulations.

HOURS OF OPERATION

Tuesday to Friday
(10:00 am - 4:00 pm)
(Open for research)
(Closed on Mondays, weekends, federal holidays, and for some special Museum functions)