



Yesterday

Tomorrow

Minnesota Aviation History And Education Center

P. O. Box 7884, St. Paul, MN 55107-0884

Today

History

Web <http://mnaviationhistory.org> ***Note Change**

1st Quarter 2012

MAHEC

An organization devoted to the State of Minnesota and its connection with the growth and development of aviation and the people, companies, organizations that have, are and will participate in the future growth of aviation.

YESTERDAY HAPPENINGS

February

- 2nd 1911 – Walter Bullock and Major W. C. Harris made the first flight between Mpls and Duluth.
- 4th 1902 – Birth date of Charles A. Lindbergh. Born in Detroit, raised in Little Falls, MN
- 24th 1948 – Wisconsin Central Airlines inaugurated passenger service to 19 Midwest cities.
- 16th 1942 – The army assumes full command of Holman Field, taking over the entire airport for military use during WWII.

RECENT HAPPENINGS

Previously this newsletter has contained comments regarding a new Domain name for MAHEC, which is mnaviationhistory.org as shown in the web address box upper left. Development of the new MAHEC web site is progressing. Keep checking it from time to time to watch the changes happen.

In many instances a person comes across information that is new to them or at least something that they don't recall hearing or reading about. A couple of weeks ago Gary Schmidt, fellow 21D bum and also neighbor in AZ during the winter, handed me a book that he felt I would enjoy reading. The title of the book is "The Wright Brothers, Inventors of the Airplane" produced as one in the series "Historical American Biographies" by Wendie C. Old.

Gary was correct easy reading a good read to refresh ones memory regarding the Wright Brothers. One item I don't recall reading about is the sale of the Wright Company sometime after the death of Wilbur Wright. Orville sold the company to a group of men headed by mining tycoon William Boyce Thompson. So what you say where is the coincidence, while it seems that while in AZ my wife Jane volunteers at the William Boyce Thompson Arboretum.

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MEETING meeting.

Membership meeting held the 4th Tuesday of each month at 7:30P.M.

EXCEPT July and December NO MEETINGS HELD.

Email notices sent prior to the meeting as a reminder to all and also notification of any changes.

Meetings normally held in the South Saint Paul Airport (Fleming Field) Terminal Building.

Y.H.

Continued from page 1.

March

1st 1958 – Bemidji – The “Pantobase Avitruck airplane is first tested. The plane is designed to land on water, land, and snow.

6th 1939 – Dorothy Stump Eaton is first stewardess hired by Northwest Airlines. She served for 13 years.

9th 1956 – Lake Bemidji, MN a record is set when a plane takes off with a weight of 55,163 pounds without jet assistance.

April

2nd 1928 – 1st scheduled air express flies into The Twin Cities.

4th 1986 – Walter Bullock, famous MN aviation pioneer, dies at age 86.

18th 1933 – The MN Legislature creates the first State Aeronautics Commission.

20th 1956 – The Bemidji Flying Club purchases First airplane for sport flying, a Taylorcraft L-2.

29th 1951 – Duluth, MN Daily DC-4 service is inaugurated.

Thanks to MDOT Aeronautics for above info.

Thanks to Gary Kuhn for forwarding the info to me

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Walter Bullock, Who He.

That is the thought that ran through my mind. A name I remember from past reading but still the who he ran through my mind. As usual I reached for my favorite resource “Minnesota Aviation History”, by Allard and Sandvick for information.

Walter led a very interesting life:

Born in Buffalo, N.Y. in 1899.

Due to father’s profession, 1908 family moved to Dallas, Texas then Macon Missouri, then South Bend, Indiana and in 1911 to Mpls. In 1911 Walter began building model aeroplanes at 12 after hearing about Hugh Robinson taking off from Lake Calhoun for New Orleans on a mail flight. Jan. 1913 he saw Alex T. Heine fly a Curtiss-type machine over buzz Minneapolis which forged his future. Walter began to hang out at the factory where this aeroplane was built. In 1915 he began saving money to build his own machine. His parents decided to send him to Curtiss Flying School, Newport News, VA. Oct. 1916 he soloed after 8:06 of instructions and in 1925 passed his flight test. At 17 Walter was issued CAA license 605.

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**If you want to
Grow old as a pilot,
You have to know
When to push it
And when
To back off.**

General Chuck Yeager (1923-), USAF
First pilot to break the sound barrier

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+ You

And You

And also YOU

MAHEC Membership: New/Renew

Name(s) _____

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X Category

Individual ----- \$12.00

Family – Member & Spouse ----- \$20.00

Senior – 62 or older) ----- \$10.00

Senior Family – one 62 or older ----- \$18.00

Business Memberships ----- \$500.00

Non-Profit Org. 1 representative No Cost

Name and Address of Representative is

MN EAA Chapters & other aviation groups please note.
Areas of interest Antique, Classic, Other

Mail Application listing name(s), address, and category of membership to:

MAHEC P.O. Box 7884, St. Paul, MN 55107-0884 Attention Treasurer

At this time I would like to make a tax deductible donation to MAHEC in support of its cause.

\$5.00 \$15.00 \$50.00

\$ _____ Other

MAHEC would like to thank you for your interest and donation a receipt for tax purposes will follow. Please list your name and address above.

MAHEC is a qualified 501 c 3 non-profit organization.

W.B.

Continued from page 2

Later Walter was issued MN Aviator's license #9.

After a shipping mishap his aeroplane needed rebuilding. Winter 1916-1917 Walter reassembled it & began flying it from the frozen surface of Lake Calhoun. One of first riders was Charles "Speed" Holman. In a later flight an iron weight attached behind the nose wheel came off and through the roof of a home. This led to the first aviation legislation in MN to furnish protection to property owners.

From his point on Walter Bullock took to various ways to demonstrate flying and generate income. He flew demonstrations at Stillwater & Canby MN than headed for the east coast for more of the same. Walter traveled from NH to Ohio than to Michigan to Maine and back to MN.

In 1918 Mr. Earle Brown placed his 580 farm in NW Mpls at the disposal of the Aero Club. Army Air Service turned down its use but Dunwoody and the St. Paul Air Serve accepted it for student training. In July the farm field became the 1st TC flying field housing 6 aeroplanes. Ashley Aeroplane Co. opened for business and Walter Bullock was chief pilot and general manager and partner.

Bullock attempted to join the AAF as a pilot but due to color blindness was rejected but became a mechanic. WWI ended less than 90 days after Walter enlisted so his time in uniform was rather short.

After the war Walter Bullock became involved in many aviation events. From closing the airport on the Brown farm to opening Robinsdale field to aircraft sales to flight instruction.

Due to having developed a friendship with Speed Holman, Walter Bullock became a temporary replacement for Speed Holman when he wanted to take time off to enter the 1927 National Air Derby from New York to Spokane. Speed's boss at NWA said OK but you get a replacement pilot which he did in the person of Walter Bullock which went from temporary to permanent. In the beginning these flights were mail flights to Chicago and return. Eventually passengers were added to the flights.

Walter Bullock expanded his flying experiences but at the same time became involved in the founding of the Airline Pilot's Association in 1931. ALPA creation was primarily due to the low wages of pilots of that time. Also, Walter took on the position of Operations office management which created a work overload for him. Along the way Walter Bullock was fired by NWA but later returned to NWA as a result of NWA buying the mail routes from Hanford Airlines.

Future years saw Walter experience numerous flying experiences some due to weather such as intentional flying in icing conditions seeking solutions to this problem and other due to maintenance work.

During WWII Walter and other civilian pilots flew military aircraft with military crews for the military to various parts of the world. The military never did recognize these pilots and grant them recognition and benefits same as the military personal. Fortunately the airlines did maintain their seniority and the Benefits earned with their seniority.

After the WWII Walter accomplished many things during and after his retirement from NWA from building aircraft to flying.

Walter R. Bullock died of Cancer on April 4, 1986 in Venice Florida at the age of 86.

Again thanks to Noel Allard and Gerald N. Sandvick and their Minnesota Aviation History book.

Want more complete details find a copy of this great book to read.

