

BURBANK AVIATION MUSEUM

(818) 845-3300

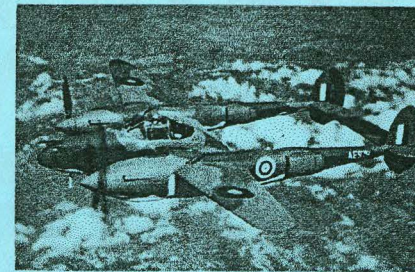
PO BOX 1215

Burbank, CA

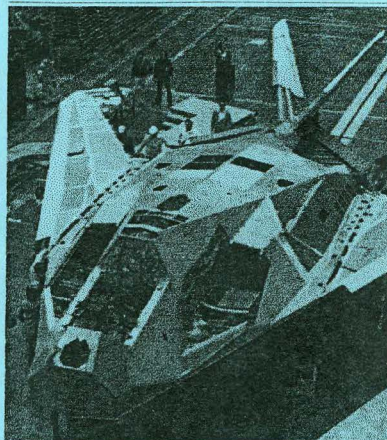
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1 YEAR:	\$ 15 SINGLE	\$ 25 FAMILY
2 YEARS:	\$ 28 SINGLE	\$ 45 FAMILY
3 YEARS:	\$ 40 SINGLE	\$ 65 FAMILY

As war clouds gathered over Europe, the Lockheed Company was cranking out Lend-Lease aircraft. On Dec. 7, 1941, there were Hudsons and P-38's sitting by the hundreds on Burbank ground, hidden by camouflage designed by Walt Disney's artists. The Vega plant built over 2500 B-17's at Burbank and the total WW II production by Lockheed-Burbank was over 19,000 aircraft!...



An amazing effort. But a new chapter started near the end of the war with a young man named Kelly Johnson, who organized a small group of dedicated designers and builders which became known as the Lockheed 'Skunkworks'.



Starting with the F-80, America's first production jet aircraft, the Skunkworks has produced some of the most technologically advanced aircraft ever conceived, including the T-33, F-94 and the F-104. In the 'black world' of the Cold War, the U-2, the A-12 and the supreme SR-71 Blackbird, were built in nondescript beige buildings along Empire Ave. and Hollywood Way in Burbank. Also, the entire fleet of F-117 Stealth Fighters was built in Burbank...and all in absolute secrecy! Even as the B-1 plant was being closed down and demolished, the YF-22 Lightning II was being developed in prototype form in the A-1 plant at Burbank airport.

There is not an aircraft in the free world that does not use aircraft parts made in the San Fernando Valley. Bandi hinges, Menasco landing gear, C&S Propellers, Burns AeroSeats, Hydro-Aire controls, Pacific AirMotive engines and many, many more. Hundreds of machine shops, metal formers, electronics and avionics companies have existed here. They are all part of the great history of aviation of our area.

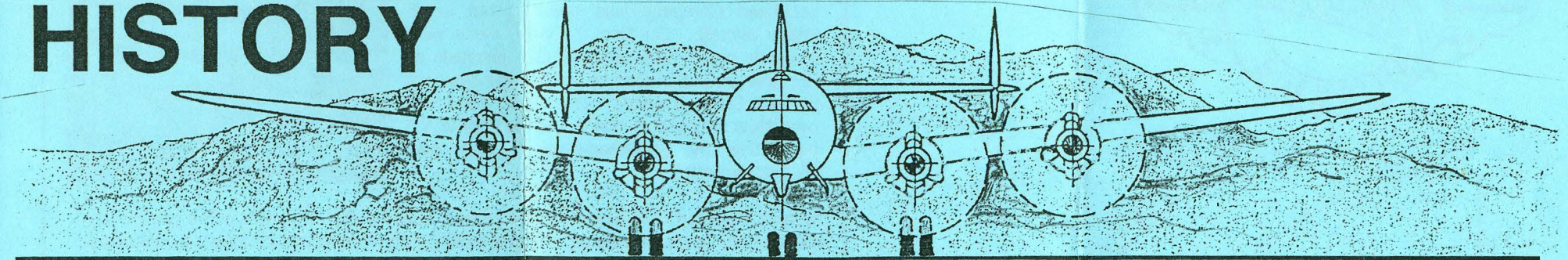
P R E S E R V A T I O N

In 1991, a group of volunteers formed a non-profit corporation, dedicated to "the men and women of the San Fernando Valley who designed, built and maintained aircraft." We continue to collect and display memorabilia that tells the story of what was once the greatest collection of aviation designers and builders in the world.

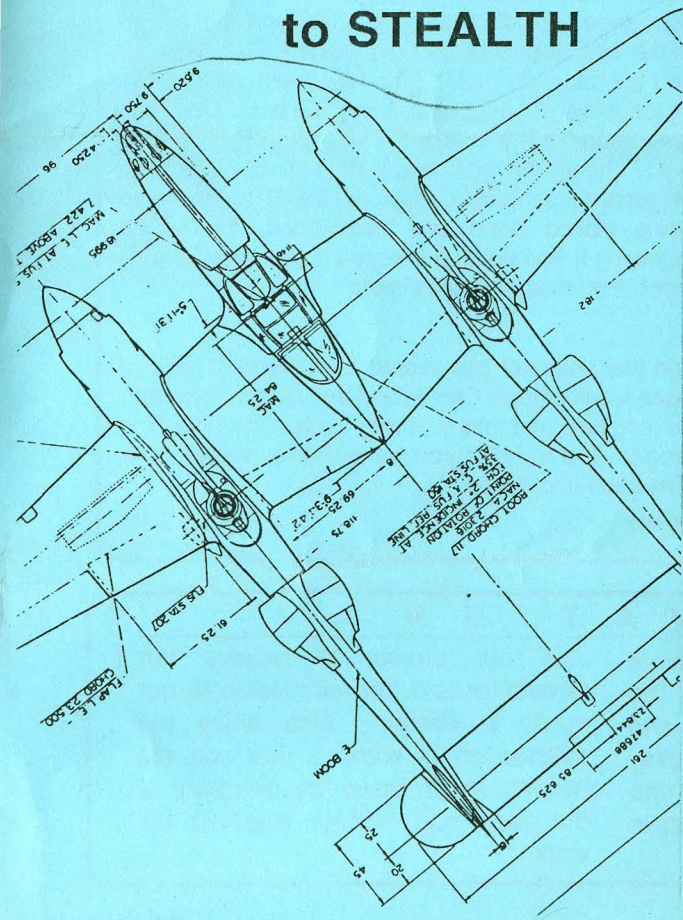
Join our project to receive our newsletter and free admission to our public meetings. Also enjoy the satisfaction of knowing that you are helping to preserve the memory of the 'men and women who did the work.'

AVIATION HISTORY

in the BURBANK / GLENDALE area.

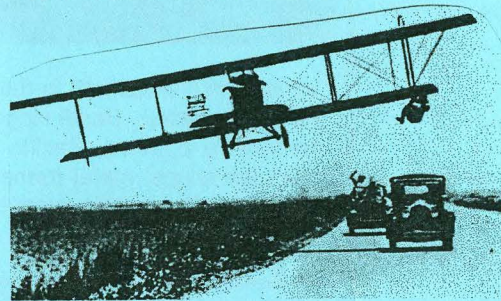
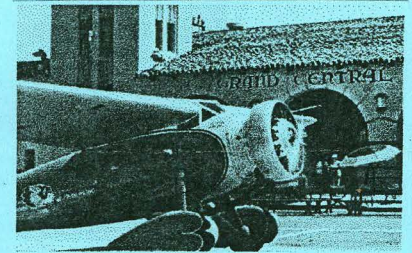


From STICKS... to STEALTH



**“All along the foothills of the Verdugo Mountains,.....
aviation designers and builders were gathering.”**

As early as 1911, men and women were flying from the Griffith Park Aerodrome, where both Glen L. Martin and Donald Douglas worked. In 1919, Leslie C. Brand bought his first airplane to fly from his front yard in Glendale; he staged the first 'fly in' in 1921. Glendale Airport was established in 1922 as the first municipal airport in L. A. County; it was renamed Grand Central Terminal in 1929. Burt Kinner made airplanes there and sold a young Amelia Earhart her first airplane. Slate Aircraft Corporation, makers of sheet metal dirigibles and Timm Airplane Co. began at Grand Central. Howard Hughes built his record breaking H-1 racer there. During WW II it was an operational P-38 base.



When most of the San Fernando Valley was farm land, Roy Wilson and others were busy shooting silent films for Universal Studios and Warner Brothers. In 1927, a young Howard Hughes assembled 50 WW I aircraft at Caddo Field just west of Metropolitan Airport (Van Nuys), to make a movie called "Hell's Angels".

In Burbank in 1930, there was a new company named Lockheed. They had a dirt landing strip and were making wooden Vegas, designed by Jack Northrop, for the likes of Wiley Post and Roscoe Turner. Northrop was also working on his Avion X-1 'flying wing'. Charles and Ann Lindbergh picked up their Lockheed 'Sirius' at the plant and flew it one mile west to the newly built United Airport. The 'United' changed it's name to Union Airport in 1934 when Western Airlines began operations there. It was the major airport in Los Angeles until LAX opened up and even then it was a major air freight and non-sched airport. During the 1930's, the Bendix Races started seven times from Burbank.

