

HORIZONS

A publication of the Massachusetts Air and Space Museum

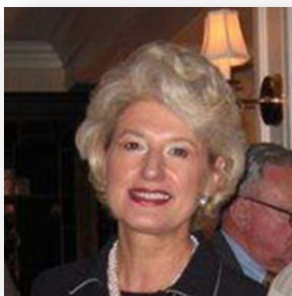
The Massachusetts Air and Space Museum inspires new generations to explore, experience, and pursue interests and opportunities in science and technology.

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The Women of MASM

While other areas of human endeavor boast about the equality offered to females, aviation has truly opened a door wide to women, and the women associated with the Massachusetts Air and Space Museum stand as sterling examples. Like famed Aviatrix Harriet Quimby, each of these dynamic women have offered much to aviation.

Georgia Pappas undertook her adventures with aviation when she began flying at eighteen years of age. Upon obtaining her pilot's license, she joined the famed [Ninety-Nines](#)—an organization of women pilots whose first president was Amelia Earhart. Among their primary objectives is to promote aviation through education, scholarships, and mutual support. While holding numerous offices within that organization, she currently serves



Georgia Pappas



Mary Lou Bigelow

as Chairman of Trustees at the [99s Museum of Women Pilots](#), in Oklahoma City, as Treasurer for the New England Section of 99s; and continues as Director, (and Past President) of the [Aero Club of New England](#).

Georgia is retired from [Massport](#) where she worked at Logan International Airport for over 30 years. In 1976 Georgia became the first female to hold the position of Operations Supervisor/Manager. During those years, she was also employed by major Boston radio stations as a Skyway Traffic Reporter, where she broadcast live, on-the-spot traffic reports from both fixed and rotary wing aircraft flying over metropolitan Boston. She has served on the Presidential Wom-

Continued on Page 2

en's Advisory Committee on Aviation, appointed by FAA Administer John H. Shaffer. Georgia is the proud owner of a 1979 Grumman Tiger which is based at Hanscom Field, Bedford, MA.

Mary Lou Bigelow is not just another pretty face. A graduate of the [University of Massachusetts](#) at Amherst, she began her flying career as an air hostess for [Trans World Airways](#), and later switched over to [Pan Am Airlines](#) at the inception of the so-called *jet age*. She even married a Pan Am captain who helped Mary Lou expand her world travels. They spent four years in Kabul, Afghanistan where her husband provided technical expertise to [Ariana Afghan Airlines](#).

Mary Lou founded her own real estate firm, and later joined [Banker & Tradesman](#) newspaper where she founded *Economic Development*, a special supplement to the New England real estate/banking newspaper. She was named Massachusetts and New England Media Advocate for Small Business by the U.S. [Small Business Administration](#), and she was an invited guest at the [World Economic Forum's Europe-East Asia](#) Meetings held in Hong Kong. That same year she returned to Hong Kong and Guangdong with the [Massachusetts Trade Mission](#) led by Governor A. Paul Cellucci.

Bigelow launched her TV interview show called the *Global Connection* in Winchester interviewing Senator Ted Kennedy, Prof. Lester Thurow, Prof. John Kenneth Galbraith and Dr. Rosabeth Moss Kanter.

Bigelow launched the Afghanistan Series for The [Mary Lou Bigelow Show](#). Her videotaped forum held in Winchester, MA called *The Soul of Afghanistan*, featured 21 Afghans and others. She earned a first place award



Sheila M. Bauer

for the production by the Alliance for Community Television.

In 2011, Bigelow saw an ad for ABC's "*Pan Am*" TV mini-series and immediately produced her own 11-minute video "[A Pan Am Memoir 1962-1964](#)" which can be seen on YouTube and on her website. In 2014, she participated in the Smithsonian Channel documentary, [I Was a Jet Set Stewardess](#), and since has appeared several times with her former Jet-Set compatriots in full Pan Am uniform which still fits! Her primary mission is promoting the history and future of Commercial Aviation.

Sheila M. Bauer is the former Director and former Chair of the MASM Education Committee. A pilot and educator, she grew up in an aviation family and earned her pilot's license at age 16. Sheila served as [Federal Aviation Administration National Aviation and Space Education](#) Manager.

She joined the agency in 1990, working as the New England Region's aviation education program manager. She entered Revere Aviation Inc., a full-service aviation company started by her father, which originally operated the Revere Airport. Sheila rose to the president's position nine years later. Once employed at FAA in 1990, Sheila continued to share her experience, ideas and passion for aviation with the network of organizations, governmental and academia. She was instrumental in the development and implementation of numerous state and regional aviation and space education councils. She was responsible for the development of FAA's first aviation education web site in 1997, and her oversight and management of that site continues today. In addition to her leadership responsibilities for FAA's Aviation and Space Education Programs, in 2003, Sheila spearheaded the agency's outreach efforts for the Centennial of Flight

(C.O.F.) celebrations. Shelia has been awarded numerous awards for her efforts to promote aviation.

Sheila Bauer, as an early board member of MASM, structured and developed its education and STEM plans. She was responsible for structuring the MOUs between MASM and both the FAA and the Massachusetts Department of Transportation.

Barbara J. Jagla serves on the Massachusetts Air and Space Museum's Steering Committee in Education, Communications and Outreach. She is the website administrator for MASM as well as for a Massachusetts public school district. Ms. Jagla has a deep appreciation for history, and is currently working as the archivist for the Massachusetts Aviation Historical Society.

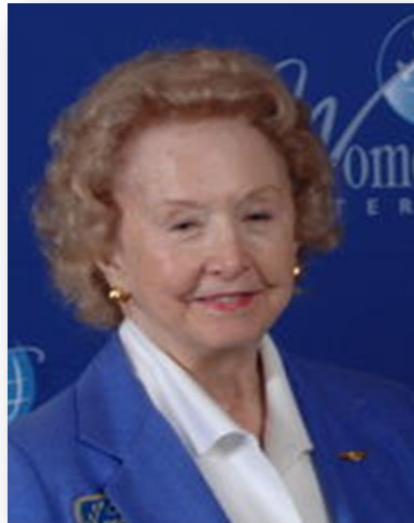
Ms Jagla holds a Master of Education - Curriculum & Instruction along with [Massachusetts DESE](#) certifications in elementary education and educational technology. Barbara has over 20 years of hands-on teaching experience in a public school setting, including the integration of [STEM](#). She has led many professional development courses and has been a mentor teacher. Her interest in weather science served as a backdrop for her coordinating a WeatherBug weather station (AWS Convergence Technologies/Earth Networks), incorporating her fascination for geological "weather" and notably space weather within her technology curriculum.

Ms. Jagla previously served on the [North Reading Historical Commission](#) and the [North Reading Historical](#)

[& Antiquarian Society](#) Board of Directors. As assistant curator for the [Revered Daniel Putnam House](#) (1720), she digitized the collections database, maintained oversight of donations and managed volunteers. Barbara has authored a local history blog, and has articles published in the New England Historic Genealogical Society's *New England Ancestors* Magazine (now *American Ancestors*) and in the Association of Professional Genealogists Quarterly.



Barbara J. Jagla



Anne Bridge Baddour

Anne Bridge Baddour ranks among the top women in aviation on a global scale. Graduating summa cum laude from [Pine Manor College](#), Anne became a pilot and holds an airline transport pilot license with single-engine land, multi-engine land, single-engine sea and instrument ratings. She also holds an Australian pilot's license. She has held a variety of jobs within the aviation world including instructor in basic aerodynamics, basic meteorology, aviation medicine, airline codes, and basic navigation. Anne has been a flight dispatcher, and administrative assistant and ferry pilot, and manager and pilot for Baltimore Airways. She also served for twenty years as an experimental research pilot for [MIT's Lincoln Laboratory](#) Flight Test Facility doing airborne research for the US Department of Defense and the Federal Aviation Administration.

From 1979 to 1985, Ms. Baddour was appointed a Massachusetts Aeronautics Commissioner by Governor Edward King.

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Passenger Flight On The Ground?

Southwest Airlines innovated low-cost commuter flights to hub airport by standardizing their fleet of 737-800s. This meant inventorying only one set of parts, and required mechanics who focused all of their attention and training toward one aircraft. SWA crews know exactly what they'll be flying on any given day because the fleet is all the same airplane type.

Now Amtrak has taken a page from the Southwest game book with their Acela trainsets that travel the northeast corridor from Boston to Washington, DC, and back again. As it happens, that corridor is the only profit-making element of the Amtrak system. Amtrak offers ten such trains each day, while Southwest provides only eight daily flights out of Logan Airport. While Logan and Washington's Reagan Airports may be closer than most major airports to the city's center, Amtrak offers downtown-to-downtown service. South Station is right downtown Boston and Union Station in D.C. is but a short walk from the US Capitol building. The one advantage

that air travel held over rail was speed. But with Acela's ground speed of 165 MPH, that edge is being eroded.

A typical early Acela train out of Boston on a Monday morning de-



parts at 5:05 AM and arrives at 11:53 AM.; a total of six hours and thirty-four minutes. Southwest's first flight out is at 5:30 and arrives at 11:10. The train is direct from Boston to D.C. Southwest flies first to Chicago, then to D.C., which accounts for the five hours and forty minutes it takes to get you to the nation's capitol.

Granted, Acela takes less than an hour longer to get you from point A to point B, but the real clincher is the cost. A standard business-class ticket on Southwest currently lists for \$572.00, while on Acela it's only \$210.00—a difference of \$362.00. That's an expensive hour! The difference in time be-

tween the two modes of travel can easily be accounted for by lengthy cab rides or light rail hops to the inner city, coupled with the time it takes to undergo security screenings when entering airport gate areas.

While many argue that Amtrak exists only because of government subsidies, Amtrak officials are quick to point out that the US Government also subsidizes air travel by providing air traffic control equipment and personnel, TSA security agents and equipment in the terminals, and Homeland Security agents protecting airport perimeters. Amtrak dispatches its own trains, and pays for its own police force.

On the horizon for Amtrak is an expansion of the high-speed Acela system. Connecting hubs like Chicago with New York and Washington may soon be a reality, and even remote west coast cities may one day be connected by these high speed trains. Aviation industry beware—extremely high speed rail may one day be a major competitor from coast to coast!➔

Continued from Page 3

Anne has distinguished herself by establishing many world speed records for flight, and possesses many trophies for flying races, including what Will Rogers called the [Powder Puff Derby](#) all women's transcontinental air race.

She has been recognized for her notable contributions for advancement of aviation with the [Women in Aviation International Pioneer Hall of Fame](#) award, the [Athena Award](#), and the [Elder Statesman Award](#). The Athena Award is given to honor those who demonstrate excellence, creativity and initiative in their business or profession, assist women in reaching their full leadership potential and provide valuable service by devoting time and energy to improve the quality of life for others in the community. The Elder Statesman Award is given to honor Americans who "have made contributions of significant value in aeronautics" over an extended period of time, and is awarded by the [National Aeronautics Association](#) in Washington, DC.

Anne served for seven years on the board of directors for the [Smithsonian National Air & Space Museum](#), Washington, DC; five years on the board of trustees of the [Friends of the Libraries at Boston University](#), four years as president; fourteen years on the board of trustees at [Daniel Webster College](#) in Nashua, NH; twenty-five years on the board of directors of the [Aero Club of New England](#), where she remains as an advisor; from 2002 to the present on the board of trustees of [Vicaya Preservation](#), Miami, FL; nine years on the board of directors of Miami Dade Historical Maritime Museum, Miami, FL; and currently serves on the board of trustees for [Fairchild Tropical Botanic Garden](#), Miami, FL.



Harriet Quimby
1875—1912

In 1992, Anne was invited by the [US Navy](#) to take an orientation flight in F/A 18 Hornet, the so-call "*Top Gun*" fighter. The Hornet can fly at nearly twice the speed of sound and nine tons of armaments in addition to several tons of fuel. The 44,000 pounds of thrust generated by its two engines makes vertical flight possible.

Anne Bridge Baddour has been recognized for her outstanding contributions to aviation by the [Aero Club of New England](#), the [Ninety-Nines](#) with the Amelia Earhart Award, [The International Aviation Forest of Friendship](#), the New England Regional FAA director, and was awarded the [Clifford B. Harmon Trophy](#), Aviatrix.

Upon her lengthy list of achievements and awards, one item stands out among the rest. Anne established an annual scholarship with [Eastern New England Ninety-Nines, Inc.](#) for Advanced Pilot Training for a woman pilot in need of financial assistance whose goal and dedication is to become a professional pilot.

Providing a path for others to follow is the sign of a true leader, and her commitment to expanding awareness for others toward the field of aviation is what the Massachusetts Air and Space Museum is all about.

The empowerment of women in the aeronautical world is nothing new. The first female to obtain a flying license in the United States was Harriet Quimby. Just as the Women of MASM have done, Harriet Quimby set her own standard in aviation at a time when no standard existed. The Women of MASM have carried on the Quimby tradition by breaking new ground, establishing new standards of excellence, educating, and offering a helping up to those women who are dedicated to aviation.➔

Future Home of

Proposed site at Hanscom Field for the Massachusetts Air and Space Museum.



When people contemplate the idea of a museum, they often think of a building with stuff in it, and very little more. But the Massachusetts Air and Space Museum (MASM) promises to be so much more than a

simple building with stuff in it. In order to educate, we must look to our past to see from whence we came. Historic exhibits that demonstrate man's ascent into the sky and eventually the heavens are essential toward enlightening those who did not experience the history involved. There will, or course, be exhibit areas where treasures from the past will be displayed.

But MASM's intent is to be a living, breathing entity that not only catalogs aviation's roots, but embraces leading-edge technologies that are shaping the industry today and well into the future. Being situated next to the ramp at Hanscom Field, MASM will be able to entertain new and exciting venues in aviation that will speak to every generation. We need your help to make it happen. Remember, your contributions to MASM are tax-deductible and will help us make the dream a reality!



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Complete the form below and include it with your contribution to get on our mailing list. Your donation of \$25.00 or more will automatically enroll you as a Member of MASM with the benefits as outlined on our web site. You will receive our electronic newsletter "Horizons" which will be emailed to friends of the museum free of charge. This publication is informative and interactive, and online you will find links that will connect you to an entire world of aviation and history.

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