

Date: 13 AUGUST 1985

Letter No. JWC/CXD/W59B

To: LAURA OVEFSTREET

From: JOHN FULLER

Subject: FRANK FULLER - BENDIX PAGE

Reference:

LAURA -

I have put my mother in charge of this project and the following is mostly a quote of her letter to me.

Frank was born on July 9, 1901 and is now 84. His wife, Adriennu, died in 1982.

Frank was graduated with a law degree in 1924 from Stanford where he was a great sportsman. He was President of the San Mateo-Burlingame Polo Club, and a 4 goal player (I assume that you know that "4 goal" refers to your handicap, and that's good).

He was Secretary and Director of the W.P. Fuller & Co. paint manufacturing firm in San Francisco founded by his grandfather and a member of the Executive Committee.

He had the first flying licence ever issued in the Territory of Hawaii. His sister, Margaret Fuller Dorst, was the second woman in the U.S. to receive an instrument rating. So many members of the family flew and had planes that they became known in the local papers as the "Famous Flying Fullers".

The three Bendix people who visited Frank saw the album with all the race information. He won in '37 and '39, Jacqueline Cochran won in '38.

Frank was a Director of United Airline from '37 to '41 when the war broke out.

He was Chairman of the Central Aviation Committee for the 1939 San Francisco Exposition (World Fair) on Treasure Island. He was known as their "Chief Pilot" and Flying Envoy. In his Seversky 7-35 he established speed records from S.F. to eleven western states at the same time bearing invitations to the governors to attend the Exposition.

He also set a record from S.F. to L.A. in 62 min. He always wanted to make it in under an hour. He told me that he had a friend who was a meteorologist at S.F. airport who called him every day with a report of the winds aloft. One day he said there was a north wind blowing 110 miles per hr. at 11,000'. Frank took off in a driving rainstorm and that was the day he made it in 62 minutes. The press was never told about the meteorologist connection.

During the war Frank was a test pilot for the Douglas Aircraft Company at their Santa Monica plant. He flew:

- 1) A-20 Light Bombers
- 2) DC-3, C-47, C-53
- 3) B-17 and C-54

This testing included 1st flights, check flights, delivery flights, cross-country and experimental flights.

I'm sure this wouldn't be in any program, but should you ever see a return of Clark Gable in "Test Pilot", Frank's Seversky was used in the filming thereof, as well as an exact copy built on the set.

On the lighter side Frank was once pictured in flight helmet, etc. smoking Chesterfields (he has never smoked) for which he received \$500 (no doubt a large sum at the time).

After the war this "sportsman pilot" bought a Grumman Mallard amphibian which he flew for 30 years. He landed on Lake Tahoe on weekends in the summer and also flew to British Columbia and Mexico for sportfishing with his friends.

After selling the Mallard in the mid-seventies, Frank had two single engine Cessna's and it was in the second of these that he had the crash which was the subject of the attached clipping.

If you want any more information you could contact my mother at 415-342-1608 who is eager to help, or me of course.

Best regards,



JOHN FULLER