



AAHS FLIGHTLINE

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Antique Aircraft Association Fly-in

*This Howard DGA-15P, NC66294, was one of more than a dozen Howards invited to attend the fly-in.
(All photos in this article are by Chuck Stewart)*

The 2009 AAA/APM Fly-in held September 2-7 at Antique Airfield in Blakesburg, Iowa, celebrated "Corporate Wings" from those early days of corporate aviation. In addition, a special invitation was given to all Howard owners to attend the event.

Highlights of What's Inside:

- [Antique Airplane Association Fly-in](#)
- [NASA Langley Full Scale Wind Tunnel Closing](#)
- [2009 Reno Air Races](#)
- [Paul Minert Recognized by Beech Heritage Museum](#)

Regular Sections

- [Wants & Disposals](#)
- [President's Message](#)
- [Photo Archives Report](#)
- [Book Reviews](#)
- [New Members](#)

Over 360 aircraft were registered at the field during the event.

Corporations were early adopters of aviation that used their aircraft both for transport and advertising. Attending the fly-in were aircraft that had been operated at one time or another by Texaco, Firestone, Coca-Cola, the Viking Boat Co., Firchan

Brother's Logging Co., Berghoff Brewery, Berry Brothers, Red Barron Pizza, and North Carolina Pulp Co. The aircraft ranged from Stinsons, Wacos and Fairchild's to a Cessna T-50, a Lockheed 12, a Beech D-18S and a Ryan SC-W.

A bevy of Howards accepted the invitation with 13 gracing the field



"Corporate Wings" were celebrated at the AAA Fly-in where this Waco ASO, NC608N, of Rich Hornbeck displays its Texaco colors.

"Blue" colored text in this document indicates a link.

AWARD WINNERS

Award	A/C	Reg.#	Owner
Antique Pre-1936			
Grand Champion	KR-31 Challenger	NC11290	D.J. Short
Sweepstakes	Laird LC-1-B	NC10402	Larry Howard
Classic 1936-1941			
Grand Champion	Rearwin Cloudster	NC4404W	Ed & Geri McKeown
Sweepstakes	Waco YQC	NC16203	Jim Wheeler
Warbirds 1941-1945			
Grand Champion	Stearman N2S	NC9923H	Ted Miller
Sweepstakes	Howard DGA-15	NC727ST	Fred Lundeen
Neo-Classic 1946-1956			
Grand Champion	Cessna 195	N4403C	Tim Lynn
Sweepstakes	Luscombe 8E	N1761K	Cynthia Grant
Homebuilt			
Grand Champion	Starduster II	N2369	Don Bates
Sweepstakes	Mr. Mulligan	NR273Y	Jim Younklin

during the event. While the majority was DGA-15s, a replica DGA-6 “Mr. Mulligan” and a Mullicoupe (Monocoupe on steroids) also attended.

AAA recognizes the efforts that members put into restoring and maintaining these antique aircraft by awarding trophies in various categories. These include Grand Champion, Type Club awards, and a series of special recognition awards. The Grand Champions at this year’s fly-in are in the table above.

This annual event should be on your “to attend” list if you have a fondness for antique aircraft. It is a member’s only event, but the annual membership fee more than offsets the experience in attending. Short of the EAA annual fly-in, you would be hard pressed to find as many and varied antiques as you will find at Blakesburg, which is unique with its grass runway and family-friendly atmosphere.





Page 2, Top to Bottom:

Waco YQC, NC16203, took the Classic 1936-1941 Sweepstakes award.

Homebuilt Grand Champion award winner was this Starduster II, N2369, built by Don Bates.

Homebuilt Sweepstakes award winner was this replica of a Howard DGA-6 "Mr. Mulligan," NR273Y.

Page 3, Top to Bottom:

A beautifully restored Fairchild KR-31 Challenger, NC11290, owned by D.J. Short, took home the Grand Champion award for Pre-1936 Antiques.

Classic 1936-1941 Grand Champion was this Rearwin Cloudster, NC4404W, owned by Ed & Geri McKeown.

The Pre-1936 Antique Sweepstakes winner was awarded to this Laird LC-1-B, NC10402, owned by Larry Howard.

One of the "heavy iron" representatives was Beech D-18S, N127ML, captured during a low fly-by.

A fine example illustrating the great antique and classic aircraft that can be found at the AAA Fly-in is this Stearman E75N1, NC3976B.

Swan Song for NASA Langley

“Full Scale Wind Tunnel”

The NASA Langley 30- by 60-foot wind tunnel has completed its last project before it is permanently closed and scheduled for demolition. This historic wind tunnel, known as the Full Scale Tunnel (FST) was dedicated in 1931. It was the largest wind tunnel in the world until 1945 and was designated a National Historic Landmark in 1985.

During the years of operation, the FST was used to test fundamental aerodynamic testing of full-scale aircraft during the 1930s; drag reduction or “clean up” studies of full-scale military aircraft during WWII; free-flight testing of models of vertical takeoff and landing aircraft; testing of the Albacore, the fastest submarine in the world in 1950; testing of the nation’s first spacecraft, the Mercury space capsule; testing of full-scale general aviation aircraft; and testing of lifting body, supersonic transport and present-day military aircraft configurations.

Langley decommissioned the tunnel in 1995, and then leased it to Old Dominion University in Norfolk, Va., for research and student engineering training. That lease expired this summer and the tunnel is scheduled for demolition because of its lack of national strategic importance, limited testing capability, deteriorating condition and the environmental liability associated with the materials used in its construction.

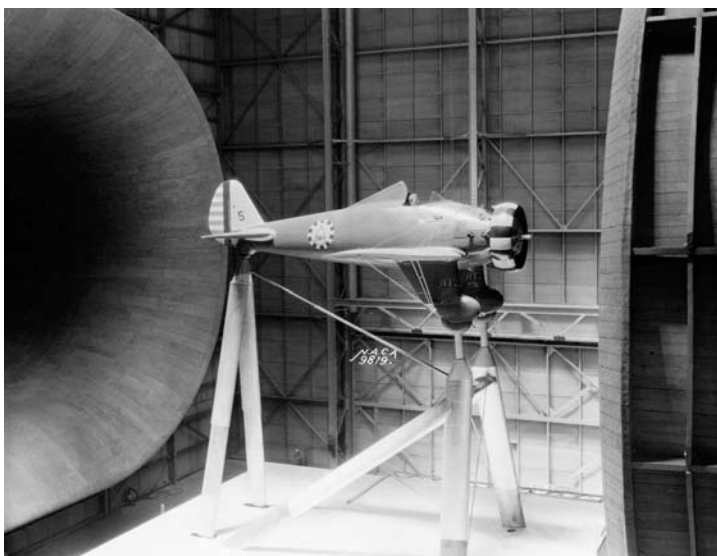
The last project to use the facility this past July and August is a partnership among Boeing Research & Technology of Huntington Beach, Calif., NASA’s Aeronautics Research Mission Directorate, and the U.S. Air Force Research Laboratory at Wright Patterson AFB, Ohio. The test was designed to explore and validate the structural, aerodynamic and operational advantages of blended wing body (BWB) designs using the X-48C test vehicle. The



On December 31, 1942, the Lockheed YP-38 had its turn in the FST. (NASA Langley photo EL-2001-00380)

X-48C is a modification of one of two X-48B scale models built by Cranfield Aerospace Ltd. in England. The C-model has been reconfigured to make it even quieter. Researchers collected data using the FST to assess the aerodynamic effects of those modifications. Those changes include reducing the number of engines from three to two and the installation of vertical fins to shield the engine noise

Made primarily of advanced lightweight composite materials, the X-48 models have a 21-foot wing span and weigh about 500 pounds each. They are powered by turbojet engines and can fly up to 138 mph and an altitude of 10,000 feet. The Air Force is interested in the plane’s potential as a multi-role, long-range, high-capacity military aircraft.



A Boeing P-26A photographed in the FST May 29, 1934. (NASA Langley photo EL-1999-00623)



The Boeing X-48C became the last vehicle tested in the FST in August 2009. (The Boeing Company photo)

2009 National Championship Air Races & Air Show

by Chuck Stewart

The 46th National Championship Air Races and Air Show (NAR) were held at Reno, Nev., September 16-20. In conjunction with the air races, the 11th annual National Aviation Heritage Invitational was held at the same location.

This year brought a number of records, the most significant being Steve Hinton, Jr., becoming the youngest pilot to win the Unlimited Breitling Gold race. At the age of only 21, Hinton, flying the highly modified P-51D Mustang "Strega," ran away from the other unlimited contestants to win the Unlimited Gold race with a speed of 491.822 mph, more than 12 mph faster than the number two finisher. Other records set during the event included Jon Sharp in the Super Sport class continuing to inch up the record speed in this category with each event they raced in, eventually setting a record of 407.061 mph in Gold race on Sunday, September 20. Curt Brown pushed the Jet class speed race record up to 520.209 mph in one of the qualifying heats for this class. Jeff LaVelle similarly did the same in the Sport class with a record speed of 353.151 mph in a qualifying race.

This year was the second running of the Super Sport class which essentially adheres to the standard Sport class in which eligible aircraft include production model kit-built aircraft, of which five or more kits have been produced and delivered to customers by the manufacturer, powered by a reciprocating engine of 650 cubic inches or less. The Super Sport class is not restricted on use of fuel, fuel additives, or water/alcohol anti-detonation injection. In comparing the race results, this class of racer is gradually approaching the same speed/performance of the Unlimited



*T-6s bank for the first pylon at the start of a race.
(All photos by the author)*

2009 Gold Air Race Winners

Category	Pilot	Plane	Speed (mph)
Unlimited	Steve Hinton, Jr.	P-51D Mustang "Strega"	491.822
Super Sport	Jon Sharp	NXT "Nemesis"	407.061
Sport	David Sterling	Lancair Legacy	352.662
Jet	Curt Brown	L-29 "Viper"	513.521
Formula 1	Thom Richard	Cassutt "Invictus"	241.064
Biplane	Tom Aberle	Modified Mong "Phantom"	236.995
T-6	Nick Macy	T-6 "Six-Cat"	237.557

class. This year's winner of the Super Sport class had a higher average speed than the seventh place Unlimited class finisher.

The National Aviation Heritage Invitational is a joint effort under the partnership of Rolls-Royce North America, the National Aviation Hall of Fame, the Smithsonian National Air and Space Museum and the Reno Air Racing Foundation. The event encourages preservation of aviation history through the restoration of aircraft to original flying condition. There are five categories of awards: Grand Champion, Antique Category, Classic Category, Warbird Category and Peoples' Choice Trophy. The first four awards are selected by a committee of five judges while the Peoples' Choice Trophy is based on the vote of the air show attendees.



1. Tom Aberle flew his Mong Sport "Phantom," N7075W, to victory in the Biplane class.

2. Steve Hinton, Jr. became the youngest pilot to win an Unlimited title at the NAR flying Bill Destefani's highly modified P-51D "Strega," N71FT.

3. Nick Macy piloted his T-6 "Six-Cat," N2897G, to first place in the T-6 category.

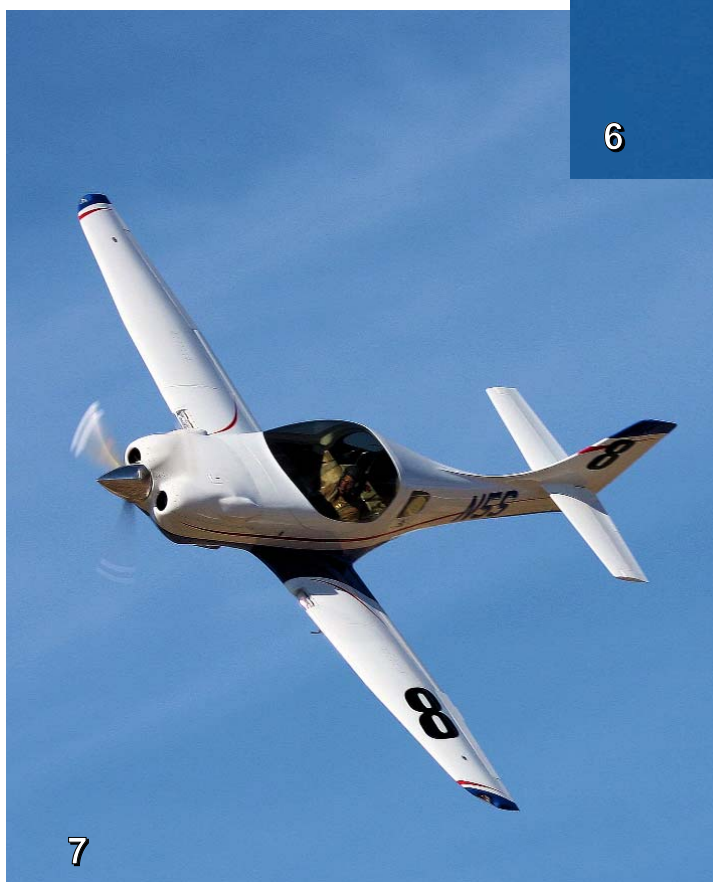
4. This L-29 Delfin "Viper," N29AD, took the Jet Gold race with Curt Brown in the cockpit.



5. Jon Sharp continued his domination of the Super Sport class in his Nemesis NXT, "Nemesis," N333XT.

6. Thom Richard's beautifully prepared Cassutt "Invictus," NX603R, took top honors in the Formula One class.

7. This Lancair Legacy, N5S, was flown by David Sterling to win the Sport class.



National Invitational Heritage Award Winners

Grand Champion / Rolls-Royce National Aviation Heritage Trophy winner: 1944 North American SNJ-5C owned and restored by Chuck Wahl, Cameron Park, Calif.

Antique Category / Orville and Wilbur Wright Trophy winner: 1934 Waco YMF-3 owned and restored by Robert Juranich of Des Moines, Wash.

Classic Category / Paul E. Garber Trophy & National Aviation Hall of Fame Peoples' Choice winner: 1937 Stinson SR-9F owned by Richard Rezabek of Santa Clarita, Calif., and restored by Dr. David Stark. The black and red Stinson also was a favorite of the air show fans as it garnered the most votes for the National Aviation Hall of Fame People's Choice award.

Warbird Category / Henry 'Hap' Arnold Trophy winner: 1940 Ryan STM-2 owned by William and Claudia Allen of El Cajon, Calif., and restored by Ragtime Aero; engine by Brad Ball.

PRESIDENT'S MESSAGE

Greetings. It appears that the year is winding down. We at the AAHS are still anticipating a bailout package from the current administration, but believe it will be awhile. Actually, we are in good shape financially. For our devoted members, we would ask that you purchase a membership for one of your close friends as a Holiday gift so they may enjoy the *Journal* as much as we enjoy publishing it. Also remember that end-of-year donations are tax deductible to the extent the IRS regulations allow. We welcome all donations, but check with your tax advisor about any allowable deductions.

On a more somber note, Board of Director Bruce Cunningham sustained serious injuries in a motorcycle accident several weeks ago. As of the writing of this message, he was still in hospital. Our thoughts and prayers for a speedy recovery are with Bruce and his family.

For those who read the notes regarding the Board of Directors, yes, I am a retired rotorhead but flew them in the Navy, not the Marine Corps. Great experience but that was then and this is now.

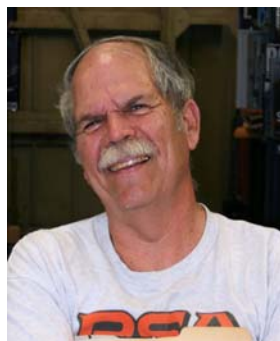
Aviation publications appear to be going away at a prodigious rate. We received the latest issue of *Naval Aviation News* and were informed that the December 2009 issue will be their last. As you may know print versions of *World War I Aero* and *Skyways* have been suspended, too. We are currently exploring possibilities that would enhance our *Journal* and maintain some continuity to the other publications. If you have any suggestions please let us know.

Have a pleasant Holiday Season.

Cordially,

Bob Brockmeier
President AAHS

Paul Minert Recognized by Beechcraft Heritage Museum



Each year a committee of the Beechcraft Heritage Museum selects an individual to receive the Staggerwing Club & Museum Merit Award. The recipient is an individual they feel has made a significant contribution in helping achieve the goals and objectives of the organization. Three awards are given each year covering three areas of Bonanza/Baron, Twin Beech, and Staggerwing. The

latter award is the oldest, dating back to 1969 with only 45 individuals having received the award. AAHS member and Board of Director Paul Minert was recognized October 9, 2009. This past year he was instrumental in getting a Tennessee historical marker placed in Walter Beech's birthplace of Pulaski, Tenn. In addition to the marker, Paul was instrumental in assembling display exhibits and books for the Pulaski Public Library, the Pulaski High School library, and an airport display at the Pulaski regional airport.

Paul was also recognized for his longtime contributions to the Beechcraft Heritage Museum as well as his other, non-Beech efforts in collecting and preserving American aviation history. He contributes hours at The Boeing Company Douglas archives helping catalog these records.

He has been a supporter and contributor to the AAHS for more than 20 years and on our board of directors. Paul plays an instrumental part in organizing and making sure the necessary resources are available to support activities important to the organizations he supports.

AAHS FLIGHTLINE

American Aviation Historical Society

President: Robert Brockmeier

Vice President & Chief Publication Officer: Albert Hansen

Managing & Newsletter Editor: Hayden Hamilton

The AAHS *FLIGHTLINE* is a quarterly electronic publication of the American Aviation Historical Society and is a supplemental publication to the AAHS *Journal*. The *FLIGHTLINE* is principally a communication vehicle for the membership.

Business Office: 2333 Otis Street
Santa Ana, CA 92704-3864, USA

Phone: (714) 549-4818 (Wednesday only)

Web site: <http://www.aahs-online.org>

Email: aahs2333@aahs-online.org

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Photo Archives Report

Steady progress in the AAHS Photo Archives continues to be made. During the past quarter, the on-line database has been upgraded with more than 1,500 thumbnail preview images, and the on-line photo catalog entries have been increased by an additional 1,900 entries. As of this writing, the on-line catalog contains a total of 40,100 plus entries and there are more than 5,400 thumbnails available for viewing. As a reminder, when searching the on-line catalog, the presence of a camera icon after the index number of the entry indicates the availability of a preview image. Simply click on the camera to view the thumbnail.

Work continues on the AAHS Photo Archive Series of digital CDs. We promised availability of two new CDs, *Connies in Color* and *Golden Age Commercial Flying Boats* for September, but unfortunately missed this target date. The *Flying Boats* CD will be available in mid-November and focuses on covering the Sikorsky models S-38 through S-43, Boeing 314 Clippers, the Consolidated Commodore, Douglas Dolphin and Martin 130 and 156. Each CD contains more than 100 high-resolution images. The *Connies in Color* CD should be available by the end of November.

Each Photo Archive CD generally contains more than 120 high-resolution digital images. CDs mostly in color (e.g., *Connies in Color*) may contain less, but we'll pack as many images as we can get on to the CD.

Each CD costs \$19.95 for members (\$29.95 for non-members) with \$2.50 extra for shipping and handling. That is less than \$0.20 per image including the shipping and handling!



Boeing 314, G-AGCA, sits on its dolly as another, unidentified 314, flies an approach overhead. (From the AAHS Photo Archives, AAHS P004398)

New AAHS Journal Index in the Works

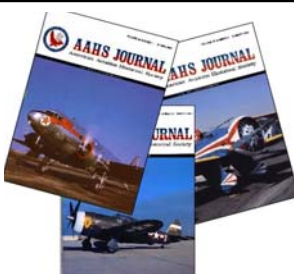
For a number of years the AAHS has had available two indices for *AAHS Journal* issues. One covers volumes 1-10 and the other volumes 11-20. The Society is currently finalizing publication of a third Index that will cover volumes 21-30.

The work for this new Index was actually performed a number of years ago by Gerald Balzer, Thomas M. Emmert, Chuck Hansen, Sherril Johnson, Joseph P. Juptner, Howard McLeod, David A. North and Douglas I. Pirus. Fortunately, their hard work to assemble the Index, never formally published, was "re-discovered" in the AAHS Library. Through the use of modern technology and some volunteer effort, we are happy to report that a formal publication of this work should be available by the end of 2009.

The release of this new Index begs a follow-on question of, "What about the rest – volumes 31-54?" If you would like to help compile an Index for the issues in this period, please contact Hayden Hamilton, Managing Editor at the AAHS office or via email at Webmaster@aahs-online.org.

Beginning early in 2010, we plan to take all existing indices and merge them together into an electronic database that will be available to members on-line. As the indices

area expands, this on-line version will be updated, allowing you to have a single source for searching for information in back issues of the *AAHS Journal*.



AAHS Journal Back Issues

Looking for back issues of the *AAHS Journal*? You can now order them on-line from APT Collectibles. Just point your browser to:

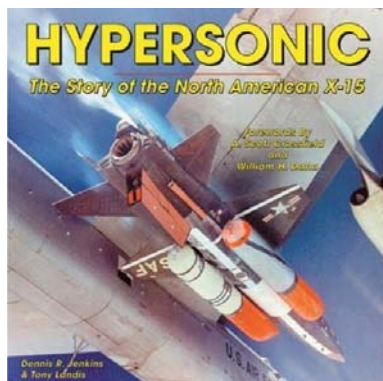
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Book Reviews

Hypersonic – The Story of the North American X-15, by



Dennis R. Jenkins & Tony R. Landis with Forewords by Scott Crossfield and William H. Dana. Specialty Press, 2966 Grand Avenue, North Branch, MN 55056, www.specialty-press.com. ISBN 978-1-580007-131-4, Softbound, 9" x 9," 276 pages, with 500 b&w

and 50 color photos. \$26.95,

Hypersonic flight is not a recent achievement of the 21st century according to the authors Dennis Jenkins and Tony Landis. "Few people remember that almost 50 years ago there was an earlier hypersonic project, one that resulted in a remarkable manned airplane. A team of NACA researchers developed a conceptual design, the Air Force and Navy funded the effort, and North American Aviation turned the idea into three small black airplanes. Over the course of 10 years and 199 flights, pilots from the Air Force, Navy, and NASA would spend 85 minutes at hypersonic velocities and fly to the edge of space."

Twelve pilots flew the X-15. Scott Crossfield was the first on June 8, 1959. William Dana, and 10 other pilots flew the X-15 in excess of Mach 5 and two of those pilots exceeded Mach 6. Maj. "Pete" Knight made the maximum speed flight of 4,520 mph (Mach 6.70). Joseph Walker took the X-15 to 354,200 feet, more than 67 miles high. William Dana flew the last flight on October 24, 1968.

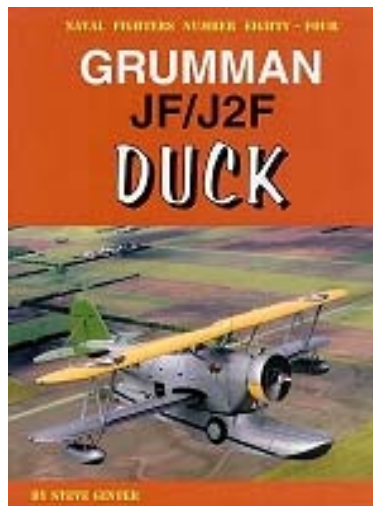
The authors have created a comprehensive history of the X-15 program that was designed to achieve hypersonic flight, i.e., flights in excess of Mach 5. They have included in this volume over 550 quality images documenting every aspect of the X-15 program. The authors collected so many pertinent images that they published a second book with additional 400 images titled, "X-15 Photo Scrapbook."

The authors explain how the X-15 project came about and every aspect of the program – the design problems, the experiments, the support equipment, and the people involved from first flight to last. They provide a detailed report on the only X-15 lost in the program. The book covers follow-on programs, stillborn concepts, and has a complete flight log of all 199 flights. It's hard to imagine anything about this program that the authors haven't crammed into these 276 pages. While the book is softbound the pages are all heavy high-gloss, slick paper that provides the best image presentation.

If you are interested in the X-15 program, hypersonic flight, or looking for a resource book containing facts and quality images about this program, then this book is one you need in your library.

Larry Bledsoe

Grumman JF/J2F Duck, Naval Fighters Number 84, by



Tommy Thomason. Ginter Books, 1754 Warfield Circle, Simi Valley, CA 93063. ISBN 0 9 4 2 6 1 2 - 8 4 - 1 , Softbound, 129 pages, List Price \$29.95.

The usual superb collection of photos, drawings, sketches and views of one of the Navy's workhorse aircraft, by probably the best known producer of publications on U.S. Navy aircraft, Steve Ginter.

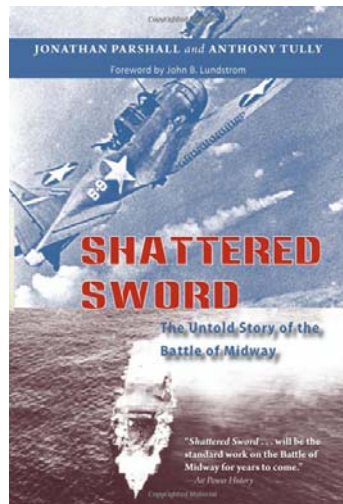
The author covers the models from the JF/J2F through the J2F-6 and including the USAF OA-12, which were modified J2F-6s.

The first 78 pages covers primarily the JF through the JF-6 through the use of many photos, with very little information on squadron assignments and functions performed. The last half contains the author's collection of photos of details of areas, equipment and installations for a complete description of the Duck.

Another excellent publication to add to your library.

Bruce Cunningham

Shattered Sword, by Jonathan Parshall & Anthony Tully.



Potomac Books, 23841 Quicksilver Drive, Dulles, VA 20166. ISBN 978-1-57488-926-6, Softbound, 633 pages.

The authors have assembled data that depicts the actual events leading up to and resulting in the naval battle – the Battle for Midway - that led, eventually, to the defeat of Japan.

As noted by the authors, the presiding "common wisdom" of historians and writers of

articles and books about this battle are fraught with errors, myths and misconceptions. The authors' use documentary evidence to disprove these misunderstandings. Nine pages of bibliography contain a list of historians and their publications, and references official U.S and Japanese documents, private papers and correspondence.

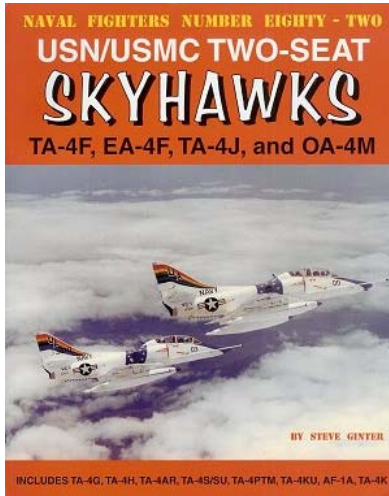
The authors are meticulous in their pursuit and publication of the truth while dispelling the myths and rumors which have been accepted as gospel for the many years since the June 4, 1944, battle in which Japan lost four of their finest aircraft carriers.

This reviewer feels that the authors have accomplished precisely what they set out to do, that of correcting and /or disproving the preconceived and long maintained errors and misconceptions about the battle, some minor, some miscellaneous, some major, held by those who may have relied on incorrect or misunderstood writings.

Those historians who are truly interested in the major events involving the U.S. and Japanese Navies in WWII would do well to study this book.

Bruce Cunningham

USN, USMC Two-Seat Skyhawks, Naval Fighters Number 82, by Steve Ginter. Ginter Books, 1754 Warfield



Cir., Simi Valley, CA 93063. ISBN 0 942612-82-5, Softbound, 161 pages, List Price \$36.95.

This book covers the Douglas TA-4F, EA-4F, TA-4J and OA-4M. All began life as the TA-4E but as modifications were developed and incorporated, each was redesignated, depending on the modifications. They became the TA-4F, EA-4F, TA-4G, TA-4H, TA-3AR, 7A-4J, TA-4K, TA-4AKU, AF-1A, OA-4M, TA-4PTM and TA-4S/SU.

The author does a superb job of describing the configurations and functions of the TA-4F and the many variations and functions of the conversions. Thirty-four pages of drawings, sketches and views from basic structure to cockpit configurations to standard and special equipment installations provide exceptional coverage for the amateur as well as the expert model builder.

It is possible that one would have to locate the particular Douglas Erection and Maintenance Manuals to be able to find more information than this book contains.

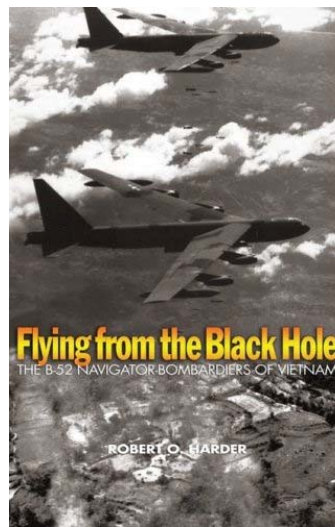
The remaining 120 pages, the author provides information and excellent photos of the squadrons to which these aircraft were assigned, including dates of assignment as well as squadron insignia drawings for identification.

All in all, an excellent, well documented publication well worth becoming an addition to the military aircraft data collectors library.

Bruce Cunningham

Flying from the Black Hole, by Robert O. Harder. Naval Institute Press, 291 Wood Road, Annapolis, MD 21402. ISBN 13-9781591143598, Hardcover, 336 pages: 30 pictures, 30 illustrations, Index, Bibliography. List Price \$34.95.

This is the story of B-52 operations, both during cold



war nuclear missions, and combat sorties over Vietnam.

It is told by the author who trained and flew these missions as a Strategic Air Command B-52 combat crew navigator. As a former navigator, he writes with a unique perspective. His view of bombing operations is one that has not been as widely known to the press and the American public. As such, his story may seem to some as politically incorrect. However, it also is

written by someone who obviously has,"been there, done that."

The story starts with an easy to understand brief history of multicrewed bombing aircraft, and how aircraft bombing techniques were developed. The author then covers his own personal training and introduction to the Boeing B-52. Next, he covers SAC cold war nuclear B-52 operations, followed by the use of the B-52 in Vietnam. He describes how SAC initially resisted the assignment of the BUFF to combat operations within Vietnam, and how they were eventually used as airborne heavy artillery in support of ground forces. Finally, he covers Operation Rolling Thunder. This operation involved the use of B-52's against strategic targets in North Vietnam. The author claims that these missions were responsible for finally bringing the fighting in Vietnam to an end.

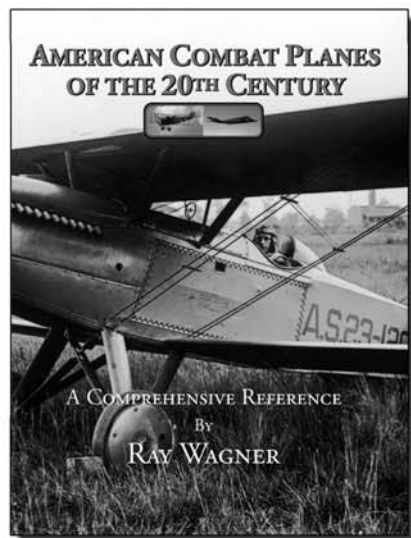
This is an excellent, well written, and well-researched book that you will not be able to put down.

Paul Butler

AAHS FLIGHTLINE Sign-Up Reminder

For those that want to be notified by email when the next issue of the *AAHS FLIGHTLINE* is posted, please register your email address on-line. You can do this by going to the AAHS Web site "home page." At the bottom of this Web page is a link and instructions that will allow you to register your email address. This is an "opt in" program. Only those that request notification will receive one. The AAHS will not use your email address registered here for any other purpose than to notify you of a *FLIGHTLINE* posting. You have control and may remove or change your email address at any time. Remember that the electronic version of the *AAHS FLIGHTLINE* is in color.

AMERICAN COMBAT PLANES OF THE 20TH CENTURY



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Wants & Disposals

Wanted: The AAHS Office is looking for a computer donation to support scanning and cataloging efforts in the photo archives. The ideal system should be capable of supporting at least 2GB RAM memory with a processor speed of at least 2 GHz. A Microsoft Windows operating system is preferred, but we are willing to accept an Apple system. Memory and disk storage upgrades are welcome but not essential. If you have a system that you would like to donate to a worthy cause, contact the AAHS Office on Wednesdays or send an email to the AAHS Webmaster.

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Wanted: Hello to all Southern Californian Aviation History Aficionados. I am currently working on a book about the North American T-28 Trojan - all models. I am looking to contact a few former USAF Instructor Pilots to find out their impressions of the Trojan - specifically the T-28A used by the USAF in the early 1950s. I would also like to talk to former Air National Guard pilots who flew the T-28A at their Guard units - in the 1950s. Other information that would be helpful would be almost anything connected with the T-28 - all models, all years and all services. About the only thing I don't need are photos of modern Warbird Trojans.

I also need information on PacAero Pacific Aeromotive. I would like to correspond with anybody who has a handle on the history of the PacAero Company. I am particularly interested in regards to the program to re-engine the T-28A, the North American NA-260 Nomad and the French Fennec program.

Dave Powers
Dave@logbookmag.com

Wanted: Does anyone know of a report or study regarding the airworthiness of the original Langley Aerodrome (not the one Glenn Curtiss "modified")? It was done in the '80s by the Smithsonian Institution and NASA engineers. If such a report or study exists can someone please tell me how I can obtain it?

Also wanted is information on the impact of the Wright Brothers' litigation with Glenn Curtiss on U.S. aircraft development during WWI. Specifically whether a document exists showing that it may have prevented the U.S. from developing and deploying an airplane to be used during the war?

John B. Beck
John_B_Beck@hotmail.com

Wanted: Information regarding the disposition of the first Langley Twin NL-1, NX29099, N51706. Does it still exist and, if so, where? One was reportedly seen in Linden, N.J., in the '60s but may have been the one that crashed, former Navy XNL-1, Bu No. 39056.

Larry
lr@larryrutt.com

Disposal: Aviation Books: WWI, WWII and general civil and military aviation. Send a self-addressed stamped envelope for complete list.

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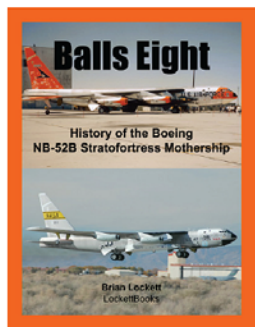
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