



100th Anniversary of the First International Aviation Meet in U.S.

January 2010 marks the 100th anniversary of the first international aviation meet (air meet) held in the United States. The location was Dominguez Field, part of an old Mexican land grant that is now the Los Angeles suburb of Carson, California. Dominguez Field adjoined the present-day campus of California State University (CSU), Dominguez Hills. Interest in aviation had been rapidly growing in the U.S. since the Wright brothers, first powered flights. This interest was accelerated with the news coverage of the First International Air Meet held in Reims, France, in 1909.

Shortly after the Reims event a group of air enthusiasts and pilots at an aviation event in St. Louis, Mo., discussed the possibility of holding an air meet in Los Angeles. This group included Charles Willard, Roy Knabenshue and Glenn Curtiss. The group was determined to explore this project and sent Dick Ferris to Los

Angeles to establish preliminary contacts and finalize the plans for the event. Momentum for the Aviation Meet began to build with invitations being sent to pilots to participate, including Louis Paulhan, a well known French aviator of the time.

The dates January 10-20, 1910, were set, a site was selected and work began on constructing grandstands. Pacific Electric extended an existing trolley line and built a station to help handle the large number of spectators that were expected to attend. The organizers invited a variety of participants, including operators of hot air balloons and dirigibles as well as airplanes. Prizes were established for scheduled events that included altitude, speed and endurance competitions.

The Participants

The final list of participants was Glenn Curtiss, Louis Paulhan, Charles Willard, Didier Masson, Lincoln Beachey, Roy Knabenshue, and Charles Hamilton.

Paulhan was the heavyweight



Poster promoting the Aviation Meet.

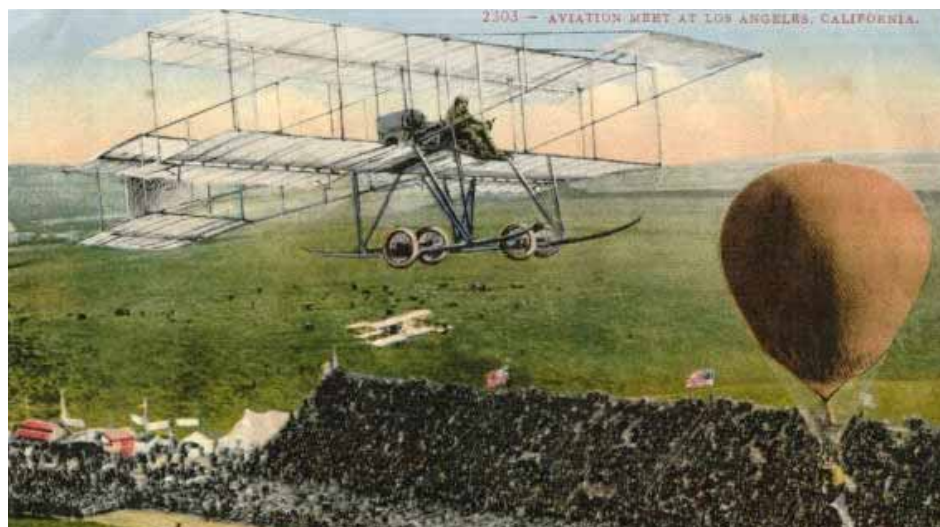
favorite at the event, having arrived with two Bleriot monoplanes, two Farman biplanes and an entourage that included his wife and a black poodle. He didn't disappoint the crowd with his performance and would be the top prize winner of the event. He established a number of firsts during the competition. One was that he gave William Randolph Hearst his first plane ride. He also took Lt. Paul Beck of the U.S. Army up on a flight. During the flight, Lt. Beck

Highlights of What's Inside:

- [100th Anniversary of the First U.S. International Air Meet](#)
- [History Lives at the Military Aviation Museum](#)
- [AAHS Launches New Web Site Design](#)
- [Air-Britain Annual AAHS Award](#)
- [Meet the AAHS Staff](#)

Regular Sections

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



Postcard commemorating the Aviation Meet. (From the CSU Dominguez Hills archives)

PRIZES and WINNERS

Prize	Award*	Winner
Best Speed during Meet (10 laps)		
First	\$3,000 (\$66,000)	Glenn Curtiss – 23:43.4
Second	\$2,000 (\$44,000)	Louis Paulhan – 24:59.4
Third	\$500 (\$11,000)	Charles K. Hamilton – 30:34.6
Endurance, best during Meet		
First	\$3,000 (\$66,000)	Louis Paulhan – 1:58:32 / 75.77 miles
Second	\$2,000 (\$44,000)	Glenn Curtiss – 1:35:05 / 37.05 miles
Third	\$500 (\$11,000)	Charles K. Hamilton 39:40 / 19.44 miles
Height at any time during Meet		
First	\$3,000 (\$66,000)	Louis Paulhan – 4,165 ft.
Second	\$2,000 (\$44,000)	Charles K. Hamilton – 626 ft.
Third	\$500 (\$11,000)	Glenn Curtiss – (not recorded)
Slowest lap during Meet	\$500 (\$11,000)	Charles K. Hamilton – 3:36.4
Quickest takeoff	\$250 (\$5,500)	Glenn Curtiss – 6.4 sec.
Shortest takeoff distance	\$250 (\$5,500)	Glenn Curtiss – 98 ft.
Starting & Landing in Square	\$250 (\$5,500)	Charles F. Willard
Cross-Country (distance)	\$10,000 (\$220,000)	Louis Paulhan – 45 miles / 1:02:42.8

* Numbers in parentheses are the current-day, dollar-value equivalents.

meet. Financially it was a success with gate receipts totaling more than \$137,000 (\$3M), which do not include ancillary revenues for food and transportation generated by the event. The 1910 Meet was considered by many to have helped alleviate a perceived economic drought in the area. It is considered by some to have been instrumental in launching the aviation industry in the L.A. basin that would grow to include Douglas, Northrop, Lockheed, and North American,

performed what was essentially the first bombing test by dropping weighted bags at markers located on the ground.

Charles K. Hamilton was one of the first aviation barnstormers. He took up hot air ballooning and parachute jumping at circuses and fairs at the age of 18. By the 1910 Aviation Meet, he had been piloting dirigibles with Roy Knabenshue, toured Japan in a dirigible and in 1909 had become an exhibition pilot for Glenn Curtiss. After the Meet, he went on to win \$10,000 (\$220,000)¹ for flying from New York City to Philadelphia in June and participated in the New York International Air Meet in October. He joined the Moisant's International Aviators touring the U.S. in 1911. While performing in El Paso, Tex., he used his plane to observe troop movements over Ciudad Juarez, Mexico, between Mexican Government troops and rebels – one of the earliest recorded uses of a plane for military purposes.

A race car driver and Harvard graduate, Charles Willard was one of Glenn Curtiss' first students. He went on to become Glenn Martin's chief engineer and help design flying boats for Curtiss.

Roy Knabenshue was one of the first dirigible pilots, piloting the "California Arrow" at the St. Louis World's Fair in 1904. In 1909 he became the manager of the Wright Brothers Exhibition Flying Team responsible for booking their events.

Lincoln Beachey and Glenn Curtiss are well known for their aviation exploits, so are not addressed in this article.

The Event

The Los Angeles International Aviation Meet kicked off on January 10, 1910, as scheduled. An opening day crowd estimated at 20,000, including most of Los Angeles' prominent business men and society people, witnessed a display of aerial feats from early afternoon until dark. According to the *Los Angeles Times*, all went home "wild over aviation." Over the course of the 11-day event it is estimated that more than 225,000 people attended the

among others.

Paulhan and Curtiss would go on to win most of the prizes, with the other participants putting in a competitive showing. The unofficial results and prize money awards are shown in the accompanying table as presented in the January 21, 1910, *Los Angeles Times*. Published results from other sources indicate that Paulhan's total winnings were \$14,000 (\$66,300), while Curtiss took home \$6,500 (\$143,000).

¹ Figures shown in parenthesis are the current dollar value equivalents in today's money.

Editor's note: California State University Dominguez Hills is conducting a fund raiser to honor the 100th anniversary of the Los Angeles International Aviation Meet. These funds will go to producing a PBS quality documentary along with a companion coffee table book, DVD, and a physical/digital archive. For more information go to <http://csudh.edu/1910airmeet/fundraiser>.



Aviators walk the track in front of the grandstand. (l-r) Jerome Fanguilla (Glenn Curtiss' manager), Glenn Curtiss, Didier Masson, Louis Paulhan, Charles Miscalor and Charles Willard. (From the CSU Dominguez Hills archives)

History Lives at the Military Aviation Museum

by Felix Usis



Above: B-25J "Wild Cargo," 44-30129, N7946C, makes a low pass on arrival at the museum August 29, 2008. Right: Detail of the nose art on this beautifully restored airplane. (All photos by author)



Almost 70 years ago, in the skies over America, the sounds of U.S. Navy, Army Air Force, and Coast Guard aircraft could be heard training and preparing for war. Now, these sounds live again, as a North American P-51D Mustang, General Motors built TBM Avenger, or one of the 30 other military vintage aircraft, start engines in preparation to fly. Once again they take to the skies accompanied by the mighty roar of an Allison, Pratt & Whitney, or Merlin engine.

This is all at the Military Aviation Museum located at 1341 Princess Anne Blvd, Virginia Beach, Virginia. The museum houses one of the largest private collections of propeller-driven airworthy fighters, bombers, trainers and seaplanes, spanning the time of military aviation from before WWI through the Korean War era.

The museum's vintage military aircraft are available for flight demonstrations, static display, movie production, commercials, and air shows. Most important, the aircraft and many items of ground support equipment are available for general viewing from 9:00 a.m. to 5:00 p.m. every day of the year, except Thanksgiving and Christmas.

They fly off the 5,000-foot long strip of Virginia Beach Airport (42VA). The strip was designed and used to support agricultural crop dusting and banner towing, and still is.

The 110-acre land parcel was purchased in 2003 and shortly thereafter an Art Deco-style 64,000 square foot single hangar with two large bays was started. In the process of

creating the museum's hangar, a 1937 100-foot tall red and white checkered water tower was disassembled, moved from Kentucky, and reassembled on location as part of the fire suppression system. Even though the hangar was completed in 2003 and opened to the public on the first of May 2008, the site is not complete.

Approval has been granted for the building of a 16,000 square foot maintenance hangar for the relocation of the Fighter Factory. The Fighter Factory is the indispensable maintenance component of the museum, and is located at Suffolk Executive Airport (SFQ). Without the maintenance team of the Fighter Factory, the aircraft would not fly. It not only maintains



Poster promoting the museum's 2010 airshow - Well worth attending.

www.aahs-online.org

the museum's aircraft, but refurbishes, repairs, rebuilds and stores the rest of the museum's collection that is not on display. It, too, is open to the public by reservation.

For the storage of those aircraft that are currently not displayed, now kept by the Fighter Factory in Suffolk, a 10,000 square foot storage warehouse is being built on the museum property. The building plans do not stop there.

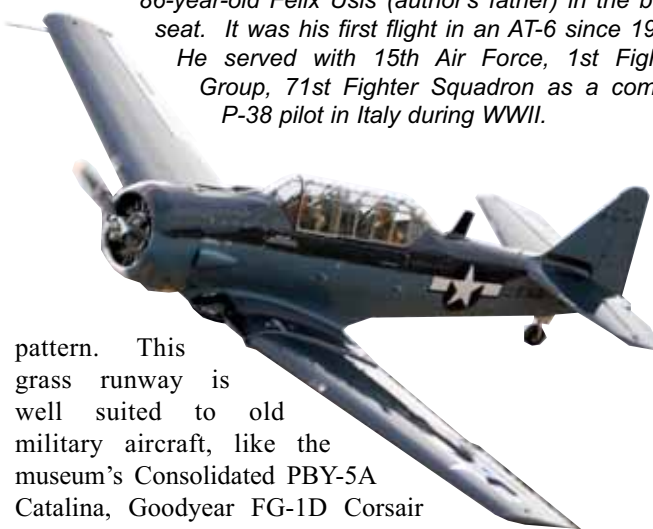
The second of three hangars slated for construction, a hangar patterned after the hangars of WWI, has been approved. This 15,000 square foot structure will house the airplanes from WWI. Steven Atkin, an architect in England, who is familiar with historic aircraft and European Aviation from both wars, is designing the building.

The third hangar is a portable type hangar designed in 1939 at the start of the Second World War. Germany designed this portable hangar so that it could be transported by railroad car to its destination and quickly erected. As the fighting moved farther away, it could be dismantled and again erected at a new airfield closer to the front lines. One of the first hangars was permanently erected at the nearby Cottbus airport near Cottbus, Germany, which is located about 20 km south of Berlin. The museum has disassembled this hangar and it has been shipped to the museum's property for erection. This hangar will permit the display of the museum's German and Axis aircraft that are currently in restoration worldwide.

Progress is also underway to rebuild the 1941 RAF Goxhill Airfield Control Tower. Goxhill was an RAF airfield that first opened April 26, 1941, for Lancasters of the RAF Bomber Command. In December 1941, the field was taken over by 616 Squadron of RAF Fighter Command. In August the following year the air field was turned over to the U.S. Army Air Forces, and Lockheed P-38 Lightnings of the American 1st Fighter Group used the field. In subsequent war years, an assortment of different fighter groups used the field, flying P-39s, P-47s, and eventually P-51 Mustangs. A few years ago, the museum reverse engineered the original Goxhill Control Tower, disassembled it in sections, and then shipped it to Virginia. That control tower is scheduled to be reassembled by 2010. Just in time for the annual "Warbirds over the Beach" air show in May 2010.

All the aircraft operate off the beautifully maintained 5,000 x 190 foot long turf strip, runways 11/29 with a left hand

SNJ-4 (AT-6) in flyby with Mr. Gerald Yagen as pilot and 86-year-old Felix Usis (author's father) in the back seat. It was his first flight in an AT-6 since 1944. He served with 15th Air Force, 1st Fighter Group, 71st Fighter Squadron as a combat P-38 pilot in Italy during WWII.



pattern. This grass runway is well suited to old military aircraft, like the museum's Consolidated PB5Y-5A Catalina, Goodyear FG-1D Corsair and Stearman painted in bright canary yellow U.S. Navy colors as an N2S-3, all on display at the museum. As the airfield is privately owned, you will need permission to land prior to arrival.

In addition to the aircraft on display, the museum is available for local events, conventions, and parties. In the last year, the museum has been the site of reunions, like the Naval Academy, the Tuskegee Airmen, the American Volunteer Group (Flying Tigers), Charlie Daniels Band concert for disabled and wounded veterans, and others.

At least once a month, a special guest lecturer is invited to come in to give a presentation about the aircraft he or she flew, built, maintained, or was connected with. Following the presentation, an aircraft, generally of the type discussed at the presentation, will be flown for the assembled group.

But if it is the sounds, smells and excitement of these warbirds that is important, then the event to attend is the "Warbirds over the Beach."

The driving force behind the Military Aviation Museum is owner and entrepreneur Mr. Gerald "Jerry" Yagen. Mr. Yagen and his wife Elaine organized it and created the heart of the collection. Their collection of carefully restored and meticulously maintained not only includes U.S. aircraft types, but British, German, Japanese, and Russian. One of the six



Museum's P-51D in front of the Army side hangar. The 1937 era watertower can be seen in the background.



Douglas AD-4 getting started with the help of Shane Kaufman (back to camera) and Daniel Williams (manning fire bottle). (Photograph by Kurt C. Gibson)

Aircraft on display in the Museum

Aircraft Type	Aircraft ID	Registration Number
Aichi D3A Val (Convair BT-15)	replica built for movie "Tora Tora Tora"	
Beechcraft T-34B Mentor	55-0221	N56NT
Bell P-63 Kingcobra (static)	42-70609	
Boeing P-26D Peashooter	replica	NX26PX
Boeing Stearman S2N-3 / PT-17 Kaydet	s/n 75-2743	N41EE
Bücher Bü-133 Jungmeister	LG+01	N38BU
Consolidated PBY-5A Catalina	BuNo. 48294	N9521C
Curtiss P-40E Kittyhawk	41-35918	N1941P
de Havilland DH82A Tiger Moth	T-5525	N6463
de Havilland of Canada, DHC-1 Chipmunk	WK559	N559WK
Douglas AD-4 Skyraider	BuNo. 123827	N23827
Fieseler Fi-103 V-1 flying bomb	unknown	
Fokker Dr-1	replica	
Fokker D-VII	replica	N1918F
General Motors FM-2 Wildcat	BuNo. 47030	N315E
General Motors TBM-3E Avenger	BuNo. 53454	NL7030C
Goodyear FG-1 Corsair	BuNo. 92508	N46RL
Hawker Hurricane Mk XII	RCAF 5667	N943HH
Hawker Fury Mk I	WA6	N31FY
Laister-Kauffman TG-4A	42-53072	NC51462
North American B-25J Mitchell	44-30129	N7947C
North American P-51D Mustang	44-72483	N51EA
North American SNJ-2	BuNo. 2011	N55729
North American SNJ-4	BuNo. 26939	N43NA
North American T-28D Trojan	49-1634	N99160
Polikarpov I-15bis	3994	N3815R
Polikarpov I-153	6316	N153RP
Polikarpov I-16 Type 24	2421028	N1639P
Ryan PT-22	41-20717	N56081
Sopwith Pup	¾ scale replica	N98LM
Stinson L-5 Sentinel	44-17588	N57WT
Supermarine Spitfire Mk IXe	MJ730	N730MJ
WACO YMF-5	F5-024	N40116
Wright Brothers Model EX "Vin Fiz"	replica	

airworthy Soviet Polikarpov I-16 Rata, along with an I-15bis, I-153, and other rare finds call the museum home thanks to Mr. Yagen.

Even as this goes to press, he is out searching for another rare find to restore to his personal standards - that of preserving the life, spirit and heart of aviation in an airworthy condition. Mr. Yagen wants to show the youth of America what it was like to hear, smell and feel in that age when propeller-driven aircraft ruled the skies. He wants to record for history the stories and deeds of those men and women who flew in, or worked on, or whose lives were affected by these beautiful machines.

The only way to enjoy all these aircraft is to see them first hand by visiting at the Military Aviation Museum. Directions and news of upcoming events are posted at the Web site www.militaryaviationmuseum.org. To learn what aircraft will be flying on the day you plan to visit and whether a particular aircraft you want to

see is on display, call the museum office at 757-721-PROP (7767), during the museum's normal business hours.



Flight line of Military Aviation Museum - after early morning rain.

AAHS Launches New Web Site Design

A major effort has gone into designing a new “look and feel” for the AAHS Web site. The goals for the design were to make the site easier to navigate and, for the webmaster, easier to maintain. This has led to a major architectural design change that incorporates a number of features, some apparent and some not so.

One of the most important visible changes to the site is that most all pages now have a dynamically loaded strip of images just below the AAHS title. In the old design, this strip was the same set of pictures all the time. Now, eight new thumbnail aircraft images are presented each time a Web page is reloaded into your browser. Furthermore, if you see an image you want more information about, simply click on the image and a “pop-up” page will present the image and photo archive database information about it. (See Figure 1)

The next big user-oriented change will be the discontinuance of the universal username and password. Each member will now be able to access the Members Only area via either their assigned username and password, or via a logon name and logon password. The first pair is set by the Society and is not changeable. The second set is created by the member and can be modified at any time (once the member has signed in). This is done by accessing the “My Profile” tab in the “Members Only” area. When accessing your profile, your name and the expiration year of your membership will be displayed. If your membership has lapsed, a short grace period has been implemented along with a warning that your membership has expired. After the grace period, only the warning will be issued. (See Figure 2)

During the first quarter of 2010, the AAHS will be mailing



Figure 1 - New “home page.” Clicking on one of the images below the title will provide database information about that image.

membership cards to all current members. This card will provide you with your unique username and password for accessing the Members Only area of the Web site. Until these have been distributed, the current universal username and password will still be valid.

An important point to remember in using the Web site is that members must be logged on in order to receive the member’s discounted prices on items purchased through the AAHS Store. If you do not log in first, the prices shown in the Store will be the non-member prices. (See Figure 3)



Figure 2 - Member’s profile page (generic page shown). Members can define their own personal login name and password.



Figure 3 - Members must sign in to the Members Only area in order to get on-line membership pricing in the AAHS store.

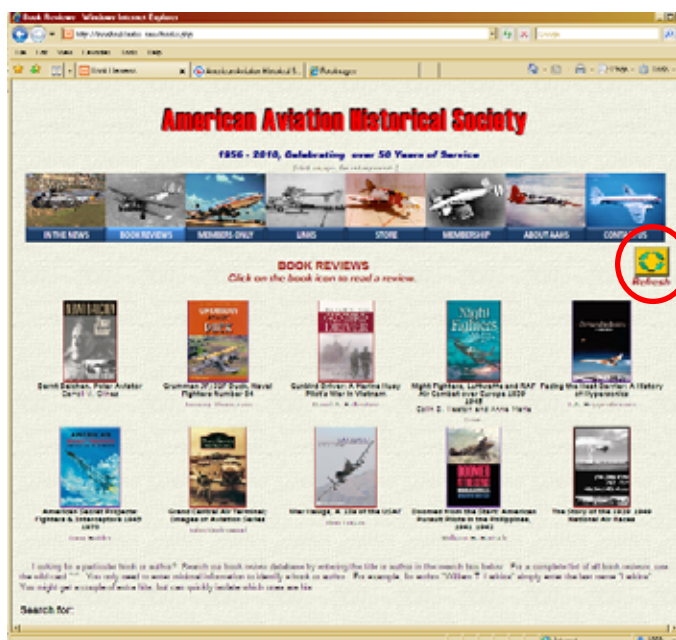


Figure 4 - Book reviews are dynamically loaded. You can update the list by clicking the refresh button (circled). A search tool (not shown) allows you to search for a specific title, author or content.

Other features of the new site include book reviews and a book review search tool by title, author or general search (see Figures 4 and 5). Clicking on the refresh button in the upper right-hand corner under the navigation bar will present other randomly selected titles. Clicking on a book will take the visitor to the book review for that book.

Another feature that has been added is the ability to suggest additional links to the AAHS Link library. If you have a useful site to recommend that is not listed on the AAHS Web site, please use this tool to let us know about it. (See Figures 6 and 7)

A number of additional enhancements to the Web site are in the works. These include a search utility for *AAHS Journal*

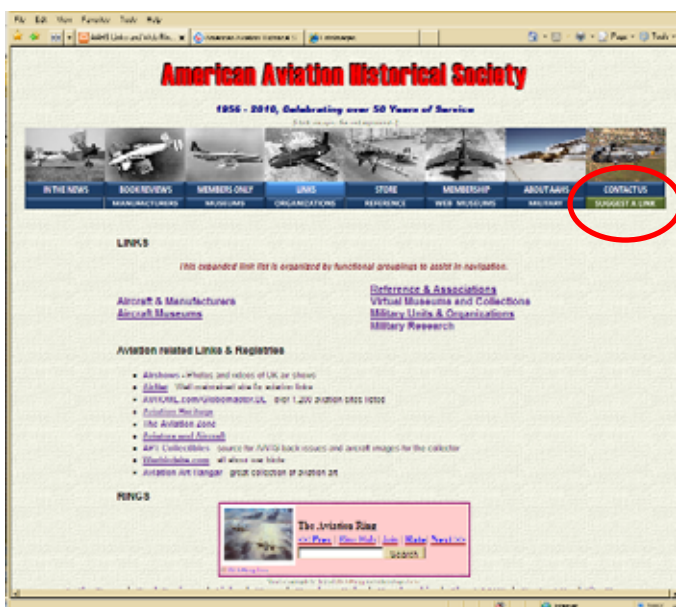


Figure 6 - The link sites area has been updated and now offers an easy way to suggest new Web sites. Clicking on the "Suggest A Link" (circled) button will take you to the form shown in Figure 7.



Figure 5 - Clicking on the book icon or title on the Web page shown in Figure 4 will present the book details and review.

Indices for Volumes 1 thru 40. Thanks to the efforts of member Thomas Larned, we are also planning to provide biographical sketches on almost 200 aviation personalities. Mr. Larned has also compiled historical sketches on almost every known commercial airline that has ever operated. We are targeting the availability of this work in an on-line format during the second quarter of 2010.

As you use the AAHS Web site, we hope you will provide us feedback on what you like and don't like. Also let us know what else you would find of value to have access to on the site. We promise to investigate the feasibility of all suggestions (email: webmaster@aahs-online.org). After all, the purpose of providing the Web site is to be of service to you, our members.

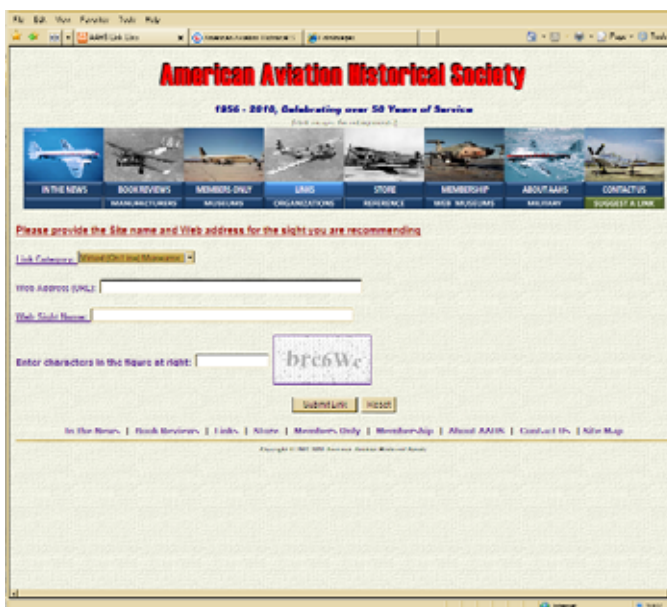


Figure 7 - The "Suggest A Link" form allows you to recommend a Web site for consideration in the AAHS link lists. Please define which category you think it best fits in along with the site's name and Web address (that WWW. stuff).

PRESIDENT'S MESSAGE

Another year has come and gone – out with the old, in with the new – leading to an opportunity for a set of new year's resolutions. We hope that while you are making these that you will think about the AAHS. It is your support and contributions that make the Society what it is, and we look forward to your continued support. This has led to a set of new year's resolutions by your management team. Some of these are outlined in the following, but fundamentally, our commitment is to work on providing better service and support in the coming year.

We want to hear from you

To achieve our primary objective, we need to hear from you. What would you like to see the Society do better at (or even start doing something that we don't currently)? Do you want or need access to past *Journal* articles in back issues of the *Journal* that are no longer available? How can we improve of access to the AAHS Photo Archives for you? What else would you like to have access to on our Web site? Tell us what we are doing right. Let us know where we need to improve.

AAHS Web Site

If you are reading this *AAHS Flightline* electronically, you probably already realize that the AAHS Web site has undergone a total make-over. It is more dynamic and, we believe, has better navigation. This new design will allow us to more easily update and expand the content of the site. Furthermore, we will be eliminating the universal username/password access for a customizable individual username/password access. Before the end of this quarter, look for a communication from the AAHS that will contain your membership card. The Web access information will be contained on this card – so don't lose it! Once you have your individual access, you will be able to set your own personal access information and also be able to check on your membership status (important for those of you that renew for multiple years).

For more particulars about the new Web site, see the article on pages 6-7 of this issue.

The Archives

Progress continues to be made in the photo archives. Unfortunately, with Bruce Cunningham being out of action for now, the library and other archive materials have been languishing. We are looking for Southern California members that would like to help in this area. Contact me (email: prez@aahs-online.org or call the Society office on Wednesdays) if you would like to explore assisting in this area.

Update on Bruce Cunningham

The latest on Board Member Bruce Cunningham is that he continues the slow process of recovery. The doctors have recently changed some of his medication and this seems to have been a significant step for the better. Bruce was able to talk on the phone for the first time in early January. This has helped improve his outlook by making him feel less isolated and represents another small step in the recovery process.

Membership

The Society exists for you, its members. We survey new members at the time they sign up. One of the questions that is asked is: "How did you learn about the AAHS?" The majority of new members continue to indicate that they learned of the Society from "a friend." We want to commend you for your efforts to promote the AAHS and challenge you to do more. Expanding the Society membership not only assures its continued operation, but allows for better "economy-of-scale," which could lead to reduced membership rates. So think about those individuals that you know might have an interest in the AAHS and make sure that they know how to reach us. Shy or bashful about personally doing this? Send us the names and contact information and we'll do it for you.

Apologies to those individuals that tried to contact us at AAHS2333@SBCglobal.net for the past year. Due to an administrative oversight we tasked no one with reading and responding to emails at this location. I believe the situation has been rectified, but all email correspondence should be directed to the email addresses listed on the Web site, or AAHS2333@aahs-online.org.

We also want to wish you a happy and prosperous new year.

Regards,

Bob Brockmeier
President AAHS



The Air-Britain 25th Anniversary DC-3 award presented by the AAHS. (Photo from Air-Britain)

Air-Britain AAHS Annual Award

Air-Britain awarded the *AAHS Douglas DC-3 Trophy* to Dave Wilton for his four-part article in Air-Britain's Military Aviation Quarterly publication *AEROMILITARIA* titled: "The P2V-7/SP-2H Neptune in U.S. Navy service." Established in 1974 to commemorate the 25th anniversary of Air-Britain, this annual award is given to the individual who produces the article, book or paper on Anglo-American aviation judged by the Air-Britain Council to the best for the year. The trophy was presented to Air-Britain in person by former AAHS President Terry Waddington, who passed away in 2009. The cooperative relationship between Air-Britain and the AAHS is recognized by this annual award.

AAHS FLIGHTLINE

American Aviation Historical Society

President: Robert Brockmeier

Vice President & Chief Publication Officer: Albert Hansen

Managing 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

Copyright ©2010 AAHS

Photo Archives Report

The steady and hard work of Kase Dekker's team in the AAHS photo archives is paying off in expanded availability and access to the archives. While there is still a mountain of work to do with over 130,000 images to manage, this team has been successful in cataloging approximately 30 percent of the archive. This catalog is maintained on the AAHS Web site as an interactive database, allowing the researcher to drill down using a variety of search criteria. The database also contains links to the existing scanned images, which provides a large thumbnail preview of the image.

The catalog is being expanded to include photos of personalities. While limited in scope at this time, you can preview what is available by entering "personality" in the "Manufacturer" field of the search engine, and/or entering a specific individual's name in the "Model" search field. (Hint: don't be too specific. For example, search on just "Lindbergh" instead of specifying his complete name.) We plan to expand and enhance the search tool in the near future.

Members in the Southern California area that would like to volunteer to help work on this project should contact Kase Dekker (email: Kasedekker@aol.com) or call the Society office on Wednesdays at 714-549-4818.

In the AAHS Photo Archives CD series, the long awaited and much delayed *Golden Age Commercial Flying Boats* and *Connies in Color* are now available. See the information in the advert below for ordering details, or go to the Store section of the AAHS Web site. Remember to log in to the members area to get the member's price discount. Each Photo Archive CD generally contains more than 100 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.

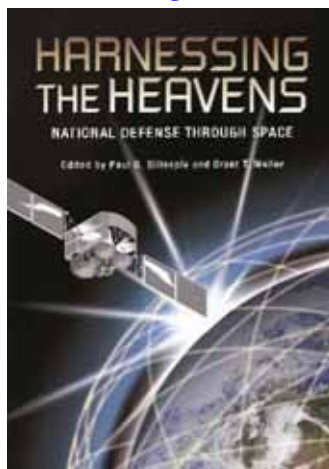
Each CD costs \$19.95 for members (\$29.95 for non-members) with \$2.50 extra for shipping and handling. That is less than \$0.20 per image including the shipping and handling!



Viata Airlines McDonnell-Douglas DC-10-30, YV-137C, s/n 46982, in slow flight with leading edge flaps deployed. (Photo from the Kase Dekker collection, AAHS_P004510)

Book Reviews

Harnessing the Heavens, National Defense Through



Space. Edited by Paul G. Gillespie and Grant T. Weller, Imprint Publications, Chicago, Ill. www.imprint-chicago.com. 2008. ISBN-13: 9781879176454, ISBN-10: 1879176459, 235 pages with Index. \$29.95.

The USAF Academy Association of Graduates sponsored a series of stimulating and advanced thought-provoking essays written by national defense scholars presented during the 21st Symposium. It was aptly titled “Harnessing the Heavens,” National Defense through Space. Such noted authorities as William E. Burrows, Dwayne A. Day, Asif A. Siddiqi, Roy F. Houchin II and others provide essays that introduce readers to a fascinating insight into the history of military space and lunar programs from the Cold War era to the present.

Four sections introduce; Space and the Cold War, giving the foremost motivations for the U.S. military to operate in such a hostile environment, Doctrinal Faith Strategic Dimensions of the War Fighter and Space, U.S. Space from the “Other Side of the Fence,” and Technological Change and the Transformation of American Space Power. The book’s title suggests “dry, boring tech talk,” but the essays are easy to read, providing great insight into current U.S. military space projection and revelations that will surprise many. For example, Dr. Siddiqi reveals that the Russians illegally orbited an operational FOBS (Fractional Orbital Bombardment System) that they decommissioned in 1983. A similar 1959-1960 dated U.S. proposal was Martin-Bell Dyna Soar team’s enlarged nuclear weapons delivery Dyna Soar and an automated orbiting nuclear weapons unit called the Orbital Bombardment Station or System.

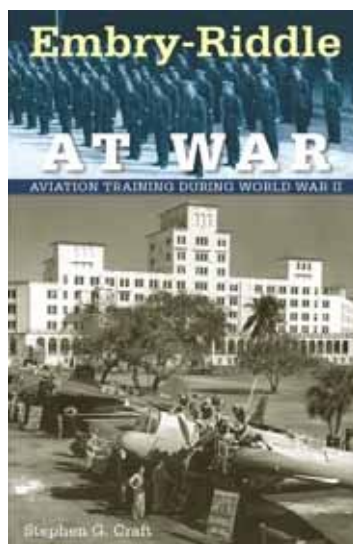
Boeing proposed fully operational Dyna Soar boost-gliders parked within orbiting “Space Garages,” ready to be manned should hostilities occur between the two foremost military nations on earth.

Investing in “Harnessing the Heavens,” and a documentary DVD entitled, “Astro Spies,” will provide one with new insights into military space history and current thoughts on advancing the space warrior concept.

Dave Stern

Embry-Riddle at War: Aviation Training during World War II, Stephen G. Craft. University Press of Florida, Gainesville, Fla., 2009. ISBN 978-0-8130-3299-3, Hard Cover, 6” x 9,” 314 pp., 5 Maps, 17 Photos, Notes, Bibliography, Index. \$34.95.

Gen. Henry “Hap” Arnold made a few questionable decisions during his tenure as Chief of the U.S.



Army Air Corps/Forces (1938-1946). For example, he “fired” (via reassignment) Gen. Ira C. Eaker on December 19, 1943, after the latter had skillfully established the Eighth Air Force in England and solidly inaugurated a strategic bombing campaign against Germany. On the other hand, Arnold proved to be a superb air power commander because he understood and planned for the million and one things required to keep military pilots and combat planes operating in wartime.

Indeed, as wars in Asia and Europe threatened at the end of the 1930s to intrude on American interests, the General realized he might soon need pilots by the tens of thousands when only hundreds had been trained in 1939. Rejecting the advice of his own Air Staff, Arnold decided to turn for help to civilian flying schools. One of the 64 contracts for military flight training went to an affiliate of the Embry-Riddle School of Aviation, then located in Miami, Fla. It would become one of the largest of such enterprises in the nation.

Embry-Riddle earned the contract because of its already successful training program for hundreds of students. The school worked with the University of Miami as part of the government-sponsored Civilian Pilot Training Program of 1939. The addition of a December 1940 agreement to deliver primary flight training to military cadets allowed Embry-Riddle to expand its operations to include five airfields and two technical schools, one in Miami and the other in São Paulo, Brazil – a U.S. wartime ally.

As a result, Embry-Riddle at war provided 22,000 military personnel with technical and primary flight training under civilian instructors. Also, some 1,800 members of the British Royal Air Force received primary, basic, and advanced flight training; and 4,000 civilian trainees graduated to become pilots and technicians, more often than not, for the war effort. Finally, the school made a significant contribution to America’s overall air strength by overhauling 3,000 aircraft engines, 21,000 cockpit instruments, and 700 complete aircraft.

The author, Craft, currently teaches American aviation history and U.S. military history at what is now Embry-Riddle Aeronautical University in Daytona Beach. Besides examining the collection of materials at his school, he researched original documents in 14 American archives, ranging from the Library of Congress to the U.S. Air Force Historical Research Agency at Maxwell AFB. Moreover, his comments about RAF flight training in America were enhanced by going to England and reviewing related sources in the Public Records Office, Imperial War Museum, and Royal Air Force Museum.

Naturally, Craft gives a brief history of Embry-Riddle, explaining the origins of the 1926 partnership between businessman Talton Higbee Embry and pilot John Paul Riddle. Otherwise, he avoids deadly, diary-like chronology by dealing with subjects topically. In fact the author, a former journalist,

Donations

The following members have made generous donations to the AAHS. These donations go into the general fund to help pay the costs of producing the *Journal* and *FlightLine*. All monies are used to support this activity and no salaries are paid to any board member even though many hours are spent by these individuals in promoting and maintaining the Society.

Our appreciation and thanks go out to these individuals and to any one else whom we may have inadvertently overlooked.

Mark T. Allison	Brad Engbrecht	Justin Libby	James C. Perryman
Stanley J. Alluisi	Edward J. Folz	Paul N. Linger	Ronald Peteka
William Anderson	William W. Ford, Jr.	Thomas J. Livoti	Robert L. Pierce
Frank R. Arrufat, Jr.	Ronald C. Fortner	Glenn E. Loafmann	William R. Pinney
William G. Arthur	A. Hans Friedebach	Richard A. Looney	Ronald G. Plante
Gilles Auliard	Lt. Col. Frank J. Gasperich, Jr.	Jim Lopez	Matti Rajala
Barry E. Austin	Theodore A. Giltner	Robert E. Louderback	John P. Rathjen
William H. Badstubner	Leonard Gordon	Osborne R. Love	Rayburn Ray
Richard E. Bagg	Robert A. Gordon	Terry M. Love	Raymond L. Robb
Adelbert A. Balunek	Walter T. Grady	Lt. Col. Jack A. Lowery,	Richard A. Rodrigues
Larry G. Becherer	Paul M. Greene	USAF (Ret.)	Floyd B. Rupp
Jan Beck	Michael Guns	Stephen J. Maciag	Walter J. Sauer
Dale W. Becker	Warren M. Hagist	Frank May	Leo J. Scheberle
Herbert B. Beeler	Stanley R. Hague, III	Donald P. Maynard	Gerald F. Schwam
Lorraine A. Bell	William W. Halverson	John J. McCarthy, Jr.	Harold C. Schwan
John F. Bessette	Joseph M. Hardman	Dick H. McLean	Ken Scott
Henry R. Blecha	Lynn E. Harper	Lt. Col. Charles D. McManus,	Joseph R. Shepherd
William W. Bosworth	James H. Harrod	USAF (Ret.)	Nealis Shreeve, Jr.
Walter J. Boyne	Werner Hartman	Marvin B. Miller	Bill Skroch
Robert N. Bredau	H. Allen Herr	Charles P. Minton	James G. Smith
H. Douglas Brown, III	Leroy Vance Hester	Robert L. Morelli	Robert E. Snowden, Jr.
Kenneth W. Brynestad	Eric Hinz	David J. Morris	Joe A. Stamm
Fredrick W. Buehl	Fredrick E. Hoeke, Jr.	Gerald V. Mueller	Charles E. Stewart
Mark S. Burau	Joseph D. Holland	Robert B. Munro	Charles J. Striebig
B. James Burnham	SMSGT Walter D. House,	Howard L. Naslund	James H. Strobeck
Patrick J. Cain	(Ret.)	Robert J. Neal	Msgt Michael W. Sutton,
Roger E. Caldwell	Robert G. Jenkins	Thomas R. Nelson	USAF (Ret.)
R. Neal Carlson	Roger E. Jordan	David M. Niles	Paul Talbott, Jr.
Arthur A. Carter, Jr.	John R. Keller	Thomas R. Norris	Clayton E. Tillapaugh
Robert L. Cassidy	William E. Kerchenfaut	Joseph P. Onesty	William F. Villani
James R. Chamberlain	G.F.P. Kernahan	Ken Otani	Brian J. Von Bevern
Kenneth S. Collinge	Lawrence E. Klingberg, Jr.	John A. Paller	Gary F. Vostry
Richard F. Colton	Craig Kodera	Daniel M. Pattarini	H. Brooks Whelan
David Darbyshire	Charles K. Krause, Jr.	Robert W. Patton	Tom Whiteway
Ronald A. Denk	Ellen Kurath	Lionel N. Paul	John C. Winthrop, Jr.
Frank B. Druen	John M. Leonard	Robert F. Pauley	Edward W. Wolak
Fred C. Ellsworth	Oscar A. Levi	Ann H. Pellegrino	
John A. Eney	Dr. James K. Libbey	Carmen D. Perrotti	

Background photo composite by Robert Burns

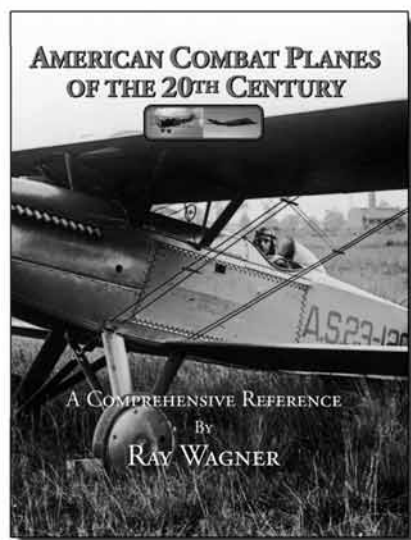
enlivens the narrative with many funny, exciting and, occasionally, tragic tales about individual student pilots and technicians in training for war. Tom D. Crouch, author of *The Bishop's Boys* and other aviation books, credits Craft with shedding "important light on a neglected but critically important aspect of the greatest air war in history."

James K. Libbey

RIGHT: Delta Airlines DC-8-11 "Pride of Delta," N801E, was delivered July 22, 1959. (Photo from the Kase Dekker collection, AAHS-P004511)



AMERICAN COMBAT PLANES OF THE 20TH CENTURY



By
RAY WAGNER

The most authoritative and
comprehensive history of
America's military aircraft
ever published.

From World War I to Iraq.
Over 1700 photographs and illustrations.

Each plane arranged by fighting purpose
and appearance in history.

Vital facts on every plane – how powerful,
how big, how heavy, how fast, how high, and
how far.

*American Combat Planes of the 20th
Century* is the only complete reference to all
the airplanes that created American airpower.
It tells the story of the marriage between air-
craft and war. Every combat type built in the
United States for the Air Force, Navy, or for
foreign governments, is included, together
with foreign aircraft bought for American
fighting units.

Profusely illustrated with 1700 photo-
graphs, *American Combat Planes of 20th
Century* is 758 pages, hardcover, printed on
high quality coated stock, with a section of
color photographs showing the history of
military airplane color configurations.

ISBN 0-930083-17-2
\$65.00

Order your copy today:

JACK BACON & COMPANY

516 South Virginia Street • Reno, NV 89501
Telephone (775) 322-1901 • Fax (775) 322-5680
email jb@jackbacon.com - www.jackbacon.com
<http://www.jackbacon.com>

Wants & Disposals

Disposal: Lifetime collection of airship and U.S. Navy lighter-than-air (LTA) items: books, philatelic, toys, archival documents, hardware, images (original and National Archives), diverse memorabilia pertaining to NAS Lakehurst, German operations and the rigid (ZR) and non-rigid airship programs of the U.S. Navy. Numerous autographs of German and U.S. airshipmen.

William F. Althoff
skyships@juno.com

Wanted: Information on the history of the 19th Bombardment Group, specifically the book *In Alis Vicimus - On Wings We Conquer*, published in 1943. I will consider any reasonable price.

Michale P. Jungers
1224 Deer Horn Lane
N. Las Vegas, NV 89301-1813

Wanted: Information on the activities of the 50th Battery of the 32nd AA Brigade who manned and operated the rotary launcher in the 1950s. I assume the Fort Bliss museums will have some records of deployment of troops and assets for the period 1952 to 1955, but have been unsuccessful in getting any response to my appeals. Can any members help with this information?

I am also trying to obtain information on the use to which target aircraft were used to train aircrew (as distinct from ground based gunners) to develop skills in using remotely controlled defensive guns in aircraft such as the B-29. I have sketchy references describing activities at Smokey Hill AFB for the practice of aircrews using RCATS to train in sighting and interception techniques. I am aware that the RAF used the same technique in training their B-29 crews. Can someone help in suggesting other contacts or sources that could be of assistance in this line of inquiry?

Fred Butcher
fred.c.butcher@gmail.com

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

Carmen D. Perroti
PO Box 1161
Londonderry, NH 03053
(603) 437-1181

Wanted: Lists of entrants and results for the Annette Gibson All-Women's Air Races that took place at Floyd Bennett Field in 1933, and at Roosevelt Field in 1934. Photographs welcome and will be returned after scanning.

Alain J. Pelletier
28 Alle du Champ Tortu
91190 Gif-sur-Yvette
France
alain-pelletier2@wanadoo.fr

New Members

John Arnold
Pompton Plains, NJ 07444-0192

Ronald B Zerkel
Fort Myers, FL 33912-0206
Interests: Commercial Aviation /
Golden Age

Matthew Lee Hensarling
Lone Tree, CO 80124-3163
Interests: WWII / Jet Age

Harry Winberg
Rome, NY 13440-2457

Keenan Chittester
Phoenix, AZ 85044-4570
Interests: WWII / Jet Age

Terry L Maples
Pioneer, CA 95666-9363
Interests: Navy / General Aviation

David Keir
Edmonton, Alberta
T5K 1R1
Canada
Interests: Early Aviation / General
Aviation

Jason Gerald
Stillwater, MN 55082-8334
Interests: WWII / Commercial
Aviation

Rob Groos
GORDON, ACT
Australia 2906
Interests: Jet Age / Experimental
Research

Edward Felleeson
Sandy, UT 84080-0943
Interests: Commercial Aviation /
USAF

Ernie Beecham
La Verne, CA 91750-1265

Ron Cline
Salinas, CA 93906-3118
Interests: WWII / Golden Age

Eric Foster
Torrance, CA 90501-3423
Interests: WWII / Jet Age

Jack C Gardner
Lakewood, CA 90712-1039
Interests: Early Aviation / WWI &
WWII / Jet Age / Personalities /
Commercial Aviation / USAF

Sonny Schug
Scottsdale, AZ 85254-1939
Interests: All areas & historical
aviation

Kevin Panting
Springfield, IL 62702-4134
Interests: WWII / Jet Age /
Commercial Aviation / USAF

Carlton A. Stidsen
Tolland, CT 06084-3616
Interests: WWI & WWII

Martijn Rambonnet
Goutum
The Netherlands 9084-BP

Sid Sharples Jr.
McKinleyville, CA 95519-5811
Interests: Flying

Gene Moring
Raleigh, NC 27609-7737

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.



MEMBERSHIP APPLICATION

☐ RENEWAL

Please enroll me as a member of the AAHS. Enclosed is my check (money order or bank draft) for dues as checked below. I understand that I will receive all issues of the *Journal* published to date during this calendar year (regardless of the date of joining), plus all issues of the AAHS *FLIGHTLINE*. I also understand that renewal is due at the end of the calendar year in which membership will expire. (Valid through 2010)

	1 Year	2 Years
United States	☐ \$39.95	☐ \$78.90
Canada & Mexico	☐ \$48	☐ \$95
Other Countries	☐ \$69	☐ \$137

Make check or money order payable to AAHS in U.S. Dollars

Enclosed is my check/money order for \$ _____ (U.S. Funds)

Office Use
Member No.

AAHS Member/Chapter Sponsor (Optional)

Date Rec'd.

NAME

STREET

CITY

STATE/COUNTRY

ZIP

eMAIL ADDRESS

INTERESTS

Charge to ☐ VISA ☐ MasterCard

MasterCard Bank # _____

Account # _____

Exp. Date _____

Signature _____

GET INVOLVED IN YOUR SOCIETY!

Your management team is looking for volunteers to help the Society.

Willing to review a book?

Want to help the Photo Archives by identifying aircraft?

Contact the Society's headquarters and let us know you are ready, willing and able. Write or email to: membership@aahs-online.org

Your AAHS Staff

Previously, in *AAHS FLIGHTLINE* 168, we introduced you to the AAHS officers and staff. These individuals work out of the AAHS office. At the time, we acknowledged, but did have the opportunity to provide photos of those individuals that volunteer their valuable time and energy to help move the Society forward. We want to take this opportunity to do so.

Job Conger, of Springfield, Ill., plays an instrumental role in helping this managing editor produce both the *AAHS Journal* and *AAHS FLIGHTLINE* publications. His broad aviation knowledge and sharp eyes have caught numerous errors and missed identifications that had been overlooked by authors, editors and other proof readers. His ability to take the dry and arcane aspects of proof reading and his articulation of errors or issues of accuracy nearly always brings a chuckle or two from this editor. His efforts are greatly appreciated and you are the beneficiaries of his dedication.



Charles "Chuck" Stewart, Apple Valley, Calif., has contributed photographically to a number of *AAHS Journals* and newsletters over the past couple of years. We have all enjoyed these wonderful photos and hope he continues to contribute in this way. What is less well known is that he has been working as a member of Kase Dekker's team cataloging and scanning photos from the Society's archives. To date, this represents a couple of thousand images that are now readily accessible to our members.



We take this opportunity to thank both of these individuals for their contributions.

The Story of the 1939 National Air Races

The only in-depth DVD Story of the 1939 National Air Races available!

- A 90 min., in-depth, narrated story
- Includes 45 min. of outstanding COLOR film
- Also, 300 archival photos
- Military aerial maneuvers
- Thompson, Greve, and Bendix Races
- Aerobatic acts, it's all here!

Just Released!



Only \$28.95 + S&H

The National Air Races Project

Get your DVD today

View clips & order on-line at: www.NationalAirRaces.net
or call toll-free & order: 1-888-NAR-8886

AIRCRAFT OF AIR RACING'S GOLDEN AGE

A History of the Raceplanes from 1928 - 1939

- 1071 Pages
- 158 Scale Drawings
- Over 1200 Photos
- Color Photos
- Color Artwork
- Hardbound
- Two Volumes, Jacketed

Price: \$75 + \$10 Inland Shipping

Mail Check to:

Robert Hirsch
8439 Dale Street
Buena Park, CA 90620
or Search Ebay



NEW BOOK AVAILABLE NOW!

AMERICAN SECRET PUSHER FIGHTERS OF WORLD WAR II



Get a 10%
discount
plus FREE
shipping!

Ask for our
FREE
CATALOG
of aviation
books!

by Gerald H. Balzer

An analysis of the state of military aircraft procurement just prior to the start of World War II, covering the three winners of the 1940 fighter competition—the Vultee XP-54, the Curtiss XP-55, and the Northrop XP-56. 10 x 10", 182 pgs, 385 photos. Hardbound. Item # SP125. ~~\$39.95~~ \$35.96

1-800-895-4585

Use coupon code
PUSH for discount

www.specialtypress.com

Specialty Press, 39966 Grand Avenue, North Branch, MN 55056.
MasterCard & Visa accepted.

AAHS Coffee Cup

Get Yours NOW!

Promote the AAHS while enjoying a cup of your favorite brew. These 10 oz. cups have the AAHS logo on opposite sides.



JUST

\$12.95 including S&H

for U.S. orders*

Send Check, Money Order or Visa/MasterCard information directly to the AAHS Headquarters, or order on-line at the AAHS Web site by clicking the coffee cup image on the home page.

* California residents; add 8.75 percent (\$1.13) state sales tax.

MOVING???

Make sure you send the AAHS office a change of address so you will not miss any issues of your *Journals*.



IMPROVE YOUR MODELING SKILLS... THROUGH IPMS/USA

"By Modelers, For Modelers"

Membership includes an annual, 6 issue, subscription to the IPMS/USA Journal, and much more.

YES! Enroll me now in IPMS/USA.

I enclosed \$_____ for a one year membership in IPMS/USA. I understand this membership includes a subscription to the IPMS/USA Journal.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Signature _____

(required by Post Office)

TYPES OF MEMBERSHIP: (check the one that applies)

____ Adult \$19 ____ Junior \$9 (17 yrs & under)

____ Canada and Mexico \$25

____ Other Foreign \$28 (I.M.O. or Bank Draft only)

Make checks or money orders payable to IPMS/USA
- DO NOT SEND CASH -

Mail to:
IPMS/USA WWI
P.O. Box 6138
Warner Robins, GA
31095-6138



THE BEST OF TIMES

a novel of love and war

Set in late 1943, *The Best of Times* by Terence Finn recounts the combat experience of a P-47 Thunderbolt Group Commander and his love for a lady in London. It also tells how the American 8th Air Force struggled to realize its goal of daylight strategic bombing.



This hardcover book is available now at Amazon.com and www.ivyhousebooks.com or call (919) 782-0281. Price is \$27.95.

"...a sense of authenticity not often found in wartime aviation novels."

—8th Air Force News Magazine

"...a well researched and written account.... a very good read and well worth the effort."

—Jim Turner, AAHS Newsletter

AAHS Print Service

The AAHS Print Service allows members to obtain photographs from the AAHS collection to support individual research projects and to expand personal collections. Images are made from negatives, slides or scans of high quality prints contained in the AAHS collection.

Pricing: Black & White or Color

5" x 7"		\$4.00
8" x 10"		\$6.00
Digital Images	CD base price	\$2.95
	Each digital image	\$1.00
Domestic Shipping & Handling (per order)		\$2.50
International Shipping & Handling (per order)		\$5.00

Ordering Guidelines

1. Order images in numerical order.
2. For every requested image, please provide a 1st and 2nd alternative image.
3. The AAHS Print Service is restricted to members only. Please provide name, address, city where your *Journals* and *FLIGHTLINE* are shipped to.
4. Prints are available in two sizes only. Price includes both black-and-white and color images.
5. Digital images will be scanned at a resolution to provide photographic quality 8" x10" images (roughly 3300x2800 pixels) in JPEG format with highest quality setting.
6. Orders will be processed the 1st and 15th of each month and mailed via first class postage.
7. Credit to the AAHS and the photographer or donor of the photo must be expressed if the image is used in publication.

Each order must be accompanied by a check, money order, VISA or MasterCard information (your name as it appears on the card, credit card number, expiration date, and billing address). Send orders to:

AAHS Print Service
2333 Otis Street
Santa Ana, CA 92704-3846

