



## End of an Era, Boeing Plant 2 Headed for Demolition

A piece of history will soon be subjected to the wrecking ball. Boeing Co.'s Plant 2, the sprawling facility located between Boeing Field and the Duwamish River, has finally succumbed to the advancement of technology. Built 75 years ago, Plant 2 was the birthplace of many of the Boeing designs that helped establish Boeing as a major aircraft manufacturer and world leader in both commercial and military aviation.

Plant 2 was built in 1936 for the prototype B-17 Flying Fortress, the first design manufactured in it. Over 12,700 of these bombers would be built with 6,981 of them being constructed in Plant 2.

Boeing developed the B-29 in Plant 2 during WWII and it, like the B-17, was assembled by a team that included "Rosie the Riveter," the women who aided the war effort by joining the work force to build thousands of WWII planes. In order to protect this strategic site during the war, Boeing camouflaged its roof with faux streets and houses of fabric and plywood, making the factory nearly vanish by blending it into the



*At the height of production, Boeing was producing as many as 16 B-17s a day. This combined with Seattle weather made pre-delivery test flights a challenge for the test-flight crews to keep up. An interesting personal perspective on this can be found on Bob Bogash's website (see editor's note at the end of the article). (Boeing photo via Bob Bogash)*

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nearby neighborhoods. Beneath the plant, tunnels led to cafeterias, restrooms and classrooms, innovations to make life easier for workers and keep them close to their jobs.

Following closely behind the B-29, the first XC-97 emerged from Plant 2 in October 1944. This design became the basis for the C-97, the KC-97 and the B-377 Stratocruiser – all of which were initially produced in Plant 2.

After WWII, Plant 2 was where Boeing developed the B-47, the first large swept-wing jet, and followed this shortly with the development of the B-52. But by 1950 the writing was on the wall that the plant was headed for obsolescence. Though it had grown from

its initial 60,000 square feet to more than 1.7 million, it was becoming too small for modern transport aircraft. One of the significant limitations was that the roof beams were just 35 feet high. The tail of the prototype B-52 was 48 feet tall, forcing Boeing engineers to put hinges on the early B-52's vertical fins, as well as those of the C-97/B-377.

In the mid-1960s, Boeing produced the first eight 737s in Plant 2 before moving production down the road to the Thompson facility. This design is currently Boeing's best-selling jetliner. As aircraft assembly was shifted to more suitable facilities, Plant 2 evolved into a component manufacturing role which lasted until the 1980s. The facilities



*Fear of the possibility of Japanese shelling and bombing of manufacturing facilities along the Pacific coast led to elaborate applications of camouflage during WWII. In the left photo we see Plant 2 turned into a suburban setting. The black and white photo does little to convey the effectiveness that the colorful real image portrayed. (Boeing photo via Bob Bogash). The photo on the right provides a more detailed view of the camouflage techniques employed. (Boeing photo)*

gradually sank into disrepair with many areas becoming too dangerous to enter. The roof developed leaks, there was earthquake damage, and broken water mains occasionally flooded the tunnels. Today, the areas of Plant 2 that are still in use provide storage facilities for tools, vehicles, and surplus office equipment. A section also provides temporary space for the Museum of Flight volunteers doing aircraft restoration. All of these uses will terminate with the demolition of the facility.

### **The Last Aircraft**

The last aircraft to pass through Plant 2's doors belong to the Museum of Flight. Fittingly enough, these two aircraft that trace their origins back to Plant 2. On an early and rainy

Saturday morning in September, Plant 2's hangar doors were opened and three aircraft were rolled out onto the ramp. The first out was a Lockheed Super G Constellation that flew for Trans Canada Air Lines. A year and three days earlier, it had arrived from the east coast on truck trailers. Now fully assembled, it will be displayed in the Museum of Flights Air Park next to Air Force One.

Next to roll out was the Museum of Flight's B-17. During production of B-17s, 6,981 of these aircraft would roll out of Plant 2's doors. At the height of production, 16 B-17s a day were being produced.

The last aircraft to pass through Plant 2's doors was fittingly a B-29.



*B-52 production at Plant 2. You can see the folded-over vertical fin on the plane in the foreground. Boeing would employ this technique on a number of aircraft designs including the 707 and 747. (Boeing photo via Bob Bogash)*

## The Future

Under an agreement with the state and federal governments and Indian tribes, Boeing will tear down the nearly empty factory to restore more than a half-mile of the Duwamish creating nearly five acres of wetlands. Other areas will be turned into parks. Demolition should begin this fall, Boeing spokeswoman Kathleen Spicer said.

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*Editor's Note: See Bob Bogash's excellent website ([www.rbogash.com](http://www.rbogash.com)) for additional photos and history of Plant 2 and the last planes to occupy this historic building.*



*The prototype B-737 sits on the ramp in front of Plant 2. After a 30 year career with NASA, this aircraft was retired back to its birthplace. The plane is now part of the Seattle Museum of Flight's collection. (Boeing photo via Bob Bogash)*

*The last three aircraft to leave Plant 2. In order of their roll-out, Lockheed Super Constellation, CF-TGE; Boeing B-17E, 42-29782; and Boeing B-29, 44-69729. All are part of the Seattle Museum of Flight collection. (Photos copyright Robert Bogash)*



# 2010 National Championship Air Races & Air Show

By Chuck Stewart



*T-6 Class round the No. 2 pylon during one of the heat races. (All photos by the author, except as noted)*

The 47th National Championship Air Races and Air Show were held at Reno, Nevada, September 15-19. In conjunction with the air races, the 12th annual National Aviation Heritage Invitational was held at the same location. Approximately 150 pilots showed up to compete for a purse totaling almost one million dollars.

Qualifying this year saw the continued trend of new records being established in four of the seven race classes. New speed records were set in the T-6, Jet, Biplane and Sport Classes. One new speed record was set during actual racing in the Jet Class that saw the race speed jump almost 5 mph over the previous record.

This year's final race day (the Gold races on Sunday) found the weather blustery with wind gusts approaching 35 mph by the time of the T-6 race. Due to wind conditions and concerns about pilot safety, the T-6 race was canceled and the event organizers then waited almost an hour and a half before

reaching a decision to cancel the Unlimited Gold race. This was the first time in the 47-year history of the air races that a race was canceled due to weather. Race rules dictate that in the event of a race cancellation, the order of finish is determined by the position of qualifying. In the case of the Unlimiteds, this resulted in Steve Hinton, Jr. taking a second consecutive win with his mount *Strega* notching up its ninth over-all win.

One of the reasons for not postponing the Unlimited race until Monday was in recognition of the logistic problems in putting on the races. The unsung heroes of the event are the roughly 2,500 volunteers that help put the event on – most of whom would not be available on the following day. Thanks to all of them for an outstanding effort and a great racing event.

## **National Aviation Heritage Awards**

The National Aviation Heritage Invitational is a joint effort under the partnership of Rolls-Royce North America, the

*A Biplane Class heat charges toward the start-finish line*



## Gold Race Winners

| Class       | Pilot                                | Plane                                   | Speed (mph) |
|-------------|--------------------------------------|-----------------------------------------|-------------|
| Unlimited   | Steven Hinton, Jr.,<br>Chino, Calif. | P-51D Mustang "Strega"                  | 473.437 *   |
| Sport       | Jeff LaVelle,<br>Mukilteo, Wash.     | Glasair III<br>(No Name)<br>Race No. 39 | 339.101     |
| Super Sport | Mike Dacey,<br>Pismo Beach, Calif.   | Questair Venture<br>"Bad Intentions"    | 374.052     |
| Jet         | Curt Brown                           | L-29 "Viper"                            | 515.582     |
| Formula 1   | Steve Senegal,<br>San Bruno, Calif.  | David Hoover AR-6<br>"Endeavor"         | 248.022     |
| Biplane     | Tom Aberle,<br>Fallbrook, Calif.     | Modified Mong "Phantom"                 | 250.808     |
| T-6         | Dennis Buehn,<br>Carson City, Nev.   | T-6<br>"Midnight Miss III"              | 241.247 *   |

\*Due to high winds, the T-6 and Unlimited Gold races were cancelled and winners were declared based on the recent Gold heat qualifying positions. Time and speed are taken from Saturday's race.

Ultimate T-6 Gold winner  
"Midnight Miss III" flown by  
Dennis Buehn.



Ultimate Gold Unlimited  
winner Steve Hinton, Jr.,  
taxi P-51D "Strega" during  
earlier heat races.

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 six categories of awards: Grand Champion, Antique Category, Classic Category, Warbird Category, Large Aircraft 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.

Grand Champion / Rolls-Royce National Aviation Heritage Trophy winner: 1945 North American Aviation P-51D, N51YZ, owned by William Allmon, Las Vegas, Nevada. This aircraft was used by NACA from 1945-1951 for transonic data collection.

Antique Category / Orville and Wilbur Wright Trophy winner: 1929 Hamilton Metalplane, NC879H, owned by Pole Pass Airways, Seattle, Washington.

Classic Category / Paul E. Garber Trophy: 1945 Grumman G-44A, N663G, owned by Bill Scott, Reno, Nevada.

Large Aircraft / Howard Hughes Trophy: 1934 Douglas DC-2, NC1934D, owned by the Museum of Flight, Seattle, Washington.

National Aviation Hall of Fame Peoples' Choice winner: 1928 Boeing B-40C1, NC5539, restored and owned by Addison Pemberton and Sons.

Warbird Category / Henry 'Hap' Arnold Trophy winner: 1945 Goodyear FG-1D Corsair, owned by John O'Connor of Downers Grove, Ill.



**Above:** Jet Class gold winner L-30 "Viper" flown by Curt Brown, a repeat winner from 2009.

**Below:** Super Sport Class gold winner Questair Venture "Bad Intentions" flown by Dick Dacy of Pismo Beach, Calif.



**Bottom - Left to Right:** Biplane Gold winner Modified Mong "Phantom" flown by Tom Aberle of Fallbrook, Calif., Formula 1 Gold winner David Hoover AR-6 "Endeavor" flown by Steve Senegal of San Bruno, Calif., and Sport Gold winner Glasair #39 flown by Jeff LaVelle, Mukilteo, Wash.



## National Aviation Heritage Award Winners



**Above:** Orville and Wilbur Wright Trophy winner 1929 Hamilton Metalplane, NC879H.

**Top Right:** Paul E. Garber Trophy winner 1945 Grumman G-44A, N663G. (Photo by G.H. Stewart)



**Middle Right:** People's Choice Trophy winner, 1928 Boeing B-40C1, seen here at the Antique Aircraft Association's 2008 fly-in.



**Bottom Right:** Henry "Hap" Arnold Trophy winner 1945 Goodyear FG-1D. (Photo by G.H. Stewart)



**Bottom Left:** Howard Hughes Trophy winner 1934 Douglas DC-2, NC1934D. Clay Lacy is restoring and demonstrating this Seattle Museum of Flight aircraft. It is the last airworthy DC-2 in the U.S. (Photo by C.R. Stewart)



# PRESIDENT'S MESSAGE

Season's Greetings! (Or Merry Christmas, Chanukah, Kwanzaa, or whatever holiday you choose depending on your preference). We at the AAHS hope you survived the challenges of 2010 and are looking forward to what 2011 will bring. We have some good news that I hope will benefit all of us.

First and foremost: We are moving! After years at our current location the space requirements have far exceeded our current capacity. Our "forward observers" located a very nice, large, secure, and relatively new location in Huntington Beach, Calif., and we hope to be in the new place by December 1 of this year.

We have installed new board members Carl Scholl and Tom Butz. Carl owns an aviation supply company and Tom is our new Treasurer. We welcome them both, and are particularly pleased to have someone to take care of our bookkeeping. December through February is our busiest time for renewals, and with the move and a new computer, he will definitely be busy.

The digitization of our photos is on target, but most of the current effort is the cataloguing of all the slides. Our Webmaster will have additional comments regarding the overall process.

Bruce Cunningham, a past president, is recovering from his very serious motorcycle accident. He visited us recently and hopes to be assisting us in the near future.

We are in sound financial shape! Unlike some of the recent publications that have folded, our Board is very conservative in their expenditures. Continued increases in mail and publishing continue to be a challenge, but we will do our best at containing the costs.

We encourage you to use our online membership registration as a safe convenient way of paying your annual membership. While this process uses PayPal for payment processing, it **is not** necessary to become a PayPal member – you can process a secure credit card transaction in this system without the hassle of membership. Simply go through the online membership process (be sure to indicate on the survey form you are a "renewing" member – you can skip the rest of the survey unless you want to update your interest). On the PayPal payment page, look for and select the option to "**Pay with a Credit Card.**" If you have any questions regarding that procedure kindly contact the Webmaster ([webmaster@aahs-online.org](mailto:webmaster@aahs-online.org)). If you intend to pay by credit card, using this method incurs the lowest processing fees to the Society. We still accept payments by check or money order, if you prefer this method of payment.

We are exploring new ways of attracting members, and had some success last year with current members gifting a subscription to a friend or relative. Our current membership has somewhat stabilized and we are setting a goal of 2,500 members by the year 2015. Any assistance you can provide is greatly appreciated, and that includes all of you that have contributed money to the Society.

We will implement a means for members to contact each other in local areas. Also we are investigating Facebook. If you have any suggestions, please contact us with your comments.

Your continued interest and support is greatly appreciated.

Bob Brockmeier  
President

## 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 website "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.

## AAHS FLIGHTLINE

**American Aviation Historical Society**

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# Using the Internet for Aviation Research

There are a multitude of Internet sites devoted to aviation history and background research. These range from sites devoted to specific aspects such as unique aircraft models to those covering a broader venue such as WWII aviation. In this article, we'll examine a number of sites devoted to aircraft identification. For some, this may be traveling old trails. Hopefully, for the rest, you will learn about some resources that are readily available to aid you in researching aircraft by using the Internet.

## U.S. Military Aircraft

Probably the definitive website for identifying U.S. military aircraft is Joe Baugher's no frills site ([www.joebaugher.com/usaf\\_serials/usafserials.html](http://www.joebaugher.com/usaf_serials/usafserials.html)). The site is divided into three sections – USAAC/USAAF/USAF aircraft, USN/USMC aircraft, and U.S. Coast Guard. Have a shot of a Lockheed C-130 type and want to identify the specifics? As long as you can read the tail number, or registration number on the plane, you have what you need. The sections provide registration or Bureau Number (BuNo) lists in sequential order. With tens of thousands of aircraft, the listing sequences are broken in manageable size groups that allow you to quickly narrow down to the specific listing. Baugher also provides an excellent history and background in to numbering schemes used by each service branch. The lists are current to within the current calendar year and often provide information regarding the disposition of specific aircraft.

Of equal value, but a little less user friendly is the search tool on the site - Actually two different tools, one for USAF aircraft and one for USN/USMC. The latter is limited to BuNo's only – no searching for R4Ds or F7Fs, which is possible with the former. The value of this search tool is where you have only a partial registration or BuNo. Using the search engine allows you to employ a process of elimination to identify the aircraft and its full number. One thing to remember in using the search tool is that the input is case sensitive. Looking for "p-51d" will return zero found – you need to specify "P-51D" (and if you search on this expect to get about 10,000 hits!).

## U.S. Aircraft Manufacturers

Aerofiles ([www.aerofiles.com](http://www.aerofiles.com)) is the definitive source on the web for U.S. aircraft manufacturers (no gliders, airships or blimps). K.O. Eckland and his team of volunteers have documented just about every aircraft company, or individual, that has built an original design or extensively modified an existing one. For major manufacturers this site identifies every model and sub-model the company created.

The website also has additional aviation history resources available. You can find information on U.S. airlines with brief histories, historical aviation events, artwork, aviation humor and other topics.

## Golden Age U.S. Civil Aircraft Registrations

A number of sites provide NC-number lookup for U.S. aircraft registrations between the early 1920s up through about 1941. Most of these sites are presented in a sequential listing format that is fine if you know the whole N-number, or at least the first few digits. The AAHS has created a database version of this list that provides a more flexible and extensive searching capability. For example, using the AAHS database, you can generate a list of all registered Bach aircraft, or all Fairchild F-21s. Have only a piece of that N-number? The AAHS database search tool allows you to search on partial numbers as well. Access to this database is available to all AAHS members in the "Research" section of the "Members" area of the website ([www.aahs-online.org/members/research.php](http://www.aahs-online.org/members/research.php)).

## Current Civil Aircraft Registrations

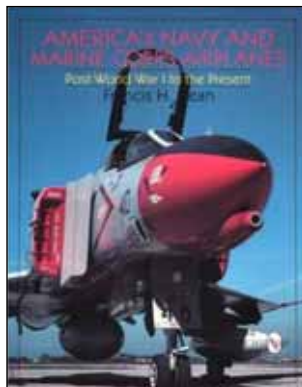
For U.S. registered civil aircraft, the most current source is the FAA ([http://registry.faa.gov/aircraftinquiry/NNum\\_Inquiry.aspx](http://registry.faa.gov/aircraftinquiry/NNum_Inquiry.aspx)). This database is updated monthly and provides the most current registration information regarding U.S. aircraft. You can obtain not only information such as date of manufacturer or serial number, but also the current registered owner and their address. One quirk to be aware of about this database is that the information it contains is taken directly from the FAA aircraft registration records filed by the aircraft owner/operator. Therefore, the information may not necessarily be accurate. One example is the use of P-51's USAAF registration number (e.g., 44-128038) as a serial number in place of North American's actual airframe serial number).

Don't want to spend time on-line to do this research? The FAA provides a downloadable copy of the database that you can feed into Excel (not the best choice) or an Access type database and have this information at your finger tips, even when not Internet connected. One oddity about the downloadable database is that it does not appear to include government (city, county, state or federal) registered aircraft (other than the FAA's). You will find these aircraft in the on-line database, but hit a blank on the downloaded one. This author first noted this with the fire fighting aircraft registered to Cal-Fire where the on-line database provided the information and the downloaded version did not.

For foreign civil aircraft, it is generally possible to surf to the respective country's department of transportation to find database lookup tools for that country's aircraft registry. If you want to find a single source that will cover most foreign registered aircraft, then Landings.com is a place to go. In their research database area ([www.landings.com/\\_landings/pages/search/reg-world.html](http://www.landings.com/_landings/pages/search/reg-world.html)) you can find official and unofficial registration source for a large number of countries. Some of

# Book Reviews

## America's Navy and Marine Corps Airplanes: Post-World War I to the Present, by Francis H. Dean. Schiffer Publishing, Ltd., 4880 Lower Valley Road, Atglen, PA 19310. ISBN 0-7643-0557-3. Hardcover, 416 pages, 1,200 b&w photos.



For the military aviation historian, this book is a comprehensive pictorial study of every aircraft used by the U.S. Navy and Marine Corps from 1918 to the present (1999). All mission types are covered, including attack

aircraft, bombers, fighters, scouts, transports, trainers and research aircraft. An introduction is provided for each category and explanations of aircraft designations are included.

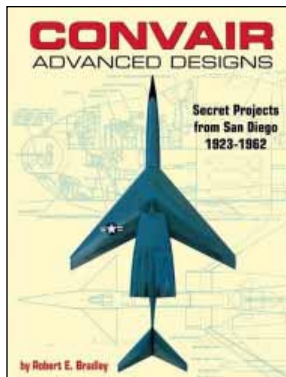
Chapters are presented alphabetically by mission type, beginning with Attack Airplanes. Within each chapter the photos are arranged alphabetically by manufacturer code, and chronologically for each manufacturer. The result is a non-linear review of the aircraft types within each mission category, but this did not detract from the overall presentation of the aircraft.

While the book contains photos of most every variant of each aircraft type, there are some variants that are not covered. The photos are accompanied by captions that include basic historical information about the aircraft type and variant, major specifications, and the differences from the previous variant. It is interesting to note that this book does not contain an index. While an index may be helpful, the reader can easily locate a particular aircraft type via the table of contents due to the method in which the aircraft types are presented.

This book is a great reference and valuable source of information for the Naval Aviation historian.

Rich Rentrop

## CONVAIR ADVANCED DESIGNS: Secret Projects from San Diego 1923-1962, by Robert E. Bradley. Specialty Press, 39966 Grand Avenue, North Branch, MN 55056. ISBN 978-1-58007-133-8. Hardcover, 184 pages, 550+ b&w photos and illustrations.



This is an amazing study of the interesting and sometimes fascinating aircraft designed by Convair between 1923 and 1962. It contains never-before-published information on all of Convair's

secret seaplane and bomber projects, including complete and detailed technical specifications.

The book is divided into three chapters that cover the history of Convair, the Seaplane Programs, and the Bomber Programs. The Convair history chapter contains a brief story

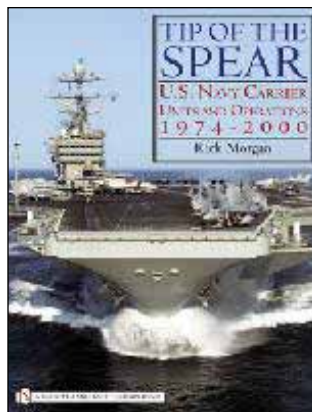
about how the company was started and includes photos of the buildings it occupied as it grew and eventually settled in San Diego.

The Seaplane and Bomber Programs chapters chronologically cover the designs produced by Convair during the period. The author does a superb job of including photos and/or illustrations of every model that came off the Convair drawing boards along with a brief description. It is also interesting to read about the reasoning behind the various designs and why most of them were eventually discarded.

This book will be at home on the bookshelf of anyone with a strong imagination and love of secret and sometimes outrageous aircraft designs.

Rich Rentrop

## TIP OF THE SPEAR: U.S. Navy Carrier Units and Operation 1974-2000, by Rick Morgan. Schiffer Publishing, Ltd., 4880 Lower Valley Road, Atglen, PA 19310. ISBN 978-0-7643-2585-4. Hardcover, 247 pages, 250+ color and b&w photos.



For those seeking information regarding U.S. Navy carriers, carrier air wings, squadrons, deployments, operations, bases, combat kills and tail codes since the conclusion of Vietnam, look

no further than TIP OF THE SPEAR. This is one of the most detailed books I have read that covers these topics and more.

This book covers over 200 separate at-sea periods with impressive amounts of data that details every major carrier deployment. Each ship, air wing and squadron that operated from carrier decks during this period is included as is a short narrative of each, down to the squadron level. It is very well organized and intuitive, making searches for specific information extremely easy for a book of this size. The chapters are cross referenced against each other based on carriers, followed by carrier air wings, and then by squadrons. Marine carrier deployments are also covered, as are brief descriptions of the USN and USMC bases in use during this period. Interesting sidebars are included that cover topics such as "What's a CAG bird?," Adversaries, and "What the heck is a Commodore?," among others. The appendices includes combat kill and losses for the period, tail codes assigned to each air wing or squadron and a comprehensive glossary. High quality color photos are used throughout and a very helpful photo index is included in the back of the book.

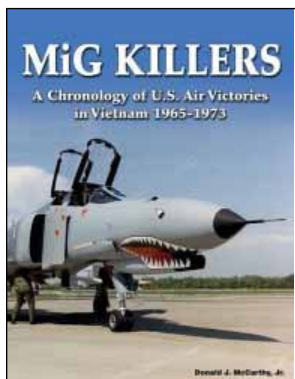
I highly recommend this book to the U.S. Navy carrier aviation enthusiast and historian as a valuable, single source, reference book.

Rich Rentrop

## MiG KILLERS: A Chronology of U.S. Air Victories in Vietnam 1965-1973, by Donald J. McCarthy, Jr. Specialty Press, 39966 Grand Avenue, North Branch, MN 55056. ISBN

978-1-58007-136-9. Hardcover, 160 pages, 288 color and b&w photos.

**MiG KILLERS** is an excellent compilation of every MiG-killing engagement during the Vietnam War. While many books that have been published on this subject cover a relatively narrow segment, such as only F-4 Phantom kills, or U.S. Air Force kills, this book covers all kills by the U.S. Air Force and U.S. Navy and every aircraft and crew that was credited for the kill.



It begins with a descriptive explanation about air combat maneuvering and training

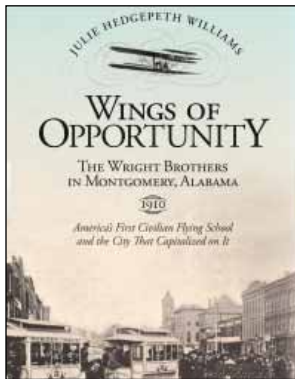
techniques, the air-to-air armament used by the aircraft involved, and how air combat credits are awarded. This lays a good foundation to help understand the crew narratives and descriptions of the engagements in the chapters that follow.

Each kill is chronicled by date, beginning with the first kill in 1965. They include the aircraft type, BuNo or serial number, squadron, crew, call sign, aircraft destroyed and weapon used. Many of the engagement descriptions contain actual narratives from the pilots themselves, explaining how they achieved the kill. The author does a fantastic job of including at least one picture of the aircraft involved in every kill, some taken prior to and some after the credit.

The Vietnam War historian will value this book for its detailed coverage of the successful air engagements over Vietnam.

Rich Rentrop

### **Wings of Opportunity; the Wright Brothers in Montgomery, Alabama**, by Julie Hedgepeth Williams.



NewSouth Books, 105 South Court Street, Montgomery, AL 36104. ISBN-13: 978-1-58838-168-2. 141 pages. \$19.95.

Author Julie Hedgepeth Williams highlights in *Wings of Opportunity* how the Wright Brothers' "flying machine" was seized upon by a city as a symbol of progress, a mechanism to lift a community, still recovering from

the devastation of the Civil War, into an era of "enlightenment."

There have been countless books about various aspects of the Wright Brothers (930 at Amazon.com alone!) and their impact on the aviation industry. *Wings of Opportunity* however, explores through historical records, newspaper reporting's and photos, the post-Civil War environment of Montgomery, Ala. The turmoil of a community struggling to gain momentum towards progress, and how the Wright Brothers' short-lived civil flying school, located in Montgomery for three short months, became an instrument of positive change for the beleaguered city.

Fascinating photos of early Montgomery, Ala., cartoon

advertisements proclaiming Orville Wright as the "Professor of Flying," the sentiment of the city and their perceptions (and misperceptions) towards aviation all make for a quick, interesting read. Ms. Williams provides extensive footnotes for the interested researcher, as well as an index.

Jerri Bergen

### **Consolidated PB2Y Coronado**, by Capt. Richard Hoffman,



USN (Ret.). Ginter Book Naval Fighters No. 85, Steve Ginter, 1754 Warfield Cir., Simi Valley, CA 93063. ISBN 0-942612085-X, 194 pages, 350 B&W photos, 30 drawings. \$44.95.

Looking for the definitive work on the PB2Y Coronado?

Look no further. Mr. Hoffman has assembled an extensive study of this naval aircraft design covering both

development and operational histories. The U.S. Navy would purchase 217 Coronados during WWII, and the author provides a history for every aircraft, including significant assignments of each. Hoffman also provides a summary of all PB2Y accidents including those involving aircraft losses and casualties.

The aircraft enjoyed a rich and colorful history. It was designed as a Class VPB Patrol Bomber, but also saw service as a patrol plane, bomber, flag officer's transport, material and personnel transport, hospital plane, and even as a hunter and destroyer of Japanese aircraft.

In the opening days of WWII the PB2Y was one of the few aircraft available with the range and payload to service the logistics lifeline between Hawaii and Australia. The result was that most PB2Ys were used as transports operated by the Naval Air Transport Service (NATS) and its contractors.

Hoffman takes the reader from the early design and development through each variant and into the operational histories of the units that flew this aircraft.

Beautifully illustrated, this book is an excellent resource for the model builder, as well as being a great addition to any aviation historian's library.

Hayden Hamilton

### **Looking for an easy way to help your Society?**

How about reviewing a book? Just let Kase Dekker ([kasedekker@aol.com](mailto:kasedekker@aol.com)) know and he'll send you a book. The only catch is that you have to write a short book review (format like the one above) and send it back to us. Kase will let you know what titles are available.

# Wants & Disposals

**Wanted:** I have been a fan of commercial aviation for a very long time and, as all of us do, I have my favorite planes. Continental Airlines used four B747-124s from 1970 to 1974 (N26861, N26862, N26863 and N26864), which was too early for me to ever see them.

I'm looking for color photos about these planes. From France it is very difficult to find photos of these aircraft. If you have photos of any of these four beauties and are willing to share, I would like to obtain scans of these photos.

Didier Pincon

France

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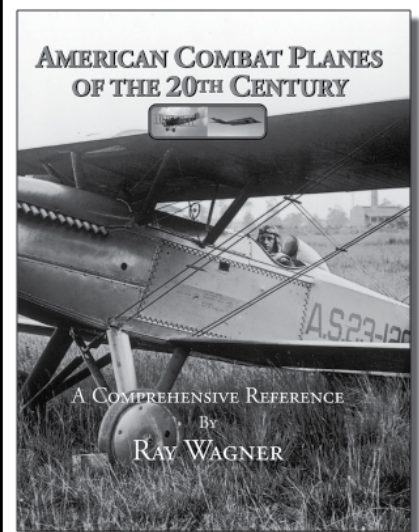
- 1001 Douglas Propeller-Driven Commercial Transports
- 1006 Lockheed Constellations, Part I
- 1009 Lockheed P-38/F-5 Lightning
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These CDs are available to members for a donation of \$19.95 (\$29.95 non-members) each plus shipping (\$2.50 U.S., \$5.00 International - add \$1.00 for each additional CD). Donation forms are available on-line and on request, but a note along with your donation specifying your particular interest is sufficient.

Proceeds go to support the preservation of the photo archives. Do you have a particular interest or suggestion for a CD in this series? Drop us a line or email the Webmaster ([webmaster@aahs-online.org](mailto:webmaster@aahs-online.org)). We are currently researching the possibilities of offerings covering the following areas: Connies Part II, Connies in Color, XP-55, XP-56, Northrop X-4, Bell Aircraft, and Early Lockheeds.

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## Web Research (continued from page 9)

these lists include non-current registrations as well as current. For example, most foreign countries do not recycle their registration numbers like the U.S. does. But, both Canada and Great Britain's official on-line sources only list currently active registrations. Through the Landings sources, you can also find the historic listings for early aircraft.

### Summary

This article covers only the tip of the iceberg in aviation resources on the Internet. The areas covered represent sites

and tools that the author has found invaluable in identifying the particulars of aircraft that he has photographed, or received photos of, over the years. If you know of other useful Internet tools that would be of value to our members, please don't hesitate to call them to our attention. You don't need to be a writer – just drop the AAHS Webmaster a short email identifying the website (please provide the address – [www.websitename.xxx](http://www.websitename.xxx) (where xxx is com, or g, or whatever), and why you find this site useful to your research. We'll compile this information into a future article.



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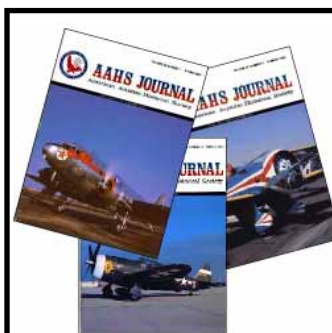
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From the AAHS photo archives, a Lockheed P-38J equipped with skis. Close examination of the gear does not reveal any obvious retraction capability. (AAHS Neg. 81)



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