



AAHS FLIGHTLINE

No. 174, First Quarter 2011

American Aviation Historical Society

www.aahs-online.org



Fairchild FC-2-W2, N13934, s/n 531, owned by Yellowstone Aviation out of Jackson, Wyo. (All photos by Charles E. Stewart)

Antique Aircraft Association 2010 National Fly-in

The theme of Antique Aircraft Association (AAA) annual National Fly-in held September 1-6, 2010, was "Iowa's Centenary of Flight." To complement this theme, Fairchild aircraft were selected as the marquee aircraft.

Fairchild was founded in 1920 to support an aerial photography business and expanded in 1929 with the absorption

of the Kreider-Reisner company. Fairchild produced a varied line of civilian and military aircraft from 1926 up until 1987. With excellent weather during the period, AAA was able to attract a wide variety of Fairchild models to the fly-in. Among those attending types represented were an FC-2-W2, a Model 71, and variety of F-22s, F-24s and PT-19s.

In addition, the AAA hosted the 2003 National Air Tour Reunion of the pilots and aircraft that participated in the re-enactment of the Ford Air Tours of the 1920s and early 1930s.

And these were just the marquee aircraft. As usual, this fly-in is the place to go to get up close and personal with many of the remaining antique aircraft still operating in the United States. Held every year in early September at Blakesburg, Iowa, this members-only event is well worth the annual membership. Around 175 aircraft attended this year's fly-in. Waco, Luscombe and Stearman were well represented with other types including Piper, Command-Aire, Howard, Beechcraft, Hatz, Aeronca, Cessna and Curtiss being in attendance as well.

Highlights of What's Inside

- [Antique Aircraft Association 2010 National Fly-in](#)
- [Last Operational General Dynamics F-111s Retired](#)
- [2011, Centennial of Naval Aviation](#)
- [AAHS Website Update](#)
- [AAHS Headquarters Relocates](#)
- [Sikorsky Sets Unofficial Rotorcraft Speed Record](#)

Regular Sections

- [President's Message](#)
- [Book Reviews](#)
- [Wants & Disposals](#)



A 1927 Fairchild 71, N9727, s/n 603, restored to Pan American Airways livery and owned John Cournoyer, Creve Coeur, Mo.

[Text in BLUE represent links - just click on the text to follow]

These aircraft compete for a number of awards that are given during the event. The Grand Champion award winners are shown in the table below.

Mark your calendars now for the 2011 event, which will celebrate the 40th year of operation of the AAA's Antique Airfield and Air Power Museum. The dates are August 31 through September 5 with the featured aircraft being the Monocoupe. The AAA plans to recognize other types that were "stars" at events during the past 40 years.



Upper Left - A 1934 Fairchild F24 8CA, NC957V, s/n 2525, is registered to the Frasca Air Museum, Inc. of Urbana, Ill.

Lower Left - 1933 Fairchild F22 C7D, N14768, s/n 922, owned by Steven C. Roth of Madison, Va.

Upper Right - A Fairchild F24 W46, N81369, s/n W46269, owned by Michael E. Tindall of Webster City, Ia.

Lower Right - A Fairchild PT-19 (Model M-62), N53956, s/n 42-3814, owned by Joshua M. Shultz of Clay City, Kan.

Grand Champion Award Winners

Antique Pre-1936

Grand Champion
Sweepstakes

Fairchild 71
Curtiss Robin

NC9727
NC3277G

John Cournoyer, Creve Coeur, Mo.
David Mars, Jackson, Miss.

Classic 1936-1941

Grand Champion
Sweepstakes

Rearwin Sportster
Waco EGC-8

NC16473
NC61KS

Jerry May, Kearney, Neb.
Jim Clark, Chapman, Kan.

Warbirds 1941-1945

Grand Champion
Sweepstakes

Stinson V-77
Boeing PT-17

NC9187H
N5000V

Larry Boehme, Wakefield, Kan.
Randy Miller, Grand Junction, Colo.

Neo-Classic 1946-1956

Grand Champion
Sweepstakes

Fairchild F-24
Luscombe 8A

NC81369
N1168K

Mike Tindall, Webster City, Iowa
Mark May, Watkins, Colo.

Homebuilt

Grand Champion
Sweepstakes

Marquart Charger
Hatz Classic

NX2794Y
NX230RS

Mark Gilmore, Muncie, Ind.
Ron & Mercy Sieck, Grinnell, Iowa



Clockwise starting above.

- Pre-1936 Antique Sweepstakes winner; a 1929 Curtiss Robin, NC3277G, s/n 237, owned by David Mars of Jackson, Miss.
- Classic 1936-1941 Grand Champion winner; a 1936 Rearwin 8500 Sportster, NC16473, s/n 502, belonging to Jerry May of Kearney, Neb.
- Classic 1936-1941 Sweepstakes winner, a beautiful Waco EGC-8, NC61KS, s/n 5072, owned by Jim Clark of Chapman, Kan.
- A beautifully restored 1929 Command-Aire 5C-3, NC997E, s/n W-136.
- A rare 1941 Interstate S-1A Cadet, N37338, s/n 181, registered to Autumn Eagles Aero, Inc., of Freehold, N.J.
- A 1956 Callair A-2, N2921V, s/n 136, registered to Yellowstone Aviation, Inc. of Jackson, Wyo.
- A 1940 Culver LCA Cadet, N281W, s/n 106, registered to Rezich & Rezich Aviation Consulting, Inc., of Winnebago, Ill.
- Homebuilt Sweepstakes winner; a Hatz Classic, NX230RS, s/n 27, owned by Ron & Mercy Sieck of Grinnell, Iowa.



Last Operational General Dynamics F-111s Retired



General Dynamics F-111C, A8-109, of RAAF No. 6 Squadron No. 82 Wing departs from RAAF Amberley on its final flight.

On December 3, 2010, the Royal Australian Air Force retired their last six F-111Cs from active duty. This marked the operational end of the F-111. General Dynamics (GD) delivered 563 F-111s of all variants during the aircraft's production. The design evolved from the Tactical Fighter Experimental (TFX) competition that saw U.S. Secretary of Defense Robert McNamara awarding GD the contract based on the commonality between the USAF and USN versions. Despite the attempt to develop a joint services fighter, the Navy would eventually reject the F-111 and not purchase any.

The first F-111A to fly made its maiden flight on December 21, 1964. Production deliveries would not begin until July 18, 1967, to the 428th, 429th and 430th Tactical Fighter Squadrons of the 474th Tactical Fighter Wing. In March 1968 six aircraft were sent to Southeast Asia as part of Operation COMBAT LANCER for testing under combat conditions. In less than two months, three aircraft were lost, ending the combat tests. All three were lost due to mechanical failures of the horizontal stabilizer. This delayed the 474th TFW from becoming operational until 1971.

F-111s would not return to combat operations until September 1972 where they participated in Operation LINEBACKER in Southeast Asia. They would also be involved in Operation LINEBACKER II offensive against North Vietnam. F-111 missions did not require tankers or ECM support and were capable of operating in all weather conditions. One F-111 was capable of carrying the bomb load of four McDonnell Douglas F-4 Phantom IIs. During operations in Southeast Asia, F-111s flew over 4,000 combat missions with only six combat losses.

On April 14, 1986, 18 F-111s and approximately 25 U.S. Navy aircraft struck Libya during Operation EL DORADO CANYON. The F-111 force, comprised of aircraft from the 48th and 20th TFW based at RAF Lakenheath and RAF Upper Heyford, United Kingdom, flew what turned out to be the longest fighter combat missions in history. The round-trip between the United Kingdom and Libya of 6,400 miles required 13 hours of flying time. One F-111 was lost over Libya, probably to anti-

aircraft defenses.

During the Gulf War (Operation DESERT STORM) in 1991, F-111Fs were the leading performer strike aircraft completing 3.2 successful missions for every unsuccessful one. The 66 F-111Fs would drop almost 80 percent of the war's laser guided munitions and were credited with destroying more than 1,500 tanks and armored vehicles.

The F-111 was in service with the USAF from 1967 through 1998. The Strategic Air Command had FB-111s in service from 1969 through 1990. Interestingly, at a ceremony marking the F-111's USAF retirement on July 27, 1996, it was finally officially named Aardvark, its long-standing unofficial name. The USAF retired the EF-111 variant in 1998.

Australian F-111s

The Australian Government in 1963 ordered 24 F-111Cs, based on the F-111A variant but included the longer wings and strengthened undercarriage, to equip the Royal Australian Air Force (RAAF) but the aircraft were not delivered until 1973 because of long-running technical problems. During 1979 and 1980 four of these aircraft were converted to the RF-111C reconnaissance variant. Four ex-USAF F-111As were purchased by Australia and converted to F-111C standards in 1982 to replace F-111Cs destroyed during flying accidents.



F-111C, A8-126, departs RAAF Amberley in full afterburner on its final flight.



During their operational life with the RAAF, the F-111s went through a number of upgrades, including the addition of Pave Tack FLIR/laser pods in the mid-1980s.

RAAF No. 6 Squadron performs fly-past during the final flight, demonstrating the F-111's swing-wing feature.

Australia also operated 15 F-111Gs between 1993 and 2007, mainly for conversion training.

F-111C aircraft were updated to carry Pave Tack FLIR/laser pods in the mid-1980s. They underwent an extensive avionics upgrade program through 1998. Under this program, the F-111C was upgraded to digital avionics including twin mission computers, modern digital data-bus, digital weapon management system, new AN/APQ-171 terrain-following radar, new AN/APQ-169 attack radar, twin ring-laser gyro INS, and GPS receiver. From 1994 F-111Cs and RF-111Cs were upgraded with TF30-P-109 engines, each rated at 20,840 lb thrust.

In late 2001, wing fatigue problems were discovered in one of the F-111C fleet. As a result, a decision was made in May 2002 to replace the wings with spares taken from ex-USAF F-111Fs stored at the Aerospace Maintenance and Regeneration Center (AMARC). The short span wings underwent a refurbishment in Australia that included extending the span making the wings the same as the F-111C and F-111G models.

Seven of the 28 F-111Cs and one of the 15 F-111Gs were destroyed in accidents during their service with the RAAF.

Although they were never used in combat, the F-111Cs gave the RAAF a powerful strike capability. The aircraft went through modernization programs in the 1980s and 1990s and the RAAF acquired improved weapons to maintain their ability to penetrate hostile airspace. But by the 2000s the F-111Cs

were becoming outdated and expensive to maintain, leading to a decision to retire them in 2010 rather than 2020 as originally planned.

At 13:30 on December 3, 2010, the last aircraft, A8-125 landed ending Australia's 37-plus year involvement with the aircraft. Witnessing the event were current crews, family, RAAF officers, many former RAAF crews, people who loved the aircraft and even quite a few ex-USAF aircrew that came to see for themselves the last flight of the type.

The people of the region love the "Pig," an affectionate nickname highlighting the type's ability to fly low with its nose in the dirt. Of course the last flight would not be complete without the trade mark "dump and burn." No other aircraft has such a unique party trick, raw fuel is dumped using the emergency fuel release, and then the afterburner is lit, and you get a 100-300 foot flame that comes out of the rear of the aircraft.

Two aircraft are to be kept in flyable storage should there be a momentous wartime need for them, and right now four are to be kept in museums, but the fate of the rest is uncertain.



F-111C, A8-125, the last of the six "Pigs," lands, closing this page in history.



A F-111 performs the always spectacular "dump and burn" as part of a 2009 night air show over Brisbane, Australia.

2011 – Centennial of Naval Aviation

This year marks the 100th anniversary of Naval Aviation with the U.S. Navy planning or participating in a number of major events, as well as many minor activities to celebrate this milestone.

While there was activity prior to 1911, Naval Aviation was officially launched on March 4, with the appropriation of \$25,000 to the Bureau of Navigation for “experimental work in the development of aviation for naval purposes.” Leading up to this action were a number of demonstrations that helped convince the government to invest these funds in aviation development. On January 18, 1911, Eugene Ely, flying a Curtiss pusher, landed and took off from a specially built platform on the *USS Pennsylvania* while it was anchored in San Francisco Bay. On January 26 and February 1, Glenn Curtiss made successful flights from San Diego Bay in a float equipped plane, demonstrating the adaptability of aircraft to support naval needs. These events helped to influence the formation of the Naval Aviation section of the U.S. Navy.

On March 9, 1911, the Wright Company offered to train a pilot for the Navy and on March 17, Lt. John Rodgers reported to the company for flight training. He would become Naval Aviator No. 2. Lt. Theodore G. Ellyson was Naval Aviator No. 1 having received his flight training from Glenn Curtiss Aviation in San Diego early in the year. The embryonic office of Naval Aviation was established in April 1911 with Capt. Washington I. Chambers being appointed the Navy’s first Director of Naval Aeronautics. In May, Captain Chambers purchased the first two naval aircraft, later designated A-1 and A-2, from Glenn Curtiss. The A-1 was delivered in early July with the A-2 following a couple of weeks later (July 13). By the end of the year, the Navy had begun testing airborne wireless

communications, began to develop basic flight instrumentation, and had ordered flight clothing including helmets with ear coverings, goggles, leather coats lined with fur or wool, leather trousers and additional accoutrements. On the equipment side, plans for catapult launching were in the works, along with additional aircraft and discussion with manufacturers for more powerful engines.

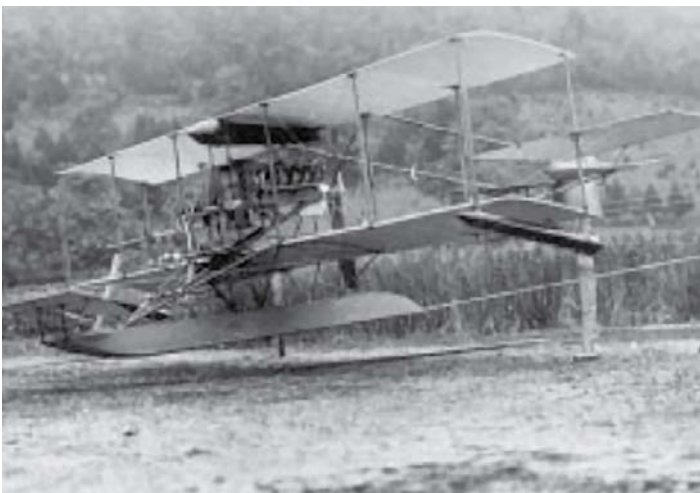
From these initial steps, the U.S. Navy would rise to play an important role in the development of aircraft and aviation technology.

United States Naval Aviation’s score of successes such as the first crossing of the Atlantic by air, the victory at the Battle of Midway, and the first American in space show the progress of the past 100 years of flight. These milestones are emblematic of our country’s ingenuity and forward thinking, which are the reasons Naval Aviation exists today. Honoring Naval Aviation’s 100th year of flight honors the service members deployed around the world 24/7, assuring allies, deterring potential adversaries and forging cooperative partnerships to maintain security at sea and in constant defense of our country and her people.

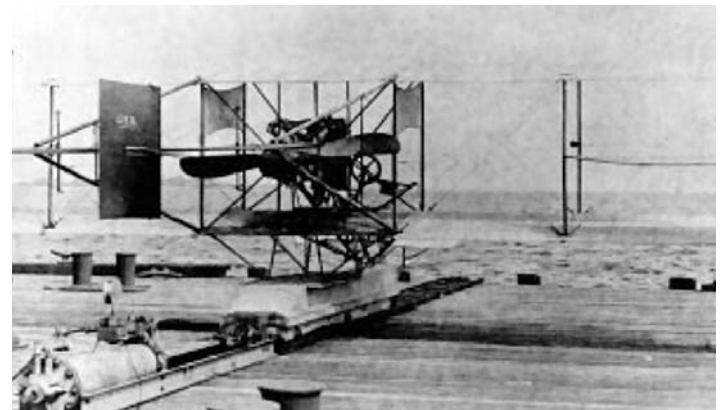
Over 200 Naval Aviation themed events are anticipated through 2011. Of those, Navy, Marine Corps and Coast Guard are focusing combined assets on these 33 particular Centennial commemorations.



Capt. Washington I. Chambers, first Director of Naval Aeronautics. (USN photo)



On September 7, 1911, a memorable experiment in the Navy’s search for a shipboard launching device was completed at Hammondsport, N.Y., when Lt. Theodore G. Ellyson made a successful takeoff from an inclined wire rigged from the beach down to the water. (USN photo)



The Navy’s first attempt to launch an airplane by catapult was made on July 31, 1912, at Annapolis, Md., by Lt. Theodore G. Ellyson in the A-1. The aircraft, not being secured to the catapult, reared at about mid-stroke, was caught in a cross wind and thrown into the water. The pilot was not injured. This catapult was powered by compressed air and based on a design proposed by Captain Chambers. (USN photo)

2011 Significant Naval Aviation Themed Events

Dates	Event	Location	City	State
Feb 10-13	San Diego Centennial of Naval Aviation Kick-Off	Naval Air Station North Island	San Diego	Calif.
Mar 19-27	Jackson Navy Week (NAS Meridian & Keesler AFB air shows)	Naval Air Station Meridian & Keesler AFB	Jackson	Miss.
Apr 9-10	NAS Corpus Christi Salute to 100 Years of Naval Aviation	Naval Air Station Corpus Christi	Corpus Christi	Tex.
Apr 15- 17	NAS Ft. Worth JRB Air Power	Naval Air Station JRB Fort Worth	Fort Worth	Tex.
Apr 30 - May 1	MCAS Beaufort Air Show	Marine Corps Air Station Beaufort	Beaufort	S.C.
May 1-31	Marine Week St. Louis	St. Louis City-Wide Event	St. Louis	Mo.
May 3-9	Centennial of Naval Aviation Week Pensacola	Naval Air Station Pensacola	Pensacola	Fla.
May 5-11	New Orleans Navy Week & 'Nawlin's Air Show	Joint Reserve Base New Orleans	New Orleans	La.
May 13-15	MCAS New River Air Show	Marine Corps Air Station New River	Jacksonville	N.C.
May 20-22,	DoD Joint Services Open House	Andrews Air Force Base	Andrews AFB	Md.
May 22 - Jun 2	NY Fleet Week & Jones Beach Air Show	Jones Beach State Park	New York	N.Y.
May 23-29	Philadelphia Navy Week & Millville AAF Show	Millville Airport	Millville	N.J.
Jun 4-5	Rockford AirFest 2011	Chicago Rockford International Airport	Rockford	Ill.
Jun 11-12	Evansville Freedom Festival	Downtown Evansville Riverfront Esplanade	Evansville	Ind.
Jun 16-Jun 22	Davenport Navy Week & Quad Cities Air Show	Davenport Municipal Airport	Eldridge	Iowa
Jun 25-26	National Guard Association of Rhode Island Open House & Air Show	Quonset Air Guard Base	North Kingston	R.I.
Jul 11-17	Rochester Navy Week & ESL International Air Show	Greater Rochester International Airport	Rochester	N.Y.
Jul 18-24	Detroit Navy Week & Thunder over Michigan Air Show	Willow Run Airport	Ypsilanti	Mich.
Jul 25 - Aug 1	EAA AirVenture Oshkosh	EAA Aviation Center	Oshkosh	Wis.
Jul 31 - Aug 8	Seattle Fleet Week & Sea Fair	South Lake Washington	Seattle	Wash.
Aug 8-14	Fargo Navy Week & Air Show	Hector International Airport	Fargo	N.D.
Aug 26-27	The Great State of Maine Air Show	Naval Air Station Brunswick	Brunswick	Maine
Sep 3-4	NAS Pax River Air Expo '11	Naval Air Station Pax River	Patuxent River	Md.
Sep 6-11	Omaha Navy Week & Guardians of Freedom Air Show	Lincoln Airport	Lincoln	Neb.
Sep 14-18	National Championship Air Races	Reno-Stead Airport	Reno	Nev.
Sep 17-18	Memphis Air Show	Millington Regional Jetport	Millington	Tenn.
Sep 19 - Oct 2	San Diego Fleet Week & MCAS Miramar Air Show	Marine Corps Air Station Miramar	San Diego	Calif.
Sep 20-25	NAS Oceana Air Show & AIAA Centennial Convention	Naval Air Station Oceana	Virginia Beach	Va.
Oct 8- 9	San Francisco Fleet Week	San Francisco City-Wide Event	San Francisco	Calif.
Oct 15-16	Lemoore Air Show	Naval Air Station Lemoore	Lemoore	Calif.
Oct 17-23	El Paso Navy Week & Amigo Air Show	Fort Bliss	El Paso	Tex.
Nov 5-6	NAS Jax, Birthplace of the Blue Angels Air Show	Naval Air Station Jacksonville	Jacksonville	Fla.
Nov 11-12	Pensacola Homecoming	Naval Air Station Pensacola	Pensacola	Fla.

PRESIDENT'S MESSAGE

Greetings from the Society. I hope you had a wonderful Holiday season and are anticipating a good 2011.

The Society concluded a very successful 2010. First and foremost we moved to a new location. The new site is larger, newer and will suit the needs of the Society for years to come. We were able to secure the new location primarily due to the efforts of Kase Dekker and Paul Butler.

We were able to rewire the new location giving us better access to phone and computer stations thanks to Hayden Hamilton, our webmaster. The phone number remains the same.

Also we enlisted the services of Tom Butz as our new treasurer. He is a most welcome addition. Tom has been reorganizing and consolidating our spread sheets to facilitate the inflow and outflow of monies.

Now for the challenges. You probably recently received your renewal card in the mail. Due to our rather quick move we had new cards with the previous address and did not realize it until too late. New cards were printed and you should have received them by now. You can send in your membership dues without the card, as the cost is the same as last year. For those of you connected to the Internet, you can renew online using either Paypal or a major credit card.

ADVISORY NOTE: If you sent in membership dues between June and November, and you are unsure of whether we processed your application or renewal, please let us know as we may have inadvertently misplaced your request. Give us a call or e-mail with the appropriate documentation and we will rectify any misplaced information.

We assisted in the 75th anniversary of the first DC-3 flight last month, but the weather gods were not on our side. The event has been rescheduled for Saturday, January 29, and if you are interested in participating please call us, or sign up online. Here is your chance to get a flight in a DC-3 if you have never had the chance to take a ride in this iconic aircraft.

If you live in the Orange County/Los Angeles County area and would like to assist us in cataloging our photos or indexing our 3-view drawings we would certainly appreciate hearing from you.

Donations are always welcome. We can add books and magazines to our collection, and you are always welcome to visit us with questions or stories.

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 online. 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

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: 15211 Springdale Street
Huntington Beach, CA 92649-1156, USA

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

Website: <http://www.aahs-online.org>

Email: aahs2333@aahs-online.org

Copyright ©2011 AAHS

AAHS Website Update

Quite a bit of work has been going into the AAHS website with the focus on enhancing our ability to support aviation research. If you have not taken the time recently to explore the website, let us encourage you to do so. While only in the initial phases, it does provide insight into what is coming down the pike.

Photo Archives

The online catalog to the photo archives is the most up-to-date repository of the contents of the AAHS photo archives. It currently has slightly more than 46,000 entries with about 1,500 to 2,000 being added every quarter. Of these entries, just over 10,000 have thumbnail images associated with them. When searching the catalog, if you find a picture of a camera next to the catalog number, that image has a thumbnail image that can be viewed online – simply click on the camera to see it. Our objective is to eventually have all 150,000-plus images in the archives cataloged and scanned, but it's going to take some time and effort to complete the project.

Journal Articles

Early last year, the Society began including links to electronic versions (PDFs) of the more recent Journal articles. All the articles published in the last five years are now available online by following the links to “Previous AAHS Journals” on the home page. When you pick a particular issue, you are presented with an abstract of each article in that issue with a link directly below the abstract. If you have not logged in with your membership access, then this link will allow you to purchase a copy of the article for a nominal fee. If you have logged into the membership area, the link will be a “Read Article” button that will allow you direct access to the PDF of the full article as it appears in the Journal.

But what about older Journal articles? We have begun to scan the older Journal issues and post them to the website as well. The emphasis is on those back issues that are no longer readily available, but eventually will include all articles published. The easiest way to access these today is either via the search tool in the Members Only area, or via the Table of Contents for each volume (the “Journal TOCs” button). If an article is available online, then the article title will appear as a link that will take you to the PDF.

3-View Drawings

Over the years, the Society has published a number of 3-view drawings, and we are beginning to put these online. The most recent update to the website included almost 100, 3-view drawings – some are multiple pages – that can be viewed and downloaded by members. We will continue to add to this collection as we scan past AAHS Journals. Click on the Research button in the Members Only area to access the list of 3-views available.

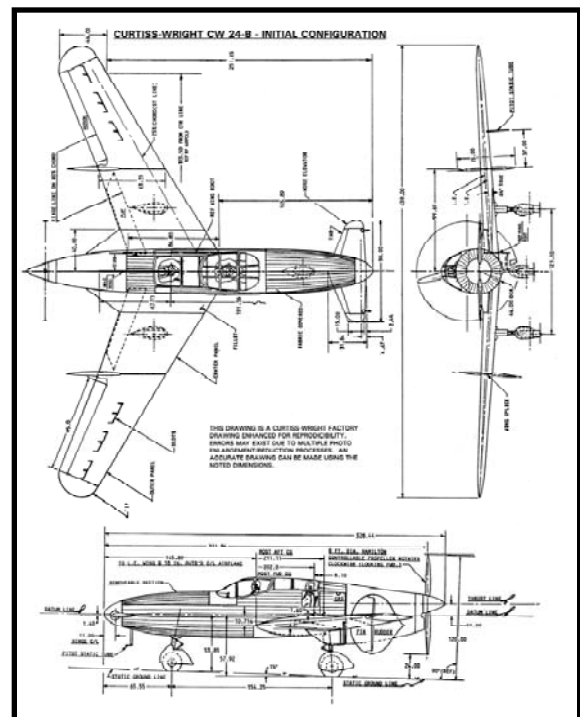
Research Material

We are also scanning original research material contained in the AAHS archives. This includes things like flight reports, correspondence, manuals and other documents that could be of value to a researcher. We recently posted about 25 engineering and flight test reports on the Lockheed Model 12. These can be accessed by clicking on the Research button in the Members Only area.

Bulletin Boards

We would like to remind you to take advantage of the Bulletin Boards. There is one for “General Discussions” and another for “Wants and Disposals.” This provides you with the easiest and quickest way to interact with other members. No waiting for the FLIGHTLINE to be issued. Researching a topic and need help? Post your request to the General Discussions board. Have something you want to dispose of or are you looking for specific material for your collection? Use the Wants and Disposals boards. The more these are used by our members, the better the opportunity of connecting.

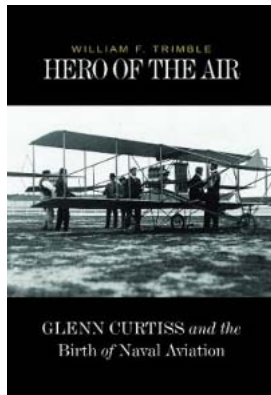
While we still have a lot of work to do, there is quite a bit available already, so go check it out. Also, if you have suggestions for enhancements or other material we should consider including, drop your AAHS webmaster a line (webmaster@aahs-online.org). We are very open to suggestions that will make the AAHS website a more valuable tool to our members.



The Curtiss CW 24-B is one of over 100 3-view drawings recently added to the AAHS website. The 3-view library will be expanded during the coming year.

Book Reviews

HERO OF THE AIR: GLENN CURTISS and the BIRTH of NAVAL AVIATION



by William F. Trimble. Naval Institute Press, www.nip.org, 291 Wood Road, Annapolis, MD 21402. 2010, ISBN 979-1-59114-879-1. Hardbound 304 pages. 47 b&w photos. \$37.95 plus \$5.25 S&H.

As U.S. Naval Aviation celebrates its 100th Anniversary in 2011, this book is a must-read. The life of Glenn Curtiss directly influenced the partnership between Curtiss and the Navy Department. Professor Trimble presents the

biography of Glenn Curtiss (1878-1930) as a fascinating drama beginning with Curtiss' interests in bicycle racing during the 1890s, then motorcycle engines and eventually aeronautics. He was a grade school drop-out from Hammondsport, N.Y., who operated more by instinct, trial and error, exhibitions, competitions and publicity than analysis and engineering methodologies (which was more of the Wright brothers' style). However, the interest and support of Capt. Washington I. Chambers in the Navy Department resulted in the authorization and funding for two Curtiss aircraft in May 1911. The highlight event after WWI was the first transatlantic crossing of the Navy-Curtiss (NC) flying boats from Newfoundland to Lisbon, Portugal. The book also clearly expands on the decade-long patent litigation between the Wrights and Curtiss.

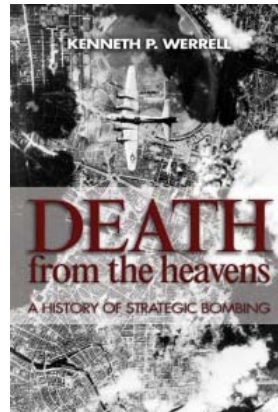
Curtiss spent his later years involved in real estate in Florida during the 1920s real estate boom – probably a lesser known aspect of his life. He bought acreage that he named Hialeah and he donated more acreage to the city of Miami for a commercial airfield for Pan Am as well as acreage for the Opa Locka airfield for a Navy base for rigid airships in 1929. It is ironic that Glenn Curtiss, after so much flying, many mishaps and competitive exhibitions in a fledgling industry, died of complications from an appendectomy in 1930 at age 52.

This book recounts the beginnings of what was “stunt” flying and develops it through the life of Glenn Curtiss to a business which reflected private-military collaboration and integration of aviation into the U. S. Navy. It is an easy read with excellent photos, technical enough for the professional aviation buff or pilot, yet will keep anyone spellbound in its quick moving style. And for 2011 it's a most appropriate book to read 100 years after the Navy awarded Curtiss the first contract for Navy aircraft.

Dot Prose

DEATH FROM THE HEAVENS: A History of Strategic Bombing, by Kenneth P. Werrell. Naval Institute Press, www.nip.org, 291 Wood Road, Annapolis, MD 21402. 2010, ISBN 978-1591149408. Hardbound, 8.5x11, 400 pages, photographs, index. \$49.95 plus \$5.25 S&H.

This book takes a comprehensive look at the history of strategic bombing from its earliest origins to today. Ken



Werrell is a historian as well as an expert on the technology based on his service in the U.S. Air Force. However, the subject is treated not just as an American activity but encompasses the events, philosophy and hardware of France, Great Britain, Germany, Italy and Russia. The eleven chapters break the history into time segments from 1783 to 2009.

The story begins with the Montgolfier brothers and their hot air balloon. This technology was

soon applied by the French as a reconnaissance platform. As it did not suit Napoleon's form of warfare, he abolished its use. In turn the history of WWI, interwar years, WWII, postwar/ Cold War, Korea, Vietnam, winged and ballistic missiles and modern weapon delivery systems are treated in concise but relevant detail.

While the hardware is a major part of bombing history, the evolving strategy is not neglected. At times the use and projected application of strategic bombing is far ahead of the weapon and delivery capability. At other times, the demands stimulate development. The influence of Mitchell, Douhet, Knauss, Harris, LeMay and others are made clear. Each country had to deal with conflicting requirements of strategy, hardware and economics. Civilians had to be convinced that strategic bombing was a major threat that if war came would make survival difficult.

Aircraft were the major carriers of the bombs intended to defeat the enemy's capability to wage war. The author gives a description of each airplane that was important but also deals with failed designs. Germany placed emphasis on aircraft that could support its troops and thus failed to have a significant arsenal of strategic bombers. Nevertheless, their weapon development was ahead of that of the Allies. Only a shortage of development time and resources prevented their tactical use.

Post-WWII and the Cold War reflected the influence of nuclear weapons. While aircraft were developed to deliver nuclear bombs, they were not the carriers of choice. Missiles took up that role. Eventually, ICBMs formed the major deterrent delivered from ground-based silos as well as from nuclear submarines.

The Vietnam War saw the delivery of many bombs but to little effect. The political decisions to limit the war to certain targets as directed by Washington had a predictable outcome. Guerilla warfare is not a candidate for strategic bombing. However, it became increasingly clear that greater precision of delivery was necessary. The current precision-guided bombs are one of the outcomes.

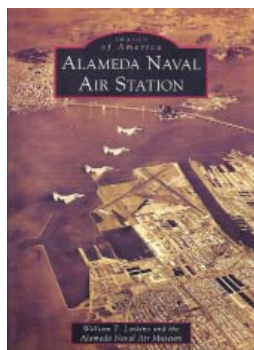
Perhaps the most valuable part of this book is the critical analysis of strategic bombing. The author does not differentiate between military 'precision' bombing and 'carpet' bombing as many recent books have tried in order to cover the moral stance. He examines the overall value of this type of warfare and convincingly concludes that it fails. "Complete application of strategic bombardment is suitable only in total war, which nuclear weapons have made unthinkable."

This is a larger format book that permits a double column text and generous use of clear photographs. For the reader with a limited budget and an interest in a broad but accurate

treatment of strategic bombing, this book belongs on his library shelf.

Adrian Ryneveld

ALAMEDA NAVAL AIR STATION, by William T. Larkins



and the Alameda Naval Air Museum published by Arcadia Publishers Images of America series, 9¼ x 6½, softcover, 127 pages; \$21.99, available from www.arcadiapublishing.com and wherever fine publications are sold.

As one of the founding members of the American Aviation Historical Society, a prolific photographer and author, Bill Larkins should be to readers of this publication as Campbell's is to soup. His newest book produced for Arcadia gives readers a glimpse of the complex world of one of the largest naval air bases in history. Condensing a story and photos of an enterprise that touched thousands of aircraft and millions of lives from 30 years before the base's official commissioning in November 1930 to 2009, 12 years after it was closed, is a challenge only the likes of Larkins could have met, with the help of the coauthor listed as the "Museum" and a team of at least seven other historians led by its president Marilyn York. The turf and shore was home to aircraft starting in 1910, a base for Pan American transpacific "Clipper" flights, and brief photo coverage is presented in Chapter One. It is a story of a substantial piece of San Francisco ocean front geography's gestation that seemed destined to aviation, life and afterlife in the years following the naval base's closing in 1997.

When considering the market for this book Arcadia must have factored in the thousands of individuals whose kin had served as civilians and in uniform on the base, and likely asked the authors to include "the whole story," which means pictures of lodging for officers, enlisted men, families, the movie theater, and a dentist administering to a patient in 1942. Only 34 of the 64 photos, including an aerial view of the main gate in Chapter 2, are of that kind, and they add a sense of humanity beyond airframes and avgas. By far, most of the more than 200 photos will draw the wings-focused specialist, including a view of F6Fs in the Overhaul and Repair Department leading Chapter 3 with a caption that directs readers to a stunning photo of more than 400 placed in outdoor storage on the base in 1947. Other chapters focus on aircraft carriers that tied up at the piers, squadron activity on the base, Navy and Marine Corps reserve squadrons that served there starting in 1961 following the closing of NAS Oakland and the Museum that today occupies the original air terminal.

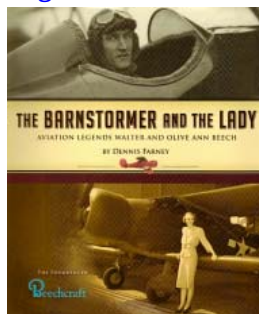
A wealth of rare photos, including the Sikorsky XPBS-1 before and after its landing accident in the bay with only one fatality, aircraft arranged on modern carrier decks as few have seen them, maintenance and parachute shops in action, many from Larkins' own cameras provide outstanding value, thanks in part to informative captions that seldom read as dull verbiage filler. Particularly moving is the photo of the DC-3 delivering the bodies of Wiley Post and Will Rogers back to the 'States following their tragic crash in Alaska in 1935. Only the coverage of modern civil warbird appearances on the base commemorating VJ Day and the Doolittle raid of

April 1942 seemed somehow out of phase with the rest of the content. This reader would have savored more pictures of F11F Tigers and fewer of restored machines even though there were commendably only four.

With its concise text and generous sampling of the big picture, this book is easy to recommend to military historians. I enjoyed it, and I'm confident you will too!

Job Conger

THE BARNSTORMER AND THE LADY: Aviation Legends Walter and Olive Ann Beech, by Dennis Farney.



Rockhill Books, Kansas City, Mo. 2010, ISBN: 978-1-935362-69-2. 230 pp., 200 b&w and color photos on high quality paper. \$29.95. Available at Beechcraft Heritage Museum website store: info@beechcraftheritagemuseum.org or by phone 931-455-1974.

This is the first biography of either Walter or Olive Ann Beech, two giants of 20th century aviation.

Author Dennis Farney has effectively woven the results of his extensive research into a very interesting and enlightening story as he traces their lives from meager means to business leaders. Along the way, he does an excellent job of placing them in perspective with the history of Wichita, Kansas, and America.

Neither Walter nor Olive Ann gave many interviews, which may have discouraged earlier attempts at telling their stories. With the full support of daughter Mary Lynn Oliver, the award winning former *Wall Street Journal* writer, Dennis Farney, had access to Olive Ann's desk diaries, family letters, and the cooperation of family, friends and retired Beechcraft employees. The result is a story bound to interest a wide spectrum of readers from those interested in history, aviation, important American personalities, business and, of course, the many Beechcrafters. I witnessed the powerful loyalty of the latter at a recent gathering of former Beech employees to honor Olive Ann in her birthplace of Waverly, Kan. Their respect and fondness for her clearly came through in the smiles seen and stories heard. They proudly showed off their Beech watches and Beech rings as they told of being personally presented with them by Olive Ann. The author effectively conveys these same feelings with stories from his numerous interviews with Beechcrafters.

The differences in personalities, as noted in the title, are clearly illustrated by the author. The "Lady" was the epitome of properness in dress, manner and expectations while the "Barnstormer" pushed his fiancée into a pool at her engagement party. He also taxied his airplane across the railroad tracks to stop the train that Olive Ann was traveling on in order to take her off. Olive Ann's reaction was, "It was the most romantic thing that a person could do for me."

A pet peeve of mine is non-fiction books that do not have an index and this falls into that category. The only factual error I found was that the Japanese had purchased Beech 18s before WWII and used them during the war. They did not have any Beech 18s but did license build and use 20 single-engine Beech Staggerwings. Mention was made of the Beech 18 being

Book Reviews (continued on page 15)

Wants & Disposals

FOR SALE: Best Offer

Jane's All the World's Aircraft - Every year 1940 thru 1994. Offered only as a set – no individual copies. No reprints all original and in very good condition. These are very heavy and will cost a fortune to ship, even with the book rate!!!

Dick Capon
2768 Treasure Cove Circle
Ft Lauderdale, FL 33312
recb727@comcast.net
954-967-0207

AAHS Photo Archive CDs Series

The Society has recently started development of a series of photo CDs. These CDs contain high-resolution scans of negative, slides and prints from the AAHS Image Library. The resolution of these scanned images is sufficient to make an 8"x10" photographic quality print. Each CD focuses on a particular aspect of American aviation history - be that a particular manufacturer, type or class of aircraft.

As of this date, six CDs are available. Each CD contains between 110 and 140 images. The CDs that are available are:

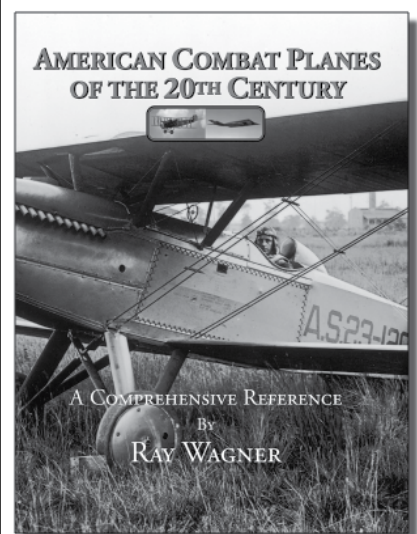
- 1001 Douglas Propeller-Driven Commercial Transports
- 1006 Lockheed Constellations, Part I
- 1009 Lockheed P-38/F-5
- 1011 Curtiss Transports
- 1021 Boeing Propeller-Driven Commercial Transports
- 1031 Golden Age Commercial Flying Boats



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 online 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). 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.

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 aircraft 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 photographs, *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>

AAHS HEADQUARTERS RELOCATES

After almost 30 years at our Santa Ana facility, your Society has moved to a new location. Among the reasons for this move were larger facilities at a better price, improved accessibility in a better neighborhood, room for expansion, and the ability to host activities at the new location.

Though we are still settling in, we thought you might appreciate seeing what the facility looks like. So here is a photo montage of our new facilities.



Clockwise from the left

The exterior – and, no it is not available, we just haven't gotten the new sign hung.

Outer office. Here we see Tom Butz, treasurer, and Len Burke, membership, working to catch up on paper work. Because of the timing of the move, we are WAY behind on the membership roster, so please be patient.

Photo archivist Paul Butler and John Jeffers working at the photo scanning station just outside of the photo archives.

The AAHS photo archives contain an estimated 150,000 images with more being donated every month.

Library/Meeting Room – a shot giving the overall arrangement of the library and meeting/research area. Left to right and front to back, President Robert Brockmeier, Kase Dekker, manager of the photo archives, Executive Editor Al Hansen and volunteer John Jeffers.





American Aviation Historical Society

P.O. Box 3023, Huntington Beach, CA 92605-3023

MEMBERSHIP APPLICATION

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 *AAHS Journal* published to date during my membership year, plus all issues of the *AAHS FLIGHTLINE* (Downloadable from the AAHS website). Individuals joining after October 1, will have their membership begin the following year, but will receive the Winter issue of the *Journal* as a bonus. I also understand that renewal is due at the end of the calendar year in which membership will expire. (Valid through 2011)

	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)

NAME	
STREET	
CITY	
STATE/COUNTRY	ZIP
eMAIL ADDRESS	
INTERESTS	
Charge to ☐ VISA ☐ MasterCard CCD # on back: _____	
ACCOUNT #	EXP. DATE
Signature	Date:

NEW MEMBER DRIVE

The AAHS is entering its sixth decade of operation and continues to face the challenge of sustaining its membership.

As current members, **YOU** can contribute to the success of helping grow the organization.

Did you know that more than **50 percent of all new members** learned about the AAHS from a friend?

Do you have friends who are interested in aviation history?

Pass them a copy of the Membership Application above and encourage them to join!

If each member encourages a single individual to join the Society, we would double our membership. Then we will be able to reduce membership rates - tangible "payback" for your efforts to help expand the Society's membership.

Make it a commitment to **recruit one new** AAHS member this year!

MAKE A DIFFERENCE

RECRUIT A FRIEND

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!



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

MOVING???

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

shown in the recent film "Letters from Iwo Jima" bringing the Japanese Commander Lt. General Kuribayashi to Iwo Jima. The film undoubtedly used a Beech 18 because the actual Japanese aircraft was not available.

These are very minor points compared to the high quality of the writing, very interesting narrative and fine selection of quality photos. I highly recommend the book not only to the readers mentioned earlier but as inspirational reading for young men and women -- the story of two small town kids from poor families who succeeded through skill, courage and determination. Imagine starting a new airplane company offering an expensive model in the heart of the Great Depression. Imagine being a woman running a multi-million dollar aircraft company during wartime, while your husband spent months in the hospital in a coma. Then running Beech for 30 years after his death, the only woman to have that kind of leadership history in the U.S. This is their story and I am so glad it is finally being told and so well told at that.

Robert Parmerter

Want to help your Society?

How about reviewing a book? Just let Kase Dekker (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.

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 online at the AAHS website by clicking the coffee cup image on the home page.

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



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)

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

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

AIRCRAFT OF AIR RACING'S GOLDEN AGE

- 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 on Book Title

AAHS Journal Back Issues



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

<http://www.aptc collectibles.com/planes.htm>

and select "American Aviation Historical Society Journals." Order online or directly from:

APT Collectibles
P.O. Box 788
Bonsall, CA 92003

Sikorsky Sets Unofficial Rotorcraft Speed Record

On September 15, 2010, Sikorsky test pilot Kevin Bredenbeck flew the Sikorsky X2 to an unofficial rotorcraft speed record of 250 knots in level flight. Had this been an official challenge it would have shattered the current FAI record for rotorcraft of 216 knots set by a modified Westland Lynx in 1986. Sikorsky staged this milestone flight to occur exactly 37 years to the date of the first flight of the Sikorsky S-69. The craft obtained a maximum speed of 262 knots in a shallow 2-3 degree dive.

The X2 is a research and development design being used by Sikorsky to validate next generation rotorcraft. The X2, which made its maiden flight on August 27, 2008, incorporates technology developed from a series of research and development helicopters it has built over the years. This includes advancing blade concept of the S-69/XH-59A that demonstrated high speed was possible with a coaxial helicopter and auxiliary propulsion; knowledge gained from the Cypher UAV program on the unique aspects of flight control laws in fly-by-wire aircraft with coaxial rotors; and expertise in composite rotors and advanced transmission design developed with the RAH-66 Comanche.

If you want to see a video of this rotorcraft in action point your



The Sikorsky X2, N525SA, during a flight in September 2010. (Sikorsky Co. photo)

browser to http://www.youtube.com/watch?v=_37ZvRsF0Yc

Known specifications are:

- Crew: 2
- Length: not available
- Rotor diameter: 26.4 ft
- Max. takeoff weight: 7,937 lb
- Powerplant: 1× LHTEC T800-LHT-801 turboshaft, 1300-1800 shp
- Propellers: 1 six-bladed pusher-type propeller
- Rotor configuration: 2 four-bladed coaxial rotors
- Maximum speed: 262 knots
- Range: 702 nmi
- Height: not available
- Disc area: 548 ft²
- Max. cruise speed: 250 knots

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 and Handling (per order)	\$2.50
International Shipping & Handling (per order)	\$5.00

Ordering Guidelines

- Order images in numerical order.
- For every requested image, please provide a 1st and 2nd alternative image.
- The AAHS Print Service is restricted to members only. Please provide name, address, city where your Journals are shipped to.
- Prints are available in two sizes only. Price includes both black-and-white and color images.
- Digital images will be scanned at a resolution to provide photographic quality 8" x 10" images (roughly 3300x2800 pixels) in JPEG format with highest quality setting.
- Orders will be processed the 1st and 15th of each month and mailed via first class postage.
- 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
P.O. Box 3023
Huntington Beach, CA 92605-3023

