



AAHS FLIGHTLINE

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1943 Lockheed P-38J Lightning, 44-23314, N29Q, is always a crowd pleaser. (All photos by Charles E. Stewart)

Planes of Fame Air Show, May 5-6, 2012

The Planes of Fame annual air show was another great success with over 35,000 people attending the event. Honored guests included veterans Gen.

Robert Cardenas, USAF; Capt. John Cornwell, USN; Wilbur Richardson, USAAF; Jack Hammet, USN; Ted Tanner, USAF; Muriel Engelman, U.S. Army Nurse; Carl Rossman, USAAF; and Bob Hubbes, USAF.

The theme for this year's event was "1942 – Turning the Tide." 1942 marked a pivotal point in WWII with events such as the Doolittle Raid on Japan, the Battle of the Coral Sea and the deployment of the VIII Bomber Command (later named the 8th Air Force) to England. Aircraft types involved in each of these events were featured performers.

With near perfect weather, the air show featured about 40 aircraft

demonstrating their capabilities. Unusual sights included three Mitsubishi Zeros flying in formation. Other participating or featured aircraft included three B-25s, and an EC-121 Constellation (static display).

The Planes of Fame's mission is to preserve aviation history, inspire interest in aviation, educate the public, and honor aviation pioneers and veterans. It is one of only a few aviation museums where you have the opportunity to have all your senses stimulated by the operation of its rare collection. Mark your calendars now for the 2013 show – block out May 18-19 for one of the best air shows in Southern California.

Highlights of What's Inside

- [Planes of Fame Air Show](#)
- [AAHS Member Honored](#)
- [U.S. Air Mail Service Pilot's Directions](#)
- [New Membership Type Available](#)
- [54th Annual Cactus Fly-In](#)
- [Reno National Air Races, 2012](#)
- [Historic Russian Flights to U.S.](#)
- [Suggestions for Writing Articles or Books](#)
- [The Flabob 'Flying Circus'](#)

Regular Sections

- [President's Message](#)
- [Book Reviews](#)
- [Folded Wings](#)
- [Wants & Disposals](#)
- [New Members](#)



1944 Northrop N9M-B, N9MB.

Blue colored text have links to relevant information.



1943 Curtiss Kittyhawk IV (P-40), 42-105192, N85105, originally of the Royal Canadian Air Force. It is currently painted in the colors of the 335th Fighter Group.



Grumman F3F-2, BuNo 1033, N20FG, provides an example of U.S. Naval Aviation in the late 1930s.



1941 Chance Vought F4U-1A Corsair, BuNo 17799, NX83782.



ABOVE: 1945 Bell P-63A-1 Kingcobra, 42-68864, NX163BP. The FAA registry has this aircraft as a P-63C.

LEFT MIDDLE: 1943 Douglas SBD-5, BuNo 28536, NX670AM.

LEFT BOTTOM: North American F-86F-30, 52-5012, NX186AM,

A very rare sight these days - not one, but three Mitsubishi A6M Zeroes in flight!. Left to right: NX712Z (Commemorative Air Force Camarillo Wing's A6M3), NX553TT (Zero Enterprise, Inc.'s A6M3) and NX46770 (Planes of Fame's A6M5).



ABOVE: Douglas AD-5(A-1E) Skyraider, N39147, BuNo 132683, was transferred to the South Vietnamese AF and recovered from Thailand in early 1980s. Seen here restored to the markings of the VNAF 524 Fighter Squadron.

RIGHT CENTER & RIGHT: Grumman F7F-3 Tigercat, NX700F, flew a nice aerial-display series.



AAHS Member Honored

Phil Stewart, AAHS member and contributing author, has been named as a 2012 recipient of the J. Franklin Jameson Archival Advocacy Award given by the Society of American Archivists (SAA). The award will be presented at the SAA's annual meeting in San Diego, Calif., on August 6-11, 2012.

The award honors an individual, institution or organization that promotes greater public awareness, appreciation or support of archives. Stewart is being recognized for his eight books that are designed to assist writers, researchers, historians, film and video makers, content producers, and the public in finding historically rich, celluloid-based moving images preserved in the motion picture holdings of the National Archives and Records Administration (NARA). His work covers the generic (what's in the vault and how to find it), the specific (story titles of Universal Newsreels) and the detailed (scene-by-scene descriptions of 36 WWI aviation titles. Stewart's publications not only inform, but are a valuable aid to others interested in

exploring America's film vault.

Among his publication titles are *America's Film Vault, A Reference Guide to the Motion Pictures held by the U.S. Archives; Battlefilm, U.S. Army Signal Corps Motion Pictures of the Great War; and Aerial Aces of the Universal Pictures, 1929-*

1931. Stewart is currently contributing a series of articles entitled "Reel Flyers" covering Universal Newsreel features from the 1930s. The first of these can be found in AAHS *Journal*, Vol. 57, No. 2 – Spring 2012. The next article in the series will appear in the Fall 2012 issue.



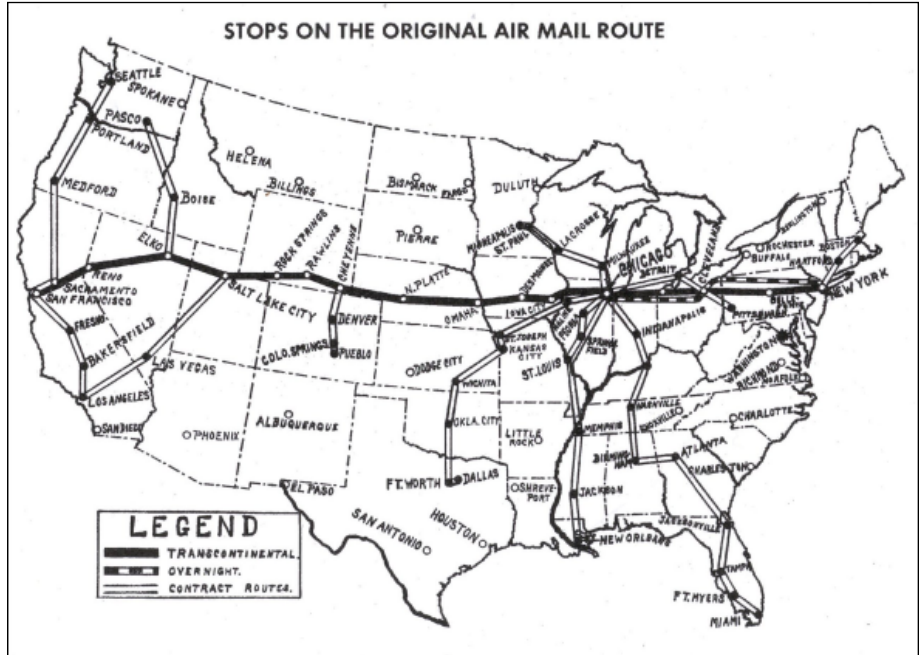
UNITED STATES AIR MAIL SERVICE PILOTS' DIRECTIONS

NEW YORK-SAN FRANCISCO ROUTE

A little over 90 years ago, the U.S. Postal Service initiated air mail service. With limited navigational aids – few aerial charts, no navigation beacons in place, and only limited ground support – the Post Office put together and provided pilots with route instructions that included distances, landmarks, compass headings and information about regular and emergency landing fields. The instructions also provided information about the availability of service and communications at principal points on the route.

The information was developed by surveying the pilots and supervisory officials of the Air Mail Service and received additional inputs from postmasters located within five miles of the route. Pilots were expected to familiarize themselves with the information relating to their sections of the route.

The following is a segment of the “Pilot’s Directions” published by the Postal Service in 1921.¹



NEW YORK TO BELLEFONTE.

Mileage

0. *Hazelhurst Field., Long Island* --- Follow the tracks of the Long Island Railroad past Belmont Park- race track, keeping Jamaica on the left. Cross New York over the lower end of Central Park.
25. *Newark, N.J.* --- Heller Field is located in Newark and may be identified as follows: The field is 1-1/4 miles west of the Passaic River and lies on the New York, Lake Erie & Western Railroad. The Morris Canal bound the western edge of the field. The roof of the large steel hangar is painted an orange color.
30. *Orange Mountains* --- Cross the Orange Mountains over a small round lake or pond. Slightly to the right of course will be seen the polo field and golf course of Essex Country Club. About 8 miles to the north is Mountain Lake, easily seen after crossing the Orange Mountains.
50. *Morristown, N J.* --- About 4 miles north of course. Identified by group of yellow buildings east of the city. The Delaware, Lackawanna & Western Railroad pass the eastern side of Morristown.
60. *Lake Hopatcong* --- A large irregular lake 10 miles north of course.
64. *Budd Lake* --- Large circular body of water 6 miles north of course.
78. *Belvidere, N. J.* --- On the Delaware Rv. Twelve miles to the north is the Delaware Water Gap and 11 miles to the south is Easton at the junction of the Lehigh and Delaware Rivers. The Delaware makes a pronounced U--shaped bend just north of Belvidere. A railway joins the two ends of the U.

111. *Lehighton, Pa. --- Directly on course. The Lehigh Valley and Central Railroad of N.J.* running parallel pass three miles through Lehighton. The Lehigh River runs between the railroads at this point. Lehighton is approximately half way between Hazelhurst and Bellefonte. A fair sized elliptical race track lies just southwest of town but a larger and better emergency landing field lies about 100 yards west of the race track. The field is very long and lies in a north south direction.
114. *Mauch Chunk ---* Three miles north of Lehighton and on the direct course.
121. *Central Railroad of New Jersey ---* Two long triangular bodies of water northwest of the railroad followed by eight or nine small artificial lakes or ponds about half a mile apart almost parallel with the course but veering slightly to the south.
148. *Catawissa Mountain Range ---* Which appears to curve in a semicircle about a large open space of country directly on the course. To the north of the course may be seen the eastern branch of the Susquehanna. Fly parallel to this until Shamokin Creek is picked up. This Creek is very black and is paralleled by two railroads. Shamokin Creek empties into the Susquehanna just below Sunbury.
168. *Sunbury, Pa. ---* At the junction of the two branches of the Susquehanna River. The infield of a race track on a small island at the junction of two rivers furnishes a good landing field. The river to the south of Sunbury is wider than to the north and is filled with numerous small islands. The two branches to the north have practically no islands. If the river is reached and Sunbury is not in sight look for islands. If there is none, follow the river south to Sunbury. If islands are numerous, follow the river north to Sunbury.

170. *Lewisburg, Pa.* --- Two miles west of Sunbury and 8 miles north.
174. After leaving Sunbury the next landmark to pick up is Penns Creek, which empties into the Susquehanna 7 miles south of Sunbury. Flying directly on course, Penns Creek is reached 6 miles after it joins the Susquehanna 7 miles south of Sunbury.
178. *New Berlin, Pa.* --- Identified by covered bridge over Penns Creek.
185. *The Pennsylvania Railroad* from Lewisburg is crossed at the point where the range of mountains coming up from the southwest ends. The highway leaves the railroad here and goes up into Woodward Pass, directly on the course. A white fire tower may be seen on the crest of the last mountain to the north on leaving the pass.
202. The next range of mountains is crossed through the pass at Millheim, a small town. A lone mountain may be seen to the south just across the Pennsylvania tracks.
217. *Bellefonte, Pa.* --- After crossing another mountain range with a pass Bellefonte will be seen against the Bald Eagle Mountain Range. On top of a mountain, just south of a gap is the Bald Eagle Range at Bellefonte, may be seen a clearing with a few trees scattered in it. This identifies this gap from others in this range. The mail field lies just east of town and is marked by a large white circle. A white line marks the eastern edge of the field where there is a drop of nearly 100 feet.
122. *Sandy Lake, Pa.* --- Two miles north of course. Cross the Pennsylvania Railroad at right angles 2 miles south of Sandy Lake.
138. *Shenango, Pa.* --- Two miles north of course. Three railroads enter this town from the north. Two continue south and one runs east for 3 miles and then turns southeast.
152. *New York Central Railroad* running north and south. One mile north of course the Erie crosses the New York Central at right angles. Four miles west of Erie should be crossed where it turns southward. Eight miles south of course is Warren with eight railroads radiating out.
157. *Pennsylvania Railroad* running north and south.
165. *Baltimore & Ohio Railroad* running diagonally northeast-southwest.
206. *Cleveland, Ohio, on Lake Erie* --- The mail field is in East Cleveland between the two railroads that follow the lake shore. The field is near the edge of the city and near the edge of the freight yards of the New York Central. The field is distinctly marked by long cinder runway. The airmail hangar is in the southwest corner of the field. The Martin factory is in the northwest corner of the field.

Endnote

- 1 The complete route description can be found at: <http://www.airmailpioneers.org/img/flightinfo/directions.htm>

BELLEFONTE TO CLEVELAND.

0. *Bellefonte, Pa.* --- Compass course to Cleveland approximately 310°. Fly directly toward and over bare spot on mountain top south of gap in Bald Eagle Range. First range of mountains.
3. *Pennsylvania Railroad* --- Following course of Bald Eagle Creek.
17. *New York Central Railroad* --- Following course of Moshannon Creek.
35. *Clearfield, Pa.* --- On west branch of Susquehanna River. A small race track here serves as an emergency landing field. Two railroads, one from the north and one from the east, enter Clearfield and both go south from here.
55. *B. & M. Junction* --- One branch of the Buffalo, Rochelle & Pittsburgh from the east forms a junction here with the N. & S. line of the Buffalo, Rochelle & Pittsburgh Railroad. Dubois is 2 miles north of course on the N. & S. line of the railroad.
70. *Brookville, Pa.* --- One mile north of course, west of city, is 2-mile race track which makes an excellent emergency field.
86. *Clarion, Pa.* --- One mile north of course. Emergency field marked by white cross and red-brick hangar is here. The Clarion River passes north edge of city. Railroad from the east ends here
110. *Franklin, Pa.* --- Seven miles north of course at junction of Allegheny River and French Creek. Cross Allegheny River where there is a pronounced horseshoe bend. This is due south of Franklin.

New Membership Type Available

With the approval of the Board of Directors, the AAHS has made a couple of changes in the types of memberships available. The most significant of these is that there is now an e-Membership available. e-Members have all the privileges and access as a regular membership with one important distinction – printed copies of the *AAHS Journal* will not be mailed to them. Instead, e-Members will be able to access all of the *Journal* content online with email notices being sent to them on the release of each issue. The Society is able to offer this membership level at a significantly reduced cost due to the savings realized in printing and postage. Currently, the e-Membership fee is \$25.00 per year worldwide.

After a several year experiment with a Student Membership level, the Society has decided to discontinue this offering in favor of the e-Membership. By doing this, we have eliminated the need to qualify as a “student” in order to be accepted for this membership class. With e-Membership, there are no qualifying requirements and e-Members will enjoy all the benefits of a regular Society membership.

54th Annual Cactus Fly-In

The Annual Cactus Fly-In at Casa Grande, Ariz., has become one of the largest and most popular western region fly-ins. Sponsored by the Antique Aircraft Association local chapter, this fly-in celebrated its 54th annual gathering on March 2 – 3, 2012, with almost 150 aircraft attending. An examination of the aircraft types that participate reveals that there is something for everyone ranging from antiques to classics, warbirds and homebuilts. This photo essay by Charles E. Stewart provides the reader with just the “tip-of-the-iceberg” perspective of this event.



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1. Forney F-1 Aircoupe, N3049G.
2. 1942 Cessna T-50 Bobcat, N59188, c/n 3084.
3. Selected most unique aircraft was this 1967 Wickham B, N1343.
4. Selected as the Grand Champion of the Fly-In was this 1931 Waco QCF-2, NC17445, c/n 3496.
5. A beautiful 1943 Howard DGA-15P, N999WT, c/n 29462.
6. The People's Choice Award went to this 1944 Goodyear F2G-2 Corsair, BuNo 88457.
7. A 1938 Spartan 7W Executive.



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This 1942 Ryan ST3KR PT-22, N56017, somehow won the Best Antique Monoplane, 1919-1935, at the Cactus Fly-In. A beautifully restored aircraft, none-the-less.

Reno National Air Races 2012

The Reno Air Racing Association (RARA) has announced intentions to hold the 49th National Championship Air Races at Reno-Stead Airfield, Nev., on September 12-16, 2012. They also have formed a Blue Ribbon Review Panel to study the fatal 2011 event and recommend changes or modifications that could be made to enhance the already high level of safety established by FAA and existing RARA procedures. As of May 1, 2012, plans appear to be on track for the event with RARA actively selling tickets.

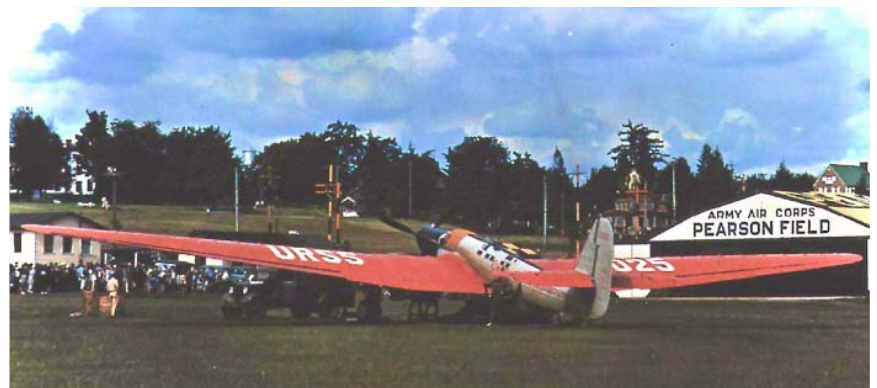
Historic Russian Flights to America

This summer marks the 75th anniversary of two historic long-distance flights that terminated in the United States. Interestingly enough, neither flight was transoceanic, and both were flown in an aircraft designed by men about whom little was known about outside of their own country. These 1937 flights were the first transpolar nonstop flights ever made, and both originated in Russia. One ended in Vancouver, Wash., while the other made it all the way to southern California.

In the early 1930s, the Russians focused on a target to establish world distance records for aircraft. To this end, the Experimental Aircraft Design Department of TsAGI, under the overall supervision of Andrei Tupolev, developed the RD-1 (also designated ANT-25). During 1935 and 1936 a number of record flights were planned and attempted with at least one succeeding. Unable to get permission for a distance record flight from Moscow to Brazil, the Russians turned their eyes northward considering a nonstop polar flight to San Francisco.

On June 18, 1937, a Russian crew fixed their target on San Francisco, California. Fighting bad weather and icing conditions over the Arctic, they reached the Seattle, Wash., area after 60 hours of flying. Two hours later they reached the Portland, Ore., area and headed inland for Eugene. Over Eugene, they determined they were short of fuel and turned back to land at Pearson Airfield, then a military base on the outskirts of Vancouver, Wash., on June 20, 1937. The flight covered 5,670 miles in 63 hours 25 minutes of flying time.

Three weeks later, a second crew took a backup aircraft and repeated the feat. Departing Schelkovo Air Force Base on July 12, 1937, they headed their aircraft north. They eventually terminated their flight in a dairy pasture outside of San Jacinto, Calif., a small farming town near Hemet and east southeast of March Field, on July 14. They actually had flown as far south as San Diego, but encountered fog conditions that extended inland as far as March Field. On landing, the aircraft still had



A rare color photo of the RD-1 (ANT-25) that landed at Pearson Field on June 20, 1937. (Photo from the Pearson Air Museum collection)

sufficient fuel for another 930 miles – enough to have reached Panama, but this would have required flying over Mexico for which they did not have permission. Total flying time was 62 hours and 17 minutes covering 7,100 miles. Their world record would stand for only 15 months, being superseded by two British Vickers Wellesley bombers that flew nonstop from Egypt to Australia in November 1938 – beating the record by a mere 60 miles.

Pearson Airfield is still in operation today, making it one of the oldest airfields in the U.S. still operating. Lincoln Beachey started it in 1905 when he landed a lighter-than-air aircraft on the polo field of the Vancouver Army Barracks. Fixed-wing operations started in 1911 and the facility was dedicated as Pearson Field in 1925. The Pearson Air Museum and its Murdock Aviation Center form part of the Fort Vancouver National Site. (www.fortvan.org) A monument commemorating the Moscow-Portland flight was erected in 1975.

The California landing site on the edge of San Jacinto is marked by a stone marker on Cottonwood Avenue, just west of Sanderson Road. It also is marked by a California State Historical Landmark marker (No. 989).

Suggestions on Writing Articles or Books

by Gerald Balzer

[Editor's note: We are occasionally asked about writing for the Journal or books. Gerald Balzer, a former editor of the AAHS Journal and author of a number of articles and books, has put together his thoughts on this subject and it seems appropriate to share them. We've added a couple of additional suggestions that when followed will make you a favorite of your editors as well as enhance your reader's experience.]

The following is a list of things to consider when writing. First, keep in mind that every writer has his own style that he must sell to a publisher, i.e., grammar, sentence structure (avoid long sentences), choice of words, punctuation, et al. When I was an editor for the *AAHS Journal*, some of the manuscripts submitted for publication were in serious need of rewrite. One that I remember was a F4U action article wherein the author's style used many interjections like 'wham' 'bam', 'suddenly exploded' (never heard of a casual explosion) and so on – it read like a Batman comic strip while the story line was quite good. The author declined to rewrite and the story died there. Bottom line: it's all very subjective as to what you include and how you tell it, but the editors will be looking at what will likely appeal to their readers.

Here is a list of hints, tips and suggestions that can help improve your offerings.

- a) Have a good feel for the subject matter as this could help in the start and finish of the article.
- b) Research the subject matter to a reasonable depth, seeking original sources as much as possible. First person involvement such as pilot/mechanic/engineering reports official correspondence, officially contracted summaries, wind tunnel reports and a descending hierarchy of material such as books*, magazine articles, newspapers, and rumors/opinions.
- *Books with a published bibliography are more reliable, showing where to look for additional info and to verify its usage in the book and possibly expand your approach to using the information.
- c) When you have gathered research material, organize the material in chronological order; then construct a timeline which will be quite useful in writing an article. It is also a good double check on the incorporation of the desired info and data points.
- d) Key or substantive info/data should, where possible, be double checked in other documentation for accuracy. This effort addresses typos, dropped or added words that change reality, such as changing 'something believed' to a 'fact.' Avoid photo interpretation; if you do not know some point or another, say so or say nothing. Errors are

frequently perpetuated because a writer fails to strive for verification – a nit-picking example concerns the airfoil used on the Bell XP-39E. Many articles have declared that the airplane had a laminar flow airfoil; the airfoil used was the NACA 0018 that is anything but laminar. Laminar flow airfoils were used on the Bell P-63!

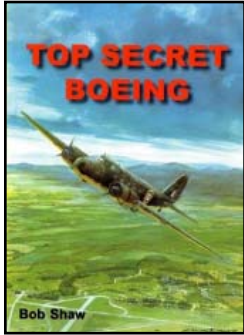
- e) Now comes the challenging part. My approach is to form a 'big picture' in my mind and then 'tell it as a story' including first-person inputs and quoting a pertinent source *where appropriate*. Be prepared to go into many rewrites, i.e., shifting paragraph locations, adding or subtracting bits and pieces, including significant rewrites as new info shows up. With word processors this is much easier than the old "cut and paste" process.
- f) Last, but not least, is the need/desire to rewrite as you go along for presentation/text flow/flavor. I have seen manuscripts that looked like a series of note cards strung out in some inexplicable order.
- g) Re-read your drafts several times. Set them aside and allow sufficient time between readings. Re-read your drafts as a Reader, not as an Author. As a test, sound aloud a sentence to reveal errors in the sentence structure or punctuations.
- h) Do not overlook the obvious. For example: subject-verb agreement; the proper hyphenation of compound adjectives; the distinction between hyphens and dashes; standard conventions for the expression of numbers; correct use of the possessive; etc.
- i) A good idea is to obtain one of the many style manuals that are available to authors.
- j) Have someone else read through your work before submitting it. You would be amazed at the number of "obvious" errors that they will find that you "just didn't see." This happens because you know what you intended to say, and thus read it into the document even though it isn't there. If you are using a word processing system, run the spell and grammar checker as well. Most word processors will allow you to build a specialized dictionary but be careful when adding words to it as it does not know if the added word is spelled correctly or not.

(In producing the AAHS Journal, we use three levels of proofing. The managing editor does the first pass. This is followed by a "red line" review, and finally the final layout is reviewed by yet another group of proof readers.)

If you use these guidelines, you are likely to end up with a story that will be well told, well written and interesting to others.

Book Reviews

Top Secret Boeing, Bob Shaw, Defford Airfield Heritage Group, 2012, ISBN 978-0-9547045-1-3, <http://deffordairfieldheritagegroup.wordpress.com>, softbound, 216 pages, illustrated, \$29.50.



Writing any aviation book about a single aircraft is a challenging undertaking, at best. Author Bob Shaw obviously engaged in this exceptional contribution to the literature as a labor of love and honor.

The rather lengthy sub-title perhaps summarizes the intent of the book best:

"The life story of an elderly American airliner, a Boeing 247-D, a gift from Canada to Britain, which flew with the RAF to play a key part in winning the Radar Battles of the Second World War."

With 82 predominantly black-and-white illustrations, a glossary of abbreviation, index and excellent references and endnotes, Bob has documented the little-known use of this 1933 aircraft – already six years old when Germany invaded Poland – not only through its prewar odyssey of operators, but its hitherto little-known but extremely significant role in the evolution of airborne radar, automatic blind landing equipment and the fondness with which it was remembered by Royal Air Force crews that would agree with his synopsis that this aircraft, formerly NC13344, was "...a very singular aeroplane."

This compact, softbound 6"x8" monograph would probably "escape your radar" by virtue of its interest-group origins, but it is a genuine and exceptionally well-crafted historical document that helps us get to the major aircraft players that enjoyed the benefits of the equipment that a lowly Boeing 247 pioneered.

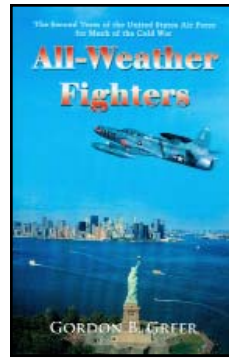
It is available via Amazon.com here in the U.S., the British Aviation Bookshop (www.aviation-bookshop.com), Air-Britain Sales (Sales@air-britain.co.uk), Amazon (www.amazon.co.uk) and E-bay (www.ebay.com with PayPal) which should make acquiring a copy much easier than 20 years ago. It may also be acquired directly from the author at dahg@springlea1.freemove.co.uk.

Highly recommended to our membership and a very special addition to any aero-historian's bookshelf that aspires to a greater understanding of how these vital electronic systems came to be.

Dan Hagedorn, Life Member 100

All-Weather Fighters, the Second Team of the United States Air Force for much of the Cold War, Gordon B. Geer. iUniverse, Inc. (www.iuniverse.com), New York, 2006. ISBN: 0595406564. Paperback, 9"x6," 148 pages, no photos, \$14.95.

In this self-published work, the author chronicles the evolution and development of the all-weather fighter from the night-fighters of WWII, through the development of night/all-weather jet fighters of the late 1940s and 1950s to final all-weather jet fighters of the 1960s. He also carries the story to conclusion by looking at the costs of acquisition and, finally, the demise of the all-weather fighter. Geer examines each of

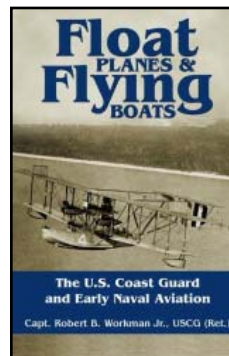


the USAF night and all-weather jet fighters in detail from the Lockheed F-94A-C and North American F-86D through the Convair F-106A. He examines the strengths and weaknesses of each type. In the last part of the book, Geer looks at what other services were doing in the area of all-weather fighter development including the U.S. Navy, Royal Canadian Air Force and the Royal Air Force.

The book presents a broad perspective on the development of all-weather fighters and is recommended from that perspective. The lack of photos to illustrate the aircraft types and in particular the armament and electronics systems limits the average historian's ability to understand some of the subtleties described.

Hayden Hamilton

Float Planes & Flying Boats, The U.S. Coast Guard and Early Naval Aviation, Capt. Robert B. Workman Jr., USCG (Ret.). Naval Institute Press, 291 Wood Road, Annapolis, MD 21402, www.usni.org, 2012, ISBN: 978-1-61251-107-8, hardbound with dust jacket, 7.25"x10.25," 324 pages, over 250 b&w photographs, maps, Appendices, Notes, Index, \$49.95.



Considering the amount that has been written about early U.S. Naval Aviation, the period from 1898 to 1938, one might wonder about the need for yet another book on this subject. It only takes a couple of pages to realize that

Workman has provided a completely fresh perspective on this period. While we know quite a bit about U.S. Naval Aviation development during this period and beyond, little has been written about the U.S. Coast Guard's role and influences. It is not well known, for instance, that Coast Guard aviators trained alongside U.S. Navy and Marine aviators at Naval Air Station Pensacola. That "Coasties" flew the same equipment and missions as their service counter parts. They even commanded naval units at times. The author has done a masterful job of showing the integration of the three services during the early development of naval aviation in the areas of heavier-than-air and lighter-than-air vehicles, and the development of the specialized equipment and strategies necessary for successfully fulfilling the particular service branch's operational roles. Importantly, Workman has included information about the personalities that drove these developments – many of whom are common historical names (Byrd, Mitscher, Hunsaker, Moffett), but not in the context for which we commonly know them.

This book is well written and is organized in a chronological order. Each segment covers an evolutionary period of development. It provides not only an interesting and entertaining read, but can serve as a ready reference source as well. A book that any aviation historian would be proud to have in his collection.

Hayden Hamilton



AAHS to support Flabob Airport's First 'Flying Circus' Event

The AAHS is helping Flabob Airport with its first ever 'Flying Circus' event to be held September 27-29 at historic Flabob Airport, in Rubidoux, California.

Using the aviation photo archive and book library, we are creating a 40-page aircraft identification handout, filled with aircraft photos, facts and brief histories that will help attendees identify the unique vintage aircraft that will be on display during the event. Larry Bledsoe, publisher (www.bledsoesbooksandart.com) and AAHS member, is helping put the piece together, while Paul Minert, Chuck Stewart and other airplane buffs are helping out with the aircraft photos and fact sheets.

The Flabob 'Flying Circus' (see their website at <http://www.flabobflyingcircus.com/the-event>) will be an informal fly-in event starting on a Thursday with vintage aircraft arriving from around the southland, to land on Flabob's newly upgraded grass strip. On Saturday, an aerial cavalcade of vintage aircraft will be flown, including Flabob's replica 1903 Wright Flyer, a Jenny, a Ford Trimotor, and many other antique and unique tail dragger aircraft. The field will be closed on Saturday to any further aircraft arrivals, and space is limited so pilots are advised to visit the website to get particulars, and alternate landing sites (Riverside Airport).

There will be vendors offering food and merchandise and a beer garden is planned. There will be picnic seating in the grass (translate: bring your own chairs!). AAHS will have member volunteers in attendance, assisting visiting photographers and hosting an information booth.

Plan to attend this exciting first 'Flying Circus' at Flabob Airport. Entry is only \$5.00 per person and free to veterans. If you'd like to volunteer at this event (you get free attendance and a free t-shirt!) please contact Jerri Bergen at jerri.bergen@aahs-online.org. We'll look forward to seeing you there.



The Schoenfeldt Firecracker is just one of the many Golden Age of aviation aircraft that will be on display. (Photo courtesy of the event organizers)

Want to help your Society?

How about reviewing a book? Just let Hayden Hamilton (webmaster@aahs-online.org) know and he'll send you a book. The only catch is that you have to write a short book review (as shown in this *FLIGHTLINE*) and send it back to us. Hayden will let you know what titles are available.

Or, if you have read a good book lately, let other members know about it by writing a short book review of it. Again, contact Hayden for details and titles - don't want to have you writing a review of a book that has already been reviewed.

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: Jerri Bergen

Vice President & Chief Publication Officer: Albert Hansen

Managing Editor: Hayden Hamilton

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President's Message

Is it August already? EAA's Airventure has successfully concluded; pilots in the southwest are watching thunderstorm activity on their GPS; and the tail draggers are gearing up for their annual pilgrimage to Blakesburg, Ohio. Yep, it must be August.

Mother said time would move faster as I got older, and she was right. I had a laundry list of to-dos here at the AAHS office for 2012, and I can see already we'll arrive at year's end well before I reach the end of this list.

But we are moving, finally, on key to-dos that are long overdue. One of my first was to visit Bill Larkins, the first official president of AAHS, at his home near San Francisco in early July. I felt it important to understand the objectives of AAHS, as set out by Bill and his associates 57 years ago, and whether we are still meeting those objectives.

Bill remembers fellow AAHS members, along with his wife Tilly, gathering at his house to talk aviation and assemble the first AAHS publications. They laid out mimeographed sheets of typewritten articles to collate and bind together and stuffed them in envelopes for mailing. They invited speakers, shared potluck meals, collecting donations for postage costs.

Bill had envisioned AAHS providing opportunities for like-minded individuals to come together and share their passion, as well as becoming a repository of aviation historical knowledge and shared photographs. He observed that AAHS has certainly pushed forward with the publication of aviation knowledge, but has fallen well short in opportunities for members to mingle and share.

Some chapters were organized in a few geographic areas, based on interest and the availability of members willing to take on the administration of such a group. Bill Larkins helped start the Northern California Chapter of AAHS. For reasons now unknown, the AAHS headquarters staff kept only minimal contact with chapters, and did not provide guidelines for chapter management.

When I joined AAHS in 2007, there was little knowledge of ongoing chapter activities and/or members. Some chapters sent in a newsletter, while others had no communication with AAHS. AAHS Board Members, fearing potential litigation stemming from unconnected organizations using the AAHS trademark, sent a communication to chapters requesting their review and adherence to a new AAHS Chapter Handbook, outlining structure and legal guidelines for chapter activity.

Understandably, chapter officers reacted negatively to the new requirements, perceiving this as an intrusion to local chapter activities. With little additional direction from AAHS, some chapters have remained unchanged, while the Northern California AAHS Chapter opted to alter their name, no longer associating their organization with AAHS.

AAHS objectives are still to develop opportunities for individuals to share their passion, and maintain a repository of aviation historical knowledge respected worldwide. My to-do list includes helping AAHS and chapters reconnect and meet mutual needs. We are all proud to be AAHS members. Our common to-do list should include actions to support each other for benefit to all. Give me a shout if you have some input on this – you're on my to-do list!

Regards,
Jerri Bergen
AAHS President



AAHS president with former president and AAHS Member No. 1, Bill Larkins, in his office.

Wants & Disposals

DISPOSAL: 90-year collection of aviation related items that include limited edition prints, posters, hardback and paperback books, 35mm color slides and B&W negatives, magazines, color and B&W photographs and a complete set of *AAHS Journals*. Some of the books are rare. Also available are diecast and built-up plastic models. For inventory listing, please contact me.

Paul L. Schiding
301 Queensdale Dr, Apt. F
York, PA 17503
Tel: (717) 741-1086 [1:30-5:00 pm or 6:30-11:30 pm, Eastern]

DISPOSAL: The following aviation books are available:

- *ABOVE THE PACIFIC*, 1966, 1st Ed. by Wm. J. Horvat, @ \$15.00.
- *SEA WINGS*, by Jablonski, 1972, 1st Ed. @ \$15.00.
- *JACKRABBITS TO JETS*, by Elretta Sudsbury, 1967, 1st Ed. @ \$20.00.
- *AIR WAR AT NIGHT SINCE 1915*, by R. Jackson, 2000, 1st Ed. @ \$14.00.
- *THE LAFAYETTE ESCADRILLE*, by Herbert Molloy Mason Jr., 1964, 1st Ed. @ \$15.00.
- *FLIGHT TO EVERYWHERE, (HISTORY OF ATC IN WW II)*, 1944, 1st Ed., by Ivan Dmitri, @ \$15.00.
- *U.S. NAVAL AVIATION IN THE PACIFIC*, Issued by the Office of the Chief of Naval Operation, USN, 1947. (Prepared by air combat intelligent officers WWII) @ \$18.00.

Postage extra via U.S. Postal Service Media Mail.

C.D. Perrotti
P.O. Box 1161
Londonderry, NH 03053
Tel: (603) 437-1181

WANTED: I'm looking for help with a high-resolution image or a good quality print for scanning to be returned to the lender



Need a quality copy of this photo or high-resolution scan of the MX-324 at Wright-Patterson AFB circa 1945 for a book project.

of the MX-324 at Wright-Patterson AFB, circa 1945. For my Northrop project I would appreciate the loan of a well defined and processed copy to scan, or a 600 dpi scan of a good print.

Any help would be appreciated.

Gerald Balzer
3615 E. Churchill St.
Springfield, MO 65809
(417) 869-9488
gbalzer626@sbcglobal.net

DISPOSAL: 31 years of the *AAHS Journals* for sale; 1979-2009. Complete EXCEPT for Winter '08; Winter '02; Spring '00; Winter '99; Spring, Summer and Fall of '91; Spring '88; and Summer '80 (nine issues). All are in excellent condition, no torn covers or pages. Make offer. You pay shipping (these are HEAVY).

John Lauber
Vaughn, WA 98394
Ph: (253) 884 0807 or
jlauber@ix.netcom.com

WANTED: Information relating to the use of wooden practice bombs (?) during WWII. We have a reported incident where a fake German airfield was bombed using wooden bombs (like the pilots knew the field was a fake and were sending a message) late in WWII. We're trying to find out more about these bombs and even, if possible, about the incident.

Direct your responses to the AAHS editor.

Hayden Hamilton
Jeditor@aahs-online.org

WANTED: Seeking information and/or images of the aircraft built by Lt. Melvin B. Asp. He built three aircraft that I am aware of, the first in 1922 at Ellington Field that won the Southern Aerial Derby, held in Houston in 1922. The aircraft was sold that year to an American aircraft manufacturer, I believe it may have been used as a base for the Cox-Klemin XS-1, but I have not confirmed this. The second and third planes were built at France Field, Panama C. Z., between 1925 and 1927. His first two planes had a Lawrence 3-cylinder radial engine, the third plane had an inline engine. Any information related to this subject would be greatly appreciated.

Denny Cole
user776289@aol.com

New Members

Claude Biddle
Auburn, CA 95603
Interests: WWII / Personalities

Mario Amato
Daly City, CA
Interests: General Aviation / USAF / USN / Jet Age / USMC

Jim Cowart
Annapolis, MD 21403
Interests: Early Aviation / USN / Experimental Research

Ernest Johnson
Virginia Beach, VA 23456

Paul Houdayer
Snohomish, WA 98296

Jon Goldenbaum
Warner Springs, CA 92086
Interests: Personalities / General Aviation

Kenneth Scott
Whiting, IN 46394
Interests: USAF / WWII

Douglas Sargent
Portland, OR
Interests: WWII / Experimental Research

Richard Weston
Prescott, AZ 86301
Interests: General Aviation / WWII

George Fredund
Pampano Beach, FL 33062

Jeffrey McGovern
Tucson, AZ 85713

Janet C Elliot
Elizabeth City, NC 27909

John A. Schmitt
Sequim, WA

Ronald Ferguson
Clyde Hill, WA 98004

Robert Jon Buck
Columbia, MD 21044-3936

Haim Loran
Easton, MD

Barry Martin
Sacramento, CA 95864

Harry Lawrence
Winter Park, FL 32789

Zachary Baughman
Oshosh, WI 54902

Anthony Gilbert
Brentwood Bay, BC V8M1N8
Canada

Karolina Wloczynski
Siepraw, PL 32-447
Poland

Richard Garman
Huntington Beach, CA 92649

Dr. Joe Bassi
Lompoc, CA 93436

Jason McDonald
MFA Productions LLC
New York, NY 10009

Wes Sheffield
Burleson, TX 76028

Editor's Note: Due to search engines extracting and indexing personal information, the AAHS will no longer publish detailed addresses. Contact the office if you wish to contact a member.

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Sidney Harrington Bradd, Jr. (86) - WWII veteran and long-time active member of the AAHS (Membership #126) passed away June 19, 2012, after a short illness. Mr. Bradd was a graduate of the University of Illinois with a degree in Industrial Design. After graduation he took employment in New York City where he began a long and successful career as an industrial designer that included being granted 15 U.S. patents. During his career he was also an Associate Professor of Industrial Design at the Cleveland Institute of Art and designed household products for The Hoover Company from which he retired. In addition to his contributions to the AAHS in the form of articles, photos and art (many of which have graced the *Journal's* covers), he served as president of the Western Reserve Aviation Hall of Fame, an active member of the Society for Air Racing Historians, and archivist and collector for historical research efforts worldwide. He served on the Board of Directors for the Crawford Auto & Aviation Museum, where he was famed for his historic research and detailing and aviation artistry.

Oscar A. "Ozzie" Levi (86) - Mr. Levi passed away on July 23, 2012. A long-time member of the AAHS (joined in 1982), Mr. Levi had a life-long love of aviation. He graduated from the prestigious Brooklyn Technical High School where he studied engineering and chemistry. During WWII he was an Army Air Force aviation cadet after which he attended Purdue University where he received his B.S. in Aeronautical Engineering in 1952. During his professional career, Mr. Levi worked for Sikorsky Aircraft, Ryan Aeronautical, Republic Aviation and Gyrodyne. He joined Northrop in 1962 where he was involved in the T-38, F-5, and YF-17 programs.

After his retirement from Northrop in 1995, he was a fixture at Fox Airfield, Lancaster, Calif., where he maintained a 1949 Bellanca Cruisair and a 1957 Cruisemaster.

Photo Archives Update

The latest update to the AAHS photo archives database was made in July. With this update, the database has grown to 55,300-plus entries and the thumbnail previews now number over 16,300. AAHS members are able to access the database from the "Members Only" area of the website, which requires you to log in using your user name and password. If you cannot remember what these are, contact the AAHS Webmaster and he will assist you.

A small enhancement to the database search tool was made with the latest updates. While you had the ability to search by manufacturer, model, type and registration number in the past, you can now search by operator as well. This is particularly useful in searching for aircraft operated by a specific airline. While we are updating the database to support the armed services only a portion of the database has had these tags added. This is planned for a future database upgrade.

Relative to the collection in general, the Society continues to receive contributions from our members. These are in the form of negatives, prints, slides, and digital images. Bruce Cunningham recently contributed his slide collection from 25-plus years of covering the National Air Races in Reno. It's going to take time to catalog the thousands of images, but it does represent extensive coverage by year of the race participants.

During WWII, trainers were provided with sets of aircraft and ship recognition slides in training flight crews in friend/foe identification. There are roughly 1600 aircraft and ship slides in the set with more than half related specifically to aviation. Now, thanks to the contribution by Lloyd Jones, the Society now has an almost complete set.

The Society would also like to acknowledge Steven Miller and Drew Taylor for their contribution to the archives.



Ex-Southern Airways Martin M-404, N145S, seen here in Air Omni livery in Orlando, Florida. (H.M. Holden photo via Paul Minert from the AAHS photo archives, AAHS-P010350)



Martin B-26B-55 Marauder, 42-96142, in D-Day markings with the left engine feathered and oil streaming from the exhaust. (Martin photo from the AAHS photo archives, AAHS-P010109)

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, the following CDs are available. Each CD contains between 70 and 140 images depending on content.

- 1001 Douglas Propeller-Driven Commercial Transports
- 1006 Lockheed Constellations, Part I
- 1007 Lockheed Connies in Color
- 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 \$19.95 (\$29.95 non-members) each plus shipping (\$2.50 U.S., \$5.00 International - add \$1.00 for each additional CD). Order 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-56, Northrop X-4, Bell Aircraft, and Early Lockheeds.

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 or money order payable to APT Collectibles. Send orders to:

APT Collectibles
P.O. Box 788
Bonsall, CA 92003-0788





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 2012)

	1 Year	2 Years
United States	☐ \$40	☐ \$79
Canada & Mexico	☐ \$48	☐ \$95
Other Countries	☐ \$69	☐ \$137

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

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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 enlists one new member, 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!

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MOVING???

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