

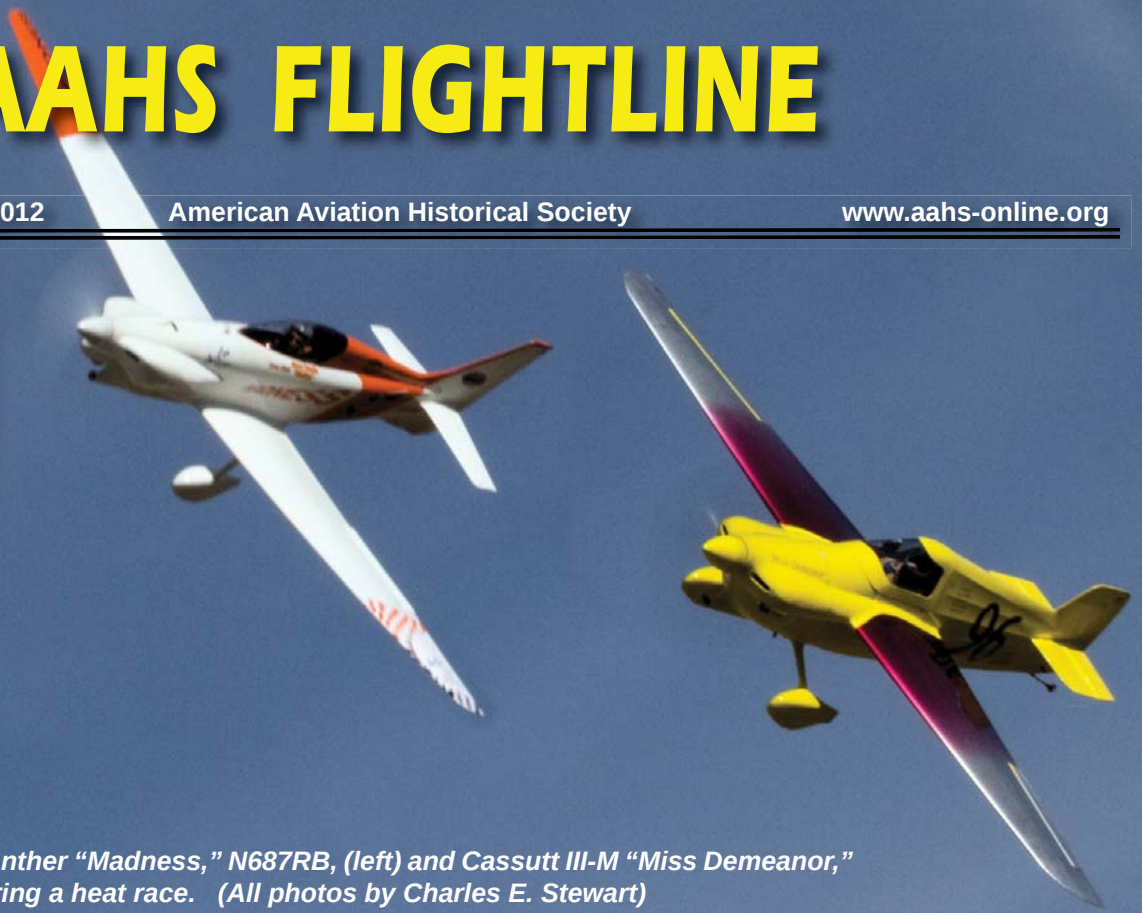


AAHS FLIGHTLINE

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Formula 1 racers GR-7 Panther "Madness," N687RB, (left) and Cassutt III-M "Miss Demeanor," N96SR, carve a pylon during a heat race. (All photos by Charles E. Stewart)

Reno National Air Races, 2012

The *TravelNevada.com* National Championship Air Races and Air Show were held in early September marking the 47th year of air racing at Reno Stead

Airport. Previously known as the Reno National Air Races, the 2012 event was renamed in recognition of a one-time donation by the Nevada state tourism commission, funds that were needed to help cover the million dollar costs of the liability insurance following last year's accident that claimed 11 lives.

Safety was paramount at this year's racing and started long before the planes took to the air for qualifying and heat races. As of result of the 2011 accident, the NTSB established seven safety recommendations to be applied to future air racing. These included changes to the course design and layout, pre-race inspections, airworthiness of aircraft modifications, FAA guidance, pilot G-force awareness training and ramp safety. For example, one of the changes was moving the course line in front of the grandstands from 850 ft. to 1,000 feet.

The race committee adopted a number of rule changes to comply with these recommendations to assure planes, pilots and spectators were as

safe as possible in this high-performance environment. Among these changes were a requirement that the aircraft had to arrive before 12 noon on the Saturday before the races started to provide ample time for inspection of aircraft and documents. Racers had to present documentation of all modifications and that these met FAA requirements for aircraft modification. For pilots, rules were upgraded to require current Class II medicals and it was encouraged that they have an EKG and stress test prior to the event. All pilots were required to attend a briefing on G-awareness and techniques to reduce G-induced loss of consciousness. Pilots were also required to make a minimum of four (six was recommended) practice laps prior to qualifying runs to help build up G-tolerance.

In spite of all these new requirements, some not being specifically defined until weeks before the races, participation in the event was at a level almost equivalent to entries in 2011. The Unlimited Class was the group most affected, as

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might be expected, with total participation down from 30 to 21 participants and the Biplane Class having only 15 entries compared to the previous 21. All other racing classes had the same or an increased number of entries.

Among the most interesting races this year was the Biplane Class Gold final. Due to a qualifying penalty for flying too low (less than 25 ft.), Tom Aberle was forced to start from the eighth position. Being almost 50 mph faster than the competition, Aberle, flying the only non-Pitts design, was able to pass all the other finalists twice during the course of the race. The closest race in the classes occurred in the Jet Class where first and second was separated by less than half a second. At 490 mph, that is roughly the length of a football field.

In conjunction with the air races, Rolls-Royce, Reno Air Racing Foundation and the National Aviation Hall of Fame invited those restoring our nation's aviation treasures to become part of the National Aviation Heritage Invitational competitions. The Invitational is dedicated to the recognition of excellence in the preservation and restoration of vintage aircraft in airworthy condition and is designed to encourage aviation history conservation. The Rolls-Royce Aviation Heritage Trophy resides in the Smithsonian National Air and Space museum's Steven F. Udvar-Hazy Center at Washington Dulles International Airport in Virginia. The 2012 trophy winners were:

Grand Champion Neil A. Armstrong National Aviation

Heritage Invitational Trophy to the: 1944 OY-1

Consolidated Vultee Stinson. This splendid aircraft is owned by Duncan Cameron of Lebanon, Tenn. Restoration by Duncan Cameron and Tom Westfall.

Antique-Orville and Wilbur Wright Trophy: 1937 Stinson

SR-9F – owned by Richard Rezabek of New Meadows, Idaho.

Classic-Paul E. Garber Trophy: 1952 Cessna 195B. Owned

by Jay Carter of Twain Harte, Calif. Restoration – factory original.

Military-Admiral James Stockdale Trophy: 1965 Bell

Helicopter UH-1H Huey. 25th Infantry Division. Owned by Mike Haus and Chris Miller of Concord, Calif.

Large-Howard Hughes Trophy: 1929 Ford Trimotor. Owned

by John Siebold of Williams, Ariz. Restored by Valle Airport, Ariz.

National Aviation Hall of Fame People's Choice Award: the

1965 Bell Helicopter UH 25th Infantry Division.



Gold Biplane Class winner Tom Aberle and his Modified Mong Sport "Phantom," race number 62. Aberle has pretty much owned this class for at least the last four years (2008-2012).

Rick Vandam's Aero L-39 Albatross "American Spirit," race number 5, bends a pylon on the jet race course.

Race Results

CLASS	PILOT	AIRCRAFT	SPEED (mph)
Biplane	Tom Aberle Fallbrook, Calif.	Modified Mong Sport "Phantom"	246.454
Formula 1	Steve Senegal San Bruno, Calif.	Arnold AR-6 "Endeavor"	253.817
Sport	Jeff LaVelle Mukilteo, Wash.	Glasair III	393.552
T-6	Nick Macy Tulelake, Calif.	NAA T-6G "Six-Cat"	247.317*
Jet	Rick Vandam Reno, Nev.	L-39 "American Spirit"	490.629
Unlimited	Steve Hinton Chino, Calif.	NAA P-51D "Strega"	477.523

*New record for class



1. *Unlimited Class Breitling Gold winner Steve Hinton Jr. flying North American P-51D "Strega."*
2. *Sport Class Gold winner Jeff LaVelle flying a Glasair III, race number 39.*
3. *Formula One Gold winner Steve Senegal in an Arnold AR-6 "Endeavor."*
4. *T-6 Class Gold winner Nick Macy in a North American T-6G "Six-Cat."*



American Aviation Heritage under Assault?

One of our members recently passed along information about a phone query from a real estate lawyer in New Jersey. The lawyer was reportedly seeking supporting testimony discrediting the historic importance of an early Wright/Curtiss-Wright engine manufacturing site in New Jersey (probably in or near Paterson). The details are foggy – you know how lawyers obfuscate things – but it seems clear he was attempting to discredit and prevent or remove historic landmark status from that site, freeing the property for major changes and/or demolition.

Based on the information provided, it is possible that the facility in question is the site that manufactured Lindbergh's Wright J-5 -- and engines for the most famous prop liners (Ford Trimotor, Douglas DC-3 and DC-7, Lockheed Constellation and Boeing Clippers) -- as well as countless engines that powered America's warplanes (like the B-17 and B-29) during WWII.

An Internet search indicates that the state of New Jersey has an entry on its historical register for the Wright Aeronautical

Company Historic District (ID#3931) in Paterson, and Curtiss-Wright Plant (ID#2822) at Wood-Ridge -- however, these listings are apparently only designations of State Historic Preservation Officer (SHPO) opinions of eligibility for Historic Landmark status; at present, neither site appears to be thus protected.

Historic Landmark status typically restricts developers from making major modifications or the demolition of such structures, but there is always a process for delisting and/or petitioning for variances from these restrictions.

At this time, not much else is known about what may be happening, but we encourage our Northern New Jersey and New York City area members to keep a close eye open, and work together, to assure that another piece of our American aviation heritage doesn't disappear.

More information is available from AAHS member Richard Harris, at: http://ks100aviation.org/specials/CurtissWright_Paterson_NJ_links_AAHS.html

www.aahs-online.org

Lockheed Martin Celebrates Its Centennial

Of the aircraft manufacturers formed before 1915, including Wright, Curtiss and Martin, only Martin remains today. On August 16, 1912, in Los Angeles, Calif., the young and already well known Glenn L. Martin founded the company that his creative genius would lead until his retirement in 1953.

At just 26, Martin already held two world records in a seaplane of his own design, the Model 12, and was a well-known barnstormer. He was a self taught engineer and entrepreneur. Among Martin's accomplishments is his MB-2 bomber, the first aircraft to sink a battleship, in 1921. The B-10 earned the Collier Trophy in 1932 for its unprecedented combination of power and versatility. The B-26 Marauder delivered the highest survival rate of any bomber in WWII. The Matador became America's first operational cruise missile in 1952.

The company continues to be a leader in aerospace technologies, having evolved through a series of changes and mergers (Martin-Marrietta, 1961; Lockheed Martin, 1995). "Glenn L. Martin's story is one of achievement, purpose and integrity," said Bob Stevens, Lockheed Martin Chairman and CEO. "He was a true visionary who lived to advance technology in the name of progress. The guiding principles he instilled in his company from day one - imagination, innovation and integrity - are the same principles that guide the 120,000 men and women of Lockheed Martin today."

In celebration of their centennial, Lockheed Martin will highlight 100 stories from its history from now through the summer of 2013. These stories can be found on their web site www.lockheedmartin.com/100years and provide a fascinating insight into the company's history.



ABOVE: Predecessor to the MB-2, a Martin MB-1. (AAHS photo archives, AAHS-20395) BELOW: Lockheed Martin's latest contribution, a F-35B, c/n BF-02, makes its first vertical landing January 6, 2011. (Lockheed Martin photo)



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.



On September 21, 2012, the Space Shuttle Orbiter Endeavour ended its last flight with a landing at Los Angeles International (LAX) airport. The 85-ton ship was then moved 12 miles over local roads to its permanent home at the California Science Center. An excellent time-lapse video of this move can be found at <http://www.youtube.com/watch?v=JdqZyACCYZc>. (Photo by Allen Hess)

Flabob Flying Circus



For Golden Age air racing enthusiasts, Flabob is the home of AeroCraftsman, famed builders of replica air racers such as this 1934 Schoenfeldt "Firecracker." (Photo by Hayden Hamilton)

For those of us in Southern California, the Flabob Flying Circus held September 29 was a fantastic opportunity to get reacquainted with the Golden Age of Flight. Actually, the event covered the history of flight from the Wright brothers up to modern day with the emphasis on general aviation. One of the objectives of the organizers is to create an annual event of this nature on the west coast as a complement to the Antique Airplane Association (AAA) Blakesburg annual event, and others. The crowd was estimated at 3,500, not a bad showing for a first time event.

The event sponsor was the Flabob AAA chapter, with the full support of the Tom Wathen Center who owns and operates Flabob Airport. The Tom Wathen Center has received great recognition for sponsoring and managing the aviation youth education programs of Flabob. Don Newman, President of the Flabob AAA chapter and noted aircraft restorer Mark Lightsey were the sparkplugs behind the event. Tom Wathen himself

and Wathen Center Chairman of the Board John Lyon (AAHS board member) are also key players.

Over 120 aircraft attended the event and 52 took part in the Aerial Cavalcade that featured fly-bys starting with the taxiing along the show line of a replica Wright Flyer and progressed chronologically up to modern homebuilts like the Van's RV and Glasair designs. Along the way the crowd was treated to demonstrations by a 1918 Curtiss Jenny, various open and cabin Wacos, Beech Staggerwings, a 1929 Stinson SM-1B, Howards, Cessnas and a 1931 Buhl LA-1 Bull-Pup. And, this is only a relatively brief sampling of the participating aircraft. Among the static aircraft on display were Bill Turner's Repeat Aircraft beautiful replicas of the 1936 Caudron C.460 constructed by the



It's not often one has the opportunity to see a real 1918 Curtiss Jenny powered by an Hiss V-8 engine actually flying. (Photo by Charles E. Stewart)



This replica Fokker Dr.I triplane helped illustrate the early days of aviation and the pioneering advancements made during WWI. (Photo by Hayden Hamilton)

crew at AeroCraftsman, the 1934 deHavilland DH.88 Comet, the 1934 Schoenfeldt “Firecracker” and the 1936 Laird-Turner LTR-14 “Meteor.”

The organizers are already planning next year’s event, so mark your calendars now for the last weekend in September.



1. 1931 Buhl LA-1 Pup, N11162, kept flying with a Continental A65 engine. (Photo by Hayden Hamilton)
2. 1929 Stinson SM-1B, NC1517, in the colors of Scenic Airways. (Photo by Hayden Hamilton)
3. 1929 Travel Air 4D, NC689K. (Photo by Hayden Hamilton)
4. The WWII era was represented by military trainers such as this 1941 Naval Aircraft Factory N3N-3, N44848. (Photo by Charles E. Stewart)
5. A Ryan ST3KR (PT-22 Recruit) was another WWII period trainer. (Photo by Charles E. Stewart)
6. One of the 1930s air racers on display was this replica deHavilland DH-88 Comet, “G-ACSS,” NX88XD, the original of which won the MacRobertson Race from London to Melbourne in 1934. (Photo by Hayden Hamilton)
7. 2012 is the 50th anniversary of the Piper J-3 Cub; remembered here with this beautifully restored 1946 example, N88569. (Photo by Hayden Hamilton)



Antique Aircraft Association 2012 Fly-In



In keeping with the fly-in's theme of "Cow Pastures to Commercial Airways," this 1928 Travel Air 6000B, NC9038, is an example of an early commercial hauler. (Photo by Hayden Hamilton)

The first weekend in September marks the Antique Aircraft Association's (AAA) annual fly-in in Blakesburg, Iowa. For four days, the clock gets turned back to the 1930s and nostalgia sets in. Grass strip, Golden Age aircraft taking off, buzzing the field, and landing. For those with an interest in this period of aviation, this annual event becomes a Mecca that one must visit at least once in a lifetime.

Each year, the AAA establishes a theme for the event. This year's theme was "Cow Pastures to Commercial Airways" featuring planes of the American Barnstormer's Tour (ABT), a group of 1920s and 1930s-era aircraft that do an annual tour through the Midwest that ended at Antique Airfield this year. In addition to the ABT aircraft, you can count on at least 30 to 40 additional aircraft from this period to make the pilgrimage. In very few events does one have the opportunity to "get up close and personal" with operating aircraft of this period – and maybe even get a ride!

Space does not allow a complete coverage of all the aircraft that attended the fly-in, but we will highlight a few of the rarer ones. Addison Pemberton brought his beautifully restored 1928 Boeing 40C, the oldest flying Boeing commercial airliner, Greg Herrick's 1936 Stinson Model A trimotor, a 1938 Waco AGC-8, Jim Hammond's 1931 Stinson Jr. S, and Hank Galpin's 1928 Travel Air 6000 provide a sampling of the commercial sector. A sampling of the general aviation aircraft attending included a 1936 Piper J-2 Cub, numerous Wacos, Stinsons, Monocoupes and Travel Airs, plus rarer models as well.

Over 300 aircraft (mostly tail-draggers) attended this year. Weather was generally perfect, however, this year's event did have one "down day" caused by the remnants of Hurricane Isaac, but that just meant activities moved into the hangars.

So, mark your calendars for next year and make plans to attend this unique event. You'll have no regrets if you do.



The Antique Pre-1936 Grand Champion trophy was awarded to Walt Bowe's beautifully restored 1929 Laird LC-RW300 Speedwing, NC4442. (Photo by Charles E. Stewart)



Few places remain today where one can actually see a Bleriot fly. This replica took the Homebuilt Sweepstakes trophy at this year's event. (Photo by Hayden Hamilton)



The Classic 1936-1941 Grand Champion trophy was carried home by Wayne Podeweltz and his 1939 Aeronca CA-65, NC23977. (Photo by Charles E. Stewart)



The Classic 1936-1941 Sweepstakes trophy went to Jim Savage and his 1939 Spartan 7W Executive, NC17634. (Photo by Hayden Hamilton)



The Antique Pre-1936 Sweepstakes winner was Stan Sweikar and his 1929 Fleet 2, NC431K. (Photo by Charles E. Stewart)



The Neo-Classic 1946-1956 Sweepstakes winner was this 1950 Piper PA-20 Pacer 125, N7429K. (Photo by Hayden Hamilton)



Chuck Doyle took home the Warbirds 1941-1945 Sweepstakes trophy for his 1942 Stearman A75, N966CD. (Photo by Charles E. Stewart)



The Homebuilt Grand Champion was awarded to J.D. Gleitz and his 2003 Hatz Classic, NX7WY. (Photo by Charles E. Stewart)

MAJOR AWARD WINNERS

Antique Pre-1936

Grand Champion
Sweepstakes

1929 Laird LCRW300
1929 Fleet 2

NC4442
NC431K

Walter Bowe, Sonoma, Calif.
Stan Sweikar, Dameron, Md.

Classic 1936-1941

Grand Champion
Sweepstakes

1939 Aeronca CA-65
1939 Spartan 7W Executive

NC23977
NC17634

Wayne Podeweltz, Neillsville, Wis.
Jim Savage, Butler, Pa.

Warbirds 1941-1945

Grand Champion
Sweepstakes

1943 Fairchild PT-19
1942 Stearman A75

N11CM
N966CD

Leslie Day, Calif.
Chuck Doyle, Webster, Minn.

Neo-Classic 1946-1956

Grand Champion
Sweepstakes

1949 Piper PA-18
1950 Piper PA-20

N5421H
N7429K

Tony Martinez, Kan.
Ed Hoit, Buckley, Wash.

Homebuilt

Grand Champion
Sweepstakes

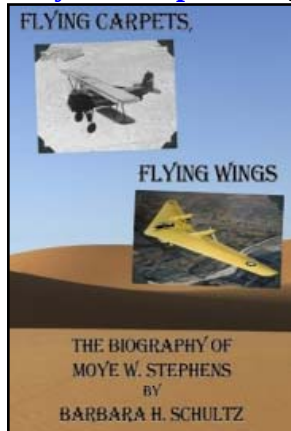
2003 Hatz Classic
Bleriot

NX7WY

J.D. Gleitz, Longmont, Colo.
Eric Preston, Sonoma, Calif.

Book Reviews

Flying Carpets, Flying Wings: The Biography of Moy W. Stephens, by



Barbara H. Schultz. Little Buttes Publishing Co., P.O. Box 2043, Lancaster, CA 92539, March 2012. ISBN: 978-0-96521-812-2, paperback, 9" x 6," 352 pages. \$29.95.

Moy Stephens was emblematic of aviation's Golden Age – the astonishing technological transition from the powered kites of early flight to the powerful warbirds and long-distance aerial haulers of WWII. Stephens was one of the small groups who

made it happen during the 1920s and 1930s. Trained as a lawyer, not an aircraft designer or business entrepreneur, he demonstrated the promise of aviation to a public both enthusiastic and skeptical, first by instructing would-be pilots, including Jack Northrop, whose company Stephens would later help found as corporate secretary and chief test pilot (simultaneously); then by serving fledgling airlines as a safe and resourceful captain; and finally by piloting the popular adventure-travel writer Richard Halliburton on a globe-girdling, 18-month, aerial odyssey in a single-engine, open-cockpit, Stearman biplane called the *Flying Carpet*.

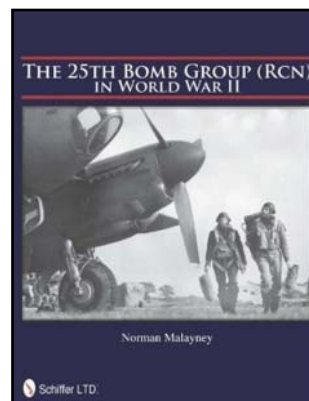
Stephens' life virtually spanned 20th century aviation. At age four he saw the 1910 Dominguez Air Meet. By the time he died in 1995, he knew that the N-1M Flying Wing he had test piloted in 1940-42 (now at the Smithsonian Udvar-Hazy Museum at Dulles) was ancestor to Northrop's B-2 Stealth Bomber.

Stephens was a fine raconteur, and Schultz wisely bases much of her book around his riveting and often hilarious stories of flying incidents, other early aviators and the extraordinary people he encountered in the odd corners of the world of 1930-32 that the *Flying Carpet* penetrated. Stories that included the "Lost City" of Timbuktu, the deserts of North Africa, Iraq and Persia, the slopes of Mt. Everest and the jungles of Southeast Asia. Beyond Stephens' tales, Schultz treats the reader to a wealth of anecdotes about aviators and their interaction with the rich and/or famous of Hollywood and the Southern California business and social scene of the 1920s. Her exhaustive research is reflected in a treasure trove of informatively captioned period photographs. Herself a pilot, her depiction of flying incidents is spot-on. This book is a "must read" for the Golden Age aviation enthusiast and researcher.

Ron Gilliam

The 25th Bomb Group (RCN) In World War II, by Norman Malayney.

Schiffer Ltd., Atglen, Penn., 2011, www.schifferbooks.com. ISBN 978-0-76433-950-9, Hardcover, 8.5" x 11", 304 pages, 270 photos. \$69.99.



The 25th Bomb Group (RCN) is a massive story of the reconnaissance effort that began in the autumn of 1944 out of Watton, England. Use of de Havilland Mosquitos to obtain weather and tactical data over Europe using both day and night photography is described. The

book starts with the arrival of the Mosquitoes in 1941 and takes the story through the end of the war. Numerous first person accounts fill the pages and tell how the 25th Bomb Group helped with the OSS operations behind German lines. Most of the photography is of the men and their machines.

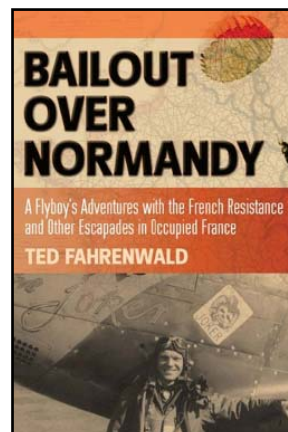
Author Malayney creates his tale in one giant 270-page chapter with no breaks. Photography takes the place of text in over half the book, often with large images presented without key lines and captions. There is a plethora of appendices including Glossary, Rosters, Missions, Plane Inventory & Statistics, the outcome of each plane, and an extensive bibliography. Sadly, however, there is no index.

This is a story for every aviation enthusiast of WWII but the small typeface will deter some readers. Although set in dual-column format for easier reading, the column spacing is small. The large volume is well made. Constructed with a case wrap cover (glossy surface), the artwork on the cover matches the color dust jacket, including the end flaps. The book is well worth the reading, just made difficult by the small size of the Times Roman font (designed for a newspaper) and the tight vertical spacing between the lines.

Douglas Westfall

Bailout Over Normandy, by Ted Fahrenwald. Casemate Publishers, 908 Darby Road, Havertown, Penn., www.casematepublishing.com, 2012.

ISBN: 978-1-61200-158-6, Hardcover, 286 pages, 30 b&w photos.



Most first person accounts by aviators during WWII recount their experiences in winning their wings and the details of their combat missions and down-time in between. Even those who were shot down and successfully evaded capture provide scant details of these experiences. Ted Fahrenwald

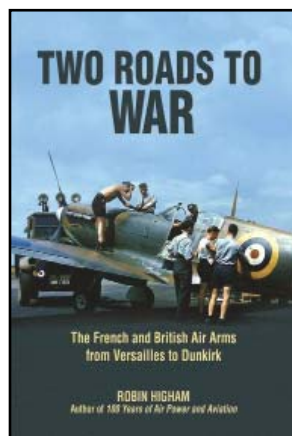
was a 22-year-old pilot with the 352nd Fighter Group when he bailed out of his P-51 over France two days after D-Day. He recounts his experiences in connecting with the French Marquis, his attempt to slip through German lines back to the Allied beachhead, his subsequent capture, interrogation, imprisonment and eventual escape from the Germans. Three months later, he was able to slip through the battlefield lines and make his way back to his unit in England.

The amazing aspect of this story is that it was written two years later after Fahrenwald had been discharged and returned home. This compelling first person account is not only entertaining for its politically incorrect prose, but also for the details that were captured while still fresh in his memory. Having written his “literary masterpiece,” Fahrenwald quietly filed the manuscript away; never mentioning it to family or friends. It was discovered by his daughter after his death in 2005. With the help of family and several of Fahrenwald’s former squadron mates, she has organized the story into the published work reviewed here.

The book provides excellent insight into the trials and tribulations Allied pilots experienced in France after being shot down. The courage and resourcefulness that the French underground took to rescue these fallen aviators is presented in a matter of fact style that makes for easy reading. This book is highly recommended for those interested in WWII events for its presentation of an aspect of the war that has been often overlooked and poorly documented.

Hayden Hamilton

Two Roads To War, The French and British Air Arms from Versailles to Dunkirk; by Robin Higham.



Naval Institute Press, Annapolis, Md., www.USNI.org, 2012. ISBN 978-1-61251-058-3, Hardcover 6 x 9, 400 pages, 20 photos. \$44.95/\$29.66.

Two Roads To War is a comparative essay of France and Britain’s Air Corps prior to the onset of WWII. The 400 page tome — of which no less than 100 pages are appendices — has the requisite signature of perhaps two dozen illustrations and a half-dozen tables. It begins with Versailles and

tells how within 20 years, British aviation had become one of the world’s finest, yet French aeronautics had progressed so little as to be totally unprepared for the coming Nazi onslaught. In all fairness, of course, Britain was never invaded, where as France was.

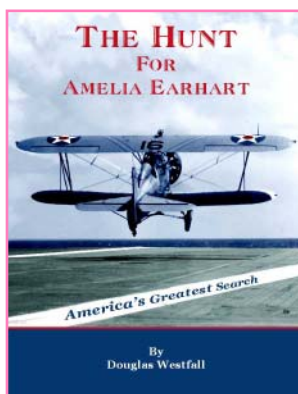
Yet in the technical review the author points out that Britain was still well-entrenched in its industrial complex — from which came the advances in aviation. France, however, had

numerous political problems, including a lack of nationalism. The final chapter on the Phony War is especially of interest as little has been done on it to this level. His conclusion that Britain was ready for war and France was not, may be a little biased as neither was aware of what was to come. Yet he himself is a former RAF pilot.

While the lengthy dissertation will interest our senior readers, the smaller type may be a hindrance. It is a handsome volume with a three-piece cover board and gold stamped spine plus a color laminated dust jacket. Higham has judiciously stopped at 1940, and I learned much from this master of aviation. For those looking for adventure, it is not; but for the serious researcher, it is a volume of infinite detailed information.

Douglas Westfall

The Hunt For Amelia Earhart, by Douglas Westfall.



Paragon Agency, Publishers, Orange, Calif., www.SpecialBooks.com, 2011. ISBN 1-891030-24-8, e-Book, 292 pages, numerous photos and drawings; appendices, bibliography, index. \$30.00.

While much has been written (and speculated) on the disappearance of Amelia Earhart and Fred Noonan, the story of the search effort to locate them is often mentioned almost as an

after-thought. Author Douglas Westfall’s book pays tribute to those involved in the 16-day effort to find these aviators. He examines the story from the perspective of first-hand accounts of people directly involved in the search, providing background information about the ships and equipment that were involved. This massive search area would eventually extend over 260,000 square miles – literally searching for a needle in a haystack.

The book is an excellent read, providing new insight into the efforts to locate Earhart and Noonan. It was read using an e-Book tablet device and a desktop personal computer. The book is laid out in a standard PDF document format that allows for printing hardcopies of selected pages. It does suffer a couple of minor drawbacks – though these are not significant enough to withhold recommending it. Among these limitations are a few typos, the occasional repetition of information, and a few of the charts are close to being unreadable – zooming in shows they are low resolution images.

This reviewer found the book informational, providing a perspective of an event that broke new ground, rather than the simple rehashing of material already covered. It is definitely worth the read for those interested in the Earhart story.

Hayden Hamilton

Website Update

There have been a number of additions to the AAHS Website since the last report, and additional enhancement are planned for the near future. We'll highlight the additions and plans, but suggest you periodically check the website for yourself. The "site map" web page provides a comprehensive view of what is available as well as indicating new or updated material.

The online photo archive database continues to grow with the latest update adding over 2,000 entries to the database and more than 1,800 image thumbnails. We have also developed a program to engage volunteers in the cataloging effort. You will need a computer with a CD or DVD disk drive, a way to view digital images on your computer and an MS Excel compatible spread-sheet package. We'll send you a CDROM with high-resolution images and a spread-sheet template for inputting the image information. All you need to do is fill in as many of the blanks as possible for each image. You can keep the images for your own personal collection as a reward for your efforts. Interested? Contact Hayden Hamilton via email at webmaster@aahs-online.org.

Slow progress, but progress none-the-less, continues to be made on posting back issue articles of the *Journal* so they are accessible to members online. There are now 780 articles posted (about 30 percent of the total), up from 22 percent last quarter. While our goal was to have 100 percent by the end of the year, this will not be realized.

New things to look for in the near future are the addition of some fun, but challenging, quizzes designed to test your knowledge of aircraft. A suite of these multiple choice or matching tests is being developed. Each will have a skill-level rating ranging from neophyte to expert. You can try any or all of these tests, but use the skill rating to set your expectation level as to the difficulty of the test. Another similar enhancement will be your ability to cast a vote for the 10 most significant aircraft in American aviation history. The vote tallies will be presented and updated with your vote.

In the research area, we have two larger projects that will come online sometime next year. One is U.S. Marine Corps unit patches 1947-2010, based on Eugene S. "Mule" Holmberg's collection. This collection will be structured as a searchable database. A second database we are working on is "Airlines of the World," which is based on an unpublished work of late AAHS member Thomas A. Larned. Larned compiled one of the most complete listing/histories of airlines available to date. Coverage spans the complete period of commercial aviation from the earliest operators up to current time. If not a complete compendium, then it's pretty darn close.

Another enhancement we are working on for the website is tentatively being called "50 Plus Years of Aviation Art." The Society has encouraged aviation artists and has featured hundreds of aviation painting on the covers of the *Journal*. We are digitizing these artistic covers and will be creating a special area on the website to highlight them and their contributors.

Have ideas on things you would like to see on the AAHS Website? Contact Hayden Hamilton and let him know (see email above).

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

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.

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President's Message

In one corner of our hangar, the Porterfield sits grounded, awaiting an annual inspection. It is a favorite among the pilots in the family, a low-n-slow high wing airplane with just six gauges on the panel, no electrical system and a 65-hp engine that transports pilot and passenger in simple, uncomplicated style. We set aside time to finish the annual; we have bought the oil, the grease to pack the bearings, and removed the inspection panels. And the Porterfield patiently waits, as we delay, with life's small trials getting in the way of finishing the project.



The AAHS Photo Digitization is another worthy project, with a host of tangible positive benefits when completed, that quietly awaits our attention. AAHS members from around the world have submitted and shared aviation photos for over 50 years. These photos document both the significant and minor details of our aviation past, and are sought out by enthusiasts, professional historians, and all kinds of people in between.

How much more valuable a resource AAHS could provide, when, at the touch of a button, AAHS members could pull up high resolution, digitized photographs of most any aircraft type ever built by an American company, and have accurate, detailed information along with those photos? How much better then, could we fulfill our mission, support the preservation of aviation history, and pass it on to our grandchildren?

We have gotten several key projects underway this year that are growing in momentum, that will build a better basis for the AAHS organization. These include a revamp of our financial systems to meet regulatory reporting requirements, an update of our membership database, the creation of a basic strategic plan for moving AAHS forward, the documentation of key in-house processes, and the physical organization of our book/materials library. These projects needed doing, and I thank those volunteers that put in the hard effort to get tasks completed.

In the coming new year, however, we need to get back to what we set out to do 50-plus years ago, preserve and share aviation history through a photographic library.

And like our Porterfield's annual inspection, this is a community endeavor, where the more hours we put to it, the quicker we can be back in the air. There are several ways members can help with this project, both locally at AAHS and remotely.

Members local to the AAHS office can come in and help us organize the photos themselves, by aircraft type, manufacturer, etc. We come across fascinating glimpses into aviation history that any aviation history buff would enjoy. Remote volunteers can help by reviewing photos that have already been scanned and providing identification information about the photo that can be added to our database. All you need is the ability to read a CD, and you get to keep the high resolution photo CD!

Help with this important, ongoing AAHS project, and you'll be helping the future of AAHS tremendously. Contact the office, or email myself or the AAHS webmaster for more information.

The weekend is coming up, and I am going to ignore the weeds in the garden, set the TV to 'record' and put the crockpot on; then head to the hangar and begin a project that is long overdue.....

Regards,
Jerri Bergen
AAHS President

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

DISPOSAL: Original black and white negatives on U.S. military and civil aircraft from the early 1960s to 1980s period, mainly 120 / 620 size, at \$3 each plus postage. You choose aircraft types, and I will reply with number of negs available that have different serials. Also free list of aviation books, magazines, photos including poster size, etc. for sale upon request. For inquiries by U.S. mail, please include a self-addressed, postage-paid envelope.

Robert Esposito
409 Orchard Ave.
Somerdale, NJ 08083
E-mail: baesposit@verizon.net
Phone: (856) 627-5872

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

Glenn Andrus
Kent, WA 98032-5767

Hans Helb
Wassenaar, 2243 BW
Netherlands

Michael West
Penzance, Cornwall
United Kingdom

Tiberio Riva
Cardano Al Campo, 21010
Italy

Dr. Bob Shaw
Broadway, Worcestershire
United Kingdom

George Kandylakis
Thessaloniki, Macedonia
Greece

Finn Jensen
Clearwater, FL 33762

Paul Martell-Mead
Glen Eden, Auckland 0602
New Zealand

Henry Rogers
Scottsdale, AZ 85255

David Zeitlin
Stonington, CT 06378

Gini Freedman
Upland, CA 91784

Dave Pyeatt
Northridge, CA 91325-1556

Douglas Westfall
Orange, CA 92856

Derek Buckmaster
Brasschaat, AN 2930
Belgium

William Pearson
Austin, TX 78704-7289

Paul Sheehan
Reservoir, Victoria 3073
Australia

Timothy L Weinschenker
Trenton, MI 48183

Rich Rebenstorff
Anaheim, CA 92806

Kris Liska
Cordova, TN 38016

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.

Arno Landewers
Bleiswijk, 2665WS
Netherlands

Oliver A Pettit III
Richland Hills, TX 76180

Brian Patterson
Trinity, TX 75862-7050

Tom Garcia
Brunswick, ME 04011-9340

Col Thomas R Johnson
Sequim, WA 98382

Billie H. Skelley
Joplin, MO 64804

Anthony J. Lane
Huntington Beach, CA
96649-3536

Naoaki Ooishi
Yokohama, Kanagawa
Japan

Daniel Phoenix
APO, AE 09012 USA

Andrea Rinebold
Long Beach, CA 90815

Charles A. Rodenberger
Granbury, TX 76049

James M. Ruley
Springfield, OH 45502-9399

Ronald Habros
Scottsdale, AZ 85260

Hugh A. Bruce
Lompoc, CA 93436

Stuart McAfee
Hawthorne, CA 90250

Bruce G. Terrell
Arlington, VA 22205

Don Alexander
Moreno Valley, CA 92551

Marty Burbank
Fullerton, CA 92832

Arturo A. Jasso
Oxnard, CA 93030

David McLay
Clearwater, FL 33758

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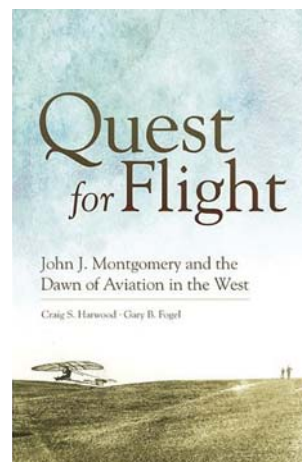
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AAHS Photo Archive CDs Series

The Society has recently started development of a series of photo CDs. These CDs contain high-resolution scans of negatives, 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.





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
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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!

MAKE A DIFFERENCE

RECRUIT A FRIEND

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.

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