



Reno Air Races – 2008



By Charles E. Stewart

Sport Class winner, Lee Behel, Lancair Legacy, "Breathless" #5. (All photos by the author except as noted)

The 45th Annual Reno Air Races were conducted at the Reno-Stead Airport, Nev., between September 11 and 14. Qualifying rounds were held Monday thru Wednesday. As always, some pilots, crews and aircraft arrived

up to two weeks earlier just to get in the swing of Reno.

The Reno Air Races of 2007 brought on a spate of three fatal crashes. This was cause for the FAA to send a small army of inspectors to carefully monitor the goings on of every facet of racing this year at Reno.

Spectators would not see any

changes in the races but behind the scenes many things changed. Photographers were greeted with new restrictions that limited the number permitted at pylons and access to other areas of the race grounds.

However, accidents can happen as we all know. On the Saturday before the Races, misfortune brought forth

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Rolls-Royce Heritage Military Trophy winner NAA P-51D-10, "Impatient Virgin?"

still another fatal accident. During a practice run Formula One pilot, Erica Simpson of Phillipsburg, N.J., died when her Cassutt Racer, "Little Lynn," came apart in flight.

The "Bear" is back,- Again!

Last year, "Rare Bear" won the Gold Unlimited Race on Sunday. "The Bear" had a bit more competition this year and ended up with yet another "Mayday" during the Gold Race, this time with a stuck landing gear which ended safely with a normal landing. Last year it was a stuck throttle control.

Air Race Buzz

Anyone who knows air racing knows who Steve Hinton is. What few people know is that Steve has a 21-year-old son, also named Steve, who has been understudying his dad for several years. Steve Junior has been checked out in the Air Museum's *Mustang* for about a year. Steve Junior also attended the Air Race PRS or Pylon Racing Seminar in June at Reno. The rumor was that he was even going to fly "Strega" in September in the Unlimited Races! In fact, Steve Junior did not fly "Strega" even though his name was painted on it as pilot. Young Steve did fly several races at Reno this year but not in "Strega." Since "Tiger" Destefani has announced his retirement (again) from racing, but who knows what 2009 might bring?

Rolls-Royce Heritage Trophy

Owners of aircraft that fit the judging criteria of The National Aviation Heritage Invitational are invited to apply to showcase their aircraft at the Reno Air Races each year.

This invitational event is sponsored by Rolls-Royce North America, The National Aviation Hall of Fame, The Reno Air Racing Foundation and The Smithsonian National Air and Space Museum.

The 10th Annual Rolls-Royce Heritage trophy awards are as follows:

Overall:

1944 North American Aviation P-51D, "Happy Jack's Go Buggy" owned by Bruce Warren of San Antonio, Tex.

Antique:

1929 Travel Air A-6000-A owned by John Siebold of Valle Airport, Ariz.

Classic:

1960 Beechcraft G18S *Super G* owned by Jim Warren of Coeur D'Alene, Idaho.

Military:

1943 North American Aviation P-51D-10 "Impatient Virgin?" owned by John Sessions of Seattle, Wash.

Peoples Choice:

1929 Sikorsky S-38 amphibian "Osa's Ark" owned by Tom Schrade of Reno, Nev.



T-6 Class winner, Ken Dwelle, "Tinkertoy" #7.

The Airshow

The USAF Demonstration Team, the Thunderbirds, highlighted this year's airshow in a sky full of talent that included many other nationally-known aerobatic performers.

The USAF F-22 *Raptor* Flight Demonstration Team from McGuire AFB was a "must see" for all. One finds it hard to believe what the *Raptor* can do.

Several fly-bys were conducted by various military aircraft.

The USAF Heritage Flight participants included an F-22A *Raptor*, a P-51 *Mustang* and a P-38F *Lightning* in formation.



Biplane Class winner, Tom Aberle, Mong Sport, "Phantom" #62.



1



5



2



3



4

1. Formula 1 Class winner, Arnold Senegal, Arnold AR-6, "Endeavor" #11.
2. Jet Class winner, Curt Brown, L-29 Delfin, "Viper" #77.
3. USAF Flight Demonstration Team, the Thunderbirds in diamond flyby.
4. Unlimited Class winner, "Tiger" Destefani, P-51D, "Strega" #7.
5. F-22A Raptor of the First Fighter Wing, Langley AFB, Va., in afterburner.



Rolls-Royce Heritage Peoples Choice Award winner, Sikorsky S-38 amphibian "Osa's Ark." (Photo by George Stewart from the author's collection)



Rolls-Royce Heritage Classic Award winner, 1929 Travel Air A-6000-A.

Gold Race Results

Place	Pilot	Aircraft	A/C Name	Race No.	Speed (mph)
Biplane Class					
1	Tom Aberle	Mong Sport	"Phantom"	#62	251.975
2	Norman Way	Pitts S-1S	"Magic"	#27	213.156
3	Dennis Vest	Pitts S-1C	"Drag Racer"	#25	207.230
Formula 1 Class					
1	Arnold Senegal	Arnold AR-6	"Endeavor"	#11	246.119
2	Gary Davis	Cassutt	"Scarlet Screamer"	#50	239.332
3	Doug Bodine	Cassutt	"Yellow Peril"	#92	239.041
Jet Class					
1	Curt Brown	L-29 <i>Delfin</i>	"Viper"	#77	501.124
2	Mike Mangold	L-29 <i>Delfin</i>	"Euro Burner"	#12	499.272
3	Joe Gano,	L-39 <i>Albatross</i>	"Pipsqueak"	#2	480.488
T-6 Class					
1	Ken Dwelle		"Tinkertoy"	#7	244.523
2	Al Goss		"Warlock"	#75	237.855
3	John Zayac		"McDonald Racer"	#37	234.142
Sport Class					
1	Lee Behel	Lancair <i>Legacy</i>	"Breathless"	#5	335.464
2	Gary Mead	Glasair III	"Luckymojo"	#47	321.160
3	Tom McReynolds	Lancair <i>Legacy</i>	"Porky"	#69	318.988
Super Sport					
1	Jon Sharp	Nemesis NXT		#3X	392.252
2	Mike Dacey	Questair <i>Venture</i>		#71	368.386
3	Lynn Farnsworth	Lancair <i>Legacy</i>	"Miss Karen II"	#44	344.207
Unlimited Class					
1	"Tiger" Destefani	North American P-51D	"Strega"	#7	483.862
2	Dan Martin	North American P-51D	"Dago Red"	#4	474.305
3	Michael Brown	Hawker <i>Sea Fury</i>	"September Fury"	#232	473.816

Beech Party 2008 – A Beechcraft Family Tradition



A Photo Essay by Robert Burns

Beech Model 17R, s/n 17R-1, NC499N, is one of the oldest surviving Staggerwings. Note the fixed gear.

Each October, a family gathering occurs in Tullahoma, Tenn., that brings together a variety of individuals with one thing in common – their love of all things Beechcraft. Hosted by the Beechcraft Heritage Museum (formerly known as the Staggerwing Museum), this gathering of Beechcraft, their owners and others that simply have a love of these aircraft is more like a family reunion than a fly-in. Last October's event marked the 35th anniversary of the museum and featured a gathering of T-34s.

In spite of the economic situation and high fuel prices, some 200 aircraft attended the event. This included 10 *Staggerwings*, 28 *Bonanzas*, 10 *Barons*, 38 T-34s, nine *Twin*

Beeches, seven other Beech varieties, and a number of other makes. With the museum's aircraft rolled out on the flight line, this made for an impressive display.

Photographer Robert Burns provides us with a tour of the event with this wonderful photo essay. Beautiful weather combined with spectacular aircraft and a discerning aircraft photographer's eye provides a pleasing record of many historic aircraft.

The 2009 "Beech Party" will be held October 7-11 in Tullahoma, Tenn. For more information go to www.beechcraftheritagemuseum.org and check their events section.



The museum's Staggerwings displayed on the grass in front of the main building. From left to right a 1938 F17D, NC49301, a 1946 G17S, NC80308, and a D17S, NC20753.

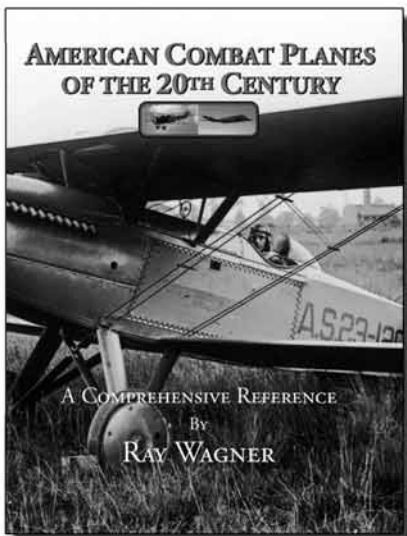


Clockwise from above:

- A beautifully maintained 1938 Beech F17D, NC4930L, flown by Bud Fuchs.
- Ron Vickrey of Port Orange, Fla., brought his 1975 Beech 95-B-55 Baron, N55RV, to the festivities.
- The Lima Lima T-34 demonstration team prepares for another show.
- Beech Party 2008 was attended by 38 T-34s, a few of which can be seen here in the T-34 parking area.
- This 1952 D18S Twin Beech is owned by the Parrish family – seen here making a low pass down the flight line.
- A 1972 Beech V34 Bonaza, N35KJ, owned by Joe Sasser of Granbury, Tex.
- Though predominantly a Beechcraft gathering, the “Odd Joes” were welcome as seen here with this 1939 Cessna C-165 Airmaster, s/n 467, NC19498 on floats.
- Matt Younkin is captured during a practice session for his aerobatic show in a Twin Beech.



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Charles E. Stewart

chuckestewart@msn.com

Wanted:

A copy of *The Duane Beeson Story* by Garry Fry. Publisher and details are unknown.

Duane Beeson was a cousin of mine and I never knew that there was a book about him. I hope you can help me find a copy.

Bruce Spicer

P.O. Box 507

Billings, MT 59103

Wanted:

To complete my research on a study of the Lockheed AH-56 *Cheyenne* helicopter, I am seeking copies of the following articles:

"Lockheed Scrambles for Battle of the Primes," *Fortune*, February 1965, p. 150.

"The Big New Whirl in Helicopters," by Philip Sekman, *Fortune*, August 1969, pp. 128-130.

"For Lockheed, Everything's Coming Up UNK-UNKS," by Harold Meyers, *Fortune*, August 1969.

Is there anyone able to supply me with photocopies of these articles, and possibly others as well from the *Wall Street Journal*, *Barron's*, *Business Week*, *Hovergram*, *Time*, *Forbes* and *Business Week*?

I am also interested in rare or unpublished photographs, such as the photo on page 31 of the "Volumetric Air Transport" article in the *AAHS Journal* Spring 2008 issue.

I am prepared to cover expenses associated with this material.

Monsieur Andre Dumas

22 Rue Chantelauze

42600 Montrbrison

France

Wanted:

Does anyone have any information on the John's Multiplane other than what is on the Web? I have a book, mid-1960s, *Fighting Triplanes*, which has just one photo of the monster and the briefest of captions. No other mention in the book. On the Web is little more info, some of it conflicting with the book's. I found a similar photo to the one in the book, but it was definitely a different angle, in an Arizona state library collection.

Jim Caiella

www.caiella.org

PRESIDENT'S MESSAGE

Greetings and welcome to the new *AAHS eNewsletter*! We at the Society are excited about this new and revised format. Our Webmaster, Hayden Hamilton, has revised and expanded the original *Newsletter* and we believe that his hard work and diligence have produced a modern and much more viable product, one that will certainly keep us abreast of current technology. We welcome your comments.

The AAHS Web site is undergoing a complete redesign with two goals in mind. The first is to expand the content of the Web site by providing access to more material (complete electronic versions of articles, complete table of contents for all Journals, more research material, etc.). The second goal is to enhance the search tools to help you quickly locate information. The initial installment of this new, improved Web site will be available later this year.

Coincident with the release of the new Web site, we are planning to issue membership cards for the first time in many years to all active members. This card will not only identify you as a member of the AAHS, but will provide you with a unique, customizable username and password for accessing the Members Only area of the Web site. If you have changed your address please let us know so we can update our files.

For members in Southern California we are planning several speaker forums and we will keep you posted via the *eNewsletter*. Jerri Bergen, our event coordinator is in charge of this endeavor. We hope you will be able to attend them.

If you have not renewed your membership for 2009 we encourage you to do so now. Given the current state of the economy the renewal rate is good, but we need all of you back on board!

Respectfully,
Robert Brockmeier

Air Britain Publications Available

The Society has arranged special pricing for Air Britain publications. Members can order selected publications through the Society at discounted rates below standard, non-member retail prices. For example, consider the following:

AVIATION MUSEUMS AND COLLECTIONS
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plus \$9.50 shipping

AVIATION MUSEUMS AND COLLECTIONS
OF THE REST OF THE WORLD \$39.00
plus \$9.50 shipping

PIPER AIRCRAFT \$ 79.00 PLUS
plus \$11.95 shipping

THE LOCKHEED TWINS \$ 27.50
plus \$9.50 shipping

The first book listed is highly recommended and represents one of the most current, comprehensive lists of North American aviation collections. Orders should be sent to the AAHS office.

AAHS eNewsletter Sign-Up Reminder

For those that want to be notified by email when the next issue of the *AAHS eNewsletter* is posted, please register your email address on-line. You can do this by going to the AAHS Web site "home page." At the bottom of this Web page is a link and instructions that will allow you to register your email address. This is an "opt in" program. Only those that request notification will receive one. The AAHS will not use your email address registered here for any other purpose than to notify you of an *eNewsletter* posting. You have control and may remove or change your email address at any time.

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Photo Archives Report

Work continues on several fronts to enhance and expand the usability of the AAHS Photo Archives. This includes additions to the on-line catalog (approximately 1,000 entries), additions to the on-line preview thumbnails (approximately 750 images), and work to further expand the AAHS Photo Archive Series of digital photos CDs. We are happy to announce with this *eNewsletter* the availability of the *Boeing Commercial Aircraft Propeller-Driven Designs*.

With the latest additions to the on-line catalog there are currently slightly more than 37,000 entries in the catalog and just over 3,000 preview images.

The *Boeing Commercial Aircraft Propeller-Driven Designs* (PAS-1021) contains more than 120 high-resolution digital images covering the Boeing Model 40, Model 80, 247, 307 and 377. Yes, we purposely skipped the 314 flying boat to include it in a future release covering U.S. commercial flying boats. This photo archive is designed and functions like the preceding releases. You can place an order through the AAHS Web site's store, or send a request and check to the AAHS office. Pricing is \$29.95 for non-members and \$19.95 for members. Also include \$2.50/CD shipping and handling for U.S. orders and \$5.00/CD for shipping to the rest of the world. California

residents should add 8.75% state sales tax to the total value of the order (CD and shipping). If you order on-line, shipping and sales taxes are calculated for you based on your order.



Two shots of General Dynamics YB-58A-1-CF Hustler, 55-0666, c/n 7, captured at Chanute AFB June 6, 1965 by AAHS member Stephen Miller. (AAHS P001339 & AAHS P001340)

AAHS Print Service

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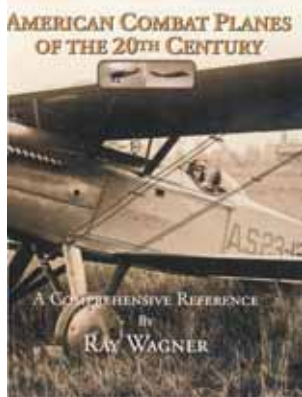
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Book Reviews

American Combat Planes of the 20th Century, Ray



Wagner. Jack Bacon & Company, Reno, Nev. 2004. ISBN 0930083172, hard cover, 11.1 x 8.4 x 1.6 inches, 758 pages, numerous b&w photos, includes alphabetic index and research reference. Retail price \$65.00.

Mr. Ray Wagner, a noted aviation historian and researcher, has applied his considerable knowledge of American combat aircraft and

methodical, thorough research techniques to exhaustive use in the development of this formidable reference volume.

The book is an excellent reference resource for the aviation-oriented, as well as researchers interested in identifying American combat aircraft. The title of this book aptly describes the contents; all American combat aircraft built for the Air Force or the Navy are identified (excluding trainers, reconnaissance and transport aircraft), providing aircraft characteristics and production details. Wagner also details foreign aircraft bought for American military use.

American Combat Aircraft should be a must-have item on any aviation historian or scholar's reference shelf, as it is arguably the most complete identification of this genre of aircraft. Mr. Wagner made use of materials and historical documents such as test pilot logs, foreign country archive materials and military documents recently de-classified. Mission information, aircraft characteristics and its use (or lack of use) in combat is provided, as well as the factors that instigated further design modifications. It has plenty of photographs as well, many which have not previously been published.

Mr. Wagner provides a final treat for the serious researcher; for every chapter he provides a helpful listing of additional resources, in addition to a complete index. The book, although intimidating at first glance, is a wonderful resource as well as a great read.

Jerri Bergen

Fly Fast...Sin Boldly –Flying, Spying and Surviving,

William P. Lear, Jr. Addax Publishing Group, Inc. 2000, hard cover, 475 pages, including index.

Reading an individual's life story is generally a linear, chronological wash of days and events, punctuated by milestones that most of us would recognize; graduations, marriage, jobs, and family crises. William 'Bill' Lear, Jr.'s autobiography, however, reads less like a life story and more



like an updated 'Tailspin Tommy' feature, with evil airport managers, close calls, pretty girls and high-stakes adventures.

Bill Lear's story, told in his own salty style, provides the reader with a uniquely personal view of an early aviator's obsession, no, 'addiction' (to use the author's own words) to flying, and how it shaped both his personal and professional life. An absorbing read, Lear speaks frankly about

his upbringing without the regular presence of 'Himself,' Lear Sr., and his early introduction to flying, during WWII. As a teenager in the Los Angeles area, he and friends would scrape together gas money for the sometimes perilous 400 mile round trip to Quartzite, Ariz., on weekends for flight training, as the Los Angeles Basin was under wartime no-flight rules.

Lear Jr.'s "bend the rules if the regular ones don't work" philosophy, along with considerable smarts and a natural flying talent got him into (and out of) extraordinary circumstances throughout his life that made the book an interesting read. Just one example (of many) is where Lear Jr., got the opportunity at 17 years old to purchase a brand new P-38 (F-5B) from surplus (with the help of Dad's financing) at the surplus facility in AAF Kingman, Ariz., for \$1,250, for the purpose of flying the P-38 in the 1947 Bendix Air Races. One small hitch though, he arrived to pick up the airplane on Monday, and the base had been sold to a private reclamation company over the weekend. Lear Jr. was only able to take delivery of the P-38 if he could fly the airplane out that day. Lear Jr. with only a few hours of twin engine time, got a half-day course in the P-38 from a base mechanic, and successfully flew the P-38 back to Los Angeles, where he landed at Whitman Field (where another amazing series of events occur- but you'll have to get the book to read up on that!). Lear Jr. did make it to the Bendix Races that year, being the youngest pilot to ever fly (and finish) the race.

It was interesting to discuss Lear Jr.'s, adventures with current pilots, who can truly appreciate the audacity, intelligence and sheer luck enjoyed by Lear Jr., in his flying career. On several occasions, while reading, I would ask my pilot friends "Is this possible?" – wherein a spirited conversation about some aspect of aerodynamics, mechanics or something or other would ensue.

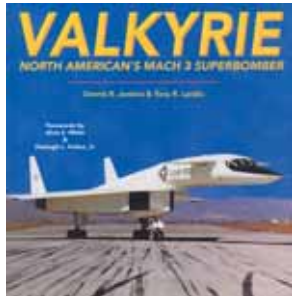
Lear Jr. used his considerable talents on the airshow circuit with his P-38 and flew F-80s/F-84Es in the Air Force during the 1950s. He flew DC-3s in a fledgling independent airline (Arrow Airline) out of Burbank, Calif., at a time where flight operations enjoyed less oversight than today's commercial flight rules, and "bending the rules" was the difference between profitability and loss of another airline. He flew innumerable other aircraft types, as well, too long to list here. Lear Jr. eventually flew prototype Lear Jets,

working with his father, and worked to become the President and Chairman of the Board of Lear Inc.

The life and times of William “Bill” Lear, Jr., will give the reader lots of interesting history, amazing anecdotes to relate to the hangar bums, and a good story to tell around the dinner table.

Jerri Bergen

Valkyrie: North American's Mach 3 Superbomber, Dennis



R. Jenkins & Tony R. Landis. Specialty Press, 39966 Grand Ave., North Branch, MN 55056, www.specialtypress.com. ISBN: 978-1-58007-130-7. Softbound, 9" x 9," 246 pages, 500 b&w and 100 color photos. \$26.95.

The most many of us know about the B-70 program is that it was a supersonic bomber being developed for the Air Force that got axed by an unsympathetic Congress after a tragic accident that destroyed one of the two prototypes. The authors Jenkins' and Landis' in-depth account of the *Valkyrie* program clearly covers its genesis, development, and its remarkable accomplishments, and why the program was ultimately ended.

In December 1957, North American Aviation was awarded a contract to build the B-70, which could fly at 70,000 feet at Mach 3, carry a 25,000 pound payload, could reach any target in the Soviet Union from bases in the United States, and then proceed on to bases in friendly territory. But the story of the *Valkyrie* doesn't begin there.

In 1950 the B-36 was the backbone of the Strategic Air Command (SAC), and the B-47 and B-52 would soon be in service, but none had the capabilities the Air Force envisioned it needed for a bomber in the future. They wanted a bomber that could fly higher (70,000 feet), faster (Mach 3), and further than anything being developed then. It was a time when anything seemed possible.

There was the development of atomic-powered aircraft that could provide virtually unlimited range. While the concept was good, this aircraft was never built, although much was learned about building nuclear-powered engines and the structural, environmental, and safety problems associated with it. The authors have provided a wealth of information and photos about that particular program.

Then there was the development of the B-58 *Hustler* in order to have a bomber with supersonic speed – not Mach 3, but a step in that direction. At the same time, development of a fighter that could achieve the elusive Mach 3 speed was in the works. Reaching that magic speed proved to be a greater challenge than first envisioned. The end result was the highly successful Lockheed SR-71 *Blackbird*.

Every aircraft design program involves more than just the airframe design. New materials are needed, new manufacturing techniques are developed, and multiple

peripheral programs are necessary for the electronics package, the ordnance capabilities, and creation of such important items as a workable escape capsule for the aircraft crew. The book includes a detailed report with pictures of the tragic crash of the second prototype B-70. The appendices include a listing of the flights flown, the pilots and their perspective of the aircraft, plus more.

The authors seem to have covered it all, from concept to the B-70's last flight, as well as the peripheral programs it spawned – even the design of special noise-abatement baffles so that the noise from running up the aircraft engines didn't upset the local turkey farmers too much. This book is recommended for anyone interested in this extraordinary aircraft. Oh, and if you look on page 17 you will find the real reason why the B-70 never went into production.

Larry Bledsoe

Northrop's Night Hunter P-61 Black Widow, Jeff Kolln;



Foreword by Alvin E. “Bud” Anderson. Specialty Press, 39966 Grand Ave., North Branch, MN 55056, www.specialtypress.com. ISBN: 978-1-58007-122-2, Hardbound 10" x 10," 198 pages, 430 b&w and color photos. \$39.95.

Jeff Kolln's book is one of a kind. While there are other books available on the P-61, each providing an interesting insight into the history of this purpose-built night fighter, Kolln has taken it one step further by putting together the complete story of the *Black Widow*.

For example, it was my understanding that one of the surviving four P-61s that is located at the Beijing Institute of Aeronautical Engineering in Beijing, China, was a “C” model. This seemed inconsistent with the fact that delivery of the “C” model didn't start until July 1945. Kolln has the answer – the P-61 in China is actually a P-61B (42-39715) and was delivered to the 427th NFS in March 1945. He also briefly explains how it ended up in the hands of the current Chinese government.

Do you know how the F-15 *Reporter* related to the P-61? Did you know that the P-61 was also used by the Navy and Marine Corps? Do you have any idea how the P-61 was used after WWII? And most unusual of all, what happened to Serial Number so-and-so? Yes, Kolln listed every P-61 and F-15 produced, and summarized what is known of its history in a brief paragraph.

Kolln's book covers the history of the *Black Widow* and the *Reporter* from conception to the four remaining P-61s still in existence. If you're looking for a comprehensive reference source for the Northrop night fighter, then this is a must-have book. It is well worth the \$39.95 retail price.

Larry Bledsoe

New Members

Greg Hamilton PO 91969 Stn WVan West Vancouver, BC V7V-4S4 Interests: WWII / Flying Boats	Mbr 19493	Marienne C. Simatovich PO Box 1586 Prescott, AZ 86302-1586 Interests: Early Aviation / WWI & II/ Golden Age / Experimental / Research / Commercial Airlines / Jet Age	Mbr 19506	Tony Moore 45215 Lorimer Ave Lancaster, CA 93534-1318 Interests: Experimental /Research / Aviation archeology	Mbr 19517
Chris W. Kramer 693 Shannon Dr Vacaville, CA 95688-9207 Interests: USAF / Commercial Airlines	Mbr 19494	Wesley R. Smith 2120 Parkview Dr Springfield, IL 62704-2156 Interests: Pioneer Aviation / Pre- Historical Aviation / Cold War / Early missiles & rockets	Mbr 19507	Jeffrey Sengbusch 915 Marie Ave South Saint Paul, MN 55075-1925	Mbr 19518
Lewis Moon 3681 Spring Hollow Ln Urbana, MD 21704-7370 Interests: WWII / USAF	Mbr 19495	Keith Armes 395 Lake Ridge Ct McDonough, GA 30253-8213	Mbr 19508	NWA History Centre, Inc 8101 34th Ave South Bloomington, MN 55425-1642 Interests: Commercial Aviation / Emphasis NWA / +12 airlines part of cor- poration lineage	Mbr 19519
Robert Verbsky 626 W Beech Rd Sterling, VA 20164-4605 Interests: Air Shows / WWII	Mbr 19496	Dr. Kenneth Grubbs PO Box 926 Monroe, GA 30655-0926 Interests: Early Aviation / WWI & II/ Golden Age / Experimental / Research / Gliding & Soaring	Mbr 19509	Charles V. Moore 391 Avenida Castilla, Unit D Laguna Woods, CA 92637-3753 Interests: Aviation history / WWI / WWII	Mbr 19520
Patrick Dosier 1334 South Ave "B" - 150E Yuma, AZ 85364-4350	Mbr 19497	Dennis N. Cross 2010 57th St Sacramento, CA 95817-1712	Mbr 19510	B. Orriss 8033 Emerson Ave Los Angeles, CA 90045-1406 Interests: Early Aviation / WWI & II/ Golden Age / Experimental / Research / Commercial Airlines / Jet Age	Mbr 19521
Robert Brown 12775 SW Bowmont St Portland, OR 97225-5505	Mbr 19498	Dave Derby PO Box 711029 Santee, CA 92072-1029 Interests: Stearmans	Mbr 19511	Laura Smith 1911 Buena Vista Ave, Apt C Alameda, CA 94501-7919 Interests: Early Aviation / Golden Age / WWII / Personalities / Commercial Airlines	Mbr 19522
Nick David 717 Carhart Ave Apt F1 Fullerton, CA 92833-2355	Mbr 19499	James N. Rezich PO Box 571 Winnebago, IL 61088-0571 Interests: Golden Age	Mbr 19512	Charles W. Gatschet 34000 Driskell Ln Weston, MO 64098-9058 Interests: Early Aviation / Golden Age / General Aviation	Mbr 19523
Stanley Kandebo 2027 Leedoms Dr Newtown, PA 01940-9420 Interests: Early aviation / Personalities	Mbr 19500	Ira G Ross Aerospace Mus. 2221 Niagara Falls Blvd Bldg Ste 7 Niagara Falls, NY 14304-1696	Mbr 19513	Eric Hokuf 4542 Cedar Lake Rd South #7 St Louis Park, MN 55415-3737 Interests: WWII / Golden Age	Mbr 19524
Tim Kraus 302 Palm Springs Dr Fairfield, OH 45014-8638 Interests: WWII / Military aviation via period or nationality	Mbr 19501	John Buchanan 4320 Vanderbilt Rd Birmingham, AL 35217-3718	Mbr 19514	Rolf Brieger 15210 Hamlin Midlothian, IL 60445-3731	Mbr 19525
Mark Hasara 3225 McLeod Dr - Ste 100 Las Vegas, NV 89121-2257 Interests: USAF / General Aviation	Mbr 19502	Chris Johnson 137 Mount Vernon Ave Alexandria, VA 22301-2322	Mbr 19515	David E. Hanna 1514 Mija Ln Seabrook, TX 77586-2407 Interests: USAF / Experimental / Research	Mbr 19526
Allen P DeVries 15881 King Circle Westminster, CA 92683-7427	Mbr 19503	David L. Johnston 77 North River Dr Roseburg, OR 97470-9473 Interests: Seaplanes / Golden Age	Mbr 19516	Kenneth Lyon 3821 Hawthorne St SE Olympia, WA 98501-4123 Interests: Golden Age/ Air Racing '30- '40s/ WWI	Mbr 19527
Scott M. Fisher 200 N Central Ave PO Box 16 Allerton, IA 50008-0016 Interests: Early Aviation / WWI / WWII / Personalities	Mbr 19504				
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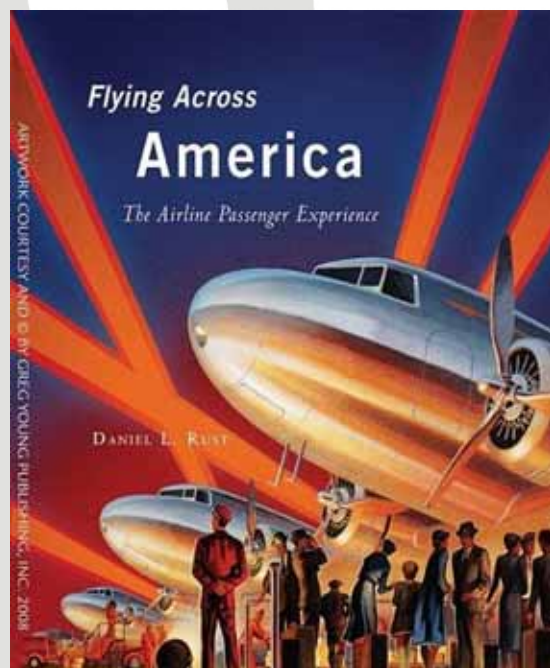


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