

REPORT TO THE MEMBERSHIP ON A.A.H.S.

All of you, I am sure, will notice several improvements in this issue of the Journal. In addition to the greatly improved quality of photo reproduction, the result of the enthusiastic cooperation of the engravers and printers, as well as heavier paper, there are two additional pages of photos. The large photographs were tried as an experiment and are so successful that this will be continued in future issues. The photos are all 1:1 reproductions, and the F7C-1 and XB-906 photos are from 8 x 10" contact prints especially selected for matching tone quality and sharpness. The number of photo pages must of necessity be governed by our income, however, and if each of you will enlist one new member we will be able to continue with three or more photo pages in each issue.

You will also note the improvement in the mimeographed pages due to better paper and process. There is also an increase in the total number of pages. Once the organization has grown large enough to support better printing we may use multilith, or some other process, for the pages of text. In the meantime, however, we save enough by using mimeograph to pay for the photo pages.

The response of the membership has been excellent. So many articles and notes have been sent in that it is impossible to squeeze them all into this issue. Your generous cooperation and interest is shown in the wider range of subject matter in this issue, and in the increased number of pages. Many more articles are in the process of being written. Dusty Carter is finishing up an article for the next issue which will list all of the World War I aircraft that are currently in the United States. John Durand is working on an illustrated article on the history of U.S. military insignia. Other subjects that are in preparation include the Boeing P-12 civil series; Boeing 247 series; Aircraft used in crop dusting and spraying in the U.S. since 1921; Foreign-built aircraft on the U.S. civil register, past and present; Aircraft used in the motion picture "Spirit of St. Louis"; Naval aircraft markings and colors for the 1930 era; Aircraft "nick-names"; Early Northrop aircraft production listing; C.A.A. aircraft listing, 1927 to date; and many others.

Surprisingly no one has come up with an answer to that unknown twin-boom pusher (Fig. 5, Page 9). Ralph Brown suggests a version of the Kaiser-Hammond Y-2 but a check of photos of the Y-2 show it to be a different plane with a different registration number. Several of us have spent quite a few hours trying to track it down to no avail. Come on you experts! What is it?

The story on the Ryan C-1 (see page 48) proves better than anything I could say the value of A.A.H.S. and the results obtained when different members, each with some information to contribute, pool their information for the benefit of all. Be sure to read this story, it is fascinating and you won't find anything like it published in any other source.

The notes on negative deterioration should produce a mad scramble for the files, the results here have been dramatic. This is just another one of those things that slip by un-noticed until someone or some Journal reminds us to do something about it before it is too late. I am sure that this will result in a lot of negatives being stored more carefully, and thus being preserved longer, and

will come as a surprise to many of the newer collectors who have not had negs stored for ten years or more without looking at them. Please let us have your advice on any and all solutions to this problem. Much priceless photographic history is going to be lost forever if the many private collections are allowed to disintegrate.

While on the subject of photographs you may have noticed that the negative numbers for the two photos on page 42 are listed in the captions. This is still another service of A.A.H.S., the purpose being to make it easier for each of you to identify the specific photograph in case you might wish to purchase a print in the future. The Curtiss company negatives are still in storage, to the best of my knowledge, but as individuals could purchase prints at one time from Curtiss it may be possible to do so again in the future. All Wright Field photos were available for sale for many years, and as far as I know still are. Will any member knowing the exact current price per print, and address to write, please send it in. Information of this type will be printed from time to time to assist the members. As most of you are aware, I am sure, the number printed in the upper right hand corner of the Wright Field negatives is the individual negative number. You may not be aware, however, that these negatives are not all aircraft. Thus the number 41302 indicates 41,302 negatives on file up to that date, but only a portion of these concern aircraft. Wright Field does have many priceless 8 x 10 inch negatives, some on World War I aircraft, including close-up views of cockpit areas etc., and lists of these with the negative numbers will be printed from time to time. The Institute of Aeronautical Sciences in Los Angeles now has a copy of this negative list and they have been most generous in their cooperation with us.

As many of you noticed the Stinson Reliant list was not printed on page 10 of the first issue. It was intended to have this on the back of the photo page but it was found to print through the paper and completely ruin the photographs and thus was intentionally left out. It is instead in this issue, and will be found on page 64. From now on we will continue to print the photo page one side only so that the photos will be given the best possible reproduction.

The target dates for publication are February 15th, May 15th, August 15th, and November 15th. Please bear with us if we don't meet the deadline at any time, and remember that all of the labor on this end is free and voluntary.

We started with 20 members and published the first issue. We now have 73, with every indication of continuous growth. Help us, and yourself, by recommending the A.A.H.S. to your friends if you think it is worthwhile.

William T. Larkins, Secretary
May 10, 1956

Editor: W. T. Larkins

Membership Chairman: D. D. Olson

Associate Editors: C. A. Johnson, D. D. Olson, L.S. Smalley.