



SOCIETY AFFAIRS

This year, 1961, the American Aviation Historical Society enters its sixth year. These have been interesting and creative years, and we look forward to making this one, through the pages of the JOURNAL, even more so. You will find, distributed with this issue, a brief history of the first years of the Society. From the very modest beginning of 20 charter members we have grown to well over 1000 names. Of course, as with all organizations, not all are now active, but this Volume 6, No. 1 issue will be mailed to 756 Members.

Also, there is sent out herewith, the Report of the Annual Meeting of the Society, held in Los Angeles last July near the end of the first year of incorporation. And to bring you up to date on financial affairs, the Report of the Treasurer follows.

FINANCIAL REPORT of the AMERICAN AVIATION HISTORICAL SOCIETY to 31 December 1960

Cash on hand 1 January 1960	\$ 565.50
Credits, dues, reprint fund, interest	<u>4,192.85</u>
Total	\$4,758.35
Cost of Journals, publication and initial mailing	\$2,865.69
Reprint costs	914.38
Secretary stipend	250.00
Postage, office supplies, Member Certificates and miscellaneous	<u>615.17</u>
Sub-total	\$4,645.24
Sub-total	\$4,645.24
Cash on hand 31 December 1960	<u>113.11</u>
Total	\$
Total	\$4,758.35

(Signed) Harry Gann
Treasurer

DR. WHEELER GIVES UP EDITORSHIP

The JOURNAL of this Society has, for the past six issues, been in the hands of Dr. Gerald E. Wheeler, Professor of History at San Jose State College, San Jose, Calif. Due to the pressure of administrative affairs at the College, he has been moved up to the responsible post of Assistant Dean. Dr. Wheeler has had to give up the Editorship. It will be our intention, to the best of our ability, to carry on the high standard of editorship begun by Bill Larkins five years ago and so ably continued by Dr. Wheeler.

This cannot be done, the JOURNAL could not be published, without the wholehearted support of the Members of the Society. You will observe that this issue is, as were all previous issues, the result of articles developed largely from individual research by Members. The Editor's part is to compile, adjust, select, and otherwise carry out the mechanics of publication. A word here, in regard to the photographic quality in the 1960 Journals, is appropriate. They were printed under the direction of this present

Editor, and not Dr. Wheeler. The reproduction of the photos of many hues and contrasts requires a high degree of skill. It is hoped that those shown in this issue are more satisfactory to all.

JOURNAL FORMAT REVISED

Because of the ever-increasing volume of material being made available for publication, the format has been revised to a two-column approach. This allows for an approximate 50% increase in text and about 30% increase in photographs. It has an additional benefit in being more readable, that is, the 74 character line produced by the typewriter on an 8½" wide page has been reduced to 52 characters per line. The pages are pasted up 1/3 larger (than 8½ x 11 size) and are then photographically reduced. This has come about because the increased revenue from membership dues makes it possible to go to all metal-plate off-set reproduction methods.

VOLUMES I, II and III of the A.A.H.S. JOURNAL????????

We have a question. The Directors wish to know how many Members will purchase Volumes I, II and III of the Journal if they were to be reprinted. We have had many enquiries, especially from the newer Members about this, but again it is a question of money.

The Society is non-profit, and all of the membership dues are plowed back into making the JOURNAL bigger and better. And reprinting the first three volumes will be an expense beyond normal revenues. The original mimeograph stencils cannot be used so metal off-set plates must be made to reproduce the text. (The original photo plates are usable.) We have a quotation of \$1156, \$1616, and \$1745 for the three volumes respectively. Therefore, enough orders must be received to cover these costs plus envelopes, stuffing and mailing. At \$5.00 per Volume, this can be accomplished if some 231 to 349 orders are received. Please indicate your wishes by filling in the enclosed order blank (part of this page).

AMERICAN AVIATION HISTORICAL SOCIETY
P.O. Box 2013
Torrance, California

Please enter my order for the following Volumes of the JOURNAL of the A.A.H.S. at \$5.00 per Volume.

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MIDWEST A.A.H.S. MEMBERS PLAN REGIONAL MEETING

Members of the American Aviation Historical Society residing in the Mid-Western States, and those who may be visiting in the area, will have the opportunity to attend a Regional A.A.H.S. Meeting to be held on Saturday, 29 April 1961, at the U.S. Naval Air Station, Glenview, Ill. The meeting is being planned in conjunction with the Navy's national celebration of the 50th Anniversary of Naval Aviation.

A fine program has been arranged for the entertainment and enjoyment of the Members attending this event. Some outstanding aviation personalities will be on hand to relate their experiences, among them Mr. Joseph Doerflinger, author of "Stepchild Pilot", which is an account of his experiences with the Richthofen Squadron in World War I, and later with the U.S. Air Mail. Other famous pilots have indicated that they will attend.

The Commander of the Naval Air Station, Glenview, has made arrangements for the "photo bugs" who will want to take pictures of the planes on the base. Among those in operation from Glenview are Grumman F9F's and S2F's, Lockheed P2V's and TV2's. And of course there is always the chance that some other itinerant planes, maybe even odd-ball types, may drop in. Photo fans are urged to arrive early.

The Navy establishment there will outline their plans for the observance of the 50th Anniversary celebration throughout the U.S., movies will be shown and some outstanding speakers will appear. A short

business meeting will be conducted between A.A.H.S. Members, who will no doubt welcome this opportunity to get together, and perhaps explore the possibilities for future meetings. This is the first in the Mid-West, although informal meetings have been held in both Los Angeles and New York areas.

Reservations for the Meeting must be made in advance by mail, addressing enquiries to Fred C. Dickey, Jr., at Box 133, Northbrook, Ill. Reservations are \$3.00 per person, including both lunch and dinner at the base. For those who must travel any considerable distance and wish to stay overnight accommodations are available in the B.O.Q. (Bachelor Officer's Quarters) at \$0.50 per bed. Breakfast is \$0.65.

The Museum of Science and Industry is featuring a special exhibit on Naval Aviation which will be worth seeing by those who may include this in their trip.

Although this is organized under the auspices of the A.A.H.S. it will not be restricted to the Members only. Guests are invited, as are itinerant non-members, however, reservations must be made by them also, in advance. Reservation forms are being mailed to all of the A.A.H.S. Members known to be in or near this area, but if you do not get one, write as directed above and a form will be sent. All reservations must be completed by 20 April. And you must have a reservation to gain admittance to the base. Don't miss this outstanding A.A.H.S. event. Don't delay.

WRITE TODAY! SEND YOUR RESERVATION TO FRED C. DICKEY at BOX 133, Northbrook, Illinois. DON'T DELAY!

NOTES FROM THE CORRESPONDENCE FILE.

As will be noted from the "Vin Fizz" article at the front of this issue, Pete Bowers is going to have his hands full. He says,

"Can you find some eager beaver who will be willing to handle the correspondence with people along the route? The list of stops will be with the article for the JOURNAL, and if at that time we can say that 'Mr. So-and-so will coordinate the activities of those who live along the original route and would be in a position to arrange hangarage, meetings with the local old-timers or historical Society Members, place for the weary pilot to stay, etc.....' Thus anyone interested in helping out could write to the Mr. So-and-so."

Bowers goes on to state, "Don't have them write to me; I'll have my hands full getting the airplane built and tested".

Here is an opportunity, Men. Any Member interested in giving assistance to Peter M. Bowers in recreating this memorable flight of the "Vin Fizz", please get in touch with your Editor immediately. There are many arrangements to be made and time's a-wastin'!

Bowers is interested in opinion regarding the timing of the flight, but cannot handle route details at this time.

For those who may have searched for a book entitled "Flight Across the Atlantic" the chances of finding one are slim. This was a beautifully printed brochure of the flight of the NC- boats, published in 1919 by the Dept. of Education of the Curtiss Aeroplane & Motor Co. John T. McCoy reports that, when he was a student pilot at the Curtiss Flying Service in 1926, and working at the school part-time for his tuition, one of his jobs was to destroy a

room-size pile of these brochures. Apparently they went begging in those days. But it hurts right now to think of it.

Member Dave Winans would like to get in touch with other Naval toffs, those concerned with Navy aircraft, for an exchanges of views and data. He has put a similar notice in the U.S. Naval Institute PROCEEDINGS. His address is 508 Outlook Ave., Coltonia, N.J.

LT. DON WALSH HONORED BY JAYCEES

A.A.H.S. Member Lt. Don Walsh, U.S.N., was honored by the United States Junior Chamber of Commerce on 14 January 1961 as one of the TOYM for 1960 (Ten Outstanding Young Men), in Kansas City's Municipal Auditorium. Following is the account from FUTURE, the official publication of the Jaycees, of January 1961:

"Lt. Don Walsh, 29, explored the earth's final geographic frontier last January (1960) when he plunged nearly seven miles into the ocean depths southwest of Guam. This record-breaking descent in the Bathyscaphe TRIESTE placed the U.S. on the threshold of oceanographic supremacy. A native of San Francisco now stationed in San Diego, Walsh was graduated from the U.S. Naval Academy in 1954, and two years later attended submarine school at New London, Conn.

"These Ten Outstanding Young Men of 1960 will carry on the tradition of such past winners as Pres. John F. Kennedy, Richard M. Nixon, Bob Richards, Leonard Bernstein, and Bill Mauldin. The 1960 TOYM have all made outstanding contributions to their own fields in particular and to humanity in general."