

President's Message

AAHS, in its first foray to EAA AirVenture, the world's biggest annual aviation venue, in late July gained several positive results from the experience, not the least was an opportunity to hang out for a week with others that share our passion.

The Vintage Aircraft Association (VAA), with whom we partnered to share some space at AirVenture, accorded AAHS a very generous gift by allowing AAHS to set up a small table in the Vintage Hangar at no cost, a space normally dedicated to housing displays and tables for only the aircraft type clubs, such as the Cessna 140/170 Club, Globe Swift, OX-5, and Piper Cub Club, to name a few. These type clubs enter a lottery of sorts to determine seating arrangements, as some locations within the VAA hangar are more accessible to the crowds than others. Thanks to the support of AAHS member John Turgyan, (also a longtime VAA member) and VAA President Sue Dusenberry, AAHS was provided a table right in the front, where we had a great view of the Vintage Aircraft area. John is from New Jersey, and has been a supporter of AAHS since the '70s, and VAA since the mid-1980s. It was a pleasure to speak with a veteran like John of these historical organizations and gain more insight into our past.

We had a great time acquainting ourselves with the AAHS volunteers that staffed our table. They came from all over the United States. Bill Jordan and Barbara Myers, who hailed from San Diego, had never been to EAA AirVenture before. John Lyon, Carl Scholl, and editor Hayden Hamilton were also from Southern California, while Garry and Barbara Pape drove in from Le Mars, Iowa. Dennis Caldwell and his wife Debra came all the way from New Hampshire, and David Beulke drove down from South Dakota to assist the Society. Terry Weisemann, and her husband Baron, were already participating with Utah State University at AirVenture, but offered, as AAHS members too, to assist AAHS where they could. These volunteers, in addition to helping pass out brochures and talk with potential new members, swapped hangar stories and real life aviation histories. We couldn't have had a presence at AirVenture without the help of these volunteers - thank you all!

The breadth, diversity and sheer number of aviation enthusiasts present at AirVenture also made a fabulous opportunity for aviation networking. Every conceivable aviation venue was present, from merchandisers, equipment makers, trainers, administrators, fixed base operators (FBOS), photographers and aircraft manufacturers, along with pilots and their planes -- all made for an organized mash up of gargantuan proportions. We had hundreds of conversations with folks who had similar interests, and collected ideas for future collaborations. So many avenues to explore!

What we all came away with is the conviction that AAHS' mission to share documented aviation history (i.e., the *Journal*), its photo archives and our members' aviation passion is still valued by a community that we don't often come in direct contact with. We heard so many times comments like, "The *Journal* is the best source of aviation history available in this (magazine) format." That, aside from creating big smiles from our *Journal* editor, we can remain confident in our resolve to take whatever effort is needed to maintain our dedication to great aviation history.

So What's Next?

We'll continue to move forward on our near term objective of identifying all AAHS assets (photos, books, etc.). We can't fully support aviation research requests, or perform our mission of sharing aviation history without knowing what we ourselves have available. We'll also continue to reach out to like-minded organizations, like EAA and VAA to build partnerships.

We realize what we need to START doing more of is fund raising. Without raising some funds, we cannot hope to keep up with the photo scanning backlog we currently are processing. Of the one million plus photos/images we have on hand, we only have a small fraction scanned, identified, labelled and available for viewing on the website. We continue to get additional photos in every month, and with just in-house volunteer effort, we cannot catch up. See the related article on how we are working to downsize the digital photo backlog, while additional funds will allow us to outsource the scanning of our remaining slides and prints.

Another effort we need to start is gaining greater visibility. AAHS has sadly, not lost its reputation as "the best kept secret in aviation." We can gain more recognition in partnerships with others and we could also help ourselves more with participation at aviation events such as AirVenture, sponsoring selected aviation projects, or making events ourselves.

So, -- wait for it -- this is where you come in! We have a WONDERFUL, but small, cadre of dedicated volunteers at headquarters, making some progress on our objectives. YOU CAN HELP US MOVE ALONG FASTER! By providing funds so we can outsource scanning, or offering some time to help with our photos or at aviation events, we can take AAHS to the next level.

I'd look forward to hearing from members who would like to see AND HELP AAHS at another aviation venue!

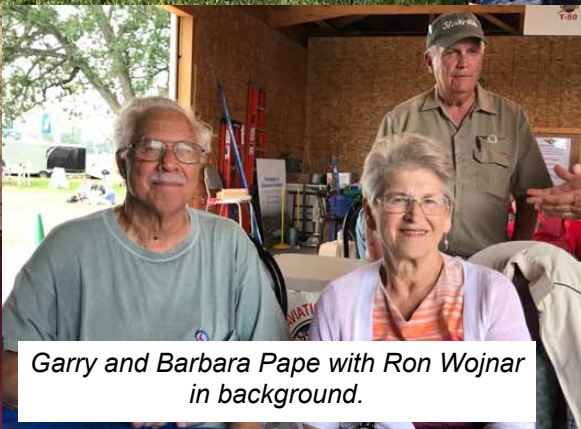
Jerri Bergen
AAHS President



Vintage Aircraft Association hangar where we had our table.



John Turgyan



Garry and Barbara Pape with Ron Wojnar in background.



New member Don Stewart and Barbara Myers



AAHS member Rafe Tomsett providing Ford Tri-motor briefing.



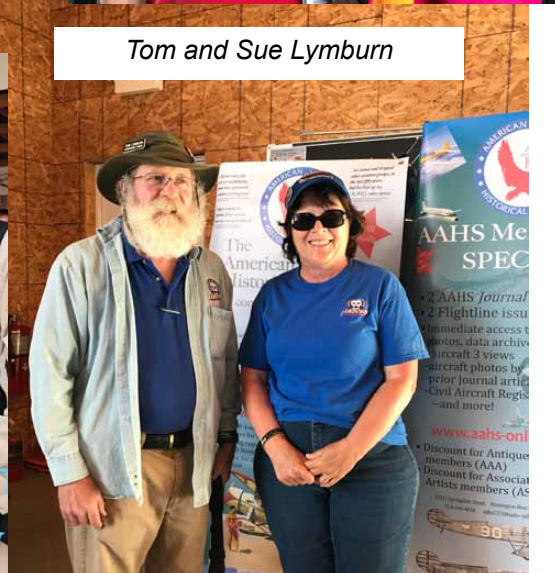
John Lyon and Sparky Barnes



Terry Weisemann



Life Member Bill Jordan, Barbara Myers (sitting) and unidentified Border Patrol pilot



Tom and Sue Lymburn