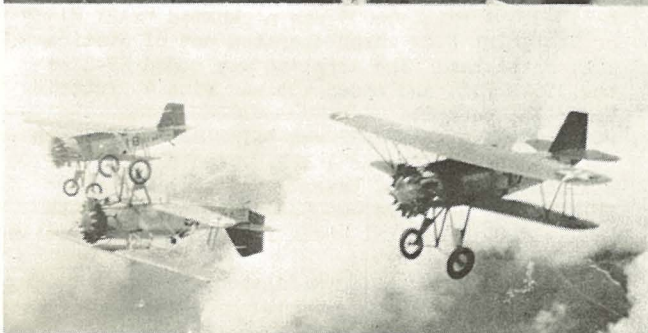




More than 150 members and guests were present on Friday evening, July 21, 1961 when President William A. Riley called to order the Second Annual Meeting of the Society. A special program, honoring the Fiftieth Anniversary of Naval Aviation, commenced with color slides of naval aircraft shown by the Treasurer of the Society, Harry S. Gann.

President Riley then introduced the Guest Speaker, Vice-Admiral William V. Davis, Jr., USN (Ret), now with the Military Advisory Group at Lockheed Aircraft Corporation. The outstanding naval career of Admiral Davis, outlined in the Spring 1961 issue of the JOURNAL, provided a basis for an informative, interesting and amusing talk that was enthusiastically received by the members. Highlights of the Admiral's remarks were his experiences as a test pilot, as a member of the "Three Sea Hawks" (first Navy flight team) and as navigator for Art Goebel in the WOOLAROC, winner of the Dole Air Race in 1928. The question and answer session was just as interesting and as amusing. Members of the Admiral's family, Mrs. Davis and his son, Bill Davis III, were also introduced. Two unexpected guests were Garland "Whitey" Toler, a mechanic and "plane captain" when Admiral Davis was a pilot in Fighting Squadron Six and Martin Jensen, the pilot of the second place winner in the Dole Air Race.

A short business meeting followed, with each Officer and Director in attendance presenting a brief report. Secretary R. T. Hood outlined the activities concerning membership data, problems of correspondence and lapel pins. Treasurer Harry S. Gann reported the financial condition of the Society. Director and Editor James J. Sloan covered the publishing and mailing details and



SOCIETY AFFAIRS

SECOND ANNUAL MEETING HELD IN LOS ANGELES

DIRECTORS ELECTED FOR YEAR 1961 - 1962

OFFICERS ELECTED, INCLUDING REGIONAL VICE-PRESIDENTS

VADM WILLIAM V. DAVIS ADDRESSES THE SOCIETY

At left above - VADM W.H. Davis (left) and retiring President of the A.A.H.S., William A. Riley, at the Second Annual Meeting. Adm. Davis was one of the three "Sea Hawks", the Navy's aerial stunt team which thrilled millions of spectators at air shows during the late 1920's. The picture below brings back memories of this famous group, showing the team tied together for loops, rolls, and tight formation turns.

recommended consideration of an increase in dues in order to maintain the increased size and improved format of the JOURNAL. Director Roland L. Bliss proposed a publicity campaign, designed to increase membership. Director George A. Hardie reported on the recent Midwest A.A.H.S. meeting, commenting on the increased interest in local gatherings. The Directors not in attendance, Harold Andrews, Warren D. Shipp and Dr. Gerald E. Wheeler, were represented by proxy declarations.

In accordance with the By-Laws of the Society a list of proposed Directors for the ensuing fiscal year was presented by the Secretary and unanimously approved by the members. Those elected were Roland L. Bliss, Harry S. Gann, George A. Hardie, R. T. Hood, William A. Riley, James J. Sloan and Dr. Gerald E. Wheeler. The reduced number of Directors reflects the emphasis which will be placed on activities at the local level under direction of Regional Vice-Presidents. It is expected that such a program will stimulate increased participation by existing members; publicize the activities of the Society and bring in additional members.

A final order of business was a motion to increase the Dues of the Society from five to six dollars a year. The motion duly seconded was unanimously approved by the Members.

As a final order of business, President Riley made acknowledgment of the assistance given by Bob Brooks, Larry Kasulka, Bud Donato, Emil Strasser and Bill Clarke in helping to make the program a success. Particular thanks were expressed to Douglas Ettridge, whose collection of aviation paintings was on display, and to Paul Matt for bringing his outstanding exhibit of scale model naval aircraft.

OFFICERS ELECTED

Pursuant to the Bylaws of the Corporation, the Directors of the American Aviation Historical Society, duly elected at the Second Annual Meeting of the Society on 21 July 1961, immediately took office and held a meeting for the purpose of election of officers for the ensuing year. By unanimous vote, the following officers were elected, to take office immediately:

George A. Hardie, Jr. -	President
James J. Sloan -	Vice-President
R.T. Hood -	Secretary
Harry S. Gann, Jr. -	Treasurer
Harold Andrews -	Regional Vice-President
Karl Bergey -	Regional Vice-President
Ross S. Fenn -	Regional Vice-President
Len Morgan -	Regional Vice-President
Warren D. Shipp -	Regional Vice-President
Gordon S. Williams -	Regional Vice-President

EDITORIAL

By George A. Hardie, Jr., President, A.A.H.S. (1961-62)

It is with mixed feelings of pride and humility that I address my first communication as President to the members of the AMERICAN AVIATION HISTORICAL SOCIETY - pride as I review the past accomplishments of the Society, and humility as I contemplate the complexity of the task before us. Since the modest beginnings of this organization six years ago, the membership has grown from the twenty enthusiastic Charter Members until now we are more than 1000 in number, representing the U.S. and several foreign countries. This growth is a tribute to the diligent and untiring efforts of those few who have "carried the ball" during that time. The base of the Society has been laid firmly - it is now up to us as Members to build upon that base.

During the past few months I have had the privilege of meeting and talking with many A.A.H.S. Members from various parts of the country. This has been a unique experience, and one of my first impressions was of the many and diverse interests represented by these Members. Each had selected a special facet of aviation history - some military, and others of such unrelated areas as aces, lighter-than-air, instruments, etc. Taken altogether, these cover the broad history of development of aviation.

Recently I presented a copy of our JOURNAL for the first time to a good friend who had followed aviation for many years, first actively in the industry and later as a hobby. His immediate comment was, that while he found the material presented in the JOURNAL extremely interesting, he failed to detect any philosophy behind our activity. In other words, he was unable to relate much of the material to the subject of history as he understood the term to mean. This incident points up some very important questions. Are we fulfilling all aspects of our stated purpose, or are we neglecting some essential areas in favor of others of lesser importance? Are we actually recording and compiling aviation history, or are we too concerned with "trivia" that is of little value to the true historian? Are we "fiddling while Rome burns"?

These questions have caused some profound discussions among Members with whom I have talked on the subject. The point to bear in mind is that our organization is usually judged, at least at first impression, by its title, the American Aviation Historical Society. There are many historical societies in existence, some for a goodly number of years, and the meaning of the term "historical society" has therefore become fairly well defined. To quote Webster, a society is "a body of persons united for a common purpose" and history is "a full account of the past, with interpretative and explanatory comment that distinguishes it from mere annals or chronicles". Without doubt we, the A.A.H.S., are "a body of persons united for a common purpose" - to share our interest in aviation history. The question then becomes, are we actually engaged in historical research, at least as Webster defines history?

In his "The War in the Air", Sir Walter Raleigh described aviation history as "a long story of legends and

dreams, theories and fancies, all suddenly transformed into facts; a tale of the hopes of madmen suddenly recognized as reasonable ambitions". The famous British pioneer inventor, Sir George Cayley, recognized as the "Father of Aviation", wrote in 1804, "I am well convinced that aerial navigation will form a most prominent feature in the progress of civilization". And in 1809, "I may be expediting the attainment of an object that will in time be found of great importance to mankind; so much so, that a new era in society will commence from the moment that aerial navigation is familiarly realized!

Think of it! Those prophetic words were written more than a century and a half ago, when those who dared to experiment with aerial vehicles were regarded as agents of the Devil and prime candidates for the insane asylum! We are living today in that "new era" that Cayley foresaw. Yet we would not know what we do about those brave pioneers had not someone preserved their records and publicized them. In the case of Cayley it took the work of three researchers to bring many years later full recognition of the importance of his early work. In his recently published work, "The Aeroplane: An Historical Survey", the British historian Charles Gibbs-Smith writes: "In aeronautical, as in all other history, there are two complementary approaches to be followed, both of them vital: the patient collection and sifting of facts; and the interpretation of the facts thus established. It is perhaps the latter approach that has been most neglected where aviation is concerned, and which will provide such a rewarding field for future historians."

We are a privileged generation. During the lifetime of many of us we have personally witnessed the development and perfection of one of man's most important inventions - the airplane. Even today we are still groping, trying to determine just what the impact of fast air transportation is having on our society. Certainly its military effects have been far-reaching, and the very future of our civilization will be determined by its use.

A good number of the men who were actively engaged in developing and perfecting aviation are still with us to give first-hand accounts of their experiences. With tape recorder at hand, we should be "picking the brains" of each and every one of these living pioneers, recording for all time the reminiscences of their early flying days before they are lost forever. So they may be colored by fading memory due to the passage of time - it's impossible to sift the facts if none exist to sift! And their valuable collections of papers, data, photos, etc. deserve better treatment than has been accorded to many in the past.

I have attempted to bring to you my concern for the complexity of the task before us. I believe it is profitable for us from time to time to review our aims and goals, and endeavor to assess whether or not we are achieving them. The invention of the airplane and its development to practical use has been so rapid that comparatively little effort has been made to obtain and re-

cord all details of its history. Our Society is the first organization in this country, to my knowledge, that has set as its goal the compiling and preserving of all American aviation history. As for interpretation of that history, perhaps many years must elapse before much serious effort can be brought to bear on that aspect.

However, the "patient collection and sifting of facts" certainly lies within the province of our Society and, in my opinion, should be our chief concern. Much valuable factual data has already appeared in our JOURNAL, but all will agree that the surface has barely been scratched. Time is working against us, and it is inevitable that much valuable material will be lost in the future, but diligent and cooperative effort by all of us will result in the saving of a high percentage of that currently extant. We have the opportunity here to make a valuable contribution to the culture of our country. Even though we are engaged in this activity as

a hobby, supposedly for fun, that does not preclude our being concerned that the results of our activities should be of definite value to our country and society in general.

It is you, the individual Member, who will determine how successful our Society will be in achieving its goals. Collectively we can accomplish great deeds; individually we must cooperate to the fullest in order to make our collective efforts count the most. I shall be very pleased to receive any suggestions or ideas you may have for furthering the aims of the Society and to review them with your Officers and Directors for possible action. As of today, our Number One problem is to expand the Membership, thereby providing a firm financial base for operation of the organization, a thought I will discuss with you in person and in future issues of the JOURNAL.

George A. Hardie, Jr.
President

A SPECIALIST AT GLENVIEW

Mention of one of the most important highlights of the AAHS Midwest Regional meeting held at the Naval Air Station, Glenview, Illinois on April 29, was inadvertently omitted from the report published in the Summer 1961 AAHS Journal. Member Richard Bueschel of Mount Prospect, Illinois is well known both in this country and abroad as an authority on Japanese military aviation, particularly of World War II. He presented an excellent talk at the meeting on his experiences in research for his particular field, and revealed some of his favorite methods which can be applied to any research program.

Certainly a more remote area than Japanese aviation would be unusual to find, but distance has been no barrier to Bueschel as he so ably demonstrated in his presentation. Even the language difference proved to be no obstacle as he dug into the technical development history of Japanese aircraft. He related a particularly amusing account of how he traced the details of a highly secret Japanese fighter project that was shelved because of publication of its details in the American press. The amusing part was that American publication resulted from an article in a popular Japanese magazine on a "dream design" by a young Japanese lad. The details coincidentally matched those of the highly secret fighter project! Imagine the consternation this caused among the Japanese military authorities. A tape recording of this portion of the Midwest Regional Meeting is being circulated to other local groups.

NEGATIVE LENDING LIBRARY

Roger Besecker reports that the A.A.H.S. Negative Lending Library which he has established is progressing very satisfactorily, with many Members writing to borrow, and the number of negatives donated almost doubled. The Library was described in the JOURNAL, Vol. 6, No. 2 (Summer 1961) pp 137-138 and the rules for borrowing given therein.

Mr. Besecker reiterates that all requests for negatives must be accompanied by stamped, self-addressed envelopes, large enough for the largest negative desired. And be generous with that postage; negatives do have weight, and sometimes 4¢ isn't enough.

Further, it is requested that no more than 10 negatives at a time be borrowed, at least for the present. The distribution of large groups into the pipeline temporarily depletes the file so that others may not be able to use a particular portion of it.

The list now comprises 226 negatives and as more pour in it will be necessary to compile and separately print the list. Space will not at this time allow the printing of the list in this JOURNAL.

COMING EVENTS OF INTEREST TO THE SHUTTERBUG AND AVIATION HISTORIAN

(R) - Requested (T) - Tentative (F) - Firm

October

- | | |
|--------------|---|
| 1 Oct. 61 | Aviation Day, Altoona, Pa., Blue Angels |
| 1 Oct 61 | Air Show, Quanah, Texas |
| Oct 61 | Navy League Regional Convention, Norfolk, Va. |
| 8-11 Oct 61 | National Convention of Chamber of Commerce Executives, Hammondsport, N.Y., Blue Angels (R); Parachute Team (R); Static Display (R); Navigator Choir (R) |
| 11 Oct 61 | 1st Annual Aircraft Auction Meacham Fd., Ft. Worth, Texas |
| 14-15 Oct 61 | Open House, Jacksonville, Fla., Blue Angels (F); Parachute Team (R); Static Display (R); Navigator Choir (R) |
| 21-22 Oct 61 | Aviation Day, Portales, New Mexico, Blue Angels (T) |

November

- | | |
|--------------|---|
| Nov 61 | NRA Convention, Static Display (R) |
| 11 Nov 61 | Fly-in, Antiques, Homebuilts, Air show, Fairview, Oklahoma |
| 11-12 Nov 61 | Open House, Pacific Missile Range, Point Mugu, Calif., Blue Angels (F); Chuting Stars (F); Static Display (F) |

INTRODUCING THE MEMBERS

Richard J. BEITER, 11 Horton Place, Buffalo 9, N.Y.
Interested in aviation since childhood. Have maintained an aviation periodical clipping file for many years. Now teach history at N.Y. high school.

Max BICKLER, 901 W. 16th Street, Austin, Texas.

Donald G. CATHCART, 1721 Monterey Blvd., Hermosa Beach, Calif. Free balloon pilot, flight instructor at Fort Omaha, Nebraska and Arcadia, Calif. Made first all-night flight in captive balloon. More hours in air in WWI than any other officer; 334 flights, 586 hours between 12-17-17 and 3-19-20.

(Continued on Page 218)