

NEWS & COMMENTS FROM OUR MEMBERS

AAHS BUILDING MOVE UPDATE

Activity is underway for the American Aviation Historical Society's move to Flabob Airport (KRIR), in Riverside, Calif., from Orange County, California. We're moving into the building formerly occupied by the Flabob Airport management team, conveniently located right at the entrance of the airport.

The 'new' office building is a 70-year old barracks building, constructed for 'temporary' use on a nearby airfield during WWII. It has had renovations over the years to remove the asbestos, install additional electrical outlets, etc. However, the needs of AAHS' extensive photo collection and research library space necessitates the update of the floor plan of the building. Below is a 'to-be' floorplan of the new headquarters space. The largest change is the development of a "photo vault," a room with additional fire-proofing and floor reinforcements, designed to house the extensive photo collection, and the heavy, fire-proof safes that many of them are stored in.

As of early December, we have begun demolition of the interior area, in preparation for the floor reinforcements. Plans and permits have been submitted to the city, and have passed all permit requirements, save the fire code, which is still in process.

We plan to have the interior updated and move-in ready in January 2019, and move a portion of our reference library in first. The photo archive will remain at our Huntington Beach office for the time being, where volunteers are busy digitizing and identifying the slide collection. We will occupy the Huntington Beach office for at least two additional years to continue the photo digitization effort, thanks to the generosity of AAHS member Tim Williams, who has donated funds for this purpose.

AAHS member John Turgyan has been a tremendous support in donating the funds for the current building construction. Next year we will be working to allocate further resources to install additional book storage areas using large seavan containers. This will let us keep some 'free room' inside our building for needed research and meeting room space.

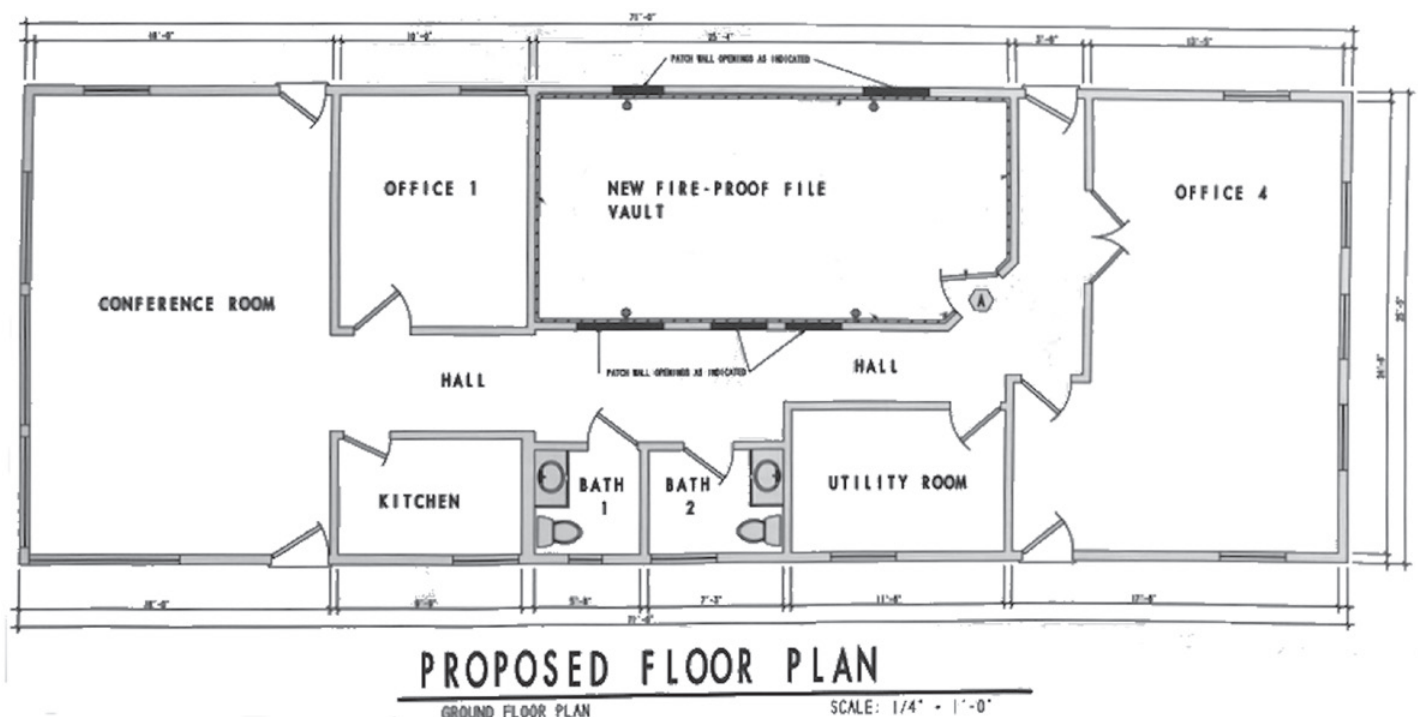
AAHS is already looking to partner with Flabob Airport on upcoming events, such as their celebration of the 40th anniversary of the first manned solar-powered airplane flight, at Flabob in April of 1979. We look forward to holding events ourselves and supporting historic events such as these in our new building, with our new partners at Flabob!

More than a Pilot: The Life and Career of a True Aviation Pioneer: Robert N. Buck; Vol 63, No. 2, Summer 2018

A number of you caught a typographic error in this story for which we apologize to both our readers and author. We're not sure how the error occurred, nor why none of our excellent proof readers didn't catch it. It just shows that no matter how many times you review a piece, sometimes things slip by.

The error is that in the opening paragraph of the article it states that Buck's career "... took him from the right side of the cockpit to eventually commanding B-747-400s for Trans World Airlines."

The only problem with this statement is that Buck retired from TWA in 1974, about 15 years before the first 747-400 entered commercial service with Northwest Airlines in February 1989. The line should have read 747-100.



SIKORSKY VS-44A AI very much enjoyed Ed Martin's informative article on American Export Airlines and Sikorsky VS-44A (Spring 2018 AAHS Journal). I did spot a couple of factual errors that in no way detract from the overall excellence of the story. Most important, the command pilot of AEA's 1939 survey flights to Europe in the Consolidated PB4Y-4 TransAtlantic was Aviation Chief Boatswain's Mate Patrick J. "Pappy" Byrne, USN, not Charles Blair. Byrne, Naval Aviation Pilot #10, was loaned to American Export through the offices of the Chief of Naval Aviation, Vice Admiral Tower. Tower's wife christened the airplane in New York.

Also it is somewhat inaccurate to say that contemporary aircraft belonging to Lufthansa and Air France "could not make a non-stop, transatlantic journey." While this was true for the French, on August 10, 1938, the Focke-Wulf FW-200S Condor Brandenburg flew non-stop from Staaken Airfield outside Berlin to Floyd Bennett Field in New York. After a 24-hour layover for maintenance and crew rest, the aircraft returned 3,950 miles back to Germany again without refueling.

Finally, Dorothy Bohanna, RN was not the "first transoceanic stewardess for any airline." My candidate for

that title would be Emilie Imhof who flew as Zeppelin Co. stewardess aboard LZ 129 Hindenburg in 1936 and was killed at Lakehurst on May 6, 1937.

Bob Mattingly
Preston, Maryland

MOVING

IF YOU ARE PLANNING TO MOVE, PLEASE SEND US YOUR CHANGE OF ADDRESS AS SOON AS POSSIBLE. We cannot get your *Journal* to you if we don't know where you live. To ensure uninterrupted service, please let us know at least six weeks in advance.

Call for Articles

Several years ago, we issued a call for articles and provided a list of potential subjects for these. You responded admirably to this call. But, our needs are insatiable. We constantly are on the lookout for new material for the *Journal*, and rely on primarily our members for this content. The following is a list of potential topics for articles. If you see one you would like to tackle, please let the editor (Hayden Hamilton, webmaster@aaahs-online.org) know so that he can coordinate individual efforts. We want to avoid a situation where two of you are working on the same topic. With coordination, this can be avoided, and/or we can team up individuals wanting to work on the same topic (there is nothing wrong with having co-authors and it helps spread the effort).

1. Early Years of Delta Airlines (Delta Air Service)
 2. Pacific Seaboard to Chicago and Southern Air Lines
 3. Western Airlines, the early years (Western Air Express, National Parks Airways, Pacific Marine)
 4. Stout/Ford Airlines
 5. Mid-Continent Airlines
 6. Early years of American Airlines
 7. Keith Rider and his designs (R-3, R-4, R-5, R-6, others??)
 - a. Note: have done profiles on the individual aircraft
 - b. Nothing on Rider-Elmendorf R-5
 - c. No consolidated profile on the individual
 8. History of aerial fire fighting
 - a. Earliest mention is circa 1912 San Diego deployment
 - b. 1950s – to current. Excellent article by Bill Larkins covers up to mid-1950s
 9. Boeing 747 Approaches 50
 10. Other Commercial Trimotors
 - We've done the Ford and Stinson models
 - a. Bach
 - b. Curtiss Eagle
 - c. Kreutzer Air Coach
 - d. Fokker F.10
 - e. Zenith Albatross
 11. Zenith Aircraft Co.
 12. Douglas DC-10/MD-11
 13. Mercury Aircraft
 14. Aviation personalities and/or personal experiences
- You are also encouraged to select your own topic as well!