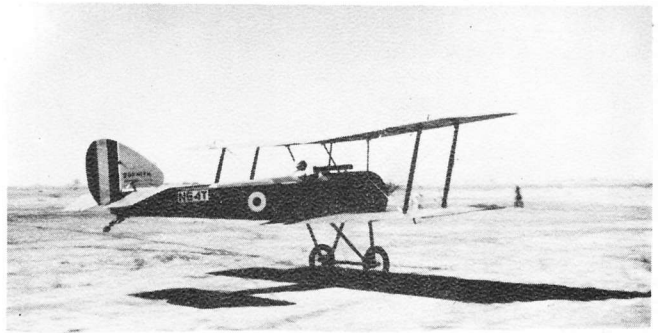
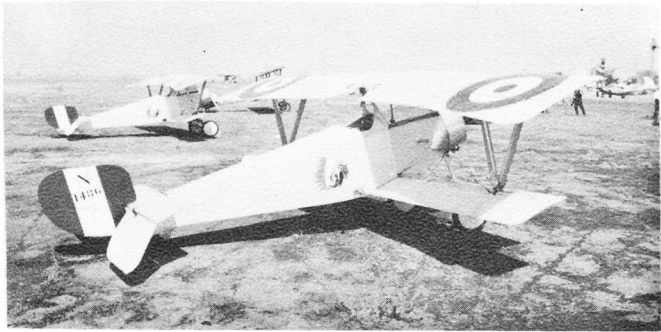
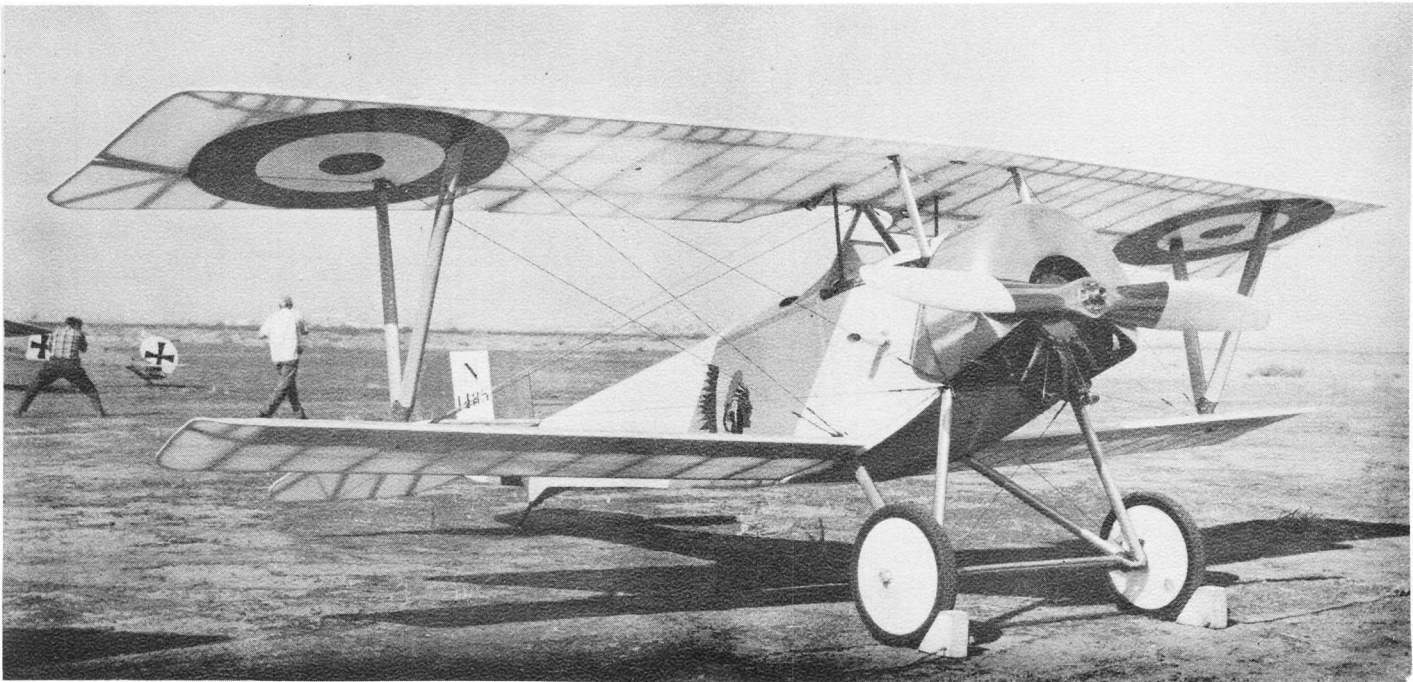


DR. SIKORSKY PRESENTS ORIGINAL DRAWINGS TO C.A.H.A.

Dr. Igor I. Sikorsky has presented to the Connecticut Aeronautical Historical Association the original drawings used to illustrate his basic helicopter patent, filed with the U.S. Patent Office on June 27, 1931, and granted on March 19, 1935. These very valuable and historic drawings reveal that back in the days when he was engaged in manufacturing and designing the early amphibians, the S-38 and S-39, Dr. Sikorsky was actively designing and perfecting his helicopter concepts.

The drawings reveal that his concepts have changed little over the intervening years. The next step from

these drawings was the construction of the VS-300 Lift and Torque Device in 1938, a sort of boiler plate helicopter, to prove the helicopter theories and to gain useful data on helicopter lift and torque. This Lift and Torque Device was presented last year to the CAHA by the late Michael Bulvid, who built it for Mr. Sikorsky. Dr. Sikorsky also presented to the CAHA the first machine tool purchased by the Sikorsky Company many years ago, a hand-operated drill press. This press was purchased second-hand by the struggling company for \$2.47 and was used to drill countless holes in the parts for the S-29, the first Sikorsky airplane built in the United States



SHUTTERBUGS AT WORK! (Photos - Upper, William T. Larkins.
Middle left and right - Peter M. Bowers.
Lower left - Bowers.
Lower right - James L. Dunavent.)

PORTERVILLE AIR SHOW

AIR CIRCUS AT PORTERVILLE

Members living within aircraft, ox-cart, and dog-sled commuting distance of Porterville, California, literally streamed into town on September 22 and 23 for one of the most colorful and rewarding events since this organization was founded... a two-day air circus featuring four beautiful rotary-powered replica WWI aircraft and a number of other aircraft in the antique and classic category. A.A.H.S. Members were invited to attend and participate through the courtesy of the Cross & Cockade, The Society of World War I Aero Historians.

It was a hugely successful two-day marathon of picture-taking, hangar flying, horse-trading, and general gossip; it is estimated that attendance each day totalled over 250 members and their families. It was literally the type of event that each aviation history buff dreams of; no police lines or restricting roped-off areas, and no unmanageable crowds to inhibit good picture-taking. Joe Pfeiffer, who arranged and hosted the event, threw his hangar open for use as the headquarters of the C & C and A.A.H.S. and general lounge for those attending, and also performed the feat of getting FAA permission to have the replica aircraft flown within good picture shooting distance.

Major Jim Appleby brought his Fokker E III up from San Bernardino, and Joe Pfeiffer unveiled his sparkling new pair of Nieuport 11 Scouts along with his first replica, the Sopwith "Pup". All of these aircraft were flown both singly and in various combinations. The high point of the entire event was on Sunday, the 23rd, when all four rotary-powered aircraft participated in a mass fly-by.

Saturday's activities were capped with a barbecue dinner served by the Porterville Chamber of Commerce (Seems it should have been the "Rotary" Club to be in keeping with the occasion!) and after a number of introductions and short speeches by the host and important guests, the tables were cleared off for a showing of newsreels of World War I flying plus that unforgettable air epic "Hell's Angels".

AN OPPORTUNITY TO SERVE

A Function of CAHA's Education Program
by
Harvey H. Lippincott, President

An educational opportunity of exceptional value has been afforded the Connecticut Aeronautical Historical Association. Last winter the CAHA was selected by the Aero Industry Youth Development Association, Inc. Room 35-11, 405 Lexington Avenue, New York 17, N.Y. to assume responsibility for aeronautical history in their youth educational program. Since the CAHA is incorporated as a non-profit educational institution and since one of its basic tenets is to educate the public upon aeronautical history, this opportunity to be of valuable service was eagerly accepted.

The program of the AIYDA is an important and interesting one. This organization is also a non-profit educational institution supported by the aircraft manufacturers and air transport industries and cooperating with the National Aviation Education Council, a division of the National Aeronautics Association. Four years ago a group of airline pilots, headed by Capt. Malcom J. Conway of TWA, noting a decided lack of interest by youth to enter the aviation industry, took it upon themselves to do something about it. They secured the interest of Pan American, TWA, Eastern Airlines and others, and some manufacturers, notably United Aircraft Corpora-

tion, together with the faculty of the University of Massachusetts and held a seminar at the University. High School youth from the New England and Middle Atlantic States were invited. The seminar was well received and expanded the following year. Last year the AIYDA was formed and incorporated, with Mr. Conway as President. Future scheduling calls for establishing the AIYDA program across the United States with separate regional groups under AIYDA handling similar programs suited for the region.

The current AIYDA program is conducted during two weeks in August. Between thirty and fifty boys, newly promoted juniors in high school, are carefully selected for quality in studies, character, deportment, and interest. The first week is spent at the University of Massachusetts, and the Massachusetts Institute of Technology, visiting and learning what a university is like, what it can offer them and how they must qualify for entrance. Intermixed with the college orientation are lectures, seminars and discussions upon various aeronautical subjects as meteorology, aircraft design, electronics, fuels, etc. After a full day of class-room work, the boys repair in the evening to the local airport and receive practical instruction on actual maintenance, handling and flying of light aircraft.

The second week is spent on field trips to New England aircraft activities - one each on engines, accessory and airplane or helicopter manufacture, a military installation, an airline, a major airport operation, and so forth. Part of each visit is spent with prominent engineering, sales and manufacturing personnel, learning about the product, services, qualifications for employment and job opportunities. If, after this, a boy is still anxious to enter the aero-space industry, he should be well equipped to handle the remainder of his high school study with purpose and motivation.

The second year, the boys (seniors) are encouraged to return for two weeks study and field trips into space, rocketry, electronics and chemistry. Those boys (graduates entering college) who returned this last summer for their third year were farmed out among several airlines to attend schools conducted by these airlines for their employees upon Convair 880 or Boeing 707 and 720 aircraft.

During their college years the boys will be placed around the aircraft industry in summer jobs where they can learn, make valuable contacts and be evaluated for permanent employment when they graduate from college. None of this AIYDA program is intended to give proficiency to the young man, but rather to provide him with an understanding of what the industry holds for him and how he must qualify, thereby bringing into the aero-space industry superior and better motivated and qualified youth.

These youths, however, are merging into an atmosphere of jets, rockets and space. AIYDA recognized the importance to complete the historical background for these boys and accordingly set aside one day out of the first year two week schedule for history. AIYDA charged CAHA to cover the subject thoroughly with opportunity for lecture, illustration, discussion and to observe and handle old hardware and watch it operate and fly.

How to handle the challenge most effectively - to inform and at the same time to stir interest in the subject among the boys? The problem was handed to the CAHA Education Committee, headed by Walter J. Cake. It was decided by the committee that aeronautical history should be covered from the beginning to the present, using all of the aids available. Since CAHA had no vintage or antique aircraft capable of flight, consideration of a flight demonstration by such aircraft the first year was shelved. However, the Connecticut Air National Guard enthusiastically agreed to stage a full scale "honest-to-goodness" scramble with F-100's.

Pratt & Whitney Aircraft kindly lent their Service School for Monday evening August 20. Thirty-eight boys