

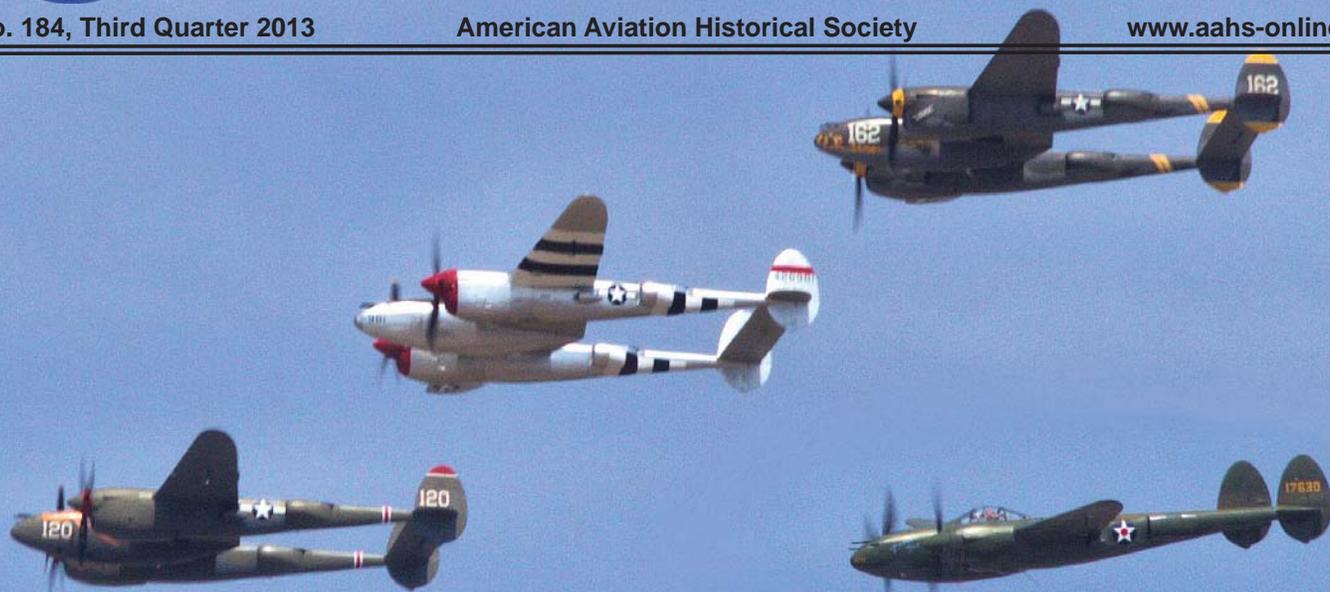


AAHS FLIGHTLINE

No. 184, Third Quarter 2013

American Aviation Historical Society

www.aahs-online.org



Lightning Strikes Chino Planes of Fame Air Show 2013

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Air Show 2013 celebrated aviation history featuring the Lockheed P-38 Lightning. There are only seven airworthy P-38s in the world today, five of them flew at the air show, while a photo reconnaissance variant made up the sixth P-38 at the air show. It was a rare and historic sight for all to see these five P-38 Lightning's grace the skies in formation and individual flybys over Chino Airport.

Another record attendance, great weather, nearly 40 aircraft flying from start to finish, great aerobatic performers like Sean Tucker, Rob Harrison, and John Collver, many North American P-51s and other warbirds, the one and only Northrop N9M Flying Wing, Clay Lacy's Learjet aerobatics, three North American B-25s and Douglas C-47s flying in formation, Margi Stiver's astounding wing walking, many static displays including a Lockheed Constellation EC-121 and a Blue Angels Boeing F-18, and a rare flight of a Consolidated

PBY characterized this year's air show program.

Clay Lacy put on a spectacular display in his Lear Jet. The Lear 24, s/n 0123, N33171, was built in 1965; this model Lear Jet is capable of over 10,000 fpm rate of climb, cruises at 45,000 feet at Mach 0.82. It is a stock aircraft except for the smoke system added for air show



Northrop N9MB Flying Wing was demonstrated. (Photo courtesy of Planes of Fame)

Blue colored text have links to relevant information.

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- 5. Grumman F3F-2, N20FG, BuNo 1033, 1938.
- 6. Douglas SBD-5 Dauntless, N670AM, BuNo 29536.
- 7. Curtiss P-40, N80FR.
- 8. Chance Vought F4U-4 Corsair.

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- 9. Canadian-Vickers PBY-5A, N427CV, c/n CV-427, 1944.
- 10. NAA P-51C-10, Boise Bee, N4651C, 43-25057.
- 11. Lockheed P-38F, Glacier Girl, N17630, 41-7630
- 12. Lockheed P-38J, 23 Skidoo, N138AM, 44-23314, POF.
- 13. Bell P-63A Kingcobra, N163BP, 42-68864.
- 14. Lockheed P-38L, N38TF, 44-53095, owned by Comanche Fighters.

(All photos by Charles E. Stewart)



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demonstrations. The plane is painted in the markings of the Special Operations Area 37.

We were honored to welcome the following veterans: Pilots and crew from the National P-38 Association, the 80th Fighter Group, the 91st Bomber Group, the 506th Fighter Group, and veterans sponsored by the Veterans History Project: John Knapp 44th Infantry, Celso Jaquez 6th Marines, Geoff Blackman VP-23 Navy, and Muriel Engelman Army Nurse.

We thank these men and women for their service to the country and for sharing their experiences with us so that we might better appreciate the sacrifices our veterans have made and are still making for our nation.

Over 35,000 people witnessed the aerial acts performed over Chino Airport on May 4 and 5. If you missed it, mark May 2014 on your calendar now so you won't miss it next year!

Planning a Visit

If you live in Southern California, or are planning a visit to this area, then you might want to consider planning your trip to coincide with one of Planes of Fame's "Living History Flying Days." These events are held on the first Saturday of every month and feature a historically significant aircraft from their collection. The program begins at 10:00 a.m. with a 1.5 hour discussion by a panel discussion of experts that include book authors, pilots, historians and/or eyewitness accounts of historic events. It is not uncommon to also have a slide show on the featured aircraft and events.

There is ample time for questions and answers as well as photo opportunities of the featured aircraft. Weather permitting, the featured aircraft is also demonstrated to the attendees. Who knows? You might also get lucky and win a ride in the raffle held at each event. These events are well worth planning your travel arrangements around in order to whet you aviation history appetite.



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Arrows Pointed the Way

Most of us know that when the first air mail routes were established in the 1920s that pilots were guided by lighted beacons strategically placed along the routes. These beacons were very useful from dusk to dawn in aiding the pilots in their navigation.

But what about during the daylight hours?

In the western U.S. it turns out that the Post Office Department incorporated visual aids along with the installation of the beacons. The beacons were located about every 10 miles and were generally placed on 50-foot towers, as this was thought to place the beacon above ground fog while being low enough to be below cloud base. The first beacons were installed in 1924 but it would not be until 1927 that the western sections were complete, lighting the way from Salt Lake City, Utah, to San Francisco and Los Angeles. The Airways Division of the U.S. Lighthouse Service lit the last of the route from New York to

San Francisco in early 1929.

Along with the beacon installation, the Post Office incorporated large concrete arrows that pointed the way to the next beacon. These arrows were generally about 50 to 70 feet in length, 10-15 feet in width and were often poured as part of the station foundation. In a few cases due to surrounding terrain, they were set as individual markers with the beacon being located on a hill close by. Like the beacon towers, these arrows were painted bright orange and white or yellow and black to aid in visually identifying them.



The beacons were powered by either local electricity or acetylene-gas powered lights having a one million candlepower rotating lamp that was visible within a 40 mile radius. Two additional color-coded course lights pointed up and down the airway and flashed a Morse code letter that identified the beacon. Locals were hired to turn on the lights at dusk and off at dawn, as well as maintain the stations similar to lighthouse keepers along the coast. In all, more than 1,500 beacons covering more than 18,000 miles of airways were constructed.

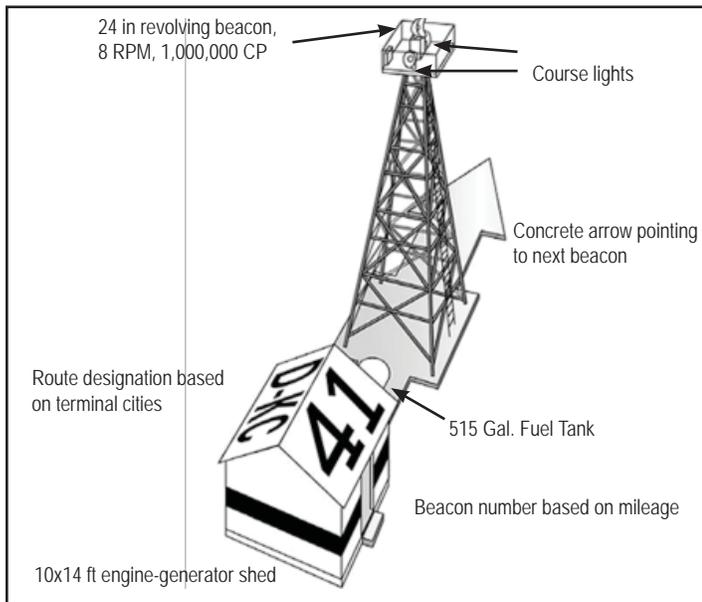
By the 1930s, radio technology began to render the lighted beacon system obsolete. Most had been abandoned by the beginning of WWII and many towers were torn down for their steel during the war. A few towers remain, scattered

ABOVE: The first U.S. airmail postage stamp showing a typical navigation beacon. **LEFT:** One of the remaining navigation beacon arrows north of Glendale, Nev., just off Interstate 15 (background). **BELOW:** Route of the first transcontinental airway stretching from San Francisco to New York City.



around the country in museums or having been repurposed for other activities.

But the arrows remain, vestiges of a by-gone era of early aviation. VFR pilots flying along these former airmail routes are still able to spot these arrows, still pointing the way along their flight path. Only today, when they are spotted, the typical observer often wonders why the heck did someone go to the effort to put an arrow out in the middle of nowhere. Seldom do they realize that this is a piece of aviation history that dates back almost 90 years to the earliest days of commercial aviation in this country.



ABOVE: Typical beacon configuration. Local electrical power was used when available, eliminating the need for the generator shed. **RIGHT:** This arrow, at an undisclosed location, reflects such a configuration where the tower was mounted on the square platform at mid-arrow.



Site 61A located northeast of Lake Point, Utah, at the southern edge of the Great Salt Lake and just south of Interstate 80. This beacon site is unusual in that it marks the intersection of two airways. The arrowhead points to Salt Lake City, Utah, while the upper arrow base marks the direction of San Francisco, Calif., and the lower base points south to the Los Angeles, Calif., route. (Image from Google Earth)



Golden Age of Aviation Internet Reference Sites

For years, AAHS member Gary Hyatt has maintained and expanded his *Davis-Monthan Airfield Register* (www.dmairfield.org). That website is built around the Tucson Airfield register covering the period from 1925 to 1936. Through his conservation efforts, Hyatt has been able to obtain and provide access to five additional Golden Age airfield registers – Clover Field, Santa Monica, Calif.; Grand Central Air Terminal, Glendale, Calif.; Parks Field, East St. Louis, Ill.; Peterson Field, Colorado Springs, Colo.; and Pitcairn Field, Willow Grove, Penn. Each airfield has its own unique website, though navigation among them is simple and easy.

These airfield registers provide a record of the comings and goings of aircraft and people from 1925 through 1942. Because of their availability and coverage you can follow transcontinental flights of individual aircraft. Each site is driven by databases built from handwritten records in the *AAHS FLIGHTLINE* No. 184, Third Quarter 2013

airfield registers. The databases form a rich environment for researching pilots, airplane registrations, and patterns of movement by people and machines across the United States during the period. The possibilities for discovery are bounded only by the dates of the registers, which present 21,667 air traffic days for study.

The sites are enhanced by biographical sketches of the transient pilots and histories of particularly significant aircraft that had visited one or more of the airfields.

You will find the new website links below:

- www.cloverfield.org/
- www.grandcentralairterminal.org/
- www.parksfield.org/
- www.petersonfield.org/
- www.pitcairnfield.org/

AAHS Moves to Preserve *Centennial of Flight* Website

In 1999, Congress created the Centennial of Flight (CofF) Commission to coordinate and promote the 100th anniversary of the Wright brothers' first powered flight, culminating with the anniversary on December 17, 2003. Congress also appropriated \$4M to finance this program and additional contributions were raised by the Commission.

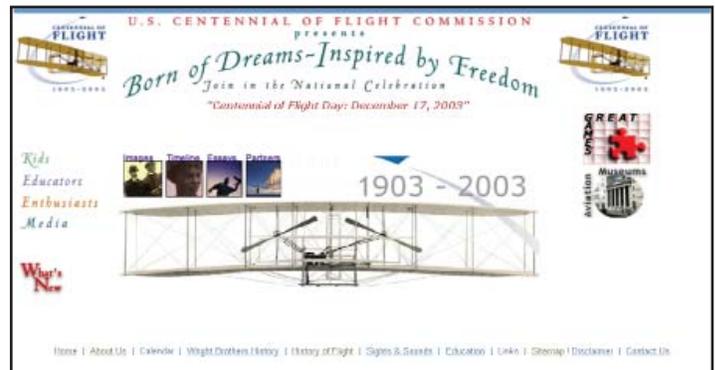
Between 1999 and 2003, the Commission developed an extensive website that provided historical and educational information about the significant people, places, planes and events in American aviation to educators, students, researchers and other interested individuals. This website eventually grew to over 17,000 web pages and became quite popular. Website visitation grew to the point that by December 2003, the site was receiving over 4M visitors per month.

With the conclusion of the anniversary, the CofF Commission was dissolved. Included in their original charter were terms requiring the preservation of materials that had been created during the celebration, i.e., primarily the website. After approaching several different government groups about performing this task, NASA was selected to receive the web servers and website. This transfer occurred in early 2004.

From 2004 until September 2012, NASA continued to make the CofF website available on the Internet. The site was essentially static, meaning no updates were made and only minimal management activities were performed. By mid-2012, NASA was faced with a number of budgetary challenges as it related to the CofF site. The servers and their operating systems were over 10 years old, making them venerable to hacking – a problem since they were within the NASA computer network. With NASA's existing budgets being slashed by Congress, they were faced with the tough decision to take down the CofF website, which occurred quietly in September 2012, even though the site was still seeing almost one million visitors per month.

Enter the AAHS – It was brought to our attention by an AAHS member that the site was no longer available and could we do anything about it. Some inquiries and investigations confirmed that the site was down and that NASA had no plans to reactivate it. The AAHS was also able to obtain a copy of the website code. After discussion with the board of directors, it was decided to proceed with the AAHS taking on the responsibility of making the CofF site available on the Internet and maintaining the content.

An effort was made to “clean up” the sites – eliminate dated calendar information and broken links – and provide a redirect for support questions to the AAHS from NASA. After months of work, this effort has been accomplished and the site has been posted as a subset of the AAHS website (see navigation button “CEN. of FLIGHT” on the homepage). Plans call for re-establishing the site with its own web address in the near future, but the link between the AAHS website and CofF site will be maintained. Future enhancements being considered are the augmentation of the information in the CofF site with content from the AAHS. Some of the areas being considered



Centennial of Flight website homepage.

are additional biographical sketches and aircraft manufacturer profiles (several were missed in the original CofF coverage).

So, if you are not familiar with the original CofF site, get on your computer and go exploring. Simply navigate to the AAHS homepage (www.aahs-online.org) and select the “CEN. of FLIGHT” button in the second row of blue buttons, just below the row of aircraft thumbnails at the top of the page. Selecting this button will link you to the CofF website, opening an interesting door to American aviation history.



2011 Terrafugia Transition Flying Car, N304TF, seen at the EAA AirVenture at Oshkosh, Wis., on July 29, 2013. (Photo by Robert Burns)

Folded Wings

Lt. Col. Paul H. Poberezny, (USAF Ret.) took his final flight west on August 22, 2013, at the age of 91. His 30-year military career saw service as a pilot, test pilot and veteran of both WWII and Korea. He is the only person in the armed forces to attain all seven aviation wings the military had to offer – glider pilot, service pilot, rated pilot, liaison pilot, senior pilot, Army aviator and command pilot. During his flying career he logged more than 30,000 hours in everything from homebuilts to military jet fighters, transports, bombers and air refueling tankers. He retired from the USAF reserves in 1970.

Poberezny, in spite of a distinguished Air Force career, is better known for his involvement with homebuilt aircraft. He was the driving force in the founding of the Experimental Aircraft Association in 1953, and shepherd its early growth into the premier general aviation organization in the world.

Poberezny's life-long love of aviation and aircraft started at an early age where as a child he built model airplanes, quite often from scratch. With the encouragement and support of his high school history teacher, he restored a battered Waco primary glider that he taught himself to fly logging over 2,000 flights in this glider. At 17, Poberezny moved on to powered flight, soloing in a 1935 Porterfield. About this time, recognizing his son's love of aviation, his father, Peter Poberezny, scratched together \$250 – a large sum of money at that time – to buy Paul's first plane, a 1928 OX-5 powered American Eagle.

During his aviation career, Poberezny flew nearly 500 different types of aircraft. This included more than 170 amateur-built airplanes, as well as many of the famous military aircraft in our nation's history – Bell P-39, Curtiss P-40, Republic P-47, North American P-51, Boeing B-17, Curtiss C-46, and many others.

But his primary love and focus was on building and promoting amateur-built aircraft. He designed 15 airplanes himself including classics like the “new” Baby Ace, the Super Ace, Pober Sport, Pober Pixie, Pober Jr. Ace, Aero Sport and the Aero Sport II. Just building homebuilt aircraft was not enough for Poberezny. He was over energetic in promoting this activity as well, leading to being the founder and guiding



A recent photo of Paul Poberezny and his wife, Audrey. (Photo from the EAA)

light of the EAA, and its associated aviation event – one of the world's largest and most significant events - Air Venture Oshkosh. An event that today attracts more than 500,000 attendees and over 10,000 airplanes making Wittman Field the busiest airport in the world during the seven-day convention (measured in aircraft movements).

Poberezny was a member of the Society of Experimental Test Pilots and received numerous awards and honors over the years. These include being inducted into the Nation Aviation Hall of Fame (1999), the first ever Billy Mitchell Award for Aviation Achievement (1956), Federal Aviation Administration Award for Extraordinary Service (1972), OX-5 Aviation Pioneers Hall of Fame (1978), Federation Aeronautique Internationale Gold Air Award (1983), National Aeronautic Association's Elder Statesman of Aviation Award (1987), EAA Homebuilder's Hall of Fame (1995) and the National Aeronautic Association Wright Brothers Memorial Trophy (2002) represent just a few of these recognitions.

Poberezny might be best remembered for his statement that “he considers himself a millionaire because through aviation he made a million friends.” He was also fond of reminding people that almost all the early aviators including the Wright brothers were the original aircraft homebuilders.



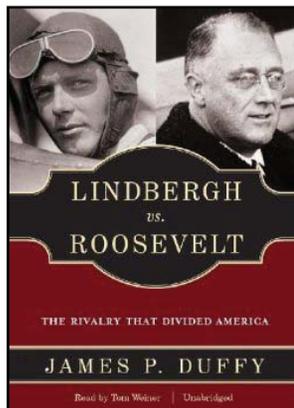
Paul and Audrey working on EAA business from their home office in the mid-1950s. (Photo from the EAA)



Paul in “Red One” at an EAA Oshkosh event in the 1970s. (Photo from the EAA)

Book Reviews

Lindbergh vs. Roosevelt: The Rivalry that Divided America,



by James P. Duffy. Regnery Publishing Inc., Washington, D.C., 2010. ISBN 978-59698-601-5, Hardcover, 6"x9," 270 pages. \$29.95.

One the best known figures in early American aviation is Charles Lindbergh. Following his May 1927 transatlantic flight, Lindbergh was hailed as a celebrity, touring the nation promoting the promise of aviation, and serving as a spokesman for a number of

airlines. This public life took a toll on Charles and his wife Anne Morrow and in December 1935, the family departed for England in an effort to escape the public eye. During his time in England, Lindbergh journeyed to Germany on a number of occasions, including October 1938, when Lindbergh was presented the Service Cross of the German Eagle by Hermann Goering, the Commander of the German Luftwaffe. A result of Lindbergh's visits to Germany and his participation in the America First movement in the years leading to WWII, Lindbergh was branded a Nazi sympathizer and anti-Semitic by President Roosevelt and the media.

In *Lindbergh vs. Roosevelt: The Rivalry that Divided America*, James P. Duffy sets out to change the perception of Lindbergh as a Nazi sympathizer. Duffy's thesis is that Lindbergh was a loyal American who was disliked by President Roosevelt. Duffy expands to state that not only did Roosevelt dislike Lindbergh, but Roosevelt used the FBI to create a file that represented Lindbergh as anti-American and a Nazi sympathizer (pp.182-185). Duffy traces the root of the Roosevelt's dislike for Lindbergh to Lindbergh's vocal opposition of Roosevelt's cancellation of Air Mail contracts in 1934 (pp.15-29).

While living in England, Lindbergh traveled to Germany on three separate occasions to ascertain information about the rebirth of the German Luftwaffe at the request of U.S. Military Intelligence. Duffy does not dispute Lindbergh's meeting Goering and other members of the Luftwaffe, nor his receipt of the Service Cross; Duffy argues that Lindbergh only accepted the medal from Goering to save the United States from any embarrassment that would have resulted from his public refusal of the medal (pp.82-83).

Following each of his trips to Germany, Lindbergh submitted reports to the War Department describing the Luftwaffe and encouraged the expansion and modernization of the U.S. Army Air Corps and the rest of the military (pp.209-215). Duffy effectively argues that Lindbergh was exercising his right as an American to speak his mind (in 1940 and 1941) when he disagreed with President Roosevelt's intent to "drag America into war." Once the United States entered WWII, Lindbergh repeatedly attempted to volunteer to assist the air forces of the

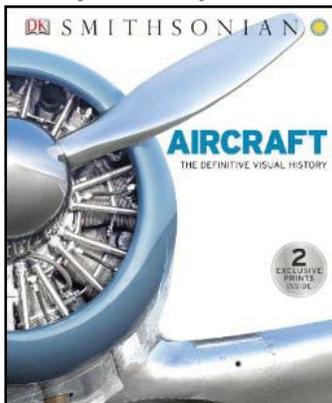
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United States; Roosevelt ensured that these offers would not be accepted, ultimately resulting in Lindbergh resigning his commission. During the war, Lindbergh traveled throughout the Pacific Theater (as a civilian) assisting United Aircraft Corp. in the development of the Corsair as well as working with USAAF pilots to extend the range of the Lockheed P-38 Lightning. It was not until 1954 that Lindbergh's commission was restored by President Eisenhower along with a promotion to Brigadier General.

Overall this book is a very persuasive argument in the effort to rehabilitate the image of Charles Lindbergh. In the Preface and Conclusion readers will note that Duffy tries to draw parallels between President Obama and President Roosevelt. At times these comparisons are too much, turning readers off Mr. Duffy's argument against the portrayal of Lindbergh as anti-Semitic and Nazi sympathizer. Duffy side steps the anti-Semitic label many have given Lindbergh, instead focusing on the numerous examples of President Roosevelt's anti-Semitic statements (pp.195-201), while not once mentioning Lindbergh's controversial November 1939 *Reader's Digest* article, "Aviation, Geography, and Race" in which Lindbergh urges the nation to "hold back the infiltration of inferior blood." If readers can look past Duffy's political views and his desire to rehabilitate the legacy of Charles Lindbergh, this is an interesting read that highlights the contention between two of the most well known men of the first half of the twentieth century.

Christopher S. Trobridge

Aircraft: The Definitive Visual History, by Phillip Whiteman



with contributions by DK Publishing. DK Publishing, 375 Hudson Street, New York, NY 10014. ISBN: 9781465402127, May 2013, Hardcover, 10"x12," 320 pages, numerous color photos. \$40.00.

This well laid out coffee table book presents the evolution of aircraft from the earliest beginnings up to present day by presenting excellent photographs of each type. While the book is not a *Janes all the World's Aircraft* type reference book, it still is a useful quick reference to aircraft identification. The book is organized by decades with the first section covering the period of earliest flight up to 1919. Each subsequent section covers a 10-year period. The sections are organized by category – experimental, military, commercial, etc. Though the purist can surely find errors and omissions, the work is still well done considering the thousands of aircraft that could potentially have found their way into such a work.

Of particular interest to modelers will be the detailing of specific aircraft in each section. These photographic studies

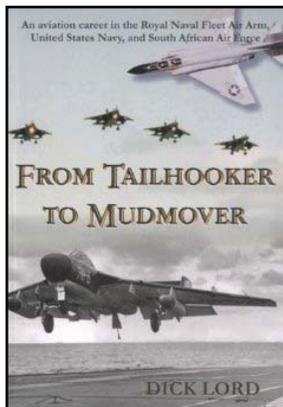
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provide walk-around presentations of the exterior and interior (cockpits specifically) for a variety of aircraft in exquisite detail.

It is rare these days to find an aviation book of this size (320 pages) that is four-color throughout and with the quality of printing this work exhibits. Add to this a price tag of \$40.00 (even less through discount sellers) and you have a book that is more than worth the expense to add to your library.

Hayden Hamilton

From Tailhooker to Mudmover – An aviation career in the Royal Naval Fleet Air Arm, United States Navy, and South African Air Force, by Dick Lord. Corporal Publications, PO



Box 114, Irene 0062, South Africa, 2003, ISBN: 0-620-30762-5, Softback, 9"x6," 348 pages, 75 B&W photos. \$22.76.

With a WWII fighter pilot uncle who fired his enthusiasm, Dick Lord decided early that "instead of going to work for a living I was going to fly." Born in South Africa in 1936, he finished his schooling there at a politically unsettled time and decided to head for England to try and enlist in the U.K. armed forces as a pilot. Turned down by

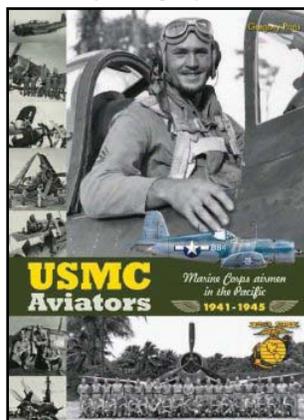
the RAF, he was accepted by the Royal Navy, which ironically was to make for more exciting flying in his subsequent career. After basic flight training (the RAF provided it at that time), he began his conversion to fighters in mid-1959, going on to fly Sea Venoms and Sea Vixens from the decks of the British aircraft carriers *HMS Centaur*, *Victorious*, *Hermes* and *Ark Royal*.

In 1966 he received an exchange assignment with the U.S. Navy's VF-121 flying the F-4 Phantom II at Miramar NAS, California. "I was thrilled with the idea of flying the Phantom and spending two years in America, and I knew I had to make the most of this opportunity." VF-121's mission was to train replacement pilots and radar intercept officers for the Pacific fleet F-4 squadrons and Lord played a significant part in the design of all-weather intercept training, air combat maneuvering, and air-to-ground weapons delivery. His work contributed to the formation of the successful Top Gun Fighter Weapons program. His stateside sojourn introduced him to a variety of U.S. Navy types, including the TA-4F Skyhawk, from one of which he was forced to eject while taking part in dissimilar air combat training.

Lord returned to South Africa in the early '70s, and joined the SAAF, which was embroiled in the communist-backed South West Africa/Namibia Angola guerrilla war. Here in his homeland, he flew Impalas, Sabres and Mirages, rising to the rank of Brigadier General. He clearly enjoyed every minute of an unusually varied military flying career that enabled him to see at first-hand how the Royal Navy, the Royal Air Force, the U.S. Navy and the SAAF did things both operationally and socially. Dick Lord died in 2011 but his book remains as a vivid, humorous though always modest record of an extraordinary life in aviation.

Tony Fairbairn

USMC Aviators - Marine Corps Airmen in the Pacific 1941-1945, by Gregory Pons. Eden-Mili-Arts, ISBN: 2954039019,



2012. Hardcover, 9"x12," 192 pages, numerous color and B&W photos, plus illustrations by Nicholas Gohin. \$58.00.

Gregory Pons has authored another colorful, enjoyable history of American aviation in WWII, this one focusing on the Marine aviators of the Pacific. Pons provides not an in-depth analysis but rather vignettes of various elements of the Marine Corps aviation units who fought

in the Pacific campaign (he notes that he did not include info on Pappy Boyington's VMF-214 unit, instead focusing on the lesser known units).

Pons, a devoted aviation historian, uses his extensive collection of photos and memorabilia, and other noted historians to flesh out the pages between the background of Marine exploits in their march across the Pacific. Personal flight maps, logs, diaries, Officer Club membership cards and rare photos never published before are just a few of the many items he sprinkles heavily through the pages.

The text provides useful, easy to read timeline maps depicting such information as the advance of the aviators as they hopped from island to island towards Japan, and data tables such as one showing designations of Marine Aviator units (VMF= 'fighter' VMO = 'Observation,' etc.) that students and educators alike can find useful.

What *USMC Aviators* excels at, among other things, are the excellent aircraft illustrations by Nicholas Gohin and photos of models in full Marine aviator gear. A treasure trove for re-enactors, aviation artists and Marine aviation history buffs.

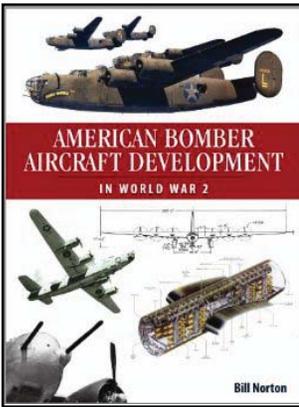
A nice addition would have been an index to quickly look up a specific detail, but readers would enjoy the journey through the book to get an informative, interesting look at the Marine aviators of WWII.

Jerri Bergen

American Bomber Aircraft Development in World War 2,

by Bill Norton. Ian Allan Publishing, Ltd., Hersham, Surrey, U.K. KT12 4RG, www.ianallanpublishing.com. ISBN: 978-1-85780-330-3, 2012, Hardcover, 8.5"x11," 224 pages, numerous color and B&W photos, drawings, bibliography and index. \$39.95.

AAHS Member Bill Norton has compiled an excellent history of bomber development and evolution during WWII. Divided into sections, Norton explores the development and evolution of the various classes of bombers used during the war, including "paper airplane" designs. Starting with the mid-to-late 1930s, he lays the foundation for bomber growth and segmentations of the various mission types performed by each: twin-engine, attackers versus bombers, heavies, flying boat bombers, antisubmarine warfare, the very heavies (including



intercontinental) and early jet bomber designs.

The author presents studies of both well known designs and lesser known types, which may have existed as only paper studies, one or two prototypes or achieved limited production. Examples of the latter include Boeing's XA-21, Martin's Model 167 (XA-22), North American's XB-28 and, in the intercontinental

area, the USAAC's very long range (VLR) bomber concepts. While the focus is on the aircraft, weapon systems and armament considerations are included with each bomber type. This includes experimental studies with radar to enhance bomb aiming, and the evolution of bombs to fit specific missions.

The book is well written and documented, making it an excellent reference work for researcher, modeler or avid historian. The author complements his story line with excellent photographs illustrating various points or concepts that were studied and developed during WWII. The book would be a worthwhile addition to one's library.

Hayden Hamilton



United Airlines Caravelle 6R, N1016U, msn 101, flew with United from October 1969 to January 1972. (Photo from the Kase Dekker collection, AAHS-P005991)



Kenya Airways Boeing 737-302, 5Y-KQA, on a pre-delivery flight. (Boeing photo from the Kase Dekker collection, AAHS-P005992)

Want to help your Society?

How about reviewing a book? Just let Hayden Hamilton (webmaster@aahs-online.org) know and he'll send you a book. The only catch is that you have to write a short book review (as shown in this *FLIGHTLINE*) and send it back to us. Hayden will let you know what titles are available.

Or, if you have read a good book lately, let other members know about it by writing a short book review of it. Again, contact Hayden for details and titles - don't want to have you writing a review of a book that has already been reviewed.

AAHS FLIGHTLINE Sign-Up Reminder

For those that want to be notified by email when the next issue of the *AAHS FLIGHTLINE* is posted, please register your email address online. You can do this by going to the AAHS website "home page." At the bottom of this Web page is a link and instructions that will allow you to register your email address. This is an "opt in" program. Only those that request notification will receive one. The AAHS will not use your email address registered here for any other purpose than to notify you of a *FLIGHTLINE* posting. You have control and may remove or change your email address at any time. Remember that the electronic version of the *AAHS FLIGHTLINE* is in color.

AAHS FLIGHTLINE

American Aviation Historical Society

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The *AAHS FLIGHTLINE* is a quarterly electronic publication of the American Aviation Historical Society and is a supplemental publication to the *AAHS Journal*. The *FLIGHTLINE* is principally a communication vehicle for the membership.

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President's Message

History is being made every day. Planned events, unintended breakdowns, chance encounters and monotonous tasks are all part of our aviation past that built today's reality.

Our experiences in aviation provide a perspective of aviation history that is unique to each of us. One intern at an aerospace training program might end up designing new metal structures for supersonic flight while another intern might become the director of a commercial transport flight line.

Aviation experiences can be shared by many. How many thousands and thousands of Angelinos will share the moment the Space Shuttle Endeavor passed by their homes and businesses in downtown Los Angeles in October last year, perched on enormous transport Tonka-toy wheels, majestically towering over donut shops, gas stations and signal lights as it wound its way slowly from Los Angeles International Airport towards its new home at the California Science Center?

We are a part of AAHS because we have a passion for aviation history and want to see that history preserved and shared with future generations. Your experiences are history that could have relevance for someone with a similar experience, or who wants to know more about that experience.

AAHS is well respected for the depth of aviation knowledge in our membership. We know you share our interest in making this knowledge part of the aviation legacy we preserve for the future. Make your knowledge available through support of our upcoming AAHS Aviation Knowledge Database. Being part of the database will give you opportunities to share your knowledge with others who want to know.

Be on the lookout for our short questionnaire, soon to be mailed and/or emailed to you. Fill out and return the questionnaire, and give us feedback if there is something you think needs to change.

And thank you for sharing your history!

Jerri Bergen
President



FEBRUARY 1, 2014 - SAVE THIS DATE!

Save this date! February 1, 2014. The AAHS will hold its 2014 Annual Meeting at Chino Airport, Chino, Calif., from 9 a.m. - 6 p.m. This event will include aviation tours, historical reviews, AAHS status, and a featured speaker, the first civilian astronaut, Mike Melville!

Have an enjoyable coffee with fellow AAHS members and new friends in sunny Southern California, and visit the spectacular aircraft collections of both Yanks Air Museum and Planes of Fame. Plan to attend the AAHS Board Meeting and add your feedback to the running of the AAHS organization. Then attend a catered afternoon lunch with featured speaker Mike Melville, first civilian astronaut, and learn more of the amazing achievements of the first civilian spaceflight in *Space Ship One*, built by Scaled Composites.

We'll have cocktails and munchies Saturday evening at Les Whittlesey's beautiful Cal Aero Field hangar, with photo opportunities in nearby hangars. Pricing for the day's events will be \$90, with continental breakfast, tours and lunch all included!

Registration for the AAHS 2014 Annual Meeting will be available soon; we will provide both online and mailing signup opportunities. Sign up early, as seating will be limited! Both AAHS and non-AAHS members are welcome.

If you would like to volunteer in assisting this exciting event, please call Jerri Bergen at 909-908-7157.



FLABOB FLYING CIRCUS – ACT 2

Following a successful event last year, the organizers of the Flabob Flying Circus are currently working on the script for “Act 2” – a performance that promises to be bigger and better. And that’s saying a lot because last year’s event was splendid. So get out your personal calendars and circle Saturday, September 28, so you won’t miss this Southern California event!

Last year saw 52 vintage and antique aircraft participate in the cavalcade and another 70-plus on static display. AND, this year promises to be even bigger and better.

The Flabob Flying Circus (see their website at <http://www.flabobflyingcircus.com>) will be an informal fly-in event starting on Thursday with vintage aircraft arriving from around the southland, to land on Flabob’s grass strip. On Saturday, an aerial cavalcade of vintage aircraft will be flown, including Flabob’s replica 1903 Wright Flyer and many other antique and unique tail dragger aircraft. Come see Eric Presten fly his Bleriot replica, providing the winds are calm and cooperative.

This will be a rare treat because there are few flying “wing warper” aircraft today, and “There is just something very special and majestic about it.”

The field will be closed on Saturday to any further aircraft arrivals, and even with expanded parking spaces, is limited so pilots are advised to visit the website to get particulars, and alternate landing sites (Riverside Airport).

There will be vendors offering food and merchandise and a beer garden is planned. There will be picnic seating in the grass (translate: bring your own chairs!). AAHS will have member volunteers in attendance, assisting visiting photographers and hosting an information booth.

The dates for this year’s event will be Thursday, September 26 through Sunday, September 29. Aircraft arrivals start on Thursday with the cavalcade being held on Saturday, finishing with a pancake breakfast Sunday morning before sending participants and attendees on their way.



Eastern Airlines Kellet KD-1B, NC15069, c/n 107, takes off from the roof of the Philadelphia Post Office building during a mail run. (See a color video of this operation at: http://www.aaahs-online.org/video_list.php?vc=qoyWsg6Dxno) (Photo from the Kase Dekker collection, AAHS-P005993)



Pitcairn PCA-2, NC10788, displaying “Beech Nut Gum” on its side. (Photo from the AAHS collection, AAHS-P005960)

Wants & Disposals

WANTED: Trade for or otherwise acquire photos of post-WWII G.E. test-bed aircraft. Specifically, Douglas B-23 Dragon, North American B-45 engine test-bed, and one B-17 featuring a large starboard wingtip pod with cockpit and canopy for one man.

Images of the Marquardt RJ59 ramjet engine for proposed Convair Super Hustler reconnaissance vehicle, tested on a late Lockheed X-7 missile - it being a large diameter of 38 inches. Marquardt letters in my possession say yes, it was built and tested followed by a Mach 4-6 XRJ59A advanced unit.

Images of Lockheed XH-56 Cheyenne and Sikorsky's S-67 Blackhawk gunship competitor.

Can trade images for above.

David Stern

Email: [Bellbrass.bell@yahoo.com](mailto:bellbrass.bell@yahoo.com)

WANTED: I am seeking historical information on Lockheed 12A Electra Jr., NC2072, that my friend Joe Shepherd restored (www.electrajr.com).

We have information that Orville Wright, Charles Lindbergh and Howard Hughes all FLEW NC2072 and are seeking to document that and seeking all history we can locate about the plane. So if you have any suggestions about researching this aircraft, please pass them along. H.E. Talbott was the original owner of NC2072, which lends credence to the notion that the three giants all flew the airplane, as Talbott was a major player in the development of American aviation, was very close to Wright and Lindbergh and served on the board of TWA. Of course his high profile pilot friends would no doubt want to fly the newest and hottest aircraft of its time.

Richard Speer

Email Address: mem747400@msn.com

WANTED: I am researching items on the Piper L-4 Grasshopper liaison aircraft. During WWII, these were carried (assembled, ready to fly) on especially modified ships with the airplanes stacked, nose down. There was a "ramp" down the middle of the ship from which the L-4s were launched. There was no recovery capability other than ditching.

Anyone with information about these ships: what they were called, and/or, especially, are there any known sources of info or pictures?

Tony Stinson

Ulladulla, Australia

Email: tonyhelen9@bigpond.com

WANTED: I'm currently working on a story of one of the Tora Vals built for the movie, specifically N56867 that is owned by Ken Laird. I have been researching the aircraft for quite some time and I'm just finishing up the article for *Warbird Digest*.

AAHS FLIGHTLINE No. 184, Third Quarter 2013

For several years I have been trying to locate vintage photos of the Tora Vals (N56867 in particular) but have been unsuccessful. About a year ago Ken sent me a photocopy of an *AAHS Journal* from Summer 1969. It is an excellent piece from the time and has numerous photos of the Vals being built as well as photos of them on the deck of *USS Yorktown*.

The photos are by Harry Gann and Mauno Salo, both who are now deceased. Were there any photographers besides Gann and Salo that photographed the construction of the Vals? Although not important now, I'd even be interested in shots of the Zeros and Kates.

Thank you for your time and consideration.

Stephen Chapis

Georgetown, Delaware

Email: FlyboyChappie@msn.com

WANTED: For research project on Lockheed T-33s on the Civil Register. Kodachrome slides or B&W negatives of the following aircraft:

N154, N156, N156Y, N350S, N401S,

N62278, N650, N651, N9123Z and N9126Z.

Have quality Kodachrome slides and B&W negatives to trade. No digital images, please.

Douglas E. Slowiak

PO Box 42133

Mesa, AZ 85274

Email: vortexphoto@aol.com

DISPOSAL: Original black and white negatives on U.S. military and civil aircraft from the early 1960s to 1980s period, mainly 120/620 size, at \$3 each plus postage. You choose aircraft types, and I will reply with number of negs available that have different serials. Also free list of aviation books, magazines, photos including poster size, etc., for sale upon request. For inquiries by U.S. mail, please include a self-addressed, postage-paid envelope.

Robert Esposito

409 Orchard Ave.

Somerdale, NJ 08083

Email: baesposit@verizon.net

Phone: (856) 627-5872

DISPOSAL: 90-year collection of aviation related items that include limited edition prints, posters, hardback and paperback books, 35mm color slides and B&W negatives, magazines, color and B&W photographs and a complete set of *AAHS Journals*. Some of the books are rare. Also available are diecast and built-up plastic models. For inventory listing, please contact me.

Paul L. Schiding

301 Queensdale Dr., Apt. F

York, PA 17503

Tel:(717)741-1086 [1:30-5:00p.m./6:30-11:30p.m., EDT]

www.aahs-online.org

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Santa Clarita, CA 91350

David D. Gravermoen
Moore, SC 29369

Julie Sims
Bakersfield, CA 93307

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Watertown, NY 13601

Thomas Imrich
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Jeffrey Wedding
Henderson, NV 89074

Nancy Canavan Heslop
Akron, OH 44303

Jack R. Bol
Denver, CO 80231

George Diemer
Marlborough, MA 01752

Carl Bobrow
Silver Spring, MD 20901

Christopher Hill
Long Beach, CA 90815

H. Wm. Knauz
Lake Forest, IL 60045

Editor's Note: Due to search engines extracting and indexing personal information, the AAHS will no longer publish detailed addresses. Please contact the office if you wish to contact a member.

Robert Palazzola
Fountain Valley, CA 92708

Steve McEwan
Las Vegas, NV 89141

Darrell Hillier
Mount Pearl, Nfld. A1N 2E5

Bernard Roke
Louisville, KY 40241

Paul Killins
Signal Hill, CA 90755

David Layton
Chesterfield, MO 63017



Western Pacific Boeing 737-301, N302AU, c/n 23230, on approach to an unidentified airport. Western Pacific pioneered using their aircraft as flying billboards. (Photo from the Kase Dekker collection, AAHS-P005990)

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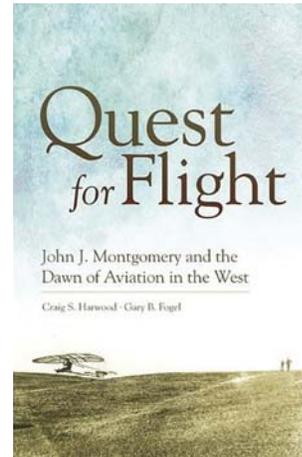
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AAHS Photo Archive CDs Series

The Society has recently started development of a series of photo CDs. These CDs contain high-resolution scans of negatives, slides and prints from the AAHS Image Library. The resolution of these scanned images is sufficient to make an 8"x10" photographic quality print. Each CD focuses on a particular aspect of American aviation history - be that a particular manufacturer, type or class of aircraft.

As of this date, the following CDs are available. Each CD contains between 70 and 140 images depending on content.

- 1001 Douglas Propeller-Driven Commercial Transports
- 1006 Lockheed Constellations, Part I
- 1007 Lockheed Connies in Color
- 1009 Lockheed P-38/F-5
- 1011 Curtiss Transports
- 1021 Boeing Propeller-Driven Commercial Transports
- 1031 Golden Age Commercial Flying Boats



These CDs are available to members for \$19.95 (\$29.95 non-members) each plus shipping (\$2.50 U.S., \$10.00 International - add \$1.00 for each additional CD). Order forms are available online and on request, but a note along with your donation specifying your particular interest is sufficient.

Proceeds go to support the preservation of the photo archives. Do you have a particular interest or suggestion for a CD in this series? Drop us a line or email the webmaster (webmaster@aahs-online.org). We are currently researching the possibilities of offerings covering the following areas: Connies Part II, XP-56, Northrop X-4, Bell Aircraft, and Early Lockheeds.



American Aviation Historical Society

P.O. Box 3023, Huntington Beach, CA 92605-3023

MEMBERSHIP APPLICATION

Please enroll me as a member of the AAHS. Enclosed is my check (money order or bank draft) for dues as checked below. I understand that I will receive all issues of the *AAHS Journal* published to date during my membership year, plus all issues of the *AAHS FLIGHTLINE* (Downloadable from the AAHS website). Individuals joining after October 1, will have their membership begin the following year, but will receive the Winter issue of the *Journal* as a bonus. I also understand that renewal is due at the end of the calendar year in which membership will expire. (Valid through 2013)

- | | | |
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NEW MEMBER DRIVE

The AAHS is entering its sixth decade of operation and continues to face the challenge of sustaining its membership.

As current members, **YOU** can contribute to the success of helping grow the organization.

Did you know that more than **50 percent of all new members** learned about the AAHS from a friend?

Do you have friends who are interested in aviation history?

Pass them a copy of the Membership Application above and encourage them to join!

If each member enlists one new member, we would double our membership. Then we will be able to reduce membership rates - tangible "payback" for your efforts to help expand the Society's membership.

Make it a commitment to **recruit one new** AAHS member this year!

MAKE A DIFFERENCE

RECRUIT A FRIEND

AAHS Print Service

The AAHS Print Service allows members to obtain photographs from the AAHS collection to support individual research projects and to expand personal collections. Images are made from negatives, slides or scans of high quality prints contained in the AAHS collection.

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