



# AAHS FLIGHTLINE

No. 185, Fourth Quarter 2013

American Aviation Historical Society

www.aahs-online.org

## 2013 Reno National Championship Air Races



John D'Allessandris' Skybolt, Lynch Sky Bolt, race no. 18, is chased by Jeffrey Lo's Pitts S1, Miss Dianne, race no. 6, during a Biplane Class heat. (All Reno Race photos from Gerald Liang)

This year marked the 50th anniversary of the first Reno National Championship Air Race (RNCR) and featured one of the

largest fields of racers ever participating. In total, 103 racers registered for this year's event. The racing week went smoothly with no crashes or injuries to report. The National Championship racing is one of the largest aviation events on the west coast. In addition to the racing, an excellent air show with aerobatic and formation performers entertains the crowd. The Reno Air Racing Foundation, Perform Air, and the National Aviation Hall of Fame held the National Aviation Heritage Invitational. This activity invites selected vintage aircraft restorers to compete for the Rolls-Royce Heritage Aviation Trophy.

matched aircraft that pilot skill becomes the dominant determiner of the winner. Most classes had between 15 and 20 entrants with the exception of the Sport Class that this year saw over 30 aircraft qualified to race.

The **Biplane Class** is predominantly represented by small aerobatic aircraft like the Pitts Special, but there are a few, purpose-built biplane racers. Over the

### Highlights of What's Inside

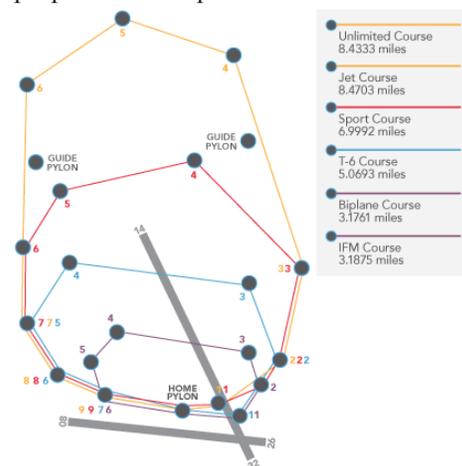
- 2013 Reno National Championship Air Races
- First in Flight?
- Michael Melvill to Keynote AAHS Annual Gathering
- 2014 AAHS Annual Gathering
- Statement Regarding the Gustave Whitehead Claims of Flight

### Regular Sections

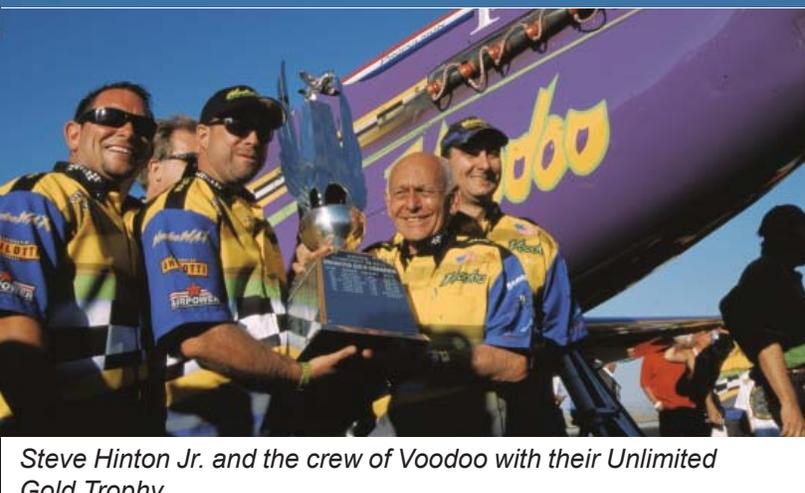
- Folded Wings: James Robinson "Robbie" Risner
- President's Message
- Book Reviews
- Wants & Disposals
- New Members

### Air Racing

The RNCR races are divided into six classes that race over measured courses designed specifically for each class. The classes are the Biplane Class, Formula One Class, T-6 Class, Sport Class, Jet Class and the Unlimited Class. While most of the coverage and prestige is reserved for the Unlimited Class, some of the other classes featured so closely



2013 course configuration for each class. Grandstands are south of the east-west runway.



Steve Hinton Jr. and the crew of Voodoo with their Unlimited Gold Trophy.

### Class Winners

Photo #	Class	Pilot	A/C - Name	Race #	Winning Speed (mph)
1	Biplane	Tom Aberle	Mod. Mong Sport - Phantom	62	254.25
4	Sport	Jeff LaVelle	Glasair III	39	394.33
2	Formula One	Vito Wypraechtger	Cassutt - Scarlet Screamer	50	240.26
-	T-6	Dennis Buehn	T-6 - Midnight Miss III Race 39	39	245.56
3	Jet	Pete Zaccagnino	Aero L-29 - Just Lucky	24	509.9
5	Unlimited	Steve Hinton Jr.	NAA P-51D - Voodoo	5	482.1



Left: Neil A. Armstrong Heritage Trophy winner was this 1946 Beechcraft D-18S, N5QQ. Right: Winner of both the National Aviation Hall of Fame “People’s Choice” Award and the Howard Hughes Trophy (for large aircraft) was this 1954 Grumman G-111 Albatross, N51ZD.

past decade, this class has been dominated by Tom Aberle in his modified Mong Sport, and this year was no different with Aberle winning his sixth title in a row. Aberle’s winning speed was almost 50 mph faster than the second place finisher.

The **T-6 Class**, featuring North American T-6s and SNJs and Canadian built “Harvards” pit pilot against pilot. Since these aircraft are almost identical stock aircraft that are closely matched in speed, pilot strategy and skill generally determine the ultimate winner. Some of the closest racing of the RNCR is seen in the events featuring this class.

The **Formula One Class** consists of purpose built racers, each powered by a Continental O-200 engine. While the 100-hp O-200 engine was popular in several small general aviation aircraft like the Cessna 150, the engines in these planes are highly tuned for racing and produce a lot more than the original 100 hp. Rules do place limits on the modifications. The Cassutt design dominates this racing class, and was won by Swiss pilot Vito Wypraechtger in one this year, ending the four-year winning streak of Steve Senegal and his David Hoover AR-6.

The **Jet Class** has almost evolved into an Aerovodochody L-29 versus L-39 race with a lone TS-11 Iskra being the sole “odd-ball” of the 12 entrants this year. With speeds exceeding more than 500 mph, this class of racing combines the speeds of the Unlimited racers with the strategies for winning found in the T-6 Class. An L-29 flown by Pete Accagnino took home the trophy this year.

With the exception of a very few “scratch-built” aircraft, the **Unlimited Class** has generally been populated by stock

or modified WWII fighters with the P-51 Mustangs, F8F Bearcats and Hawker Sea Fury being flown most often. This year saw perennial “also ran” P-51 “Voodoo” finally overcome traditional winner P-51 “Strega.” But “Voodoo” was flown by Steve Hinton Jr. this year after taking the last five championship trophies while flying “Strega.” Maybe it is, after all, the pilot that makes the difference in this class, too.

#### Airshow

Airshow performers this year featured Yves “Jetman” Rossy, the jet-powered human aircraft with performances from the Patriots L-39 display team, Keith Pietsch, David Martin, Jim Peitz, Michael Goulian and Clay Lacy. “Smoke N Thunder,” a jet-powered truck provided noise and smoke along the show line.

#### National Aviation Heritage Invitational

The National Aviation Heritage Invitational is dedicated to recognizing excellence in the preservation and restoration of vintage aircraft in airworthy condition. The winner receives the Rolls-Royce Aviation Heritage Trophy that is permanently housed in the Smithsonian National Air and Space museum’s Steven F. Udvar-Hazy Center located at Washington Dulles International Airport. The competition is limited to invited participants that are selected from applicants that must meet specific judging criteria. There are six award classes given and the specific winners can be found in the accompanying table.

### 2013 National Aviation Heritage Invitational Winners

Orville and Wilbur Wright Trophy (Best Antique)  
1942 Interstate S-1A, N37400  
Owned by: Jeff and Kim Poschwatta (Kent, Wash.)

Paul E. Garber Trophy (Best Classic)  
1949 Aeronca 11-CC, N4628E  
Owned by: Damon Duree (Oakland, Calif.)

Henry “Hap” Arnold Trophy (Best Military)  
1945 Vickers-Armstrong Spitfire  
Owned by: John Seesions (Mukilteo, Wash.)

Howard Hughes Trophy (Large Aircraft)  
1954 Grumman G-111 Albatross  
Owned by: Joe Duke (Jacksonville Beach, Fla.)

National Aviation Hall of Fame “Peoples Choice” Award  
1954 Grumman G-111 Albatross  
Owned by: Joe Duke (Jacksonville Beach, Fla.)

Neil A. Armstrong Aviation Heritage Trophy (Grand Champion)  
1946 Beechcraft D-18S, N5QQ  
Owned by: Matt Walker (Henderson, Nev.)

# First in Flight?

Editorial by Hayden Hamilton

For roughly the past two months this editor has been an observer and sometime participant in the ongoing discussion of whether Gustave Whitehead or the Wright brothers flew first. Early this year, John Brown brought forward “new evidence” that Whitehead flew before the Wrights (see *AAHS FLIGHTLINE* No. 183 for more details). At that time Brown stated “I claim to have uncovered a photo of Gustave Whitehead in powered flight more than two years before the Wright brothers.” The presentation of this material brought forth an immediate response from aviation historians with claims that the “evidence” is not new; that it has been presented before and has been previously discredited.

Primary among this evidence is a fuzzy photo within a photo taken at the 1906 Aero Club of America Exhibition and reported in the *Scientific American* (January 27, 1906) supposedly showing Gustave Whitehead’s plane in flight. AAHS member Carroll Gray subsequently identified this photo as being one of John Montgomery’s gliders and not a picture of Whitehead’s machine. Mr. Brown has modified his original claim, now stating that the *Scientific American* reporters claim to have seen such a photo at the exhibition.

In September, AAHS member Larry Elman provided this editor a copy of an open letter that discusses a 1968 examination of whether Whitehead flew first. Elman was a member of the Connecticut Aviation Historical Association (CAHA) board of directors (BOD) at the time an investigative committee researched the topic and presented their findings to it. Unfortunately, as you will see in the excerpt of Elman’s letter below, the lawyers got involved and findings have been sealed to examination by others. It should also be pointed out that William O’Dwyer’s and Stella Randolph’s files (both Whitehead supporters) are also not available to current researchers of this topic.

“Some months before I was elected to the CAHA BOD, the board created an investigative committee specifically charged with examining the Whitehead claims. Appointed to that committee were several aeronautical engineers, a number of pilots, some historians, and William O’Dwyer. Except for O’Dwyer, members were chosen *specifically because* (*author’s emphasis retained*), in addition to their professional skills, *they were open-minded on the Whitehead question*. O’Dwyer was a board member from Bridgeport, a fervent Whitehead fan, and the representative of Stella Randolph, the author of the 1937 biography of Whitehead. The committee met for quite some time – approximately a year. Eventually, its report was presented to the BOD. I was a board member at the time and was present for the presentation, discussion and the subsequent BOD actions.

“The report was near-unanimous in rejecting *all* of Whitehead’s claims. Emphasis on “near unanimous” because *every vote* was completely unanimous *except* for the opposition vote of William O’Dwyer. O’Dwyer was invited to submit a minority report. I do not remember if he did. The reasoning behind every conclusion was provided to the BOD, *in O’Dwyer’s presence*, and he was given the opportunity for rebuttal. However, no copies of the report were allowed to be removed from the meeting *on advice of CAHA’s Counsel*. O’Dwyer and his lawyer were threatening legal action, and the release of the report was an issue in the case. The BOD discussed this aspect in some detail, and it was obvious that the other members of the BOD disagreed with O’Dwyer’s actions and supported the Committee Report. . . .

“A meeting or two later, the BOD was asked to ratify a legal agreement concerning the fate of all copies of the committee report, and all supporting documents. In the briefing by the CAHA attorney, and in the discussion that followed, the question repeatedly came up as to why it was necessary to have a binding legal agreement concerning the fate of all copies of the report and all documents. All copies and any supporting analyses or notes were to be sealed and access denied to anyone who did not meet specific requirements laid down in the agreement by Stella Randolph and William O’Dwyer. The agreement could be enforced, if necessary, by the Court. The attorney informed us that O’Dwyer demanded this because release of the report would be very damaging to the claims of both himself and Stella Randolph.”

Between September 28 and November 7, this editor has received approximately 225 emails (more than five emails per day) on this topic, which also includes discussions relating to evaluating the “evidence” of whether the Wrights actually achieved flight on December 17, 1903. Unfortunately, this discussion appears to revolve around information that is highly subject to interpretation. With the lack of clear proof, individuals on both sides have resorted to attacking the credentials of others, name calling, accusing the other of changing the subject, ignoring presented material that does not support their position, taking statements out of context, twisting statements of others to fit their position and so on. At the end of the day, there just is not enough verifiable proof to clearly resolve the question one way or the other.

And what is this all for? Bragging rights over who got in the air first. Not who made the greatest contribution in launching a completely new form of transportation. Yes, for historical accuracy, it might be relevant to be able to say who flew first. So, if we accept the claim that Whitehead, or possibly one of the other contenders (Herring, Ader, etc.) flew before the Wrights, all that does is relegate the Wrights to being the “Fathers of Flight” (pick your own term). Whitehead was a skilled craftsman and tinkerer. Sometimes this type of individual gets lucky with his attempts. But at the end of the day, Whitehead didn’t make any lasting contributions to the science of flight that can’t possibly be attributed to others (with maybe the exception of the idea of a

roadable aircraft that we have yet to achieve in a practical sense). On the other hand, the contributions of the Wrights include the wind tunnel, efficient propeller designs, the first practical fully controllable aircraft, establishing the first aircraft manufacturing plant in the world, as well as possibly others this editor is unaware of.

From the point of resolving the Whitehead/Wright issue, this editor remains open for evidence that clearly proves the case. Unfortunately, it is unlikely we will ever see this. Everything that we currently have is all subject to interpretation and, thus, debate of that interpretation. This leaves each of us to decide for ourselves as to who we believe first achieved this event of flight.

### Postscript

For those with an Internet connection and an interest in learning more, the following websites present opposing opinions and analysis of the known data. Review both sides of the arguments and then decide for yourself as to who you think flew first. If you have limited time, look at the first and third websites listed.

Regardless of what your position is on this question, the spirited debate sheds an interesting light on the challenges historians (professional and amateur) face in trying to accurately establish what happened over 100 years ago.

[www.gustave-whitehead.com](http://www.gustave-whitehead.com) - Whitehead site by John Brown that provides analysis of material supporting Whitehead's claims.

<http://gustavewhitehead.org> - Website developed by a family descendant of Whitehead giving a family perspective.

[www.flyingmachines.org/gwinfo](http://www.flyingmachines.org/gwinfo) - Website by Carroll Gray contains detailed analysis debunking the Whitehead's claims.

[http://www.wright-brothers.org/History\\_Wing/History\\_of\\_the\\_Airplane/Who\\_Was\\_First/Gustav\\_Whitehead/Gustav\\_Whitehead.htm](http://www.wright-brothers.org/History_Wing/History_of_the_Airplane/Who_Was_First/Gustav_Whitehead/Gustav_Whitehead.htm) - A presentation and analysis of Whitehead claims researched by Louis Chmiel.

Once you have gone through this review, you can register your opinion by voting on what you have concluded by going to:

<http://www.flyingmachines.org/gwinfo/firstflypoll2.html>

---

## MICHAEL W. MELVILL to Keynote AAHS Annual Gathering

Mike Melvill holds an FAA Commercial pilot's certificate, single-engine land and multiengine land with instrument, Helicopter and Glider ratings. He received his Astronaut wings when he became the nation's first commercial Astronaut, flying SpaceShipOne to above 100 km on June 21, 2004. He has accumulated over 9,000 flight hours in 140 fixed-wing types, 11 helicopter and 12 glider types.

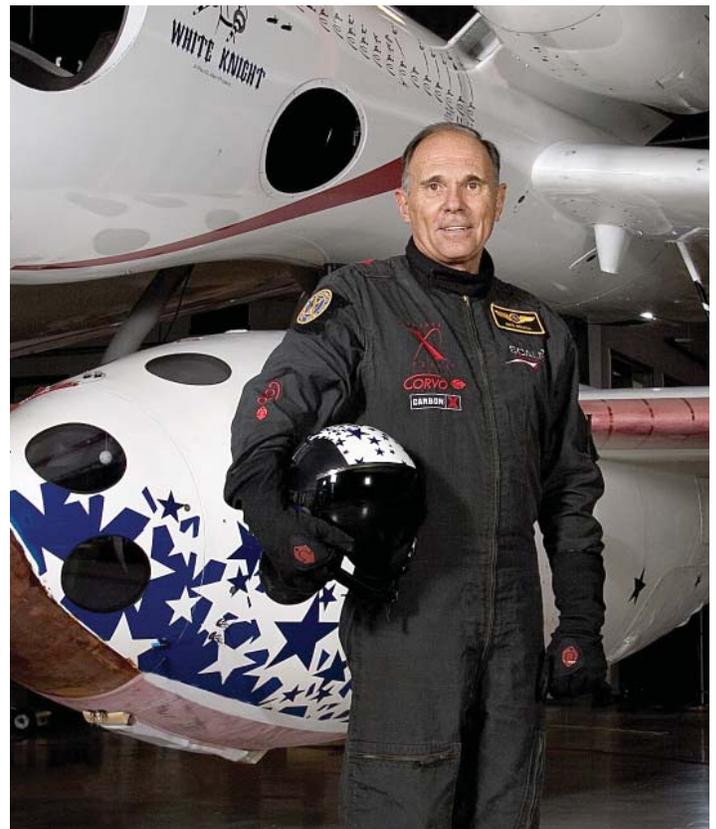
Mike was awarded the prestigious Ivan C. Kincheloe trophy by the Society of Experimental Test Pilots twice; once in 1999 and for the second time in 2005.

Mike and the SpaceShipOne team were awarded the Collier Trophy in 2004.

Among his accomplishments are having flown 10 first flights of Burt Rutan's one-of-a-kind aircraft designs. He holds nine U.S. National and nine World speed and altitude records. He built and flight-tested his own Variviggen and Long-EZ homebuilt aircraft, and he and Dick Rutan flew their Long-EZ's around the world as a flight of two in 1997.

Mike is a Fellow of the Society of Experimental Test Pilots. He is a member of both the AOPA and the Experimental Aircraft Association.

Mike Melvill retired in October 2007 as V/P-G/M & a Test Pilot at Scaled Composites in Mojave. He worked for Burt Rutan for 30 years and has 25 years of experience as an experimental test pilot.



# 2014 AAHS ANNUAL GATHERING

February 1, 2014



AAHS members, aviation history buffs, photographers, authors, modelers, and those that enjoy the California sunshine in February, plan on attending the American Aviation Historical Society's (AAHS) Annual Gathering on Saturday, February 1, at Chino Airport, in Chino, Calif., from 8:00 a.m.-5:00 p.m. This AAHS gathering will to be a full day of aviation history, friends, and good food! Plan on meeting old friends and making new ones in an aviation-rich environment!

Non-members are welcome to attend. But, why not join the AAHS now and enjoy the membership benefits?

Activities for the day include tours of the Planes of Fame and Yanks Air Museums, a luncheon with civilian astronaut Mike Melvill, a look into AAHS's future and a relaxing wine & cheese gathering at the Cal Aero Hangar.

The [Yanks Air Museum](#) and the [Planes of Fame Museum](#) are both world class aviation museums located at Chino Airport. Collectively, they house over 250 restored military and civilian aircraft ranging from a flying replica of the 1903 Wright Flyer to a recently decommissioned F-18A Hornet. Behind the scenes tours will be provided at both museums and breakfast items and coffee will be available for tour members along with transportation between venues.

Enjoy a catered lunch at the beautiful Cal Aero Academy hangar (shown above) with keynote speaker Mike Melvill.

Mike Melvill will present a fascinating look into the building and testing of SpaceShipOne that he successfully piloted into space and returned, becoming America's first civilian astronaut on June 21, 2004. AAHS President Jerri Bergen will give an exciting view into the future of AAHS, and provide insights

into the organization's aviation preservation projects.

The day will wrap up with a cocktail hour at Cal Aero Academy hangar for a relaxing evening of wine & cheese and great aircraft photo opportunities of AAHS member Les Whittlesey's award-winning Lockheed Model 12 Electra Junior, cabin Waco ZPF-7, and other pristine aircraft -- so bring your cameras. Flights in historic aircraft are available, weather permitting! ([Download current agenda](#))

Pricing for the day's amazing aviation events is a donation of:

\$78 for AAHS members / \$95 for non-members  
Luncheon Only - \$38 members / \$45 non-members

Hotel accommodations are available at the luxurious, full service Ayres Hotel, for the AAHS rate of only \$89 per night. Inform the hotel staff you are with AAHS to receive this group discount for either January 31 or February 1. Busing to and from the hotel to Chino Airport is included in your day's ticket!

You can make your hotel reservation at the:

Ayres Hotel  
1945 E. Holt Boulevard  
Ontario, CA 91761  
Phone: 909-390-7778

[www.ayreshotels.com](http://www.ayreshotels.com) for more information.

You can also sign up online by clicking on the airplane towing the banner on the AAHS Home Page ([www.aahs-online.org](http://www.aahs-online.org)). Members should sign in first in order to get the member rates.

# *Statement Regarding the Gustave Whitehead Claims of Flight*

*Issued October 24, 2013*

We the undersigned are convinced that the evidence now available fails to support the claim that Gustave Whitehead made sustained, powered, controlled flights prior to the Wright brothers. The arguments in favor of such flights are based on a single flawed news article combined with questionable witness testimony gathered more than 30 years after the fact. Whitehead's claims were rejected by local newspapers and by individuals in the best position to judge, including virtually all of those who funded his experiments. Whitehead left no letters, diaries, notebooks, calculations, or drawings recording his experiments, his thoughts, or the details of his craft.

While there are a handful of photographs of Whitehead's aircraft on the ground, the best efforts of his supporters over a period of seven decades have failed to produce a single image of a powered Whitehead machine in flight. The recent 'discovery' of an image supposedly showing Whitehead in flight has been totally discredited and the image has been proven to not be of Whitehead's machine.

All of this is in contrast to the meticulous and multi-layered records documenting the success of the Wright brothers and other bona fide pioneers of aviation. When it comes to the case of Gustave Whitehead, the decision must remain, not proven. We strongly urge those who support the Whitehead claims to seriously reconsider the evidence in the case, and to rethink their position.

Peter Amos, Aviation historian, author  
Michel Bénichou, Aviation journalist, historian  
David Browning, Aviation executive  
Leonard C. Bruno, Aviation manuscript specialist  
Louis Chmiel, Aviation historian. Author  
Tom D. Crouch, PhD, Aerospace historian, author  
Dawne Dewey, Chief archivist  
Nigel Dingley, Aviation historian, association chair  
Barry Dowsett, Aviation historian, author  
Paul Dunlop, Aviation historian, author  
Col. H. Larry Elman, USAF (Ret.), former CAHA board member  
Nick Engler, Aviation historian, author  
Jonathan Fallon, Aviation historian, editor  
Paul Glenshaw, Aviation author, educator, filmmaker  
Carroll F. Gray, Aviation historian, author  
Bill Grigg, Aviation editor  
Dan Hagedorn, Aviation historian, curator  
Richard Hallion, Aviation historian  
James R. Hansen, Aerospace historian

Ken W. Hyde, Aviation historian, builder  
Philip Jarrett, Aviation historian, author, editor  
Bernd Lukasch, Aviation historian, author, museum director  
Cam Martin, Chair AIAA History Technical Committee  
Jay Miller, Aviation historian, journalist  
Mick Oakey, Aviation historian, managing editor  
Ian Oliver, Aviation historian  
Frank Page, Aviation archivist  
Erasmo Piñero Jr., Aeronautical engineer  
Simine Short, Aviation historian, author  
Jonathan (Josh) Spoor, Aviation and aircraft historian  
Carl Stidsen, Aviation historian  
Josh Stoff, Aviation historian, author, museum director  
Nick Stroud, Aviation editor  
Julian Temple, Aviation museum administrator  
Larry Tise, Distinguished Professor of History  
Connie Tobias, Aviator and pilot of historic aircraft  
William F. Trimble, Aviation historian, author, professor  
Rick Young, Aviation author, editor

---

# Folded Wings

---

## Death in the Air Force Family

by Gen. Mark A. Welsh III,  
Air Force Chief of Staff

We lost another Air Force hero October 22, 2013. Brig. Gen. James Robinson “Robbie” Risner was part of that legendary group who served in three wars, built an air force, and gave us an enduring example of courage and mission success.

Most of today’s airmen know General Risner because of his leadership and heroism as a Vietnam War POW, but his story actually started well before that.

He enlisted in the U.S. Army Air Corps during WWII. He flew more than 108 combat missions in the Korean War, shot down eight MiGs becoming the 20th jet ace of that war.

During the Vietnam War, Risner was an F-105 squadron commander. On March 16, 1965, he was shot down, but made it to the Tonkin Gulf before bailing out and was rescued. A month later, *Time* magazine featured him on their cover. On September 16, he was shot down again, and this time, was captured. To make things worse, his captors had the *Time* article, and made him their “prized prisoner,” which meant more abuse. Risner served as a leader in the Hoa Lo Prison -- first as senior-ranking officer and then vice commander of the 4th Allied POW Wing. Some called him “the most influential and effective POW there.”

One day in 1971, Risner and several colleagues organized a church service, a forbidden act, which led to more punishment. As their captors led Risner away, Col. “Bud” Day and the more than 40 other POWs in the room began singing “The Star Spangled Banner” to show their support. Hearing the defiant singing, Risner walked away with his back straight, head held high, full of pride.



*Risner in 1973 after being released as a POW by the North Vietnamese. (USAF photo)*



*Brig. Gen. Robinson Risner is credited with destroying eight MiG-15s and damaging another while assigned to the 336th Fighter Squadron. (USAF photo)*

When asked later how he felt at that moment, Risner said “I felt like I was nine feet tall and could go bear hunting with a switch.” That moment and his words are reflected by a statue, exactly nine-feet high, that now stands at the U.S. Air Force Academy. Bud Day spoke at the unveiling of the statue, saying, “We knew he was in fact nine feet tall. This is a life-size statue.”

He was awarded two Air Force Crosses for heroism in Vietnam, the first for leading the attack on the “Dragon’s Jaw,” a bridge that was one of the toughest targets in North Vietnam and withstood 871 attacks. The second was awarded for his leadership in the POW camp and courage under torture.

After more than seven years in captivity - more than three of which were in solitary confinement -- Risner was released. He was briefly hospitalized and reported he was ready for duty “after three good meals and a good night’s rest.” He spent his remaining years in uniform commanding the 832nd Air Division, and serving as the vice commander of the USAF Tactical Fighter Weapons Center, where he also commanded Red Flag. Risner retired in 1976.

Like many heroes, Risner spent a great amount of his remaining years sharing his story with our airmen. At an event in the 1990s, he met a Russian MiG-15 ace who’d flown during the same time Risner had been in Korea. The Russian pilot asked if they’d ever faced each other in combat. Risner responded: “No way; you wouldn’t be here.”

When I visit the Air Force Academy, I look forward to visiting Risner’s statue and reflecting on his life and what he stood for. A few words come instantly to mind ... pride, courage, tenacity and integrity. I’m proud to serve in Robbie Risner’s Air Force and to try and live up to his example.

Today’s Airmen know we stand on the shoulders of giants. One of ‘em is nine feet tall...and headed west in full afterburner... Airpower...built by legends!

# Book Reviews

*Wings of the Navy*, Capt. Eric Brown. Hikoki Publications for Specialty Press, North Branch, Minn., 2013. ISBN 978-1-902109-32-9. Hardback, 8.25" x 11.7," over 400 photos, 342 pp., \$56.95.



For those who appreciate Royal Navy Capt. Eric “Winkle” Brown’s literary abilities in communicating the intricacies of flying various aircraft, his long out-of-print *Wings of the Navy* has been comprehensively updated. Since it was first published in 1980, this book has been a benchmark by which similarly

themed books have been judged. And many have been found wanting. This version raises the bar.

Last published by the U.S. Naval Institute in 1987, this version published by Kikoki Publications is virtually double the size covering 30 aircraft compared to the earlier version’s 16. Rather than issuing a *Wings of the Navy II*, Brown chose to update the original text while adding the new aircraft chapters. For instance, the chapter dedicated to Grumman’s F4F Wildcat has been expanded by a full page over its original dozen. If you own any previous version, you will want to add this to your collection as well. It is that new animal.

What are unchanged are Brown’s writing and communication abilities. His insight into the foibles of the aircraft is razor sharp and descriptions will inform the neophyte and entertain the cognoscente. He delivers a solid, dependable work and his credentials are impeccable. He is the Fleet Air Arm’s most decorated pilot and has in his 31-year career flown a record 490 basic types of aircraft and made a world record 2,407 carrier landings in fixed-wing aircraft. He is the only non-American inducted into the U.S. Navy’s Test Pilot Hall of Honor. The book’s focus, as one would expect, is on British and British versions of U.S. types, but this makes it of no less value. Indeed, the insight of a foreign observer helps put U.S. aircraft in perspective.

The *raison d’être* for this book is its expansion. As noted, the number of aircraft covered has virtually doubled, but also included are three not insignificant chapters on design requirements for naval aircraft, the “delicate art” of deck landing, and test flying at the U.S. Naval Air Test Center. Of the additional 14 aircraft, all but three are jet-powered where all of the original were of World War II vintage or derivation. In total, the book has grown from 176 to 338 pages.

Of the 16 aircraft covered in the first editions, 10 are of solely British origin and use, the remainders are of U.S. construction that were flown by the United Kingdom. The 30 in the current edition split evenly at 15 apiece. To compare the books, below is a spot look at two chapters, one of each nation’s manufacture, with the older edition figures first.

Fairey Swordfish: 13 pages vs. 16 pages; 21 photos vs. 25 (including one in color) of which only four are duplicated from the original; both editions have a two-

AAHS FLIGHTLINE No. 185, Fourth Quarter 2013

page and one-page cutaway drawings and a quarter-page 3-view drawing. The new edition includes one color profile.

Grumman Hellcat: 10 pages vs. 12 pages; 16 photos (10 U.S. versions) vs. 10 (three U.S. versions) of which only two are repeated; both have the same sized and number drawings as the Swordfish, including the color profile.

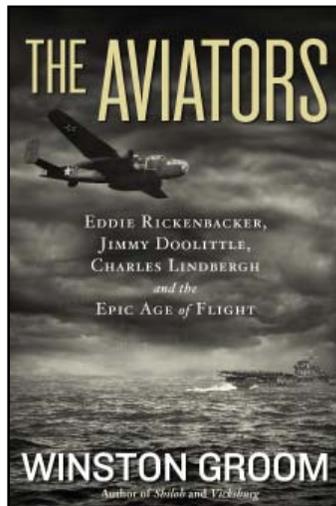
The earlier editions were edited by well-known aviation author William Green and they retained the look and feel of his *Famous Bombers/Fighters of the Second World War* series. Indeed, his version of *Wings of the Navy* could easily be one of the series. While this version retains the drawings of the earlier, the choice of paper from the original’s glossy clay-coated stock to a matt finish removes any connection with Green.

That is where the caveats come in. The paper choice still allows for excellent photo reproduction, however, the images lack the sparkle of the originals. I also question some photo selections and adjustments to contrast and density to match the paper. But these are technical quibbles. More significant is the reproduction of the two-page cutaways. All the cutaways have the hallmarks of second-generation images. Although they are slightly smaller than the originals (about 90 to 95 percent) — which should increase apparent sharpness — these do not have that appearance. Also, they lose the fine detail that was held in the originals. Further, all are printed on a light blue background that does nothing to enhance their contrast.

These points do not in any way diminish the value of this book. If you know Eric Brown’s work, you owe it to yourself to add this to your collection. And, if you’ve never heard of the good captain, this is the prime way to be introduced.

by Jim Caiella

*The Aviators*, by Winston Groom. National Geographic Books, November 5, 2013. ISBN 978-1-4262-1156-0, hardcover, 9” x 6,” approximately 460 pages, photographs, maps.



Recently, we had an opportunity to review a pre-publication copy of author Winston Groom’s latest work, *The Aviators*. This unique book accomplishes the huge task of combining in one volume, the biographies of Eddie Rickenbacker, Jimmy Doolittle, and Charles Lindbergh, three men whose careers were pivotal in the early transition of American aviation from barnstorming to

the jet age.

We highly recommend this book as an addition to the aviation library of AAHS members. We are also aware than many of you are avid collectors and may well say, “I have all three men’s autobiographies, why do I need another?”

Be assured that you will find this book worthwhile. Not only will you have all three men’s histories in one splendidly

[www.aahs-online.org](http://www.aahs-online.org)

written volume, you will find fascinating, extended anecdotes you may not remember, or perhaps never encountered.

Groom has the skill to condense all these, and at the same time enlarge our view of these men. These narratives are far more than a dry recitation of stories we already know.

As always his writing is easily readable, conversational prose - often amusing, always enlightening.

For example, this reviewer read *Thirty Seconds over Tokyo* probably around 1948 - one of his first, "serious" hardback books, so, like many of you, we have been familiar with the Doolittle raid a long time. But you will almost certainly find that Groom brings fresh insight and delightful anecdotes to these well known sagas.

Winston Groom writes history like a novelist, which he was originally (*Better Times than These*, *Forrest Gump*). Since then he has written a dozen or more popular histories, adding rich insight to well known events. (*Shrouds of Glory* (1995), *A Storm in Flanders* (2002), *1942* (2004), *Patriotic Fire* (2006), *Vicksburg 1863* (2009).

This volume on aviation history continues that tradition. It is, as the editor said, "A page turner."

AAHS readers will appreciate his careful and accurate use of aviation and military terminology, and description of each aircraft in the narratives. The author is no stranger to technical jargon. A good example here is his fascinating discussion of how Doolittle and the Navy calculated the B-25's minimum takeoff speed from an aircraft carrier. His description of lift, the required airspeed and speed over the deck, are handled clearly and in terms any pilot would immediately understand. (*The Raid*).

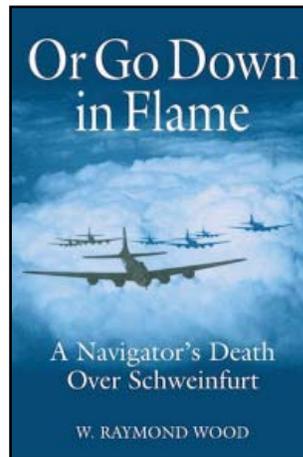
In the Rickenbacker narratives we get a fresh look at how *Eddie*, who started from nothing, became obsessed with automobiles and racing. Groom gives us an inside look at the chaotic, dangerous world of early automobile racing. This, of course, led directly to Rickenbacker's interest in airplanes and WWI flying experience.

Of the three men, we have in recent years come to most admire Charles Lindbergh. This book will greatly add to that admiration. What is so often overlooked about Lindbergh, because his life was embroiled in social and political turmoil, is that he was the quintessential aviator. He was fearless, but his technical understanding of airplanes, largely self-taught, was unsurpassed. He learned to understand the aerodynamics of what he was doing with the airplane, well before it was common practice.

Groom provides a new look at an often overlooked remarkable chapter of Lindbergh's career - his service in WWII, as a civilian flying fighters in the Pacific theatre, including combat. He had never flown a P-38 (no simple airplane) until he arrived in the Philippines in 1944. In short order he became a completely accepted member of the elite clan of fighter pilots flying P-38s with the legendary 475th Fighter Group. The second leading ace of the war, Maj. Thomas McGuire, became his wingman in the 475th. Lindbergh, at age 44, flew 50 combat missions with that Group. His leadership in rethinking the relationship between rpm and manifold pressure in their powerful Allison engines led to significant increases in the airplane's combat range, a contribution not widely remembered today. Again, Groom handles this complex subject in clear, understandable terms, woven into a great air war story.

by John Marty

### *Or Go Down in Flame; A Navigator's Death over Schweinfurt,*



W. Raymond Wood. Casemate Publishers, 908 Darby Road, Havertown, PA 19083. 2013, ISBN 978-1-61200-177-7, Hardback, 9"x6," 230 pp., 7 drawings, 65 B&W photos, appendix, notes, references and index. \$32.95.

This book takes a unique and personal look at the October 14, 1943, U.S. raid on the German ball-bearing works at Schweinfurt, a raid that has become known in historic annals as the "Black Thursday" raid.

Stimulated by wanting to find out

more about the raid that took his older brother's life. Author Raymond Wood has researched this raid in minute detail. He interviewed not only the crews of the Eighth Air Force that flew the mission, but also civilians that lived under the flight path of the carnage that was sown that day. He located and talked to German fighter pilots who had participated in the defense of their homeland that day, including an Me 110 pilot who quite likely shot down his brother's plane.

Lt. Elbert S. Wood Jr. was a newly minted navigator assigned to the Eighth Air Force 306th Bomb Group based in Thurleigh, England. He was one of 11 navigators from his class that were assigned to the 306 BG. Of the 11, only two would complete their tours with seven dying in combat (three on the second Schweinfurt raid) and two others being shot down to become prisoners of war. Wood arrived at the base on August 29, 1943, where he was assigned to a new crew commanded by Lt. George C. Bettinger. This crew would spend the first two weeks of September flying locally training to operate as a team. Between mid-September and the Black Thursday raid, the crew flew five combat missions and one aborted mission - all "milk-runs" with fighter escort. Schweinfurt was their first unescorted raid into the heartland of Germany. The 306 BG launched 18 aircraft on the Schweinfurt raid. Three would abort with mechanical problems and of the remaining 15, only five would return to base. Wood's plane would be hit on the run into the target and Wood himself severely injured in the stomach by shrapnel. All the crew would successfully parachute from the doomed plane, with Wood being the only one to not survive because of his wound.

The author weaves an excellent story, reconstructing not only the events of this raid, but bring a personal touch to its impact on both the aircrews, the civilians on the ground where the aircraft fell, the perspectives of the fighter pilots that attacked the bomber stream and anxiety of loved ones back home waiting for word on their relatives.

This book is recommended for those that would like to learn about the more personal side of the men and women that took part in WWII on both sides of the conflict.

by Hayden Hamilton



Martin RB-57D-1, 53-3977, in an undated photo. (USAF photo from the Paul Minert collection, AAHS-P010748)



Lockheed EC-121S, 54-0159, of the 193 TEWGp of the Pennsylvania ANG, photographed at Harrisburg, Penn., on June 7, 1959. (Photo by Stephen Miller, AAHS archives, AAHS-P003469)



Convair NC-131H Total In-Flight Simulator (TIFS), 53-7793, during an undated test flight. Aircraft was retired in 2008 and is now that the National Museum of the U.S. Air Force in Dayton, Ohio. (USAF photo from the Paul Minert collection, AAHS-P012262)



Bell X-5, 50-1838, designed to test variable wing sweep landing with chase plane at Edwards AFB. (USAF photo from the National Archives and Records Administration, AAHS-P005992)

## Want to help your Society?

How about reviewing a book? Just let Hayden Hamilton ([webmaster@aahs-online.org](mailto: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

**President:** Jerri Bergen

**Vice President & Chief Publication Officer:** Albert Hansen

**Managing Editor:** Hayden Hamilton

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.

Business Office: 15211 Springdale Street  
Huntington Beach, CA 92649-1156, USA

Phone: (714) 549-4818 (Wednesday only)

Website: [www.aahs-online.org](http://www.aahs-online.org)

Email: [aahs2333@aahs-online.org](mailto:aahs2333@aahs-online.org)

Copyright ©2013 AAHS

# President's Message

The Board of Directors has had lengthy conversations about the mission of AAHS and its relevance in a new world of iPads, iPhones, Wikipedia, and museums that display politically correct pieces. We, as a Board, agreed we are truly unique as a history organization in that the aviation history we preserve and collect is personal -- the perspective of the flight engineer who oversaw that first flight test, or the son who watched a father build his own aircraft design in the backyard barn. We strive to capture all the elements of our American aviation history, without regard to the political correctness, or popularity of the topic. We don't have big financial sponsors to please or investors that demand only certain history be maintained. This history is all around us - your own experience in an aviation related field, a neighbor next door who built top secret avionics for Lockheed in the 1960s, or the wife of your dog groomer who flies Northrop Grumman drones to patrol international borders.

Your sharing of aviation history is why we exist. Without your interest, these elements of aviation history might have never come to light, to be shared and added to our store of knowledge that can be used to support future aviation enthusiasts, historians and builders.

We're working to improve methods to help with sharing aviation history, both the big and the small pieces. Our upcoming knowledge database will be able to help others looking for real sources of aviation history get connected, so stories and history can be further shared. We are also continuing to preserve aviation book/photo/video collections. If you have a collection you would want to see preserved, drop us a phone call or an email and we will provide you with an overview of our process.

Our Annual Gathering, February 1, 2014, in Chino, Calif., (see the [www.aahs-online.org](http://www.aahs-online.org) website for an overview and registration form) will be day to enjoy our common passion together among two great aviation museums, and enjoy good food and good company with speaker Mike Melvill, astronaut for SpaceShipOne. Do come out and join us and we'll make a bit of history ourselves!

Jerri Bergen  
President



## FEBRUARY 1, 2014 - SAVE THIS DATE!

**Save this date! February 1, 2014.** The AAHS will hold its 2014 Annual Gathering at Chino Airport, Chino, Calif., from 8 a.m. - 5 p.m. This event will include aviation tours, historical reviews, AAHS status, and a featured speaker, the first civilian astronaut, Mike Melvill!

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 *SpaceShipOne*, 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 \$78/member and \$95/non-member with continental breakfast, tours and lunch all included!

Registration for the AAHS 2014 Annual Gathering 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.

---

---

# Wants & Disposals

**WANTED:** 3-view drawings and/or data for any of the following 1950s American fighter and bomber project proposals.

- A. Designs to specification MX1554 of 1950/51 for a supersonic interceptor (the competition won by the Convair F-102 Delta Dagger).



1. Two designs from North American Aviation - essentially the same airframe with one or two engines.
2. Republic AP-54 and AP-55.

- B. Weapon System WS-202A for a supersonic long-range interceptor of 1954 (won by the North American F-108 Rapier - later cancelled).



1. The original design proposal from North American Aviation.
2. Martin Model 302 (I have nothing on this).
3. Republic AP-75.

- C. The North American Advanced Piloted Interceptor or API of about 1953/54 which preceded the Long Range Interceptor



- D. Weapon System WS-300A for a supersonic fighter-bomber - early to mid-1950s.

1. The North American proposal that looked like a cross between the F-15 Eagle and Soviet MiG-25. It may have been designated NA-237.



- E. Weapon System WS-302A for a supersonic tactical bomber of 1952-55 (won by the Martin XB-68, also cancelled). A North American proposal that looked like the Navy's Vigilante carrier aircraft.



- F. The original North American NAGPAW proposal which, when scaled up, became the A3J Vigilante. This has never been seen in any publication.

If anyone can help with any of these projects please contact me. Thank you very much.

Tony Buttler  
[t.buttler@btinternet.com](mailto:t.buttler@btinternet.com)

**WANTED:** I recently became involved in the restoration of a rare Travel Air 5000 (one of two believed in existence). Formerly operated by National Air Transport, NC3002, it was presented to Amon G. Carter in 1931 in recognition of his efforts to advance commercial air travel in the north Texas area.

We are looking for photos of any Travel Air 5000s (not necessarily the Dole racer, "Woolaroc"). I would like to obtain high-resolution scans of them to aid in our restoration of NC3002.

Gerald Asher  
Email: [gmasher@netzero.net](mailto:gmasher@netzero.net)

**WANTED:** I am seeking historical information on NC2072, a Lockheed Electra Jr 12A that my friend Joe Shepherd restored ([www.electrajr.com](http://www.electrajr.com)). We have information that Orville Wright, Charles Lindbergh and Howard Hughes all flew NC2072 and are seeking to document that. We are also seeking all the history we can locate about the plane. So if you have any suggestions about research (if you have published any "how to" best do aviation research for instance). Please pass them along [Editor's comment: Might be a good article for the *Journal*]. 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 big player in the development of American aviation, was very close to Wright and Lindbergh, and was also 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.

Thanks,

Richard Speer  
Email: [mem747400@msn.com](mailto:mem747400@msn.com)

**WANTED:** Trade for, or otherwise acquire, photos of:

- Post-WWII GE test-bed aircraft. Douglas B-23 Dragon, NAA B-45 engine test-bed and one B-17 featuring a large starboard wingtip pod with cockpit & canopy for one man.
- Marquardt RJ59 ramjet engine for proposed Convair Super Hustler reconnaissance vehicle, tested on a late Lockheed X-7 missile. It had a large diameter of 38 inches. Marquardt letters in my possession say 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.

I am prepared to trade images for above.

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

**DISPOSAL:** *The Speed Seekers* by Thomas G. Foxworth, 1974 First Edition. \$25.00 plus postage. *A Picture Postcard History of U.S. Aviation* by Jack W. Lengenfelder, 1989 First Edition. This is an autographed presentation copy to aerial photographer Al Bachmann. \$10.00 plus postage.

Carmen D. Perrotti  
75 Winterwood Drive  
Londonderry, NH 030353  
Phone: 603-437-1181

# New Members

Eileen Bjorkman  
Mill Creek, WA 98012

Will Rondeau  
Mount Juliet, TN 37122

Michael J. Morrissey  
Easthamton, MA 01027-2254

Amos Deacon  
Orange, CA 92865

Billy R. Seals  
Katy, TX 77450

Dr. Alan R. Bender  
Ashland, OR 97520

Richard E. Bicknell  
Port Orange, FL 32128

Jim Geldert  
Penngrove, CA 94951

Robert Coley  
Lake Toxaway, NC 28747

Carroll F. Gray  
Encino, CA 91436-3908

Kevin Eldridge  
Claremont, CA 91711

Presley Melton  
North Little Rock, AR 72116

William D. Kalt  
Tucson, AZ 85748

Leon Petruccio  
Exeter, NH 03833

Robert Eustace  
Menlo Park, CA 94025

Walt Wick  
Northville, MI 48167-2666

Magnus Lind  
Shawnee, KS 66216

Norman Polmar  
Alexandria, VA 22312

Butch Engelbrecht  
San Diego, CA 92120-4627

Elizabeth Matzelle  
Bothell, WA 98011-3167

*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.*

Tom Heitzman  
Eaton, NY 13334

Tony Buttler  
Evesham, Worcs WR11 7HW  
United Kingdom

Dr. Alun Granfield  
Pontypridd, RCT CF38 1SH  
United Kingdom



*Convair XP-81, 44-91000, designed as a long-range bomber escort fighter used a combined GE TG-100 turboprop and a GE J33 turbojet for propulsive power. It first flew on February 11, 1945, but the project was cancelled with the end of WWII. (USAF photo from the AAHS photo archives, AAHS-P012059)*

## AAHS Coffee Cup Get Yours NOW!

Promote the AAHS while enjoying a cup of your favorite brew. These 10 oz. cups have the AAHS logo on opposite sides.

**JUST**

**\$12.95** including S&H  
for U.S. orders\*



Send Check, Money Order or Visa/MasterCard information directly to the AAHS Headquarters, or order online at the AAHS website by clicking the coffee cup image on the home page.

\* California residents; add 8.25 percent (\$1.13) state sales tax.

## *The Story of the 1939 National Air Races*

The only in-depth DVD Story of the 1939 National Air Races available!

- A 90 min., in-depth, narrated story
- Includes 45 min. of outstanding COLOR film
- Also, 300 archival photos
- Military aerial maneuvers
- Thompson, Greve, and Bendix Races
- Aerobatic acts, it's all here!



Only \$28.95 + S&H

*The National Air Race Project*

Get your DVD today  
View clips & order on-line at: [www.NationalAirRaces.net](http://www.NationalAirRaces.net)  
or call toll-free & order: 1-888-NAR-8886

## **MOVING???**

**Make sure you send the AAHS office a change of address so you will not miss any issues of your Journals.**

## Custom Crafted Display Models



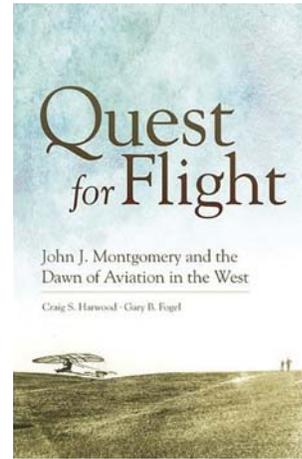
Military — Airline — Civil — Space

**More than 1,000 different items available or commission your own custom model**

Hand carved and painted

A great gift idea for pilots and enthusiasts.

**Start your collection today!**



### QUEST FOR FLIGHT

**John J. Montgomery and the Dawn of Aviation in the West**

By Craig S. Harwood and Gary B. Fogel

\$29.95 HARDCOVER · 256 PAGES · 36 B&W ILLUS.

The Wright brothers have long received the lion's share of credit for inventing the airplane. But a California scientist succeeded in flying gliders twenty years before the Wright's powered flights at Kitty Hawk in 1903. *Quest for Flight* reveals the amazing accomplishments of John J. Montgomery, a prolific inventor who piloted the glider he designed in 1883 in the first controlled flights of a heavier-than-air craft in the Western Hemisphere.



UNIVERSITY OF  
OKLAHOMA PRESS

2800 VENTURE DRIVE · NORMAN, OK 73069  
TEL 800 627 7377 · OUPRESS.COM



## 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](mailto: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)

- |                 |                               |                                |
|-----------------|-------------------------------|--------------------------------|
|                 | 1 Year                        | 2 Years                        |
| United States   | <input type="checkbox"/> \$40 | <input type="checkbox"/> \$79  |
| Canada & Mexico | <input type="checkbox"/> \$48 | <input type="checkbox"/> \$95  |
| Other Countries | <input type="checkbox"/> \$69 | <input type="checkbox"/> \$137 |
| eMembership     | <input type="checkbox"/> \$25 | <input type="checkbox"/> \$50  |

Make check or money order payable to AAHS in U.S. Dollars.

Enclosed is my check/money order for

\$ \_\_\_\_\_ (U.S. Funds)

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_

STATE/COUNTRY \_\_\_\_\_ ZIP \_\_\_\_\_

eMAIL ADDRESS \_\_\_\_\_

INTERESTS \_\_\_\_\_

Charge to  VISA  MasterCard CCD # on back: \_\_\_\_\_

ACCOUNT # \_\_\_\_\_ EXP. DATE \_\_\_\_\_

Signature \_\_\_\_\_ Date: \_\_\_\_\_

### 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.

### Pricing: Black & White or Color

5" x 7"	\$4.00
8" x 10"	\$6.00
Digital Images CD base price	\$2.95
Each digital Image	\$1.00
Domestic Shipping and Handling (per order)	\$2.50
International Shipping & Handling (per order)	\$5.00



Each order must be accompanied by a check or money order payable to:

**APT Collectibles**  
**P.O. Box 788**  
**Bonsall, CA 92003-0788**

**ALL AVIATION ENTHUSIASTS  
YOU ARE INVITED TO ATTEND  
THE AMERICAN AVIATION HISTORICAL SOCIETY**



**ANNUAL GATHERING  
SATURDAY, FEBRUARY 1<sup>st</sup>, 2014  
CAL AERO FIELD, KCNO/CHINO AIRPORT  
(County of San Bernardino Airports)  
8:00AM – 5:00PM**

**COST: AAHS Member(s) \$78.00 Non-AAHS Member(s) \$95.00  
Lunch ONLY: AAHS Member(s) \$38.00 Non AAHS Member(s) \$45.00**

**OVERVIEW OF THE DAY'S EVENTS:**

- 8:00AM **The Yanks Air Museum – WELCOME/REGISTRATION** Continental breakfast  
9:00AM Museum tours, presentations, book signing, video, gift shop, etc.  
9:30AM AAHS BOARD MEETING – Open to the General Membership  
11:30AM Transfer/Transportation to **CAL AERO Hangar**  
12:00 **LUNCH** Served  
Choices:  Beef or  Chicken  
1:00PM **Guest Speaker: Astronaut Mike Melvill** – test pilot, aircraft builder, speed winner  
3:00PM **The Planes of Fame Air Museum** Transfer/Transportation  
Museum tours, presentations, book signing, video, gift shop etc.  
5:00PM **FAREWELL Get-Together** - Cocktails & Hors d'oeuvres **CAL AERO Hangar**

**REGISTRATION**

ON-LINE: [www.AAHS-online.org](http://www.AAHS-online.org)  MAIL-IN: AAHS, P.O. BOX 3023, Huntington Beach, CA 92605-3023  
Contact: [jerry.bergen@aahs-online.com](mailto:jerry.bergen@aahs-online.com) for additional information

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_ @ \_\_\_\_\_ PHONE: \_\_\_\_\_

AAHS MEMBERSHIP NUMBER: \_\_\_\_\_ Number(s) Attending (\_\_\_\_)

NON-MEMBER: Number(s) Attending (\_\_\_\_)

LUNCH CHOICES:  BEEF # \_\_\_\_\_  CHICKEN # \_\_\_\_\_  Vegetarian (by request only) # \_\_\_\_\_

TOTAL: ATTENDEES: \_\_\_\_\_ TOTAL AMOUNT ENCLOSED: \$ \_\_\_\_\_

CHECK  CREDIT CARD/MC or VISA: \_\_\_\_\_ EXP: \_\_\_\_\_ CCV: \_\_\_\_\_

3 numbers on the back of the card

Name on the card: \_\_\_\_\_

**Thank you for your participation in AAHS. A receipt will be mailed as verification of attendance.**