



AAHS FLIGHTLINE

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American Aviation Historical Society

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C-47 Virginia Ann performs a fly-by down the runway at Flabob. (All photos by Charles E. Stewart)

Flabob's 2017 DC-3/C-47 Fly-in

May 19-21, 2017, found a group of Douglas DC-3/C-47 enthusiasts converging on Flabob Airport in

Riverside, Calif. This unique fly-in provided the attendees with the opportunity to get up close and personal with the 10 featured aircraft that were on display.

could expand their knowledge on this venerable aircraft type, meet with the aircrews and operators, socialize with other enthusiasts and for those interested a chance for a ride.

The meet also featured a number of seminars and programs where attendees

Friday night kicked off the event with a Dakota Film Festival featuring

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C-47 Virginia Ann, N62CC / 43-30647, during engine startup in preparation for a series of fly-bys.



Line up of DC-3s/C-47s on the ramp at Flabob Airport.



The only C-41A, N341A, c/n 2145, was delivered to First Staff Squadron of the U. S. Army Air Corps at Bolling Field on September 14, 1939, as 40-70. It was ordered by Hap Arnold to be used as an executive transport by Air Corps leadership. The CAA operated it for a number of years, as well as Atlantic Richfield. Golden Age Tours is the current owner.

selected documentaries on the DC-3/C-47 plus a feature John Wayne film *Island in the Sky*.

Saturday featured a number of seminars including experts talking on “Maintaining 70-year-old Dakotas,” DC-3 pilot training issues by instructors and “Daks over Normandy, 2019,” (the plan to have a mass re-enactment on the 75th anniversary of D-Day on June 6, 2019). Saturday evening was spend with airline, freight and military veterans talking about their experiences flying the venerable old bird.

While all this was happening, the flightline had nine DC-3s on display with plane tours and rides available. The crowd was small, with attendees coming from Australia, Canada, and western Europe -- an truly international event for *Gooney Bird* lovers.

Sunday morning wrapped up with author and retired USAF pilot Thomas Culbert talking about Pan American’s support of the RAF in North Africa and the Flying Tigers in China. →



C-47-DL Virginia Ann, N62CC, c/n 13798, was delivered to the USAAF on September 21, 1943, at Long Beach as 43-30647. After the war it was used by a number of private operators including the Flying Tiger airline. Air Classics LLC acquired the plane in 2004 and it is now owned by Mission Boston D-Day LLC.



C-53D-DO, N43XX, c/n 11665, delivered on March 30, 1943, as 42-68738. Following the war it was operated by TWA, Northeast Airlines and United, retiring from commercial carriers in 1942. It then passed through more than a dozen owners with Thunderbird Flying service being the current owner.



DC-3, N103NA, Flabob Express - The history of this aircraft is somewhat confused at this time as its FAA registration shows it to be c/n 33569, which records indicate was scrapped in Croydon, England in 1953.



C-53-DO, N8336C, c/n 7313, was delivered to the USAAF June 23, 1942, as 42-47371 where it served in India. After the war, it was acquired by China Air Transport Corp (CATC) and then Civil Air Transport of Formosa registered to Claire M. Chennault. Also served with Southern Airways and a number of private corporations. This airplane has "speed kit" fairings -- main landing gear doors and a fairing on the tailwheel strut.



N231GB started life as an R4D-6, delivered September 26, 1944, as c/n 26108. It was converted to a SC-47J for search and rescue operations in 1962. The FAA and Department of Agriculture both operated this a/c for a number of years. It is undergoing restoration at Flabob Airport.



TC-47B-30, N131FS, c/n 32920, was built in Oklahoma City, Okla., and delivered on March 30, 1945, as 44-76588. It would remain in service with the USAF until 1968, and passed through a number of operators, being acquired by Flabob Aviation Associates in June 2015.



C-47A-40-DL, N74589, c/n 9926, Placid Lassie, built in Long Beach, Calif., and delivered on December 23, 1943, as 42-24064. It saw action on D-Day, Operation Market Garden and in support of the Rhine crossing. She is currently UK owned, but based in New England.



C-47B-30-DK N791HH, c/n 33123, was built in Oklahoma City, Okla., rolled off the production line on April 26, 1945, as 44-76791. It was delivered to the French AF May 21, 1945 as 476791 and then to the Israel Defense Force in February 1967. Acquired by Cascade Air in July 13, 2000. This aircraft was in military service from 1945 to 2000!

John Travolta Donates His Boeing 707 to Historical Society

No, not the American Aviation Historical Society, but the Historical Aircraft Restoration Society, Albion Park, Australia, where it will join former QANTAS' Boeing 747-400 registered VH-OJA and a Lockheed Super Connie. Hollywood actor John Travolta made this announcement on May 22, 2017. One of the last airworthy 707s (707-138B), N707JT has had a number of upgrades to allow it to meet U.S. noise restrictions. The 707-138 was a special model built for QANTAS with a short fuselage (shorter than a B-720) but the 707-320 wing and engines, intended for lean, long range trips.

Travolta issued the following statement:

It gives me great pleasure to make this exciting historical announcement that my beloved Boeing 707 aircraft has been donated to the Historical Aircraft Restoration society (HARS) based in the town of Albion Park, approximately 90 miles (140 km) south of the city of Sydney in Australia.

As many of you will know, flying is a passion of mine and I am just so grateful to be fortunate enough to count many hours flying such a beautiful aircraft.

The aircraft was originally delivered to QANTAS Airways in 1964 and was converted for private use after it finished its life with "The Flying Kangaroo".

I was honored to have the 707 repainted in the original QANTAS colors when I became the ambassador for the airline, and it's so fitting that many of the volunteers at HARS are retired QANTAS employees.

The aircraft currently requires a lot of work to be restored to a safe flying state and having seen first hand the dedication and passion of people at HARS, I have no doubt this beautiful and historical aircraft will be flying again.

HARS have an impressive track record of restoring historical aircraft and I have personally flown in a [Lockheed] Super Constellation that they restored to flying condition from almost nothing.

I am hoping to be part of the crew to fly the aircraft to Australia, supported by well qualified and experienced



pilots and engineers.

In making this announcement, I would like to mention the significant support given by the Bendigo Bank Oak Flats and Shellharbour Community Bank Branches who as a local organization, have been very supportive of HARS' efforts in aircraft restoration.

Thanks must also go to QBE Insurance (Australia) Limited Services for their significant support as well.

I am truly excited by this project and am just so pleased that this beautiful aircraft, for which I obviously have very fond memories, will continue to fly well into the future.

Thank you

The vintage passenger jet will be flown from Florida to its new home at Illawarra Regional Airport in Albion Park.

One of only 13 made, VH-EBM was delivered to QANTAS in 1964 and flew with it until it was sold to Braniff International Airways in 1969. It was converted to a VIP jet in 1973 and had a number of owners, including singer Frank Sinatra and billionaire Kirk Kirkorian.

Travolta paid for maintenance for the first four years, before striking a deal with then QANTAS chief executive Geoff Dixon to paint the plane in QANTAS colors and come on board as the airline's ambassador, a job he clearly relishes. The quid pro quo was that QANTAS took over the aircraft's expensive maintenance. "Any plane this size is too pricey," Travolta admitted. "I did it for four years on my own and it was much easier to do a barter system and promote the airline. →



Painted in QANTAS period livery, Travolta's 707-138B, N707JT, is seen on final approach at an undisclosed location.

Imperial War Museum, Duxford

by Ed Martin

On a visit to the United Kingdom this year, my son and I had the opportunity to visit the Imperial War Museum (IWM) at Duxford. The IWM-Duxford is five miles south of Cambridge directly off the M11 motorway and approximately 50 miles from Central London. Located in a beautiful English countryside setting, Duxford Airfield was opened in 1918 following the merger of the Royal Naval Air Service and the Royal Flying Corps to become the Royal Air Force. As a fighter base, operations spanned two World Wars and it played an important role in the Battle of Britain. The airfield is preserved much as it was during the early 1940s with several of the buildings dating back to 1918.

Standing on the tarmac overlooking the grass runways it is easy to visualize squadrons of Spitfires taking off in defense of Britain. Duxford is also the main storage site for archive films, photographs, books and documents.

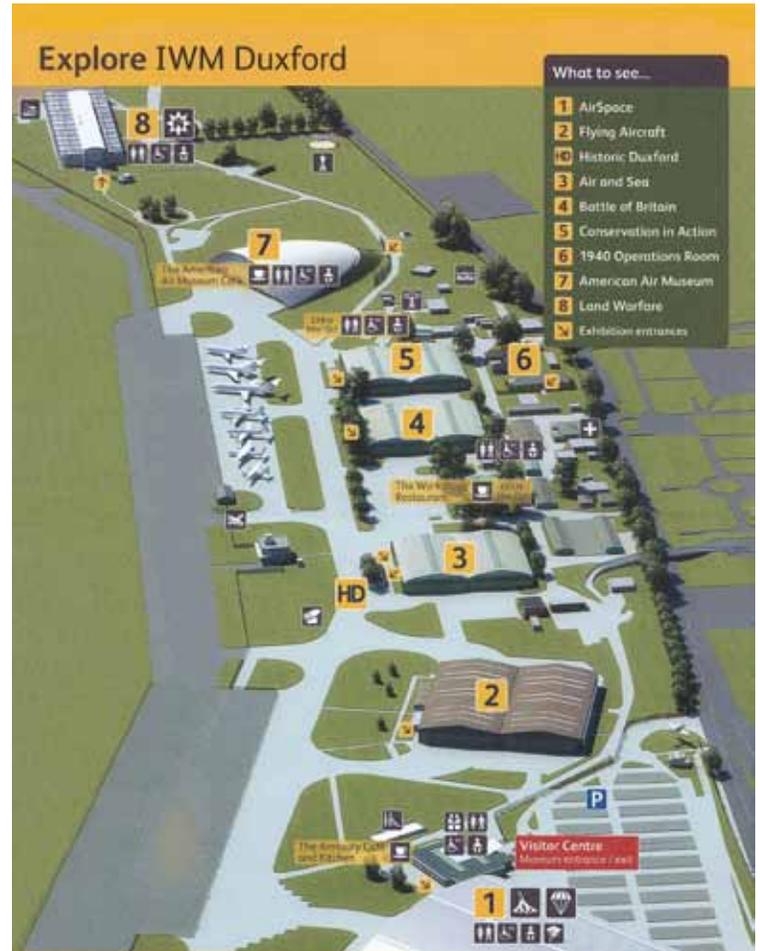
Upon entering the Duxford Airfield through the well stocked souvenir shop it becomes obvious why Duxford is ranked among the top aviation museums in the world. There are eight large display buildings and a static line of vintage British civil aircraft.

To ensure we saw all buildings it was decided to start at the building farthest away from the entrance, Building #8, known as The American Air Museum in Britain. This building is very unique in its design and houses a collection of American aircraft from the WWI to the present day, including a SPAD XII painted in WWI ace Captain Eddie Rickenbacker's personal colors as flown in the U.S Army Air Service in 1918 France. American airmen first arrived at Duxford in 1918 as part of the 159 and 137 Aero Squadrons. Anglo-American cooperation continued over the ensuing years and during WWII it became home to the American 78th Fighter Group while providing air cover to the Allied invasion forces on D-Day.

Entrance to the building is at an elevated level resulting in an unusual view of a Boeing B-52D with its massive wings



View entering the American Air Museum.
(All photos by author)



appearing to protect the aircraft on the main floor. Overhead a Lockheed U-2C, B-25 Mitchell, F-111E, A-10, F-4, P-47D, P-51 and C-47A, all historic aircraft, and many others that played a major role in world conflicts hang from the roof in permanent flight. A gradual sloping walkway leads down to the ground floor where more American aircraft are displayed, including the Lockheed SR-71A, Boeing B-29 Superfortress, a B-24M Liberator named "Dugan." This latter aircraft was retired to Lackland AFB where several lovers etched their initials in the fuselage. Another aircraft with a story is the Grumman TBM-3E Avenger painted to represent USN BuNo 46214 as flown by future U.S. President, George H.W. Bush. The museum details the history of each of these aircraft and the service they provided to peace in the world.

The American Air Museum also pays tribute to the human aspect of aviation and the many sacrifices and contributions made by men and women of the American Armed Forces through the display of uniforms, memorabilia, videos and interactive exhibits. There are many stories of love and sadness documented in display cases.

Leaving the American Air Museum building we headed to the static flight line of vintage British Civil Airliners. On



British civil airliners display includes (front to back) BAC 1-11 500, Hawker Siddeley Trident 2, BAC Super VC10, Vickers Viscount 701 (obscured), and Bristol Britannia 312.

display were an Airspeed Ambassador 2, in Dan Air colors, Avro York also in Dan Air colors, a BAC 1-11 500, in British Airways colors, Bristol Britannia 312, in Monarch Airlines colors, Hawker Siddeley Trident 2E, in BEA (British European Airways) colors, a Vickers Viscount 701 also in BEA colors, a Handley Page Dart Herald in Air UK colors, and finally a BAC Super VC10 in B.O.A.C-CUNARD colors; this aircraft was open for inspection. These aircraft are maintained by the Duxford Aviation Society.

As we travelled between the various buildings the whine of a Spitfire engine could be heard as it conducted pleasure flights over Cambridge Shire, there was also a de Havilland Dragon Rapide providing pleasure flights and many other vintage aircraft were available for flights at reasonable prices. A beautiful white PBV Catalina was being towed towards the grass runway area.

Next on the tour was the original 1940s Duxford Operations Room, recreated from where the RAF fighter pilots were directed into combat. Another original building detailed the historic Duxford, covering the history of RAF Duxford and the lives of the people who lived and worked there.

The very extensive British aircraft collections are on display in various ways throughout many buildings and tell the story of British aviation from its earliest days. The heroics of the Battle of Britain, along with exhibits from the WWI to the Cold War are well presented and documented. Aircraft from these periods are beautifully restored and displayed, including the Supermarine Spitfire, Hawker Hurricane, Canberra B.2, Handley Page Hastings C.1A, Messerschmitt BF 109, Avro Lancaster, Shackleton, Vulcan, de Havilland, Sea Vampire, Mosquito, Sea Venom, Vampire, Tiger Moth, Euro-fighter Typhoon and many more.



TOP: Consolidated PBV-5A, G-PBYA. LEFT: Supermarine Spitfire Mk IX, PV202, G-CCCA. RIGHT: De Havilland DH89A Dragon Rapide, TX310, G-AIDL



LEFT: Concorde 001 takes center stage on entering the Air & Space exhibition. ABOVE: The cockpit of BAC Super VC10.

on commercial and military aircraft. This is a very interesting and challenging presentation and should not be missed. Once again, entrance is at an elevated level and the opportunity to look down on Concorde 001 and peer into the cockpit windows is a unique experience. Concorde 001 is open for inspection and has the original test equipment still installed including an escape hatch, I guess for the first test flights. A very helpful Duxford Aviation Society volunteer inside the aircraft is available to answer all Concorde questions. Parked beside Concorde is a beautiful white Sunderland Flying Boat unfortunately not open for inspection, while a B.O.A.C, Comet 4 is close behind and a De Havilland Dove flies overhead. On the way out we passed a barrel bomb used by dam-busters in WWII.

Now tired and on aviation overload we headed to the Armoury Café for tea and scones with clotted cream and strawberry jam as we listened to WWII songs, *The White Cliffs of Dover* and *Lily Marlene* to end a step back in time at the wonderful Imperial War Museum-Duxford.

IWM-Duxford hosts three major air shows each year. →

Our final building was the Air & Space exhibition where an outstanding variety of inter-active displays covering all aspects of flight were available to test the aviation skills of the visitor. Coupled with these displays are self-activated videos



LEFT to Right: BAC TSR-2, Westland Whirlwind (Sikorsky S-55), English Electric Canberra, Avro Vulcan, Canadair CF-100, de Havilland DH.104 Dove and SEPECAT Jaguar, with an Avro Lancaster in the bottom foreground.

Folded Wings, Albert Hansen

We are sad to report that long-time AAHS member Albert Hansen passed away on June 5, 2017, after a short illness.

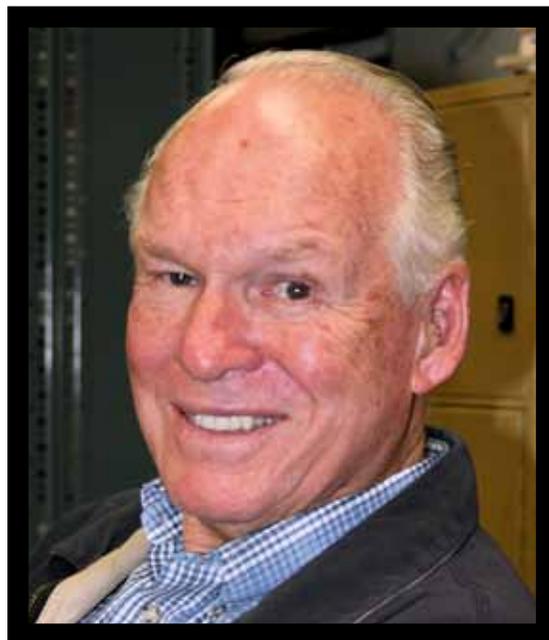
Al was an early member of the Society, Member #81, and actively engaged in Society activities up until recently. He compiled the *AAHS Journal* "Forum of Flight" for a number of years and as well as serving on the Board of Directors. He also served as Executive Editor of the *AAHS Journal* as well.

In addition to "Forum of Flight," Al contributed well over 30 other articles to the *Journal*. His primary interest was in Golden Age aircraft – Waco, Stinson, Lockheed, etc. He was the go-to person for those of us in AAHS office on early aircraft and general aircraft identification. Until recently, he regularly attended the EAA fly-in each summer in Oshkosh, Wisconsin.

Al's interest also included air racing from both the 1930s as well as current forms. He regularly attended the Reno National Air Races until recently.

Al served in the U.S. Navy in the early 1950s and spent a long career as an engineer with North American Aviation and later North American Rockwell.

Al's calm, warm, friendly presence to those around him and contributions will be sorely missed by all of us in the Society. →



Albert Hansen
(Photo by Hayden Hamilton)

Best of the Best - 2016

Each year, the AAHS asks its membership to vote for the Best Article and Best Artist published in the *AAHS Journal*. While all the articles and paintings for CY2016 (Vol. 61) are outstanding works representing hours of research and laboring over the word processor or canvas, a few tend to appeal to our readers just a bit more than the rest.

In one of the closest ballots in years, the choice for Best Article was Robert G. Waldvogel's "The Douglas DC-4, DC-6 and DC-7." Competition this year was close among the number of 31 eligible articles, with four articles garnering 33% of votes and the rest of the votes being almost evenly between the remaining articles.

Artist John Amendola's painting of the Pan American Boeing 314 entering San Francisco Bay on a flight in from Hawaii was the clear favorite among the readers this year for Best Artist. Clearly there is still today a nostalgia for these grand flying boats.

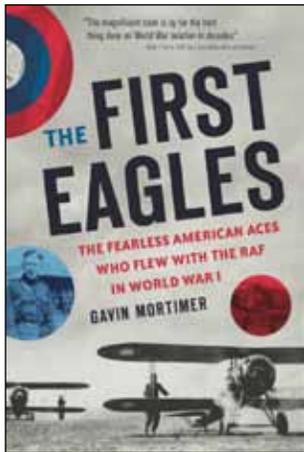
We thank all of you who took the time and effort to let us know your favorites. →



John Almendola's painting of Boeing 314 Hawaiian Clipper crossing over the Golden Gate Bridge inbound from Hawaii to Pan American's base on Treasure Island in San Francisco Bay.

Book Reviews

The First Eagles, Gavin Mortimer. Zenith Press, Minneapolis, MN, 55401. 2014, ISBN: 978-0-7603-4639-6. Hardcover, 9"x6", 240 pages, Appendices, Bibliography, Index. Numerous B&W photos. \$30.00



Mortimer takes us through WWI by following the lives of 18 young Americans who volunteered to serve in the RAF before the U.S. entered the war. Using diaries, letters and official reports, the author takes us through their basic training in the U.S. and Canada, their advanced

training in England and their combat assignments – first with RAF fighter squadrons on the front and then U.S. squadrons, most of which they assumed leadership roles in.

Rather than fighting as a unit, the Americans were spread across the RAF fighter squadrons in early 1918 to fill severe losses that these squadrons had suffered at the hands of the Germans in 1917. These Americans were contemporaries of Billy Bishop, with three of them serving in 85 Squadron under his command and a fourth joining the squadron just days after Bishop's reassignment away from the front. Similarly, the C.O. of 84 Squadron, William Sholto Douglas, held the Americans assigned to him in high regard.

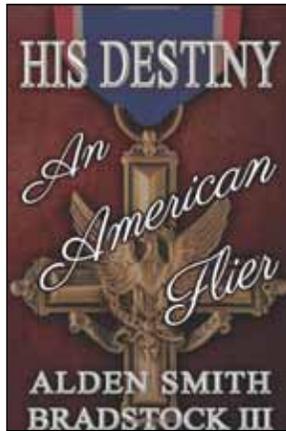
You get an intimate picture of these pilots' lives, both on duty and "at rest." Their frustrations in the "delays" of getting to the front, the weariness of the day-to-day stresses of combat and losses of fellow squadron mates. Of the 18, 15 survived the war with several writing about their experiences.

The book is an easy read, full of interesting stories relating to

the lives WWI fighter pilots lived. Of particular interest to this reviewer were the behind-the-scenes, so to speak, details of life on and off base of these officers. If you are interested in WWI combat aviation, this book is an excellent addition to consider.

Hayden Hamilton

His Destiny, An American Flyer, Alden Smith Bradstock, III. Black Rose Writing, www.blackrosewriting.com. 2013, ISBN: 978-1-6296-235-1, Paperback, 9"x6", 308 pages, \$18.95



This book is a little off the pace of the typical AAHS reviewed book in that it is a historical fiction set in WWI and shortly after. While much of the historical action is accurately cast, there are subtle issues with the aviation related aspects, which is probably not surprising in that the author does

not appear to have an aviation related background.

The story line centers around our super-hero pilot, Jimmy Smitts, and jumps right into aerial combat with the Lafayette Escadrille in June 1917. The action is fast and well described. The author slides historical figures into the story line with ease – Capt. Georges Thenault, Raoul Lufbery, William "Bill" Thaw and others. We soon find Smitts as one of the more capable flyers in the squadron, though he struggles to achieve becoming an ace for a variety of reasons. Most of these reasons are similar to those experienced by allied fighter pilots during WWI – they mostly took the fight to the enemy and numerous victories would go unconfirmed because the victims went down behind enemy lines. Smitts experiences most of the situations and circumstances that could happen to fighter pilots during the war – being shot up and nursing a crippled plane home,

Volunteers Needed!

AAHS at EAA VINTAGE HANGAR, AIRVENTURE 2017

July 24-30, 2017



For the first time, AAHS will have a presence at EAA's AirVenture 2017, in Oshkosh, Wisconsin. If you plan to attend Oshkosh this year, please consider supporting AAHS at our table at the Vintage Hangar, right in the middle of the vintage aircraft display area!

Donate a few of your EAA Oshkosh hours to hang out at the AAHS table, talking old airplanes, handing out AAHS materials, making some new friends and recruiting new members!

We'll provide snacks, water and a cool place to sit. AAHS has also reserved a nearby home during the event, where we will host get-together dinners and provide limited, lower-cost

housing on a first-come, first-served basis.

Can't make this event? Consider making a donation to help defray AAHS's expenses for this recruiting event.

Contact the AAHS office at 714-549-4818 and we'll get you on the list!

being wounded and going through recovery and return to flight status, being shot down and captured behind enemy lines, being paroled and then returning to action.

The nits I have with the book are related to some of the aviation aspects. For example, it describes Smitts' father as acquiring a Curtis Jenny in 1916. The Jenny was introduced in 1915 (JN-1) as an exclusive military training aircraft. Public sales would not occur until after the war. I also have some difficulty with the descriptions of aerobatic maneuvers such as a barrel roll being simply described as a "barrel." While this reviewer is not certain what this maneuver may have been called in 1917, calling it simply a "barrel" is awkward to today's reader.

On the whole, the book was an enjoyable read and kept this reviewer engaged with the story line. If you enjoy reading historical aviation fiction, you may want to check this one out.

Leland Pugley

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

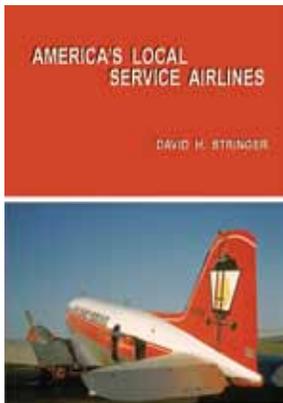
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President's Message

Its getting warmer, and time to hang out at the local airport; follow the sounds of engine noise to a runway, where you can find people rebuilding worn out engines, families barbecuing with friends among the kit plane projects, young (and old) student pilots earning their wings and hangar bums telling their stories.

Its not just stories as told by the people who lived them, but also the site and aircraft themselves that contribute to our understanding of history. The AAHS supported the Flabob Airport DC-3 Fly-in recently, and got to hang with 10 DC-3/C-47s and their pilots, owners and fans from all over the United States and other parts of the world. Although a relatively small event, people flew in from such places as Austria, Brazil and Iceland just to see a group of these famous aircraft fly together again, and be part of their histories (see photos on our AAHS Facebook and Flickr sites).



Photographers and attendees line up on the flight line at Flabob to catch a C-47 making a fly-by. (Photo by Jerri Bergen)

The level of interest in these 75 year old aircraft from individuals outside the United States might be surprising to Americans, but entirely reasonable when you think of the history Europeans and other countries have with these aircraft.

We Americans haven't had the experience of watching waves and waves of dark green twin-engine transports flying purposefully overhead (some formations taking 45 minutes to pass by!) moving towards a war front to stop an enemy advancement, to drop food to starving cities cut off from other avenues of aid, or to pick up soldiers and return them home again. Americans weren't the citizens who watched these aircraft taking enemy fire overhead, sometimes crashing nearby, engines afire, or rescuing a pilot or crewmember who managed to escape the wreckage.

We Americans can also overlook the lineage of our modern air transport system that traces its roots back to the same DC-3. Developed prior to WWII to answer to the budgetary, speed and range needs of early airlines, the DC-3 was key in developing our air travel system that accommodates over 941 billion passenger miles flown per year (as of 2016), by the descendants of this venerable airplane.

It should give us pause to know that we can be the stewards of aircraft history that has meant so much to so many different people, for different reasons, in different times. We look to share the interests of AAHS with new friends and members of ASAA, AAA and EAA, and pool our combined resources for a much more effective future.

Stay tuned!

Jerri Bergen
President

New Members

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.

Les Ives
Ozark Air Works
Midway, AR 72651

Don Falenczykowski
Oswego, IL 60543

Johan Kala
Boerne, TX 78015

Robert Robert
Palm Desert, CA 92211-1603

Jim Walker
Alexandria, VA 22314

Mark S. Thomsen
San Diego, CA 92122

Amy Thorne
Cave Creek, AZ 85331

John McKee
Shiloh, IL 62221-3455

Edward Martin
Fountain Valley, CA 92708

Terri Wesemann
North Logan, UT 84341

David Kubista
Tucson, AZ 85719

Shay Mohn
Bothell, WA 98021

William O'Neil
Falls Church, VA 22041

Robert Rydzewski
Newark, CA 94560-1946

Terri Polley
San Antonio Heights, CA 91784

Ryan Herter
Colorado Springs, CO 80921

Andrews Hines
Arnold, MD 21012

Andreas Wesemann
North Logan, UT 84341

Eric Freeman
Toronto, ONT M5M 2H4
Canada

Noreen Bushouse
La Grange Park, IL 60526

Bob Preising
Scottsdale, AZ 85254

Philip Schultz
Lancaster, CA 93536

Matt Erwin
Cave Creek, AZ 85331

William Grasha
Madison Heights, MI 48071-4571

NEW MEMBER DRIVE

The AAHS is in 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!

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

**MAKE A DIFFERENCE
RECRUIT A FRIEND**

AAHS FlightLine

American Aviation Historical Society

President: Jerri Bergen

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.

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Email: aahs2333@aahs-online.org

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Wants & Disposals

WANTED: Unpublished, good quality images of Curtiss-Wright AT-9 Jeeps and North American O-47 series aircraft in other than factory or manufacturing settings, preferably at station and in service, after December 7, 1941.

Dan Hagedorn,
Life member 100
23053 SE 246th Place
Maple Valley, WA 98038
email: hagedorn_dan@comcast.net

WANTED: I am interested in contacting any descendant of Bertram "Bert" Acosta, 1895-1954, and/or locating any collections of letters and other papers that Bert may have left. Please contact me with any information or leads.

Mike Gough
email: mgough39@yahoo.com

DISPOSAL: The following individual issues of the AAHS Journal are available for \$20/magazine (postage included).

1960, No. 4
1964, Nos. 1, 2, 3, 4
1965, Nos. 1, 2, 3, 4 (2 sets)
1966, No. 4
1967, Nos. 1, 2, 3, 4

If interested, please contact via email.

Hans-Joachim Klein
Steinkirchen-ILM, Germany
Email hajo_klein@t-online.de



DISPOSAL: Original 1909 postcard of Berlin-Tempelhof hangar with Orville Wright signature. Best offer above \$400. Interested parties should contact via email:

Hans-Joachim Klein
Steinkirchen-ILM, Germany
Email hajo_klein@t-online.de

DISPOSAL: AAHS Journal back issues 1964 (Vol 9) to 1995 (Vol 40) inclusive with all issues for each year. Any reasonable offer will be accepted.

Also, numerous aviation books are available as well. Please contact me for details.

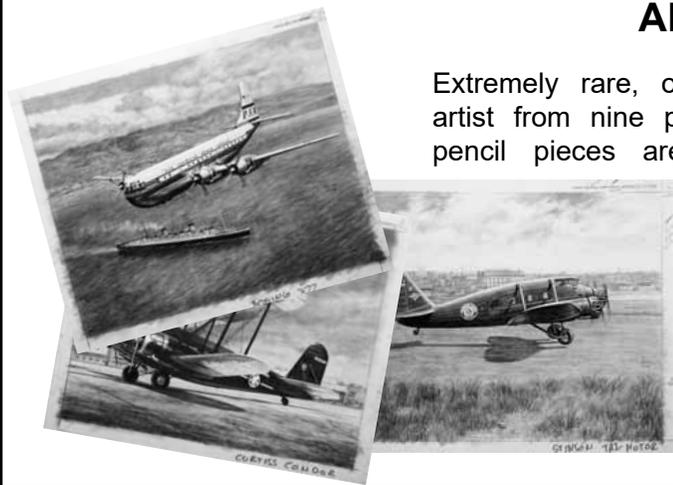
All items will be shipped USPS Media Mail, or the buyers choice.

Michael P. Jungers
Los Vegas, NV
Phone: 702-642-6998
Email: silverplate@cox.net

DISPOSAL: Hundreds of B&W original negatives of U.S. aircraft, mainly 620 size, photographed during the 1970s to mid-1980s decades at \$3 each.

Robert Esposito
e-mail: baesposit@verizon.net

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Extremely rare, one-of-a-kind, 55 original artworks completed by one artist from nine past and present commercial airlines. These charcoal pencil pieces are genuine authentic, individually hand crafted (not photo copies or tracings), in near photographic, ultra-high detail, depictions from the 1920s to jet-age aircraft. The art works were completed in the 1970s and 1980s. For additional information and/or to see some images contact:

**Dennis Eggert at: 651-291-7925
or E-mail at: steco1911@aol.com**



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 December 31, 2017)

- | | | |
|-----------------|-------------------------------|--------------------------------|
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| United States | <input type="checkbox"/> \$46 | <input type="checkbox"/> \$89 |
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Charge to VISA MasterCard CCD # on back: _____

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Signature _____ Date: _____

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.