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SubSonex JSX-2 "Sharkie" on the Reno race course piloted by three-time Reno Gold champion Pete Zaccagnino. (Curtis Noble photo via Sonnex Aircraft)

New Racing Class Being Created

SubSonex Personal Jet Approved for Reno Races

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Sonex Aircraft is announcing a collaboration with High Performance Aircraft Group to showcase the SubSonex Personal Jet. High Performance Aircraft Group debuted the SubSonex at this year's Pylon Racing Seminar (also known as "Rookie School") last week, June 7-10 at Reno Stead airport in preparation and training for the National Championship Air Races in September. The SubSonex was taken through various flight scenarios by three-time Reno Gold champion Pete Zaccagnino and exceeded performance expectations.

"The plane has been approved for racing, and now we have to get to work in preparation for training enough pilots to create a new race!" remarks Pete. "I believe we got eight flights in and everyone loved it. It was a blast on the course."

During the four-day

event, the SubSonex participated in formation flights with as many different aircraft as time allowed. This included fingertip, echelon, cross-unders, pitch out rejoins and recoveries. Due to runway construction at Stead airport, only Saturday and Sunday were available for track time during this year's PRS. Very high winds prevented all flights on Saturday, so all time on the track had to be accomplished on Sunday. "I did three flights on the track and everyone loved the



Another View of "Sharkie." (Curtis Noble photo via Sonnex Aircraft)



SubSonex,” writes Pete, “First time in history for this jet design to make flights on the Reno race course!” Flights during PRS were conducted on the Jet/Unlimited course, however, Sonex Aircraft and High Performance Aircraft Group are hoping to gain approval for future testing and exhibition racing on the shorter courses, designed for aircraft closer to the SubSonex’s speed envelope and level of maneuverability.

High Performance Aircraft Group will showcase the SubSonex Personal Jet at a variety of aviation events throughout the season, to be announced. The jet has earned a top-level endorsement from Pete Zaccagnino and equally impressive accolades from attendees at the year’s Rookie School a true testament to the design and craftsmanship of the SubSonex aircraft.

Zaccagnino is flying SubSonex model JSX-2 factory prototype number 2, also known at the Sonex factory as “Sharkie,” for these racing and demonstration flights while JSX-2 factory prototype number 1 is on the airshow circuit for its third season performing day and night pyro aerobatic air shows around the nation by Bob Carlton of Vertigo Airshows. The SubSonex Personal Jet is offered to Sonex Aircraft customers as a Quick Build aircraft kit and is powered by the PBS TJ-100 turbojet engine. The airframe kit plus engine price is under \$100,000 and complete costs to purchase and complete a SubSonex kit start at only \$108,000 for a JET!

High Performance Aircraft Group, based in Park City, Utah, is headed by aeronautical engineer and three-time world champion race pilot Peter Zaccagnino. Pete has flown throughout the world and performed specialized flight testing for various aircraft manufacturers in both civilian and military aircraft. He has over 22,000 flight hours in hundreds of aircraft types. High Performance Aircraft Group specializes in flight testing, high performance aircraft training, global aircraft placement, aircraft management and acquisition. Pete will be racing in this year’s National Championship Air Races in the Jet Class and Sport Class. We expect championships in both!

Sonex Aircraft, LLC celebrates its 20th anniversary in 2018 and is a leader in the experimental kit aircraft industry, providing a series of sport aircraft along with the AeroConversions line of products, which include the AeroVee engine, AeroVee Turbo, AeroInjector and ancillary aviation products. Sonex Aircraft’s Sonex, Waiex, and Onex sport planes, the Xenos sport motorglider, and the SubSonex Personal Jet offer outstanding performance in an easy to build, easy to fly kit package that can be purchased and completed with full technical support at an unrivaled price. Highly regarded as an engineering company, Sonex has diversified its offerings to include Sonex Aerospace LLC, producing the Teros Group 4 UAS for unmanned and optionally piloted civil and defense missions, while developing other UAS airframes in conjunction with Navmar Applied Sciences Corporation. Sonex and AeroConversions continue to invest heavily in developing new products. Our team is committed to providing simple, elegant and low-cost solutions for sport flying. Simply put, Sonex Aircraft and AeroConversions products provide the best performance per dollar. Check us out at www.SonexAircraft.com, www.AeroConversions.com and www.SonexAerospace.com →

Three-time Reno Gold champion Pete Zaccagnino rounds a pylon on the Reno race course in SubSonex JSX-2 “Sharkie.” (Curtis Noble photo via Sonnex Aircraft)



TUCSON, ARIZONA

February 16-18, 2019!

The 2019 AAHS Annual Meeting will be held in Tucson, AZ, hosted by the Phoenix Wing, at the Pima Air Museum! This plans to be an exceptional weekend of aviation history you'll not want to miss!

Planned activities include:

- Saturday luncheon at the Pima Museum that includes an AAHS-only restoration facility tour
- Tour of the nearby Titan Missile facility, including the newly built above ground museum and silo area
- A one-time-only AAHS group tour of the Davis Monthan 'boneyard' (**will require advance reservation and background check)
- Special aviation author keynote speaker (to be announced)
- Gifts and Giveaways

More details on the weekend activities, ticket pricing, and hotel reservations will be available on the AAHS website in the near future and upcoming mailings. See you there!



AAHS MOVING TO FLABOB AIRPORT

It's official! AAHS is moving its headquarters from Huntington Beach, CA, to historic Flabob Airport, in Riverside, California.

Flabob is the seventh oldest surviving airport in California. Founded in 1925 as Riverside's first civil airport, Flabob is a paradise for homebuilders, antiquers, and everyone devoted to sport and family aviation. We're a village of aviation nuts — "Flabobians" — stuck in a 40s and 50s time warp. (From the airport's webpage)

AAHS has had a number of homes in its 60-plus years; a member's home, a P.O. Box, a and a strip mall unit to name a few. Now AAHS has the unique opportunity to join a larger, aviation friendly environment, thanks to the financial generosity of member John Turgyan, the enthusiastic support of Jon Goldenbaum (President of the non-profit Tom Wathen Foundation that runs Flabob) and the aviation community there.

The need to relocate AAHS from its current office space has been pressing as office rent continues to climb in the Orange County (OC) area. Facilities rental is one of our largest cost items. Aside from rent increases however, it has also become more important that AAHS find ways to successfully participate in the aviation community to help insure our long term survival.

The benefits of AAHS residing on a historic operating airfield are numerous; co-location of AAHS along with other historic aviation organizations such as the Quiet Birdmen, and EAA Chapter 1, Antique Aircraft Association Flabob Chapter and opportunities to support planned aviation museum and aviation preservation efforts that are already underway at Flabob. AAHS will also be able to share its aviation resources for the benefit of young people with the several educational institutions that call Flabob home, including a charter aviation high school and Spartan Aviation.

Plans are in development now to update an existing WWII era training barracks building to house AAHS HQ offices, with an additional storage unit set up immediately behind the building. The building updates will include a meeting room, a fire-retardant space for the photo archives, and shelving for our aviation library.

None of this would have been possible without the generous donation provided by John Turgyan, of New Egypt, New Jersey. John, in addition to providing financial support



The new AAHS Headquarters at Flabob - our sign has been photo-shopped into this picture.



"X" marks the spot. The location of the soon-to-be AAHS Headquarters. The arrow indicates the main entrance road to Flabob Airport. Everyone visiting the airport will drive by our new office!

for the building updates, has also donated funds to update our woefully out of date office equipment, and add a commercial scale book scanner and digital film reader. We have already purchased the film reader, and have been able to digitize our U.S. Navy and Air Force aircraft identification cards for the first time ever!

The move will happen gradually this year, as we complete updates to the Flabob facility. While the library and paper archives transition to our Flabob space, the photo archives will continue to reside at the OC address for the time being to allow our OC based volunteers to continue archiving activities.

AAHS has been blessed with this once-in-a-lifetime opportunity that will certainly improve our efforts to further the interests of aviation history. It won't be a simple or seamless transition, expect a few bumps! With a little patience and a look to the future, however, it will benefit us all. →

AAHS 2018 Annual Meeting

This event kicked off with a Friday afternoon tour of the Eddie Martin Administration building of the John Wayne Orange County Airport, hosted by airport historian Jeff Roundtree. Participants enjoyed a “behind-the-scenes” tour of the facilities augmented with numerous historical facts and anecdotes about the airport.

Next stop was an early evening wine and appetizer social at the meeting headquarters, the Ayers Hotel in Costa Mesa. This provided the opportunity for attendees to catch up with friends and chat with the speakers while enjoying some private reserve wines provided by AAHS member Les Whittlesey. The meeting was culminated with an excellent multi-media presentation by Ken and Carol Pauley on the 1910 Los Angeles International Air Meet that had been held just up the road at Dominguez Hills, now the site of a university. This 10-day event was attended by the who’s who of world of aviation, including some like William Boeing who would make significant contributions later. Ken and Carol did a wonderful job of bringing this event “alive” for the AAHS attendees. (Editor’s note: You can get a detailed article on this air meet written by the authors in a “Collector’s Edition” of the *California Territorial Quarterly*, No. 113, Spring 2018, from CTQ, 6848 U Skyway, Paradise, CA 95969 [Toll Free phone: (877) 397-3363] for \$5.75, plus \$3.00 shipping.)

After a late night of socializing by the attendees, 8:30 AM rolled around pretty darn early. That time was essential for a “behind-the-scenes” tour of the Lyon Air Museum. This fabulous collection of vehicles and aircraft is one of the best in Southern California and should be on every aviation nut’s agenda when visiting the area – keeping in mind that almost all of the equipment on display is operational!! Attendees were broken into groups of 10 that had a museum docent in the lead. From the discussions overheard, it is likely that the



The Behind-the-scenes tour of the John Wayne Orange County Airport included a look at the emergency services facilities and the tower (in background). (Photo by Jerri Bergen)



Attendees receiving a briefing on the history of the John Wayne Orange County Airport by Jeff Roundtree. (Photo by Jerri Bergen)



Poster promoting the 1910 Los Angeles Air Meet (AAHS Archives) and Ken Pauley entertaining the attendees with the history of the Air Meet. (Photo by Jerri Bergen)



docents learned as much about the exhibits as the attendees did – each having a slightly different perspective.

No exploration of the John Wayne Orange County Airport would be complete without an in depth look at Eddie Martin,



The attendees enjoying the wine and cheese social while Ken Pauley sets up the audio/visuals for his presentation on the 1910 L.A. Air Meet. (Photo by Jerri Bergen)

The Lyon Air Museum includes numerous vehicles and aircraft. Seen here are the wing of a DC-3 (foreground), B-25 Mitchell, A-26 Invader and B-17, not mentioning the beautiful red Gullwing Mercedes. (Photo by Hayden Hamilton)

one of the founders of the airport and a recognized aviation pioneer from the 1920s into the early 1960s. Capt. Nicolas Kanakis, West Point graduate and professor of military history at Claremont McKenna College, took attendees through this period – from Eddie’s acquisition of a Curtiss Jenny while still a teenager, to the development of Eddie Martin Field on land leased from the Irvine Company, his production test pilot work for Lockheed during the war and the founding and operation of Martin Aviation, to touch on just a few. We’re hoping for a journal article on Eddie Martin in the near future.

AAHS president Jerri Bergen followed this presentation with a “state-of-the-nation” discussion of AAHS. She brought the attendees up to speed on current developments of the Society, and in particular an outlook going forward. After years of the AAHS office bouncing around between strip malls and office parks, the decision has been made to take advantage of an offer to locate our headquarter office at the entrance to historic Flabob Airport, home of an Antique Aircraft Association Chapter, EAA Chapter 1, national headquarters of the Quiet Birdmen, and the Tom Wathen Center for education, and numerous other organizations. Plans are being finalized [See article in this newsletter for details] for this move. We will

also maintain an Orange County presence that will focus on collection management.

This point in the program allowed us to recognize individuals who have made significant contributions to the Society over the years. Robert Burns was honored this year for his outstanding photography that has graced the front covers of seven *AAHS Journals* over the last 12 years, a number of back covers, two journal articles and a number of images used to illustrate other articles and newsletters. Bob has a wonderful eye when it comes to taking aircraft photos and an unselfish willingness to share his work. We are honored to have Bob as a member and contributor to our Society.

Webmaster/Managing Editor Hayden Hamilton then gave a short presentation on tools and resources available online to assist in photo cataloging. The Society is looking for volunteers to help us catalog our extensive photo collection. All you need is a computer with a version of Microsoft Excel, photo viewing software, an internet connection and, most importantly, the time in interest to help us catalog images. The process is one where we’ll send you a collection of high-resolution digital images we need cataloged along with a template Excel spreadsheet. Once you have completed identifying as much as possible from



LEFT: Captain Kanakis providing attendees with Eddy Martin’s history. RIGHT: Tim Williams presenting Robert Burns with his special recognition award honoring his contributions and support of the Society. (Photo by Hayden Hamilton)



Attendees listening to one the presentations during the meeting. (Photo by Hayden Hamilton)

the images, you simply email the Excel spreadsheet back to us. You can add the images to your own collection as a reward for your efforts. Once we receive the Excel spreadsheet, we'll send you a new batch and continue the process until you cry "Uncle."

Each annual meeting includes an open Board of Directors meeting as required by our bylaws. Conference attendees are welcome and encouraged to participate in this meeting – after all, it is your Society.

The day's activity concluded with a relaxing dinner on Newport Bay, close to the location where Glenn Martin tested his first Hydroplane. A wonderful way to wrap up the day.

Sunday morning provided the opportunity to tour Heroes Hall, one of the original barracks of the Santa Ana Air Base. This base served as the largest preflight training base in the U.S. during WWII. The Hall is dedicated to preserving the history of this period. It is located on the Orange County Fairgrounds. While of interest, it was a backup plan to the originally scheduled Goodyear Hangar in Carson, Calif., whose construction delays precluded our ability to visit. A few attendees also took advantage of a tour of the Fullerton Airport Tower. Fullerton Municipal Airport has been in continuous operation since 1929 and following the tour, attendees had lunch at the outstanding Wings Diner located on the field.

A fun and educational filled weekend for all who participated. We're sorry we missed those of you who couldn't attend this year. But, mark your calendars for next February 16-18, when we'll come together again in Tucson, Ariz., at the Pima Air and Space Museum. An exciting and fun filled agenda is in the final stages of development. →



The crew that visited Heroes Hall on Sunday morning. (Photo by Jerri Bergen)

RIGHT: Board member Les Whittlesey and Steve Johnston at the Fullerton Airport Wings Diner on Sunday morning. (Photo by Jerri Bergen)



Lockheed Martin Delivers Final C-5M Super Galaxy



Lockheed Martin C-5M, 87-0043, departs Marietta, Ga., on August 2, 2018, following its conversion from C-5B to "M". This is the 52nd and final C-5 to go through the RERP conversion program. (Lockheed Martin Photo)

Lockheed Martin delivered the 52nd C-5M Super Galaxy strategic transport modernized under the U.S. Air Force's Reliability Enhancement and Re-engining Program (RERP) on August 2, 2018, at the company's Marietta, Georgia, facility.

The delivery completes the RERP upgrade, which extends the service life of the C-5 fleet out until the 2040s.

"With the capability inherent in the C-5M, the Super Galaxy is more efficient and more reliable, and better able to do its job of truly global strategic airlift," said Patricia Pagan, Lockheed Martin Air Mobility and Maritime Missions Strategic Airlift director, "I am very proud of the contractor-government team that carried out the C-5 fleet modernization effort. We've worked very hard to ensure the C-5Ms are the absolute best strategic airlifters possible for our armed forces."

An Air Force Reserve Command aircrew from the 439th Airlift Wing at Westover Air Reserve Base, Massachusetts, ferried the final C-5M to Stewart Air Force Base, New York, where the aircraft will undergo interior paint restoration. Once that work is complete, the aircraft will be flown to Westover where it will be the eighth C-5M assigned to the base.

Lockheed Martin began RERP development work in 2001. RERP incorporates more than 70 improvements that improve reliability, efficiency, maintainability and availability. RERP included changes or modifications to the airframe structure; environmental and pneumatic systems; hydraulic systems, electrical system; fuel system; landing gear; and flight controls.

The heart of the system is the GE F138 turbofan engine (a CF6-80C2L1F in the commercial world) de-rated to 50,000 pounds of thrust on the C-5M. This engine provides 22% more thrust than the out-of-production TF39 turbofans on the earlier

C-5A/B/Cs. The engines also allow the C-5M to meet the FAA's Stage 4 noise reduction requirements.

These changes, taken together, result in a 22% increase in thrust, a shorter takeoff roll; a 58% improvement in climb rate; allows the C-5M to cruise — at maximum gross weight — in the Communication/Navigation/Surveillance / Air Traffic Management (CNS/ATM) flight environment; and greatly enhanced fuel efficiency and less tanker support demand.

First flight of a modified aircraft to the C-5M standard came in Marietta, Ga., on June 19, 2006. The first operational C-5M was delivered to Dover Air Force Base, Del., on February 9, 2009. A total of 49 C 5Bs, two C-5C and one original C-5A was modified under RERP.

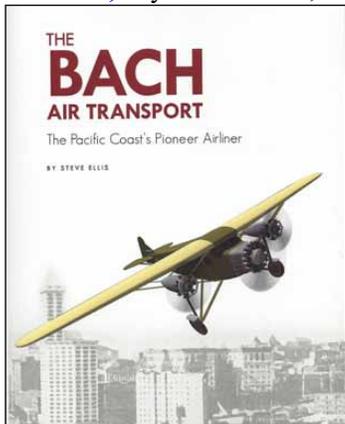
The C-5M holds 89 FAI-certified world aviation records, the most by any aircraft type. These records include time-to-climb with payload, altitude with payload, and greatest payload carried.

The C-5 Galaxy has been operated solely by the U.S. Air Force since 1970 and is the largest strategic airlifter in the U.S. Air Force's fleet. The C-5 is capable of carrying two 78-ton M1A1 main battle tanks or helicopters and other large equipment intercontinental distances. Fully loaded, a C-5 has a gross weight of more than 800,000 pounds. All of the C-5s were built at Lockheed Martin's Marietta site.

In addition to Westover, C-5Ms are assigned to active duty and Air Force Reserve Command units at Dover Air Force Base, Del., (436th and 512th Airlift Wings) and Travis Air Force Base, Calif., (60th and 349th Air Mobility Wings). The C-5 aircrew training squadron is part of the 433rd Airlift Wing, the Reserve wing at Joint Base San Antonio-Lackland, Texas. ➔

Book Reviews

The Bach Air Transport: the Pacific Coast's Pioneer Airliner, by Steve Ellis, self-published (blurb), History's



Voices, ISBN-(pending)2017, (Steve Ellis at steve0302@hotmail.com), or 1754 Boyer Avenue East, Seattle, WA 98112, softbound, 140 pages, 2017 [contact Steve for details of costs and availability]

This beautiful contribution to aviation history has special significance for this reviewer for at least three widely divergent reasons.

First, I eagerly awaited it because I have always had a keen interest in the poorly documented history of Bach as an aircraft manufacturer – a subject that few, if any, commercial aviation publishers would rate as a ‘good risk’ financially. I had despaired of ever seeing a truly well-crafted treatment of the subject, besides a few less-than-satisfactory periodical writeups, most of which are not commonly available.

The second reason I eagerly awaited this book was because, unabashedly, it was bound to contain some morsels of obscure details regarding the all-but-forgotten use of some of these aircraft in Latin America, my personal area of concentration. Selfish, but there it is.

But finally, and perhaps most importantly, it made me, finally, a vocal advocate for the confirmed virtues of “Publish-on-Demand” monographs. Yes, I had been a skeptic, after examining some early efforts in this current phenomenon. But Steve Ellis has combined the passion and enthusiasm, in what can only be described as a labor of love and respect, and embraced the risks and up-front expenses of a publisher – and doing something genuinely worthwhile in the bargain.

Chapter One (of eight) – plus four very useful Appendices, a selected bibliography and an index - is appropriately titled “Inspiration,” and this was provided in the form of Steve’s father, Robert W. “Bob” Ellis, who was one of the original employees of the pioneer West Coast Air Transport (WCAT). And therein, indeed, is found not only a poignant personal story, but as genuine a form of ‘inspiration’ as one is likely to find as an aero-historian.

The book is rich in illustrations – an even 100, consisting of photographs, line drawings and period advertisements – and they have been very well reproduced and sized to provide a rich companion to a text that is well-crafted, and that admits when something is still an open question – a refreshing experience in an historical treatise for this reader.

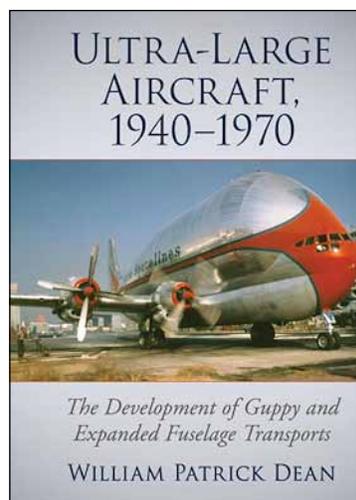
Steve has done his homework, and in the process, has woven his Father’s story together with the story of an airline and

an early modest-scale aircraft design bureau and manufacturer. The font selected is easy-on-the-eyes, there is ample marginal space so as not to become subconsciously anxious, and the illustrations are intelligently captioned and credited properly.

This 8” by 10” monograph, it is sincerely hoped, will provide what I suspect are a tidy sum of other similar stories out there, the inspiration to similarly “take a leap” and finally see the light of day. In the process, we can all then rest more comfortably in the knowledge that aviation history does, in fact, consist of something other than an endless series of P-51s, Bf 109s, Spitfires and SR-71s, and that we now have the practical means of getting on with it.

Dan Hagedorn,
Curator Emeritus, The Museum of Flight at Boeing Field

Ultra-Large Aircraft, 1940-1970, by William Patrick



Dean. McFarland and Company, Ltd., Jefferson, N.C. (www.mcfarlandpub.com), 2018. ISBN: 978-1-4766-6503-0, 8.5”x11”, softcover, 312 pages, Appendices, Bibliography, Notes and Index, numerous B&W photos. \$49.95

Subtitled “The Development of Guppy and Expanded Fuselage Transports,” this book looks at the evolution of ultra-large transport aircraft in

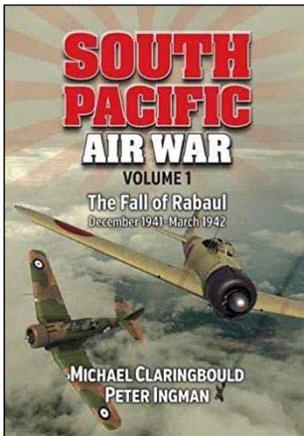
the period including, but mostly post, WWII. Starting with the Convair B-36/XC-99, the author takes the reader through the development of ultra-large transports up to the Airbus SGT-201 Super Guppies. This includes the examination of the C-74 Globemaster I, C-124 Globemaster II, C-133 Cargomaster, DC-4/ATL-98 Carvair, C-97/B-377 Stratocruiser Series. More than half the book focuses on Jack Conroy’s Aero Spacelines and the development of the large volumetric Guppy series. With each aircraft, the author covers the development, deployment and histories of each model. Along with the aircraft, the history of the developing company is covered, citing the trials and tribulations associated with trying to bring a unique design to market and sustaining its operation.

For the aviation historian, the last 29 pages are almost as interesting as the preceding 274. Here, encapsulated in the Appendices, Notes, and Bibliography is a wealth of information including comparisons of each design relative to size, volume and payload, airframe details and serial numbers, a list of conversion airframe histories, and a “Partial List” of Guppy operational flights through February 16, 2016. The author’s extensive notes and bibliography are also a wealth of information to researchers.

This book is an easy read that is packed with information. The author has taken what could easily be a very dry subject and delved into and presented the details in a way that kept this reader engaged throughout the work. Each design is presented as a chapter and can easily be read as an independent article without losing context of the overall story. Definitely a book for your reference library.

Leland Pugsley

South Pacific Air War, Volume 1, The Fall of Rabaul,



by Michael Claringbould and Peter Ingman. Avonmore Books, PO Box 217, Kent Town, South Australia 5071, Australia, (www.avonmorebooks.com.au) 2017. ISBN: 978-0-9945889-4-4, 9"x6", paperback, 252 pages, numerous B&W and color images and drawings, Appendices, Bibliography, Indices. \$45.30 (including shipping)

This book is the first in a trilogy, which if this one is an example of what's to come,

that should be an excellent addition to those interested in South Pacific WWII history. The authors are both excellent researchers and story tellers.

This volume covers the events from the start of the war, through the fall of Rabaul and the period following up to March 1942. What the authors bring to this story is a view of what was happening on both sides. From the backgrounds and evaluations of those in command down to the operational sorties of individual aircrews and the specific aircraft they were operating at the time. The book clearly presents the chaotic times for both sides and how specific events influenced operational thinking. For example, the unexpected USMC resistance and resulting Japanese losses at Wake Island caused the Japanese Naval commander to delay the invasion of Rabaul and to employ a much larger force than required to take it from the Australians.

The Australian command leadership was strongly influenced by their experiences in WWI. Experiences that had little bearing to the existing situation. Add to this how woefully unprepared in both materiel and men they were, the challenges of managing logistics on a war footing (such as delivering AA weapons with no ammunition for them) and even politics all combined to make for a rocky start to the war. The Australian government realized quickly that they couldn't defend the South Pacific islands with currently available resources, and willingly sacrificed the resources in place in hopes that they could delay the Japanese advance until alternatives could be put in place to defend the homeland.

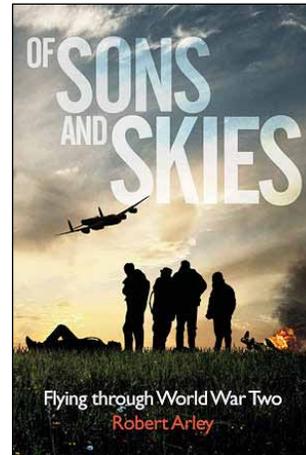
This story is told in detail that incorporates the feelings and thoughts of the individuals involved on both sides illustrated by the comments of a Japanese naval aviator's thoughts that the

forces employed to take Rabaul were "similar to using a sledge hammer to crack an egg." And, the response of squadron commander Lerew, after reporting the loss of essentially his whole command in the first day of battle and asking to evacuate essential personnel, being ordered to "assist the army in keeping the airport open." Sent in Latin, his response was "We who are about to die salute you."

This reviewer can't wait for the next two volumes of this story.

Leland Pugsley

Of Sons and Skies, Flying through World War Two,



by Robert Arley. Splash TV, Ltd. (ofsonsandskies.com), 2018. ISBN: 978-1-9998944-2-9, 9"x6", softcover, 320 pages, no illustrations, appendices, indices or bibliography. \$14.95

Arley presents an anthology of WWII aviation in this work, compiled from a variety of sources (newspapers and books primarily). Focused primarily on the Royal Air Force, he takes the reader through the events leading up to WWII and then through the war itself, touching on all

aspects from recruiting, training, operations and politics. This well written work provides insight into the daily experiences of allied combatants and non-combatants during this period. The storyline is well supported with quotes from period pieces (newspapers and authors) that help illustrate the points being made.

As stated in the prologue, the author's intent is "to encourage people to appreciate how lucky they are; to never have suffered the fears, dangers and drastic violence of those years." Due to the scope of the work in both timeline and subject, we are only able to get a 20,000 foot view of this subject with only brief, truncated sojourns to lower levels. From this aspect, the author does accomplish his objective.

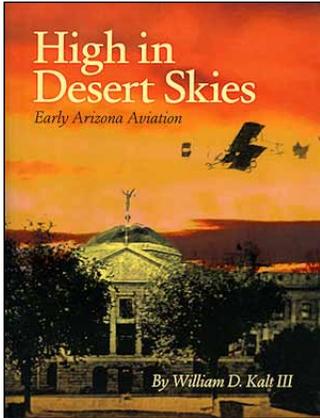
Primary criticisms are that the lack of detailed references make it somewhat impossible for a stimulated reader to dig deeper into particular subjects. Most newspaper references are reasonably well documented in-line, but other cited quotes lack sufficient detail for someone to pursue more depth. For example, Max Hastings is frequently quoted in the work – sometimes citing a specific work and other times merely attributing the quote to this author of a number of books on WWII. This reviewer also has an issue with the heavy reliance on newspaper reports from this period. It is well known and understood that censorship, particularly of the British press, during this period did not necessarily (for security reasons) reflect reality.

While this reviewer enjoyed this well written read, it is not one that would be recommended for the Society's members

(or aviation historians), primarily because this group is not a primary readership target for the work. However, its very reasonable price point makes it attractive for consideration if you enjoy reading about this period of aviation history.

Hayden Hamilton

High in Desert Skies, Early Arizona Aviation, by William



D. Kalt, III. Self published (www.highindesertskies.com), 2017. ISBN: 978-0-9982399-0-3, 8.5"x11", softcover, 218 pages, numerous B&W photos and drawings, Notes and Index. \$24.95

If you have a fascination for early aviation, this book is definitely for you. Arizona served as a cross-roads for early flyers moving between the coasts. The locals also developed a keen interest in aviation during

this periods, stimulated by events like the 1910 Los Angeles Air Meet, promoted similar events in Phoenix, Tucson and Douglas. We often read about the adventures of Charles Hamilton, Cal Rodgers, Robert Fowler, Katherine Stinson, but seldom in detail to their performances at a specific locale. Kalt does this by extensively documenting their performances in Arizona. He also brings in lesser known aviators like DeLloyd Thompson (License #134) and local Alfred M. Williams into the story detailing their efforts, experiments and flights in Arizona.

Kalt covers WWI native-son aces – balloon buster Frank Luke, Jr, and Ralph A. O’Neill, who would go on to found the New York, Rio Buenos Aires Airlines (NYRBA) that would later merge with Pan American Airways. Luke was killed during the war, but O’Neill’s colorful life from growing up in border mining towns, his WWI exploits, being instrumental in forming the Mexican Air Force, establishing the NYRBA and later life successful gold-mining operation are well covered.

Coverage includes the development and evolution of the Arizona aviation industry during the 1920s and 1930s - from the earliest airfield development, airshows to the establishment of formal airports and the support structure required to service them. Just as important as the planes and places, Kalt gives us insight into the people driving and participating in this grand adventure. This aspect makes the book valuable for its insight into the everyday aspects of aviation during this period, whether it be Arizona, or some other part of the United States.

This reviewer positively recommends this work for anyone interested in the development of early aviation and between the wars.

Hayden Hamilton



This Boeing Stearman N2S-3, N5321N, is painted as a “recall” aircraft dispatched to practice areas to let non-radio equipped trainers know to return to base immediately. (AAHS photo archives, AAHS-S002785)

AAHS Print Service

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

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MOVING???

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

Or, if you change your email address, be sure to let us know so we can contact you if needed.

President's Message

2018 is proving to be a year of new experiences for AAHS, both challenging and rewarding. This year we have expanded options within Ebay and Paypal Giving Funds, allowing sellers to donate a portion of their eBay sales to AAHS. We have received over \$5,000 this year so already through this venue. These funds are already hard at work; we are contracting out digital scanning and indexing of over 100,000 35mm slides, adding them to our online photo database. This will vastly increase the number of digital images electronically available to our members, but is taking additional volunteer effort and time to integrate this new process into our in-house workings.

We're reaching out to re-acquaint AAHS HQ with the long-active Phoenix Wing, as we work together to host the 2019 Annual Meeting in Tucson, Arizona (see the 'Save the Dates' article, this issue). It's been 25 years since AAHS HQ has partnered with the Phoenix Wing for an Annual Meeting (the last one was 1994) and, it is going to be a great opportunity to share aviation history with new friends and refresh long-standing relationships. It is shaping to be a great event that we're all excited about.

We are moving to outsource the generic layout effort to publish the *AAHS Journal*. This will free up our long-suffering Journal Editor's time, away from basic publishing functions to focus more valuable time on the aviation history content that makes our Journal unique.

AAHS, long headquartered in the Orange County area of Southern California, is taking the significant step this year of moving operations 60 miles east to historic Flabob Airport, in Riverside, California. This move (see more details in the related article, this issue), the first of its kind for AAHS, will undoubtedly bring frustrations and hiccups that will take patience and fortitude on all our parts to manage successfully. But success as an organization is exactly the reward we plan to achieve, and will make the occasional trials and tribulations well worth the effort.

New experiences never turn out exactly as planned, so we look to you for your patience and understanding as we work through them. We always appreciate your feedback and input. We have many ways in which you could assist the Society in implementing these important changes.

These are exciting times for our organization, thank you for being a part of it!

Jerri Bergen
AAHS President



Northrop YA-9A, 71-1368, at March Air Museum, March AFB, California. (AAHS photo archives, AAHS-S001109)



AeroSpacelines 377SGT, Super Guppy, N212AS, at an undisclosed location and date. (AAHS photo archives, AAHS-S000709)



Northrop YF-17, 72-01570, in U.S. Navy color scheme being promoted as the F/A-18 prototype at Edwards AFB. (AAHS photo archives, AAHS-S000871)

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U.S. Shipping & Handling add \$4.25

New Members

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

David Reid
Albany, CA 94706

Steven Matthews
Exton, PA 19341-1781

Del Herring
E Wenatchee, WA 98802

Martin Maisel
Lincoln, CA 95648

Robert Richardson
Santa Ana, CA 92706

Terrence Alleg
West Islip, NY 11795

William Wiseman
New Windsor, NY 12553

Robert Penny
Versailles, MO 65084

Stanley Janicki
Mount Vernon, WA 98273

Larry Nikolaus
Huntington, WV 25711-0640

Alex McCurdy
St. Paul, MN 55105-1915

Daryl Butcher
La Habra, CA 90631

Philip Hawks
Pascoe Vale, VIC 3044
AUSTRALIA

C Lee
Graham, WA 98338

Peter Walton
Port Orange, FL 32129

Roy Mize
Mountain View, CA 94040

Jack A. Green
Easley, SC 29642-3720



Prototype of the Convair 880, N801TW. (AAHS photo archives, AAHS-S000250a)

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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Huntington Beach, CA 92649-1156, USA

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

Website: www.aahs-online.org

Email: aahs2333@aahs-online.org

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Wants & Disposals

WANTED: The Lawrence D. Bell Museum in Mentone, Ind., has acquired the original pattern Bell H-12 "Fat Boy" from Agusta-Bell in Italy. It is the only known existing H-12 and is in sad shape, having been left to rot away in Agusta's junk yard. The Museum has initiated an inventory of what they received and will begin restoration this year.

They welcome any information on the following as well as any donations and assistance interested parties wish to volunteer.

Approximately 12 H-12s were manufactured for the USAF, but little information is known concerning their service operations. There is one flying about the Nevada Test Range in one movie concerning the exposure of airplanes to A-bomb tests. No information is known about this aircraft and the DOE office in D.C. is clueless.

Should readers know of parts, pieces or an H-12 shell, drawings, or operational data on the H-12 series, please contact:

Mr. Tim Whetstone.
Email: averagetimw@gmail.com
Phone: 574-353-7296 (evenings)

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: 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.

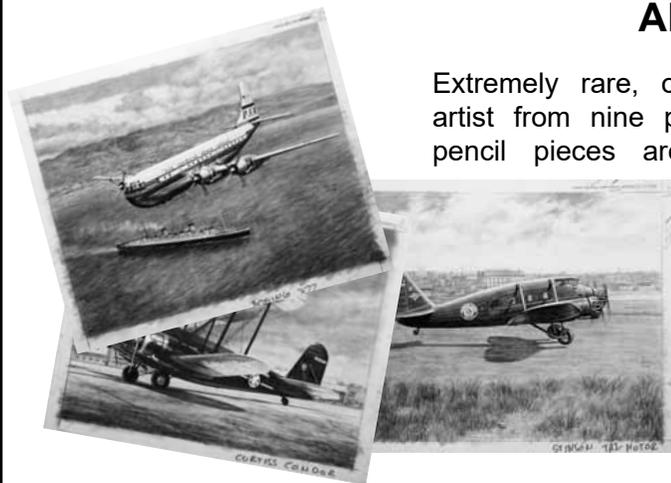
All items will be shipped USPS Media Mail, or the buyers choice.

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
Email: baesposit@verizon.net

ART COLLECTION FOR SALE



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**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, 2019)

- | | | |
|-----------------|-------------------------------|--------------------------------|
| | 1 Year | 2 Years |
| United States | <input type="checkbox"/> \$46 | <input type="checkbox"/> \$89 |
| Canada & Mexico | <input type="checkbox"/> \$54 | <input type="checkbox"/> \$104 |
| Other Countries | <input type="checkbox"/> \$75 | <input type="checkbox"/> \$145 |
| eMembership | <input type="checkbox"/> \$29 | <input type="checkbox"/> \$56 |

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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.