



AAHS FLIGHTLINE

No. 208, 2nd Quarter 2023

American Aviation Historical Society

Established 1956



Images of Aviation History AAHS and Aircraft Photography

Pictures of airplanes have always been a major part of AAHS's identity. Some of the big names in aviation photography were among the society's founders—people like Bill Larkins, Kenn Rust, and the incomparable Pete Bowers, to name just a few. Elsewhere in this issue, AAHS

CEO Jerri Bergen shares some thoughts on the “Forum of Flight” segment that’s been a part of the AAHS Journal for decades. On page 4, Jerri introduces our *PlaneSpotter* initiative, which is a chance for you to assist in identifying and cataloging the hundred thousand images in the AAHS archives awaiting more complete identification.

Fundamentally, here’s the idea: In the absence of information written on the 35mm slide or b&w print, what can the image itself tell us?

As we were browsing our own digital trove recently, we came across the photo at the top of the page, snagged from somewhere in cyberspace during another late night foray. Unfortunately, we neglected to note any details as to the source—or maybe we just can’t remember where we filed the info once we got it. In any case, we apologize for being unable to properly credit the source and the photographer.

So what are we looking at? Even a middling aircraft enthusiast will spot the resemblance to the North American

Texan advanced trainer of WWII fame. In fact, these birds might easily be misidentified as AT-6s.

But the experienced eye will identify them as BC-1 trainers, antecedents of the Texan. (BC standing for the prewar “Basic Combat” type designation, later replaced by “Advanced Trainer.”)

If a military serial number or civil registration is visible, an aircraft can usually be identified based on that alone. But here we have neither. (Those three-digit numbers were local identifiers applied by the operating squadron or airbase.)

Dead end? Not quite. To the hard core scale modeler or airplane geek, the “64ED” on the tail is revealing.

In accordance with a GHQ Air Force marking system that became effective in May 1940 that letter-number combination indicates the 64th School Squadron, based at Kelly Field, Texas. The rudder striping means the photo was likely taken before mid-summer 1942, when those markings were ordered to be removed.

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How do we know all this? Credit Dana Bell, pioneering researcher of such things. Back in the 1970s, Dana worked at the USAF photo repository before transitioning to the Smithsonian. His three-volume set, *Air Force Colors*, vol. I of which was first published more than 40 years ago, remains unsurpassed as a

general reference for paint schemes and markings of Army Air Corps and USAAF aircraft from 1926 to the end of World War II. All three volumes can still be found at reasonable prices. Below are a couple more BC-1 photos that show how, with a little research, more can be discovered.



(Above) BC-1 ship No. 7 of the of the 2nd Air Base Squadron, Mitchel Field, Long Island, N.Y. (NMUSAF photo) The unit emblem, a clever adaptation of the Roman Numeral II, appears to have been cut from a leather jacket. The motto translates as "From Fundamental Strengths," evidently referring to basic flight training. (NASM photo)



This example is ship No. 16 of the 4th Air Base Squadron, March Field, Calif. (NMUSAF photo) Although cropped away here, the original photo caption indicates it was taken 1-5-39, The unit insignia on the fuselage is obscured by the horizontal stabilizer. (But see the NASM photo, inset.) Barely visible at this magnification is the KD16 designator repeated at the left wing tip. In the GHQ Air Force scheme, K indicated Air Base Squadron, A=1st, B=2nd, etc.

There isn't much on the BC-1 in AAHS's photo collection. The thumbnail shows one sporting the Capitol motif of the 14th Bombardment Squadron, based at Bolling Field, D.C.

If being an aviation history sleuth is something you'd like to try, have we got a deal for you! Check out the *PlaneSpotter* article on page 4. ➔

Article by Joe Martin



CEO's Message

As always, it's the shared interests of our volunteers, staff and members of the Society that make my position not a job, but a journey, flown together. The AAHS Board of Directors has opted not to renew the lease at our Huntington Beach (HB) office, instead consolidating operations at our Flabob location. Although a sound business move, we'll lose the camaraderie, knowledge, and expertise of many current volunteers at the HB office who can't transition to Flabob. Several of these volunteers have supported AAHS's daily routine in some fashion for over 40 years, and the Society will not be the same without their guidance, support, and dependability.

We'll provide further details in future Journals and newsletters about changes in our Post Office box address and other business updates. For the next several months, however, membership sign-ups, renewals, and other AAHS business will remain unchanged. Do be patient with us as we make this transition; it'll be a significant task to make the physical move, as well as to replace our very talented staff at our HB office.

Our Journal and *Flightline* continue to bring aviation history to life for members and fellow enthusiasts around the world. AAHS began its very first member meeting with the collection and promotion of aviation history and we're continuing that excellent tradition in these pages.

One tradition we hope to improve upon is our 'Forum of Flight' section of the Journal, where we feature photos from the AAHS archives. We would like to showcase not only AAHS archive photos, but your photo collections as well. Consider submitting 6-12 photos, along with photo identification (place, time, photographer) to AAHS and we'll get them published, along with your photo credits. I'm looking forward to contributing several aviation photos to the AAHS archive in travels this year. My home airport of Cable (CCB) had a well attended fly-in on February 4th. The Casa Grande, Ariz., Cactus Fly-in was a bit disappointing, but we did get to chat with a couple of members who brought their planes in.

AAHS will have a booth at the March Air Reserve Base Air Show, April 22-23, where there will be a tremendous showing of both military and civil aircraft to enjoy. Look to the AAHS Facebook page for more information on events with AAHS participation!

Jerri

Jerri Bergen
AAHS CEO

Historic March Air Reserve Base April 22-23

MEET AAHS THERE!

The show will feature the
USAF Thunderbirds, other
aerial demonstration events,
and lots of static aircraft.

FREE
General Admission & Parking
Look for the AAHS display!



[Click to go to the event organizer's website for details.](#)

Welcome to



AAHS's PlaneSpotter

By Jerri Bergen

Your Society has been hard at work identifying, cataloging, and digitizing vintage negatives, 35mm slides, old glass lantern slides, and publicity prints donated by members over the years. The AAHS archives now house over one million images that our volunteers have been steadily working to make available to our members.

Your indefatigable AAHS *Journal* editor, Hayden Hamilton, has built an application that we're now using to speed up the identification process. Since June of 2022, we've used the new PlaneSpotter app to identify and log some 16,500 images, the data for which is periodically posted to the AAHS website, making the images accessible to all.

But we have another 100,000 slides ready to be identified, and we need your help! Getting these images posted to the PlaneSpotter database is a slow process. Each photo must be viewed, then identified by manufacturer, model, and other details so the image information can be searched on the Internet.

Volunteers at both Flabob HQ and the Huntington Beach office are using PlaneSpotter to identify and catalog AAHS images. Teachers have used the PlaneSpotter app as an "extra

credit" course for aviation history students. Volunteer students from the Spartan School of Aeronautics at Flabob Airport have also given time to AAHS to help transcribe notes handwritten on the edges of slides.



Some AAHS 35 mm slide boxes, ready for identification and transcription of any handwritten text into PlaneSpotter.



AAHS has over 100,000 images waiting to be identified and cataloged in PlaneSpotter.

It's rare when you can volunteer your time and resources to help a worthy cause when it is convenient for you, rather than having to go to some location at a specific time. What if you could work from the comfort of your own home whenever you wanted to? Wouldn't you be more inclined to get involved?

That's why AAHS created PlaneSpotter. We know there are subject matter experts who would like to help but inconveniences around doing so make it impossible. But with PlaneSpotter, you can work from you own home whenever you have a few moments to spare without having to have anything more than a connection to the Internet.

To see how the process works, go to <https://www.aahsPlaneSpotter.com/> and click on the "Demo" tab at the top. If you can review 10 slides or 100, we'd appreciate any time and input you can spare. If you have questions, contact AAHS at Ivolunteer@aaahsplanespotter.com, or use the PlaneSpotter app to sign up today! →



AMERICAN AVIATION HISTORICAL SOCIETY

Since 1956

Aviation History You Won't Find Anywhere Else



AAHS Mission Statement Updated

The preservation of our rich aviation history through the publication of the *AAHS Journal* and *Flightline* has long been one of our primary objectives at AAHS, and documented in our Mission Statement, published as part of our incorporation in 1956.

In recent decades we have increased our efforts towards the collection, cataloging and preservation of member aviation images, and sharing those aviation resources through the AAHS website. We are working now to turn those resources towards helping our next generation of aviation supporters, who in turn can support aviation history in the future.

The AAHS Board of Directors approved an update of our original Mission Statement of 1956 to codify the Society's will to preserve American aviation history not just in the pages of our publications, but in the minds and careers of those in aviation who will follow us. AAHS will implement this updated mission statement in part through management and awards to selected candidates of our Aviation Scholarship fund, building aviation library collections and exposing more students to the fascinating and powerful story of American aviation.

The updated AAHS Mission Statement, below, will continue to reside on the first page of every published AAHS Journal and on our website, keeping our focus on our future.

AAHS Mission Statement as of January 2023

AAHS is dedicated to the preservation and dissemination of the rich heritage of American aviation. Our purpose is to collect, preserve and promote the written and visual record of planes, people, places and events involved in the development and expansion of American aviation. AAHS promotes our aviation heritage through the operation and support of library and media resources for youth and adults in aviation education, scholarships, career development and outreach programs.



Back in January, Ye Editor found himself in Windsor Locks, Conn., home of Bradley Field (Hartford International, (BDL) and the New England Air Museum.

January is not the time to be in that neck o’ the woods, but rescheduling the return flight to get away between snow

storms left a couple of hours to make a quick pass through the museum. Like most aviation museums, this one is designed for eyeballs, not cameras. But walking up to the mezzanine will make for some decent overhead shots. Many of the volunteer staff are aerospace industry retirees with good info to share. ➔



The museum’s Sikorsky VS-44A on the left is a rare specimen indeed. The **Sikorsky archives** include an extensive and very nicely illustrated history of this mammoth restoration project.

Another one-of-a-kind bird, the Burnelli CBY-3, is featured in our “Restorations and Reproductions” section on page 8.

(Below) The B-25G packed a punch, with a snout full of .50 cal. machine guns and a 75mm cannon.

Like many other planes in the collection, 43-4999 suffered serious damage in the 1979 hurricane that devastated Bradley Field. It was repaired and restored, 1986-1993.



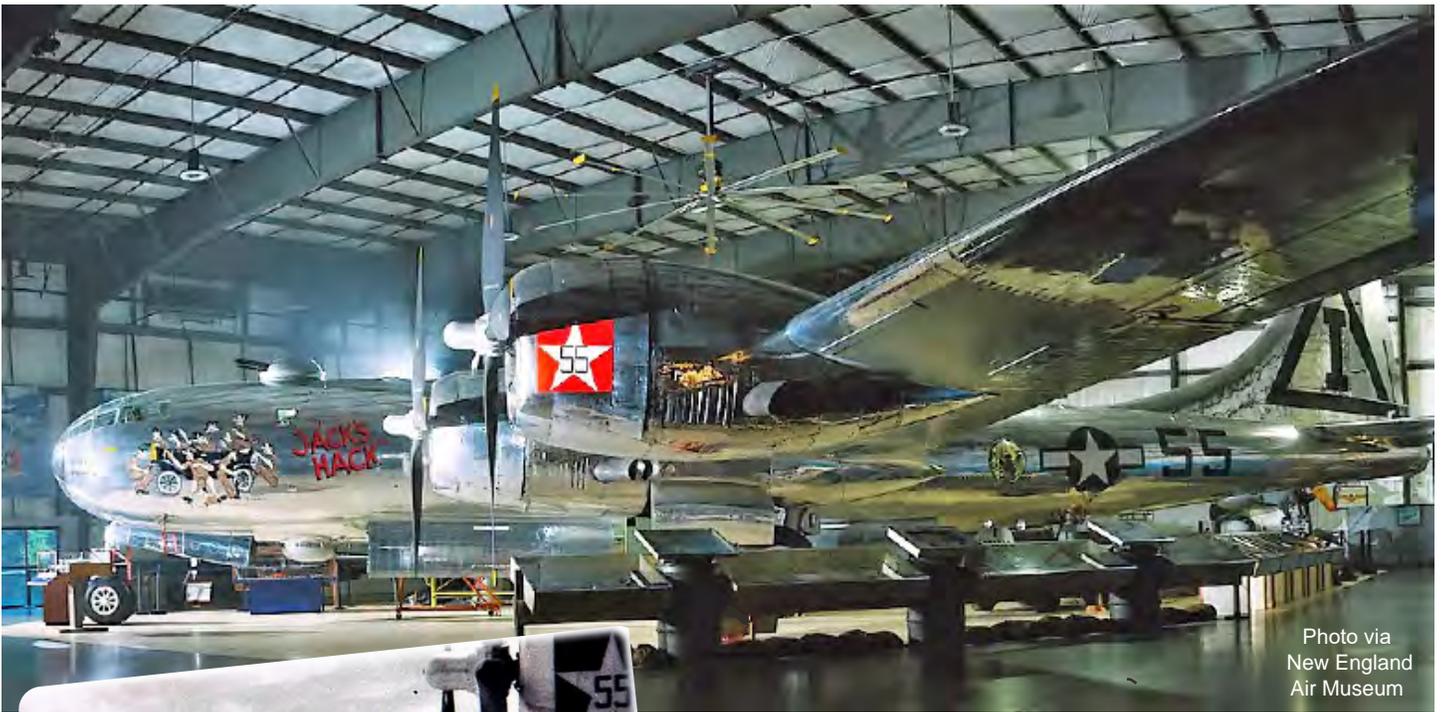


Photo via
New England
Air Museum



Perhaps the most striking of the museum's aircraft is the beautifully restored B-29 marked as 44-61566 of the Tinian-based 794th Bomb Squadron, 468th Bomb Group, 58th Bomb Wing. The airframe is actually 44-61925, a B-29A-55-BN that the museum rescued from the Aberdeen Proving Ground in 1976.

Also damaged by the 1979 hurricane, the Superfortress was finally restored and placed on display in 2002. Restorations currently in progress include an F-89J and the experimental (but never flown) Kaman K-16B tilt-rotor aircraft.



Another fine restoration job is this Thunderbolt, marked as "Norma" (44-20344) a P-47D-28-RE of the 65th Fighter Squadron, 57th FG, in the MTO.

Below is a Connecticut ANG F-100A (52-5761) snuggled into a corner with an F-104C.

Joe Bauer's S/N list credits Coast Guard HH-52A #1428 with performing the most rescues by any aircraft.

Cockpits and interiors of many of the museum's aircraft can be viewed from steps or platforms.





Restorations and Reproductions

The Burnelli CBY-3

Vincent Justus Burnelli (1895-1964) was one of the more interesting designer/builders in American aviation history. For more than a quarter-century he attempted, without much success, to sell his “all-wing” designs with their airfoil-shaped fuselages. The AAHS archives contain lots of material on these unique aircraft and their designer.

Kent A. Mitchell described the design evolution of the entire design history in “Burnelli and his Lifting Body Transports,” which appeared in the [Spring 1997](#) edition of the *AAHS Journal*.

Today, only one Burnelli aircraft is known to exist. That’s the CBY-3, on display at the New England Air Museum. The

rescue and restoration of this one-of-a-kind airplane is detailed in the *Spring 2021 Journal*. →(Click [here](#) to view it.)



(Above) The CBY-3 on a damp ramp at Teterboro, N.J., June 3, 1953. (Below) N17N restored in the paint scheme of her last owners, the Ballard Company. The museum has created an illustrated [“Restoration Diary”](#) web page.



The Remington-Burnelli Airliner of 1926 shows the airfoil-shaped fuselage that characterized all of Burnelli’s designs.



Saluting Our Volunteers

Bob Brockmeier, an AAHS member since 1970, has served in capacities ranging from President, to Vice-President, to chief handyman and light bulb changer. Bob, who now lives in Villa Park (Orange County, CA) had a very full aviation career, beginning with earning his Naval Aviator's wings in 1964.

During his 26-year Navy career, Bob piloted a variety of ASW helicopters, including the SH-3A with HS-2, the *Golden Falcons*, an example of which is shown below.



After retiring from the Navy, he flew another 32 years for United Airlines. In his off time, Bob was involved with many of the day-to-day activities in the AAHS office. He even managed to squeeze in a stint with the AAHS Board of Directors!



Thanks, Bob, for more than 50 years of service as an AAHS volunteer!

Help Needed !

AAHS has always depended on volunteers to keep the Society going. As we transition to our new location this summer, we'll especially be looking for volunteers from the Riverside area who can help in our Flabob office.

But you don't have to live in Southern California to be an AAHS volunteer. Our *PlaneSpotter* project is 100% on-line, and we're thinking of other ways to allow our members to contribute electronically. If you'd like to join in, or if you have questions, drop us an email:

ivolunteer@aahsplanespotter.com

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RED FLAG-Nellis 23-1

(William R. Lewis)

With the Las Vegas skyline as backdrop, a B-52 of the 5th Bomb Wing, Minot AFB, North Dakota, lands at Nellis.

The thrice-annual Red Flag exercises based at Nellis AFB, Nev., “provide aircrews the experience of multiple, intensive air combat sorties in the safety of a training environment.” Red Flag comes in three flavors: U.S. only, “Five-Eyes” (Australia, Canada, New Zealand, the U.K., and the U.S.), and a third that

welcomes an expanded cast of international allies and partners. Wayne Minert provided some excellent coverage of Red Flag 12-2 in *FlighLine* No. 179 (2Q 2012) and 14-2 in No. 187 (2Q 2014.) In this issue, we feature some great Red Flag-23 images courtesy the USAF. (Photographers as indicated.)



(Sr. Airman Megan Estrada)

Shades of WWII — an F-16C from the 55th Fighter Squadron, Shaw AFB, S.C., sports a retro checkertail motif.



(William R. Lewis)

This Republic of Singapore F-16 is attached to the USAF’s 425th Fighter Squadron, Luke AFB, Ariz., for training.



(William R. Lewis)

The venerable E-3A AWACS continues to fulfill the vital Communication, Command, Control, and Intelligence role. This NATO aircraft deployed from Geilenkirchen, Germany.



(Sr. Airman Megan Estrada)

The Royal Air Force contingent included this Eurofighter Typhoon FGR4 of No. 41 Test and Evaluation Squadron, based on RAF Coningsby, Lincolnshire, England.



(Sr. Airman Megan Estrada)



(Sr. Airman Megan Estrada)

Among the Navy contributors was this EA-18G Growler of VAQ-135, out of NAS Whidbey Island, Washington.

The 3rd Marine Air Wing, MCAS Yuma, Ariz., dispatched this F-35B of VMFA-211.



In other defense news, No. 207 contained a blurb about the prototype B-21 roll-out, which happened back on December 2. The air force hasn't had a lot to say about it since then but has released another photo, taken at a slightly more elevated angle, showing more of the plan view and a better look at the teardrop-shaped intakes.

part of a \$3.9 package that Trump personally negotiated, a deal Boeing CEO David Calhoun says involved "a very unique set of risks" that the company "probably shouldn't have taken." →



(USAF)



(USAF)

Rendering of the new VC-25B "Air Force One"



A concurrently released fact sheet notes that the B-21 is designed "to accommodate manned or unmanned operations." Presumably, this means the B-21 can be integrated with supporting UAVs as part of a strike package, rather than being operated in unmanned mode itself.

FlightLine No. 203 featured a lead article on electrically powered aircraft, and we continue to keep an eye out for new developments. Santa Cruz, Calif., -based Joby Aviation remains among the front runners.

The initial development contract was let in October 2015. Given a production run of 100 aircraft, the Average Unit Procurement Cost is cited as \$692 million per unit in 2022 dollars. Ellsworth AFB, S.D., will be initial operating base and location of the B-21 Formal Training Unit. →

Despite posting a \$66.9 million net loss in 2022, the company boasts over \$1.1 billion in cash and short-term investments. A \$60 million infusion from Delta Air Lines looks to establish city-to-airport eVTOL service in NYC and LA.

On the FAA certification front, Joby claims to be on track to launch commercial passenger operations in 2025. →



Also mentioned in No. 207 was the long-delayed procurement of two replacement VC-25B presidential transport aircraft. The air force has announced that the red, white, and blue paint job proposed by former President Trump will be scrapped in favor of a very slightly modified version of the scheme that has remained constant since the Kennedy years.

The first example, now scheduled for delivery in 2027, is



Rear view of Joby's S4.
(Joby Aviation)

AAHS Fly-ins

Spreading the word in the Aviation Community



Whenever she can, CEO Jerri includes AAHS in the many aviation events she attends around the country, and 2023 is off to a good start. The photos above were taken at the Cable Airport Fly-in, February 4. Looking over the wing of a T-6, we see a couple of WWII “grasshoppers” and a small squadron of Stearmans.

At right, AAHS Flabob manager Charlie Shaw mans the book sale table. We’re unloading our surplus inventory, and there are some great finds to be had. So far, the piggy bank is about \$550 fatter, all of which helps further the many services AAHS provides to our members. If you’re looking for some special aviation book, let us know.



On March 4, it was on to Casa Grande (Ariz.) Municipal Airport (CGZ), for the 65th Cactus Fly-in. Like many other events, this one took a huge Covid hit, but this year’s “return to normal” turnout, while not quite matching pre-pandemic numbers, definitely showed that things are on the upswing.

Jerri knows folks in just about every corner of the aviation community, and Fly-ins always bring a few of them over to her Victory Girl-AAHS tent. At left is Jerri with Brent Taylor, who heads up the Antique Aircraft Association. We hope to share reports and photos of the aircraft restorations and other activities that Brent’s organization have going. On the right are Jerri and AAHS member Ted Miller, who flew in his Taylorcraft (N4417A) in from Santa Rosa, Calif.



Perfect Arizona weather! Among the vintage and more recent General Aviation types were several warbirds. T-6s are always well represented. The Privateer and 1942 Cessna T-50 Bobcat are repeat visitors, as are many of the other aircraft. The ramp is wide open, which is good for the wandering crowd but tough for the would-be photog! (Joe Martin)



New Members

Welcome to AAHS!



Note: To prevent unauthorized extraction of personal information, AAHS no longer publishes complete addresses. To contact a member, please phone the AAHS office (714) 549-4818, Wed-Thur, or email: membership@aahs-online.org

David Collins
London, OH 43140

Jim Reider
Cameron Park, CA 95682

Jonathan R. Barrett
Greenbelt, MD 20770

Bret Privitt
Ft. Worth, TX 76140

John Meyer
Tucson, AZ 85711

Daniel Kerlee
Seattle, WA 98199

Pierre Berkaloff
Emerald Hills, CA 94062

Tidewater Wings Inc.
Auburn, AL 36832

Richard Barb
Indianapolis, IN 46250

Jean F. Reahard
Williamson, GA 30292

Frank G. Wickersham III
Warrenton, VA 20186

Welcome
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Buckeye, AZ 85396

Kevin Fruehwirth
Woodlands, TX 77382

Ryan Newell
Canton, OH 44708

Raymond Todd
Panama City, PANAMA

Tom Anusewicz
Honolulu, HI 96816

Ken Hand
Albuquerque, NM 87120

Gary Chambers
St Louis, MO 63125

Peter Gysel
Buchs, SWITZERLAND

Joseph Ciabattoni
Upland, CA 91784

Jeff Cultice
Flower Mound, TX 75028

Larry Friese
Clearwater, FL 33762

Jan Buisman
Sollentuna, SWEDEN

Jim Kunkle
Santa Inez, CA 93460

Joseph Batka
Beaver Creek, OH 45434

"Spike"
Little Rock, AR 72204

Timo Niemi
Helsinki, FINLAND

Adam Estes
Fullerton, CA 92835

William Scrivens
Coer d'Alene, ID 83814

Thomas Kucherich
Coplay, PA 18037

Cyril Defever
Le Mans, FRANCE

Josiah Hershner
Neenah, WI 54956

Patrick Gillen
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Roger Santala
Billings, MT 59102

Johan Ohlsson
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James LaChute
Slidell, LA 70469

Samuel J. Besse
New York, NY 10128

J.W. Geldhof
Juneau, AK 99801

Heinz Theis
Koblenz am Rhein, GERMANY

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.

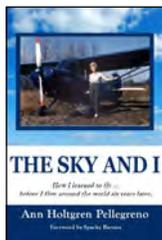
- 1001 Douglas Propeller-Driven Commercial Transports
- 1006 Lockheed Constellations, Part I
- 1007 Lockheed Connies in Color
- 1009 Lockheed P-38/F-5
- 1011 Curtiss Transports
- 1021 Boeing Propeller-Driven Commercial Transports
- 1031 Golden Age Commercial Flying Boats

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.



Book Reports



The Sky and I

by Ann Holtgren Pellegreno
The Paragon Agency, Orange County, CA
ISBN10: 1-942329-20-2
ISBN13: 978-1-942329-20-6
180 pages.

Reviewed by Jerri Bergen

Ann Pellegreno, the first woman to fly successfully around the world on the same proposed flight path and in the same type aircraft that Amelia Earhart flew on her world flight attempt in 1937, wrote a stirring account of that journey in her book *World Flight, the Earhart Trail* (Iowa State University Press, 1971.)

More recently, Ann penned a simple, solid recounting of her experiences learning to fly at Young Field, near Ann Arbor, Michigan. Although the sprinkling of typos can distract initially (Ann said that she didn't see final proofs until just before it went to print), it's an easy and fun read.

In the book is a day-by-day accounting of flight lessons for a new student in a sturdy, dependable Aeronca Champ out of Young Field. Ann's accounts of each of her first lessons; her initial trepidation, anxiety, and exhilaration of being in the sky; the bewilderment, frustration, and panic of trying to master several skills at once; and fearing to never get one of them right should resonate instantly to most any beginning pilot and bring back memories for the more experienced ones.

The flight path from a zero-time pilot to an around-the-world flyer starts the same for us all, and Ann has made her experience in her first months of flying very readable and informative for a student pilot reader. Learning how to preflight, the art of taxiing, and the all-important skill of successfully landing a small airplane are recounted with perfect clarity.

Experienced pilots may chuckle along as Ann's flight lessons include many of the learning incidents that make us better pilots such as the miscalculation of a crosswind on landing, "losing" an airport on a cross-country flight, flying through unexpected weather like snow flurries, and adjusting to new instructors mid-stream, are just a few of the first-hand experiences where the reader can see exactly through Ann's eyes what's happening and how she learned from it.

The book takes you through Ann's learning to fly from August 1960 through August 1961, when she failed miserably to pass the FAA test to obtain her private pilot certificate. To prepare for the next attempt, her extra efforts to gain additional information included purchasing an up-to-date Airman's Guide and a Flight Information Manual. Thus, she would be able to retake the test and provide the examiner with current answers to his questions. She could also demonstrate the necessary flight maneuvers.

Remember, this is 1961. There were no GPS systems, Garmin navigation systems, Foreflight, or other software programs that calculated your position, fuel consumption, flightpath, airspeed, etc. It was all computed by hand. Recall those E6-Bs, using manuals published by the Government, and

FAA publications updated monthly.

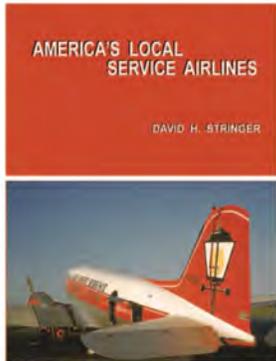
In fact, Ann's book should become a small gem of aviation history in that it recounts so clearly how flight lessons were given in the early 1960s, how navigation was taught, and what a pilot was expected to master prior to gaining a private pilot certificate. It should humble student pilot pilots today, if they realize much of the mental effort of flying once expected of pilots is already incorporated into modern digital aids.

Student pilots should take heart too, however, reading that only six short years after Ann received her pilot's certificate, she successfully flew a Lockheed 10 Electra around the world, with three crew members, that historical event well told in her book noted above.

Ann's first experiences of flight in *The Sky and I* should be an easy and absorbing read for experienced pilots and those just thinking of learning to fly and wondering where to begin. →

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AAHS FlightLine

American Aviation Historical Society

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Managing Editor: Joe Martin

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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MEMBERSHIP APPLICATION

Please enroll/renew me as a member of the AAHS. Enclosed is my check (money order, bank draft, or credit card information) 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 issue of the AAHS *FlightLine* (Downloadable from the AAHS website).

Individuals joining after November 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 my membership will expire.

- | | | |
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