



# AAHS FLIGHTLINE

No. 191, Third Quarter 2015

American Aviation Historical Society

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



*Possibly the last airworthy deHavilland DH 98 Mosquito was present along with the EAA Museum's (Inset) on static display. A very rare sight these days to see not one, but two, Mosquitos on display on an airfield ramp.*

## Oshkosh, By Gosh – AirVenture 2015

### Highlights of What's Inside

- [Oshkosh, By Gosh - AirVenture 2015](#)
- [Pinal Airpark: Once-secretive aircraft boneyard slowly opens its gates](#)
- [Bugatti 100P First Flight](#)
- [Eagle Field, Dos Palos, California](#)

### Regular Sections

- [President's Message](#)
- [New Members](#)
- [Wants & Disposals](#)

Every year during the last week of July, the Experimental Aircraft Association (EAA) holds its annual gathering – AirVenture – in Oshkosh, Wisconsin. For many in the aviation world, this event has become a pilgrimage, not unlike the Muslims to Mecca or Christians to Jerusalem. If you have any interest in aviation at all, you should definitely try and figure out how to get to Oshkosh for at least one of these events. Why? Just read on about the highlights of this year's event.

AirVenture has something for everyone: homebuilts, vintage (and antique), warbirds, ultralights, rotor wing and, yes, even the latest in production general and commercial aviation. Exhibits cover the same categories as well, not to mention all the forums that are hosted. Where else, in one location, can you listen to (and ask questions) of well-known aviation luminaries, get tips on building your own aircraft and find out about what it's like to fly an F-117,

deHavilland Mosquito or Airbus A350 WNX. And that is just one day of seven packed with activities.

And, of course, you are surrounded by tens of thousands of some of the friendliest people on the planet. Imagine enjoying one of the best airshows to be seen and when it's over and the 100,000 attendees have moved on to other activities, that there is not a single piece of trash on the flight line. Hard to believe, but it happens year after year.

Oshkosh 2015 featured a variety of aircraft. Honor was paid Burt Rutan for 50 years of innovative design that featured fly-bys of some of his more notable designs. The first public flying display of the Lockheed Martin F-35 occurred, and Airbus brought and demonstrated their latest generation of commercial transport – the A350 WNX. The USAF even managed to squeeze one of their Boeing B-52s onto Oshkosh's 150 ft. wide by 8,000 ft. runway. An interesting piloting challenge when the span between the

[Blue colored text link to relevant information.](#)



*What a difference a day makes. The top photo was taken at 7:00 p.m. on July 19. The bottom photo at 7:00 p.m. the following evening. (Photos by Hayden Hamilton)*

outrigger tip gear is 145 feet. Also in attendance was the only flying deHavilland Mosquito – fascinating to listen to the purr of those twin Merlins.

Trying to tally all the aircraft is a challenge and probably not to dissimilar to herding cats. Planes come and go at different times over the week and it would take a number of different observers to capture most of the individual tail numbers. Maybe someone has such a record, but this editor has never been able to find one. The sheer number of aircraft movements, particularly on the Saturday-Sunday before AirVenture starts, and on the Friday-Saturday at the end, is astonishing.

The Warbirds area was graced with a North American F-100F along with more than 20 P-51s, five F4U/FG-1s, and around 30 North American T-6/SNJ's along with an assortment



*North American F-100F Super Sabre, N2011V, 56-3948. (Photo by Robert Burns)*

of other aircraft including two Douglas AD Skyraiders. Bombers included Lockheed Hudsons, Boeing B-17, and the last flyable Consolidated PB4Y Privateer.

The homebuilts were dominated by Van's RVs of all models with several 100 in attendance. In the Vintage area there were eight to 10 Howard DGA-15s, Cessna 195s and Seabees along with an assortment of Stinsons, Beechcraft, Pipers and Wacos.



*One of the last remaining airworthy Consolidated PB4Y-2 Privateer, N2871G. (Photo by Robert Burns)*



*A little something for everyone. This early "flying machine" was discovered in a barn in central Iowa and painstakingly restored (I'm sure it was a pain and probably a mistake as well) to "flight" status. (Photo by Hayden Hamilton)*

This year marks the 75th anniversary of the Ercoupe, which was represented in force with around 50 in attendance covering all variants of the design.

Highlights this year saw 2,668 show planes registered, which included 1,031 homebuilt aircraft, 976 vintage airplanes, 350 warbirds, 130 ultralights and light-sport aircraft, 101 seaplanes, 30 rotorcraft, and 50 aerobatic aircraft. These

[ Continued on Page 4 ]

# Annual Meeting Planned for Historic Glendale Grand Central Air Terminal

---

*Celebrate AAHS' 60<sup>th</sup> Anniversary  
Saturday, **February 13, 2016**, at one of  
America's most historic commercial aviation sites,  
the Glendale Grand Central Air Terminal!*

We are excited to announce we are working with the Disney Corp., to secure the Glendale's famous Grand Central Air Terminal (GCAT) as the site of our 2016 Annual Meeting\*\*

GCAT building, still under restoration by Disney Corp., was the first official air terminal for Los Angeles, dedicated in February 22, 1929, and closed as a commercial terminal in 1959. Much aviation history was made at GCAT, and the Disney Corp. restoration promises to be better than an 'E' ticket ride!

Be one of the first to view this fabulous restoration and learn of its amazing role in commercial aviation development, as presented by author Robert Kirk, author of "Flying the Lindbergh Line, Then and Now." Attendees will not only see the interior restoration results, but also get to hear from Disney restoration project director Dan Beaumont, on the architecture marvels discovered during the restoration.

Don't miss this opportunity! GCAT will **NOT** be open to the general public after restoration!



\*\*Plans for GCAT site are still being finalized. Venue updates will be posted to website when confirmed.

**Space Is Limited! Check out the next *FlightLine* publication for final details and signup information!**



A flock of Cessna 195s congregated in the Vintage Aircraft area. (Photo by Hayden Hamilton)



Burt Rutan's 50 years of contributions to the aviation industry were celebrated with fly-bys of a number of his designs including the Beech Starship. (Photo by Robert Burns)



The EAA seaplane basin is a nice cool place to rest your feet while still enjoying a slightly different airplane environment. Cessna 208A Caravan, N80RD, taxis in to the docks. (Photo by Hayden Hamilton)



John Monnett's Sonex, a "personal jet," was demonstrated during the afternoon airshows. (Photo by Hayden Hamilton)



The sole Waco S3HD, NC14048, cn 3814, registered to John Ricciotti of Barrington, New Hampshire. (Photo by Hayden Hamilton)



This Howard DGA-15P, NC22424, was one of about eight that arrived as a group. (Photo by Hayden Hamilton)

aircraft were part of more than 10,000 planes that arrived at Wittman Regional Airport and surrounding fields. It is an air show unto itself to watch arrivals and departures. For example, there were more than 3,100 aircraft movements (takeoffs and landings) during a 14 hour period on Thursday, July 24. Official attendance this year was more than 550,000 people, which was up over last year's attendance.

One of the least known and most restful spots to visit during AirVenture is the seaplane base. Just a short bus ride from Wittman Regional Airport, this tree lined shore and seaplane

harbor offers a nice way to unwind while still enjoying yet another facet of aviation that most of us in the lower-48 don't have much of an opportunity to see.

Oshkosh AirVenture is something that must be experienced to really appreciate it. It's kind of like the Grand Canyon or the Mona Lisa. Pictures and words just do not do them justice, no matter how beautifully/artfully taken or composed. Do try to make at least one, and don't plan to try and do it in one day. You'll only end up frustrated and disappointed with yourself if you do. →



*Stinson V-77 Reliant, 444BF, taxis in to the Vintage Aircraft parking area following arrival at AirVenture. (Photo by Hayden Hamilton)*



*Even the usual can be unusual. Is this someone's idea of enhancing Ted Smith's original Aerostar design? No, it's actually an Angel Aircraft Corp. Angel, N44KE, specifically developed to service back country needs of missionaries. (Photo by Hayden Hamilton)*



*This Talon A600, C-FOME, is representative of the more than 150 ultra-light and rotorcraft at AirVenture. This particular helicopter caught the photographer's eye because of its registration, which was formerly held by Thunderbee MSN 1, a modified Republic Seabee. The later has been sold to a U.S. buyer and its registration canceled. (Photo by Hayden Hamilton)*



*North American P-51B, N515ZB, 43-24837, was representative of the almost two dozen Mustangs in attendance this year. (Photo by Hayden Hamilton)*



*Lockheed P-38L-5 Lightning, NX79123, 42-28235, performing a flyby during one of the aerial displays. (Photo by Robert Burns)*



*Airbus brought an A350-941, F-WWCF, MSN 2, that was on static display after performing several flybys on its arrival. (Photo by Hayden Hamilton)*



*A sea of Ercoupes. Though hard to see in this picture, there are 47 in this photo. (Photo by Hayden Hamilton)*

# Pinal Airpark:

## Once-secretive aircraft boneyard slowly opens its gates

By Scott Craven, © [The Arizona Republic](#)



*We received this note and photos from member Dr. Joseph Handelman about Pinal Airpark (aka the infamous Marana Airport). Access has loosened up a bit. According to Joe, if you can arrange a photo tour bring hiking shoes, lots of water, broad brimmed hat, sun block (applied one hour in advance), sun glasses, be in pretty good cardiovascular shape, and have healthy hips and knees. Great experience.*

*Boeing 747-87UF, N770BA, cn 37564-1437, at Pinal Air Park. (Photo by Dr. Joseph Handelman)*

Built for the military, and former home to a CIA operation, Pinal Airpark is finally ready for its close-up.

For motorists on the way to Tucson from Phoenix, little interrupts the desert's color scheme.

Then, a flicker of white, red and blue draw eyes to the west, where a cluster of tail fins pokes over the horizon.

As tires chew asphalt with a hypnotic thrum, the sleek metallic bodies connected to those fins emerge.

Passenger jets, too many to count at 75 mph, sit wing to wing. The 747s are easy to pick out, thanks to their immense size and bulbous noses. The other jets are noted only for their sheer number, as dozens comprise a tableau one would expect at an active airport, not in a solitary patch of land bounded by desert on one side and cotton fields on the other.

The next exit offers a partial explanation: Pinal Airpark Road.

Adventurous travelers who just a few years ago followed the two-lane road past the sand and gravel pit would have encountered an armed guard at the airpark's gate. The alarmed barks of guard dogs emphasized the point — visitors were not welcome.

Today, however, the small guard shack is empty. Concrete pads are all that remain of the kennels, where guard dogs awaited orders.

Stand outside Pinal Airpark's chain-link fence for a good view of its 100-plus airliners in varying states of decay or disassembly. From here it appears little more than a boneyard, a tattered tableau of jetliner history.

But something is out of place, like those gleaming white 747s. It begs a closer look. Jim Petty agrees, and he has the keys to this once-mysterious airline kingdom. (See Insert)

Petty opens the door to Pinal Airpark's headquarters — a double-wide trailer that didn't exist a year ago — and offers an

enthusiastic handshake.

The few who know where to find him are fortunate to find him within, as he splits his time among the county's two airfields and his Florence office.

Petty is happy to offer tours of the public airfield, inviting visitors inside his county-supplied SUV for a lap around the facility (and halting at a curiously placed stop sign until you realize it's at the end of the runway, and aircraft have the right of way).

Petty, the airport economic development director, is liaison between Pinal County and the airpark's tenants, the largest of which, Marana Aerospace Solutions, is minding most of the jets parked here.



*Boeing 747 tails at Pinal Air Park, Marana, Arizona. (Photo by Dr. Joseph Handelman)*



*Boeing 747-132 Evergreen Supertanker, N479EV, cn 19898-94. (Photo by Dr. Joseph Handelman)*

Much goes on here other than maintenance and salvage. To the north, Silverbell Army Heliport, run by the Army National Guard, trains hundreds of military pilots each year.

To the west is the landing zone for paratroopers training at the U.S. Special Operations Command's Parachute Training and Testing Facility. On busier days, jump planes take off every 20 minutes or less.

"There's a lot more going on out here than most people realize," Petty says. "Everyone sees the old passenger jets and think they've been parked out here forever, slowly wasting away."

That's somewhat true, for some aircraft. A jet with a faded TWA logo on its fuselage invokes images of fliers in suits and ties, with complimentary champagne served shortly after takeoff. Other planes sit with engines removed, and most have a red "X" taped to their noses, marked for salvage.

Although some aircraft have been there three decades or more, others have arrived almost directly from the factory, Petty says.

Some of those 747s, for example. Odds are they are here because a deal fell through, or the buyer (often an aircraft-leasing company) had no immediate use for them. Marana keeps the jets in ready-to-go shape, Petty says, even rolling them a foot or two several times a day to keep tires in shape.

When those 747s are called into service, Petty says, they'll be tugged into Marana's hangar, cleaned and painted if

necessary, and flown to where they're needed.

Petty says Marana Aerospace Solutions remains publicity shy, and Jim Martin, the company's CEO, declined to comment on business operations.

But Petty is happy to talk with anyone who catches him on duty at the airfield. He has even flagged down slow-moving travelers along the access road, inviting them in for a better look.

Given Pinal Airpark's longstanding off-limits attitude, Petty does whatever he can to open it to the public. That's not just his personal ideals talking. The FAA lists Pinal Airpark as a general-aviation airport, which means the public must have access.

For decades the airfield was not in compliance, because of leery tenants who wanted nothing to do with visitors.

But at one time in its 72-year history, it was one of the most secure, and secretive, airfields in the world. The CIA would have it no other way.



*Former Delta Airlines Boeing 747-451, N671US, cn 26477-1206 (Fleet Number 6311). (Photo by Dr. Joseph Handelman)*

## History

Not long after the U.S. entered WWII, bulldozers began scraping a lonely patch of desert between Tucson and Picacho Peak. It was the perfect site, given the need for land and isolation.

In 1943 the first soldiers arrived to train as pilots at Marana Army Air Field, but five years later there was no need for the military base. Pinal County has overseen operations ever since.

Although the airpark was to be open the public, several tenants had other ideas. The CIA operated flights in and out of the airfield throughout the Vietnam War, Petty says. The grounds were secured by patrols and motion sensors (the latter are still scattered around the field, atop 4-foot-high rusty stakes). Those entering required a security clearance.

In 1975, Pinal County leased the airfield to Evergreen Maintenance, which for nearly 40 years stored, repaired or salvaged commercial aircraft, Petty says. With guards stationed at the entrance, Pinal Airpark remained visitor-unfriendly even as more aircraft arrived, adding to the curiosity factor.

The attitude shifted shortly after Evergreen was sold to a venture-capital group in 2011, renaming the company Marana Aerospace Solutions. The guard post was abandoned, though a small, casually dressed security force still patrols.

Petty hopes to transform the airpark into a welcoming place where gates are open to those who ask for a tour.

## Pinal Airpark

**What:** The general-aviation airport's 2,080 acres include training facilities for paratroopers and helicopter pilots, but the airfield is largely used by companies that store, maintain and salvage commercial aircraft.

**Where:** 24641 E. Pinal Airpark Road, Marana. Take Interstate 10 east to Pinal Airpark Road. Turn right (west) and follow the road for 3 miles. If you have a tour appointment, turn left at the sign marking the entrance to Pinal County headquarters.

**Details:** Free tours are by appointment only and subject to availability. Call Jim Petty, 520-866-6545.

“All anyone has to do is call me,” he says. “If the time works, I’ll meet them and show them around.”

And there is much for aircraft buffs to see, as long as they are braced more for junkyard than museum.

### The Tour

Imagine visiting an amusement park from your youth, arriving with memories of whirling rides, bright lights and the hint of cotton candy on a light breeze.

But as you walk in, you are overwhelmed by rust and weeds. Recollections battle reality, and by the time you leave, you prefer the past to the present.

Petty must manage the bitter and the sweet each time he walks through the waist-high weeds marking the final resting spot of dozens of aircraft from his youth. Most of the DC-10s, the MD-11s and the 727s sport those red Xs -- the mark of death.

Many have had engines and landing gears stripped. The gears, Petty says, are reclamation gold, fetching as much as \$60,000 on the parts market. Others haven’t moved for 20 or 30 years, not even worth the effort to rip them apart for scrap metal.

“It’s tough seeing some of these aircraft,” Petty says as he steps carefully amid untended ground. “They’re never going to see a runway again.”

Memories of journeys past come to Petty, a private pilot who wonders what it would have been like to sit in the cockpit of these behemoths.

“My favorite sound in the world is that of a jet engine,” he says. “You hear it throttle up just seconds before the brakes are released and you’re jetting down the runway, building speed to take off. There’s nothing like it.”

The state of these aircraft also reflects the condition of Pinal Airpark itself. Once capable of housing several hundred people, most of the dorms and single-family homes to the east are unfit for occupancy. The dorms mimic the design of a 1950s motor court, many rooms facing a large, well-maintained pool frequented by the 30 or so people who stay there while training. The occupied rooms sport TV dishes; the rest are empty or used for storage. The cafe closed months ago, yet the kitchen is still used for catering when on-site meetings and functions demand it, Petty says.

But time has been especially cruel to Pinal Airpark’s single runway. The 6,850-foot-long stretch of asphalt still catches 747s weighing as much as 383,000 pounds despite the decay that’s settled in over the years.



Former Delta Airlines 757-232, N609DL, cn 22816-65, built in 1985. (Photo by Dr. Joseph Handelman)

Runways are rated 0 (crumbling asphalt) to 100 (pristine and capable of handling the world’s heaviest aircraft), Petty says. Pinal Airpark’s runway is rated 17, and pilots are informed of the condition before landing, Petty says. The taxiway is even worse.

“Marana (Aerospace) will have a 747 shut down at the end of a runway so they can tow it to a hangar,” Petty says. “That way the engines won’t suck in any debris from the taxiway.”

Petty has been working on a development plan that includes \$2.2 million in runway repairs, which would extend its life 10 years. Replacing the runway would cost \$18 million, not feasible on the airpark’s \$200,000 operations budget.

Petty also is seeking funds for infrastructure and housing improvements and, someday, a control tower that would allow the helicopter- and parachute-training programs to substantially expand, bringing in more money to the county.

The airpark is financially self-sustaining, Petty says, thanks to leases and grants. Runway repairs and other improvements would require local, state and federal money.

Petty envisions a busy airport that can safely handle increased private traffic, if not become a destination for those interested in older aircraft.

And for those lured off Interstate 10 by the fuselage horizon, Petty is happy to invite them in as well. Those interested in a personal tour just need to knock on his door. If he’s in, he will be happy to comply.

Just know that when he reaches the graveyard portion of the tour, marked by a series of red Xs, he may take a few moments of silence to remember the old days. →

## AAHS FlightLine Sign-Up Reminder

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

# Bugatti 100P First Flight

August 19, 2015 – This date marks a major milestone for the Bugatti 100P Project as it took to the air for the first time. For the past couple of years this accurate replica project has been methodically moving toward this milestone.

The original art deco infused Bugatti 100P featured a number of advanced designs for 1939, including forward-swept wings, a Y-shape empennage, automatic wing flaps, counter-rotating propellers, and a composite construction of hard wood and balsa wood. This painstakingly recreated 100P — built under the direction of aviation enthusiast Scott E. Wilson — tacks on the same features, however, instead of two Bugatti 450-hp straight-eight engines behind the cockpit, there are now a pair of Hayabusa 200-hp motorcycle engines.

According to Wilson, “In keeping with our full-disclosure policy, here is my summation of our first flight experience:

“We intended this flight to be limited to a short hop down the runway to check power required/power available and to check control responsiveness in all three axes. Preflight preparation and before-takeoff checks were normal. Takeoff was normal and at a predetermined reduced power (80%) setting; takeoff roll was 3,000 feet and I became airborne at 90 knots. I climbed to 100 AGL to check power and control responsiveness. The plane responded as expected to all power changes and control inputs. Maximum airspeed was 110 knots.

“I reduced power for landing but the airplane floated much more than we anticipated. I landed further down the runway than planned but with sufficient distance to stop the plane. Unfortunately, I lost the right brake and the airplane departed the left side of the runway at slow speed. Due to heavy rains the night before, the ground was soft and the airplane tipped upward on its nose, damaging the spinner and both props.

“Such is the nature of flight testing a new design. The relevant news is we successfully flew the Bugatti 100P for the first time. The plane flew beautifully.

“We’ll share more photos, video and data with you in the coming days.”

You can follow the process of this unique project via their Facebook page (<https://www.facebook.com/TheBugatti100pProject>). →



First flight photos and final stop. (Photos from the Bugatti 100P Project)

## 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.

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

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

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

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

Copyright ©2015 AAHS

# Eagle Field, Dos Palos, California

By Jerri Bergen

It was a tantalizing taste of history to fly our 1944 Stinson OY-1, a veteran of combat in the Pacific during WWII, to Eagle Field (CL01) an Army Air Corps primary training field south of Dos Palos, in central California, on the weekend of June 13-14, for their annual fly-in Dinner Dance hosted by Eagle Field owner Joe Davis.

Eagle Field is one of a very few Army Air Corps training fields that has not been plowed under, built over, or converted to a commercial or municipal airport. The field was built in support of the War Department's need for trained pilots after the U.S. entered WWII in December 1941.



*Eagle Field administration building with a couple of PT-22s ready to go. This period shot is interesting in that neither aircraft's wheels are chocked, though the engines are running and there does not appear to be anyone in the cockpits. (USAAC photo via [EagleField.net](http://EagleField.net))*

Built in the flat plains area 10 miles south of Dos Palos, and just east of the Interstate 5 freeway (although there's no offramp to easily drive to Eagle Field), The field used to be a complex of barracks, classrooms, mess hall, hospital, administration buildings, hangars and a control tower. During its operation, Eagle Field was rightly referred to as the 'country club' as it boasted manicured lawns, a dance hall, swimming pool, heated and air-conditioned barracks, bowling alley and a soda fountain.

Eagle Field was in full operation from June 1942 to December 1944, turning out more than 5,000 pilot cadets that then headed off to other advanced training centers around the country. When the training contract was cancelled in December 1944, the facility was considered for use as a municipal airport for the local town of Dos Palos, but the approval measure didn't pass. It was used as a crop dusting facility for some time until it was eventually abandoned. The property reverted to the government in 1980 and, in 1984, Joe Davis, a resident of Fresno, bought Eagle Field via a government auction. At the time, Carl Scholl, current AAHS board member, and fellow B-25 enthusiast, bought out his partner Joe Davis' share in their

B-25 restoration business and went on to develop *Aero Trader* while Joe invested in Eagle Field.

It operates now, as in 1942, with a packed dirt, tar-covered runway, and packed dirt

revertments. The primary aircraft hangar still stands, alongside the

original Administration building that currently houses a small collection of Eagle Field's history. Many of the other original buildings have been torn down for safety reasons.

Since the mid-1980s, Joe Davis has opened up Eagle Field for an annual fly-in event, honoring the men and women of our military aviation history. The field is also home to re-enactor units, vintage military equipment, the Central California Historical Military Museum and Eagle Field Runway Drag Racing events.

This year, several warbirds arrived for the festivities from around California, including a 1941 Wildcat, three Stearmans, L-2s, an L-4, T-6 Texans, a PV-2 Harpoon, a B-25J Mitchell, O1-G Bird Dog and three PT-22s (the type originally used at Eagle Field for primary flight training).

Participants also arrived in general aviation (GA) aircraft, locals, and folks from as far away as San Francisco to enjoy re-enactments, dinner and swing dancing to a 15-piece orchestra, the *Knight Sounds Big Band*.

There are many volunteers who support Eagle Field, such as Jim Stewart, whose father, Horton E. Stewart, went through training at Eagle Field in 1943, before being transferred to Columbus, N.C., to join the 345th BG *Air Apaches* as a B-25 Mitchell pilot.

Jim and other volunteers have spent many hours maintaining the buildings and grounds, managing events and maintaining a website about Eagle Field ([www.eaglefield.net](http://www.eaglefield.net)).

We flew our Stinson *Lady Satan* from our home airport of Cable Airport (CCB), along with a gaggle of T-6s from the local area, the Wildcat, flown by Commemorative Air Force pilot Mike Polley, and a PT-17 Kaydet, flown by Steve Samulian, also of Cable Airport. The morning marine layer took a long time to break up, delaying our departure until the afternoon. We had hoped to leave by nine in the morning, to avoid some of the 100+ degree heat we'd find in the central valley. We took



*Eagle Field cadets and instructors marching in formation. (USAAC photo via [EagleField.net](http://EagleField.net))*



Stinson OY-1 Lady Satan on takeoff from Cable Airport, with the T-6 Texans lined up ready to start up. (Photo by J. Bergen)



Reaching 6,500 feet to clear the San Gabriel Mountains en route to Eagle Field. (Photo by J. Bergen)

off after the PT-17, as our Stinson was the ‘slow boat’ in the group, with an estimated flight time of 3.4 hours. The T-6s and Wildcat flew in loose formation, direct to Eagle Field in about 1.5 hours.

At 6,500 feet, climbing over the San Gabriel Mountains, we could see thunderheads building to the northeast, over the Mojave Desert. We had initially thought to fly direct to our first gas stop, Porterville, but the cloud buildup and METAR information on our ForeFlight map convinced us to stay west.

With only minor turbulence, (unexpected, with such heat and humidity building) we dropped into the Central Valley just east of the Grapevine and south of Bakersfield, where even at 3,000 feet temperatures were over 100, and we had to contend with a 10 knot headwind. As we lined up alongside the northbound Interstate 5 freeway, we checked our groundspeed – 72 knots! No wonder those semis were passing us.

Still, we had a fabulous view of the lower Central Valley, the green irrigated fields contrasting sharply with the dry brown unwatered fields. We could see the deep paths cattle had made in fields to the watering holes, and counted bee hives among the almond groves.

Two and half hours of hot flying 220 km saw us to Harris Ranch (308), for fuel and a much-needed Gatorade. With its narrow, single runway adjacent to the bustling Harris Ranch Inn and restaurant, we taxied off to the side, allowing other GA aircraft to take off. With our dinner and flying partners already putting down their iced lemonades at Eagle Field, we filled the tanks and departed again to the northwest.

We were one of the last aircraft to arrive, and it was a pleasure to see so many aircraft and visitors on the airport apron. This



On takeoff from Harris Ranch airport, the restaurant and gas station (on far right the tail of a Cessna 172 can be seen at run-up area of runway). (Photo by J. Bergen)

year’s event hosted almost 800 attendees, per event coordinator Michelle Knubbe. We were guided in to our tie-down next to another L-5 Sentinel, this one an E model, owned by the Central California Valley Squadron of the Commemorative Air Force.

Joe Davis, via the PA system, directed everyone’s view overhead to the *enemy plane* that was about to strafe the field. A T-6 streaked low, followed by the *good guy* T-6 in pursuit. A huge anti aircraft gun blasted off several rounds of blanks, saving the field for the *good guys*.

Gals in 40s dresses, men in uniform, and spectators crowded around the airfield, taking in the sights, watching the aircraft making low passes, and fraternizing with one another. One such attendee was John Walter, who graduated from the field as a cadet in 1943, and went on to pilot a B-17 over Germany. He wrote of his experiences in his memoir *My War* (Authorhouse, 2004). Mr. Walter thoroughly enjoyed the attention brought to Eagle Field by this singular event.

The steak/chicken dinner was catered by a local restaurant, but even more popular was the no-host bar, where pilots and visitors alike queued up for drinks. Ceremonies honored the veterans in the room, and reminded all present the debt owed to the men and women who have served our country.

Photographers were out in droves, including Roger Cain, of San Carlos, Calif., and the Society for Aviation History (formerly Northern California Chapter, AAHS). Roger attended the fly-in last year; this year he arrived in the Lockheed PV-2D Harpoon, owned and piloted by Taigh Ramey, founder of the Stockton Field Aviation Museum.

Swing dancing was well underway by 7:00 p.m., to the sounds of the *Knight Sounds Big Band*.



A bad guy T-6 strafes the field while visitors inspect Lady Satan. (Photo by J. Bergen)



Eagle Field from the air, dominated by the original north hangar. (Photo by Roger Cain)



Lockheed PV-2 Harpoon, from the Stockton Field Aviation Museum. (Photo by Roger Cain)



LEFT: Joe Davis, owner of Eagle Field, with the original north hangar, and an N3N in the background. (Photo by Roger Cain) CENTER: A vintage half-track truck, one of the many military vehicles in working order at Eagle Field. (Photo by J. Bergen) RIGHT: Jennifer Lang, Megan Lefave and Terri Polley, dressed for dancing sitting on the wing of Brad Lang's T-6 Texan (all flew in from Southern California in the T-6 Texans). (Photo by Bryan Potter)

Eagle Field's hospitality extended to an excellent pancake breakfast on Sunday morning, with eggs, bacon and all the fixin's. The local Lions Club provided the labor and the pancakes quickly disappeared.

With the temperatures already climbing to the 90s by 10 a.m., we laid out our flight plan and departed for Cable via Porterville. At only 1,500 feet AGL, we enjoyed a stiff tailwind (104 knots indicated — woohoo!) and made it back to Cable in just under three hours total flying time, versus the four hours to get to Eagle Field.

Two of the PT-22s visiting Eagle Field were also from Cable, and they made a salutary pass before their landing and taxi to their hangars.

A wonderful end to a great weekend of flying history! →



The Lions Club whips up a couple hundred pancakes on Sunday morning. (Photo by J. Bergen)



The huge north hangar houses the sit-down dinner and dance floor. (Photo by Roger Cain)



Lady Satan back at Cable Airport, with the PT-22s, also from Cable, make a pass before landing. (Photo by J. Bergen)

# President's Message

It's a great time to be in aviation! Wait, that sounds at odds with many opinions and reports of the state of aviation in America today. Some military pundits report that the last generation of in-the-cockpit fighter pilots has already been born. The commercial airlines report a critical shortage of pilots available to fly increasingly automated passenger and cargo airplanes domestically and overseas, and more small airports around the country are closing, as real estate values climb.

Yet today, the diversity of opportunities for experiencing aviation in America has never been broader. We can find, restore, and even fly an enormous variety of vintage aircraft designs, still in use around the country, using Internet-based communication channels, local experts, advanced manufacturing technologies and safety features not available to earlier generations.

Homebuilt aircraft enthusiasts, such as the Van's RV fans across the globe, share a tight-knit online community of knowledge, experience and support, to assist newbies in building their very own aircraft safely and effectively. Brand new aviation pilot jobs are being created, flying aircraft remotely, using a new set of aviation skills (think video games!) that a larger percentage of the population will be able to participate in. Industries are in development today, building the aviation jobs of tomorrow in support of commercial solar-powered flight, dirigible flight and even space flight.

We at AAHS have been fortunate to both document aviation history and see aviation history move forward. Attendees at our 2016 Annual Meeting (February 13, 2016) will get to see how the Disney Corp. has repurposed the unique and very historic Grand Central Air Terminal, in Glendale, Calif., into a brand new life of 'Disney Imagineering' for future Disney projects, while honoring the important contributions GCAT has made to aviation history.

You can choose to look at the changes in the landscape of today's aviation as the beginning of the end of aviation as we know it, or, understand that, as usual, our environment is changing, and we must get on the flight to meet that change, or risk watching the flight leave us behind.

I'm excited to live in a time where I can chose to touch, sit in, or fly the historic aircraft of our past, and participate in the development of aviation's future. At AAHS we can support past and future aviation history with your contributions and input. Be a participant, and give us your story and your aviation history!

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.

Wayne Beeman  
Fullerton, CA 92834-6146

Ralph Riedesel  
Paton, Iowa 50217-0084

Alexander Rivera Barreto Jr.  
Sabana-Eneas, San German 00683-3747  
Puerto Rico

Gary Mathews  
Goodyear, AZ 85338

Paul Burkheimer  
Aberdeen, MD 21001-1104

James H. Evans  
Tempe, AZ 85282-6911

Ronald Pasisz  
Niagara Falls, NY 14304

Ronald R. Dupas  
Depoe Bay, OR 97341

Mac Purvis Jr.  
Mars, PA 16046

Thomas Short  
Huntsville, AL 35824  
Roger Barrier  
Frisco, TX 75033

Douglas L. Clarke  
Seattle, WA 98104

Ned Dodds  
Big Bear City, CA 92314-9025

Lee Dubois  
Las Vegas, NM 87701

Kathi Lehman  
Farragut, IA 51639

John C. Swick  
Burlington, CO 80807-1532

John Benton  
Warminster, PA 18974

John McIver  
Bothell, WA 98021

Evangelos Psaroudakis  
Ampelokipi, Athens GR-115 10  
Greece

John C. Walter  
Columbus, IN 47201-8423

Sandy Wickham  
Placerville, CO 81430-0532

Jack Hurdle  
Senoia, GA 30276

Raymond Meyer  
Citrus Hts, CA 95621

## AAHS Coffee Cup Get Yours NOW!

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

JUST

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



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

\* California residents; add 8.00 percent (\$1.04) state sales tax.

## Custom Crafted Display Models



Military — Airline — Civil — Space

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

Hand carved and painted

A great gift idea for pilots and enthusiasts.

Start your collection today!

**ScaleCraft**  
www.scalecraft.com

## MOVING???

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

---

# Wants & Disposals

---

**DISPOSAL:** Back issues of the *AAHS Journal*. I'll sell them to whoever makes an offer. I've been a member for 40-plus years. Will ship by USPS "Media mail" to keep the costs down.

Regards;

1990 Vol 35 # 2	2008 all
1997 Vol 42 # 4	2009 all
2003 Vol 48 2 & 3	2010 2 & 3
2004 all	2011 all
2005 Vol 50 1,2 and 3	2012 all
2007 all	2013 all

Dick Capon

[recb727@comcast.net](mailto:recb727@comcast.net)

772-220-8046

**DISPOSAL:** Back issues of the *AAHS Journal*. My membership spans more than 40 years. I would like to find a good home for my *Journal* collection (indexes available were applicable). Available are:

1964-1969: All issues (Vols. 9-14)  
1970-1979: All issues (Vols. 15-24)  
1980-1989: All issues (Vols. 25-34)  
1990-1995: All issues (Vols 34-40)

Any reasonable offer accepted. Items will be shipped at buyer's expense via USPS Media mail or the buyer's choice.

Also available is an extensive aviation book collection. Please contact me for details.

Michael P. Jungers

N. Las Vegas

Email: [silverplate@cox.net](mailto:silverplate@cox.net)

Phone: (702) 642-6998

**WANTED:** I'm seeking information about Margaret (Marge) M. Hurlburt, her history, and her aircraft markings and colors. All will be credited to donors and will become part of the International Woman's Air and Space Museum (IWASM) records. Hurlburt was a former WASP who flew in the 1946 Cleveland Air Races and went on to set a new (1947) Woman's Speed Record in the FG-1 Corsair loaned to her by Cleveland Air Racing notable, Cook Clelland. I began this effort many years ago. Hurlburt was born and raised in my hometown, Painesville, Ohio. After college, she returned to teach school in the same school system where I grew up and went on to my own 30-year teaching career. I never knew about "Marge" until well into my adult life. The school system records were not helpful, and for 20 years off and on, I sought info about her. She seemed to have simply disappeared in history. My town seems to know nothing about her. I would sometimes hear her name in a conversation about air racing and postwar events, but never any

hard facts or details.

Moving forward to 2008! I retired from my career and began volunteer work at the IWASM at the Burke Lakefront Airport in downtown Cleveland, Ohio. They had some files on Marge Hurlburt, so I am now involved in trying to put together information on her life and accomplishments for the museum and hopefully for my hometown to acknowledge Marge Hurlburt. The photos in the file are in poor shape. The museum file does have a very nice but limited in scope and dated essay on Marge by a friend from the WASP, now gone herself, it appears. Let me share a little bit more...

Hurlburt gave up teaching for WASP service in 1943-45 (B-26 instructor pilot in Kansas). She chose to stay in aviation on return to N.E. Ohio after the war, and secured a position instructing flying and ground school in the Willoughby, Ohio, area. This is where she became an associate of Cook Clelland and Dick Becker and immersed herself in air racing. In a borrowed AT-6 she and four other women pilots flew in the 1946 Halle Trophy Race at the National Air Races (NAR). After that win, she was hooked - bought her own AT-6 and formed a "syndicate in the racing business" with two other close WASP friends. Began construction of a "midget" racer for Goodyear racing. She learned of an air show featuring the opportunity to establish a new woman's speed record that would take place in March 1947 at Tampa, Florida (an all woman's air show!). Talked Clelland into loaning her "Lucky Gallon," his 1946 NAR plane. Secured the sponsorship of hometown business men and the name "City of Painesville, Ohio," was added to the Corsair. March 16, 1947, she set the new women's air speed record over a closed course of 247 mph. She planned on racing in 1947 Cleveland NAR, but was killed in a borrowed AT-6 (her's was being modified to race) on July 4, 1947, at an air show in Dekorah, Iowa. Buried in Painesville, Ohio.

I'm looking for anything in any area to shed more light on this woman aviator. Especially aircraft photos and markings...from any sized photo or source. Would enjoy exchange of emails, postal letters, and telephone conversations with anyone with more to add toward this quest. Or just suggestions for where to seek info.

Thanks,

Bob Taylor

30 Mul Wal Drive,  
Painesville, Ohio 44077-2522

440 488-2649 (Cell)

440-354-6769 (Ma Bell)

[annblyth@att.net](mailto:annblyth@att.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

[mgough39@yahoo.com](mailto:mgough39@yahoo.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 2015)

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

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

Enclosed is my check/money order for

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

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_

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

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

INTERESTS \_\_\_\_\_

\_\_\_\_\_

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

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

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

## AAHS Photo Archive CDs Series

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

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

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



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

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