



AAHS FLIGHTLINE

No. 192, First Quarter 2016

American Aviation Historical Society

www.aahs-online.org



The western (runway side) of the restored Grand Central Air Terminal. (Photo by Robert Littlefield)

AAHS 60th Anniversary Annual Meeting

By Jerri Bergen

A weekend of aviation history, among historians and enthusiasts, in one of the most historic aviation sites

Highlights of What's Inside

- [AAHS 60th Anniversary Annual Meeting](#)
- [85th Anniversary Memorial of TWA Flight 599 Crash](#)
- [AAHS Member John Hazlet Recognized](#)
- [Networking Works](#)
- [Best of the Best](#)

Regular Sections

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

on the west coast made this event truly memorable, as AAHS celebrated its 60th Anniversary at the Grand Central Air Terminal (GCAT), in Glendale, Calif., on February 12.

The weekend actually began Friday night, February 11, when 30+ members showed up at the Brand Library and Art Center just blocks from GCAT for a tour of this magnificent building, once the home of Leslie Brand, a founder of aviation interests in Glendale. Brand hosted one of the first, if not the first,

fly-in parties at his personal airstrip on April 1, 1921. All invited guests were required to arrive by air.

The head librarian for the Brand Library showed us stacks of aviation history material from Glendale's early history (1890s-1930s), and outlined some of the fascinating material available here, such as the deed amendment granted to Brand through a nearby ranch for the laying of the original Red Car Line from Los Angeles to Glendale, one of the many things Leslie Brand did to promote



The Brand Library and Art Center at night. (Photo by Hayden Hamilton)

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



AAHS attendees listen attentively as Head Librarian Kathy Lehman reviews the Brand Library history and archives Friday night at the Brand Library tour. (Photo by Hayden Hamilton)



Time for some enjoyable socializing at the Gordon Biersch restaurant Friday night! Shown is (L to R) Linda Ldyflfier, Ned and Roberta Bassin, Barbara Dionisio, Dino Ldyflfier, and Ron Price. (Photo by Hayden Hamilton)



Lygia Lonntiu, Jerri Bergen and Gia Koontz enjoy some wine and conversation at the Friday night dinner, Gordon Biersch. (Photo by Hayden Hamilton)

the city of Glendale.

The Gordon Biersch Brewery Restaurant in nearby Burbank hosted our dinner get-together, with wine provided by AAHS Director Les Whittlesey and appetizers of all sorts to nosh, provided by AAHS. Members like Mike Gough of Virginia, talked architecture with Dan Hagedorn and his wife Virginia, of Washington. Dan is retiring from full-time work as the senior archivist of Seattle's Museum of Flight, in Seattle, in May, and will go on emeritus status. He's hinted at articles for the AAHS Journal when he has more time!

Don Walsh, from Oregon, avid aviator, submarine captain (retired) and one of three adventurers to descend to the bottom of the Marianas Trench in 1960, provided vivid stories of photo shoots with Bill Larkins, founder of AAHS, in 1946 in the San Francisco area, while Ryan Reeves, president of the AAHS Phoenix Wing and manager of LuxAir Jet Center in Phoenix, Ariz., talked airport renovations with Steve Johnston, manager for Havasu Airport, Havasu City, Nevada.

Despite the diversity in conversation, almost everyone had a connection or memory of the Grand Central Air Terminal, and its presence in early California aviation. Steve Johnston remembered, for example, that his mother came to California in 1937 along Route 66 from the east in a brand new (1937) Dodge convertible, and worked for both Disney and Columbia

pictures on animated short films in Glendale, and eventually got her pilot's license. Cecilia Alessi and her niece Amanda came to GCAT wearing the original flight jacket of her great aunt, who was an aviatrix pioneer at GCAT, and tragically lost her life there, flying a passenger who mishandled the controls and they crashed to the ground.

The main event, at GCAT, was eagerly anticipated by the 130+ attendees, including some passers-by who wandered in to goggle at the goings-on. The Disney Co. had yet to hold an 'external' group event there; the building had just been officially open to Disney employees in early December 2015.

The Disney Co., well versed in telling a story, worked diligently to keep the GCAT building looking like it did in 1930, while making the structure useable for current events. Items found during the interior cleanup (such as metal rail posts of the interior staircase) were used as models for replacements. The chandeliers were reproduced from photos, as no originals survived, while all the original tiles of the roof were cleaned and re-set onto the roof, with new ones created to replace broken ones.

The original terminal building was designed by architect Henry L. Gogerty around the concept of a train station; with a large central incoming passenger waiting area, a ticket counter, eatery, and offices off to the sides. The main waiting area had large picture windows facing the street and the runway apron. Disney saved most of the original 22 foot leaded glass windows, but had to search long and far to find a manufacturer who would be able to re-create the original formula and appearance of broken window panels.

The restoration of GCAT wasn't exactly to original specs; Disney had to make some alterations for modern use (fire sprinklers, etc.) and ADA regulations. The central 'waiting area' of GCAT will be an event or great hall area and thus has high tech AV equipment and sound system, while the two wings, originally housing the café, the Curtiss Wright Aeronautical Technical Institute, offices, etc., on two floors, are now connected on the second floor by a smooth metal and glass walkway, open to the hall below. The control tower was not restored because of modern building code limitations, but made structurally sound. It will not be open for public viewings.

On the lower floor, Disney dedicated a 600 square foot Visitor Center to house artifacts from GCAT's history and tell



Northwest corner of the unrestored GCAT. Note the filled in arches on the southern face (right side of photo). (Photo from the Library of Congress)



Northwest corner of the restored GCAT. Note the arches on the southern face have now been opened up (right side of photo). (Photo by Hayden Hamilton)



GCAT grand hall prior to restoration with a detailed shot of the damaged staircase (below) that leads to the second floor. (Photos from the Library of Congress). To the right is the grand hall as viewed from the new, integrated walkway. Below right shows the Curtiss Wright Technical Institute of Aeronautics sign uncovered in the staircase during restoration. Also, note the custom made replica railing insert - just one of the many details Disney Co. took the effort to recreate. (Photos by Hayden Hamilton)





The 600 square foot Visitor Center is packed with history and visual displays of GCAT's past. (Photos by Hayden Hamilton)

the story of this famous building. This center had displays showing routes of the first airlines to bring commercial service to GCAT, photographs and artifacts from the building's long history. A large window structure, built to emulate GCAT's control tower, shows a 12 minute video of the origins of GCAT, its expansion during WWII, part time use as a racetrack, and finally as a home for several Disney Co. organizations.

Our Saturday event started with the GCAT doors opening for registration, ably managed by Treasurer Tom Butz and helper Vickie Woodford. Specially designed tickets were handed out as lunch vouchers, after which folks were free to wander the interior and view the restoration close up. Also on display was the award winning 1/12 scale Fokker C2 model, built by AAHS member Larry Kingberger, who came in early to set up this massive model.

AAHS Webmaster Hayden Hamilton and AAHS Librarian Bob Palazzola were on hand to answer questions and swap stories with other members, as well as sell duplicate books out of the AAHS library. Also on hand were local car enthusiasts, along with re-enactors led by Steve Cocham, who brought several period cars and their passengers, dressed in their best 1930s-era travel garb.

After introductions by Jerri Bergen, AAHS President, Dan Beaumont, Technical Director of Walt Disney Co.'s Creative Entertainment, member of the GCAT project, gave an overview of building restoration, and introduced John Bereley, architect of Frederick Fisher and Partners who led the restoration. John gave his perspective on the renovation, stressing this was one of

those career highlight projects where the building's distinction and heritage was both an honor and obligation to maintain. He discussed various architectural elements and challenges, such as the lengthy deliberations regarding how to incorporate modern lighting into the great hall. They finally decided to arrange recessed spot lighting above the remanufactured chandeliers in a constellation shape, avoiding a modern feel. John Underwood, AAHS Member #38 and author of two books about the Glendale Airport, was a key resource for the renovation team; they used many of John's thousands of photographs and his prodigious memory as reference material. John grew up in Glendale and based his personal plane there before it closed.

Following this informative and interactive session (Mr. Bereley took questions from the audience), Dan Beaumont



Larry Kingberg's award winning Fokker C2 model is on display at the Annual Meeting. (Photo by Hayden Hamilton)



Bob Gurr, original Disney Imagineer and GCAT restoration project member Dan Beaumont share the stage at the GCAT luncheon. (Photo by Hayden Hamilton)



A group of re-enactors waited their turn for boarding their 1930 TAT flight to Ohio on the tarmac at GCAT. (Photo by Robert Littlefield)

introduced the audience to another Disney treasure; Bob Gurr, one of the original Imagineers for Walt Disney, and responsible for many of the most memorable rides at Disneyland, including the Monorail, Autobahn and Submarine ride. Bob Burr, now retired from Disney, provided his own personal stories of growing up at GCAT in the late 1930s, his love of flying (he's a glider pilot) and the many transitions he witnessed at GCAT. Bob wrote a delightful version of the Annual Meeting at his blog at www.bobgurr.com.

During speaker breaks, docents moved groups through the Visitor Center to view the Disney video. Attendees had only 20 minutes or so to view the Center before another group was escorted in. This caused some disruption as we all would have liked more time to view the many rare and memorable items.

A buffet lunch was served after a brief overview of AAHS activities, followed by a presentation of the Old Columbus Air Terminal (OCAT) restoration project, the original Transcontinental Air Transport's (TAT) building at

Port Columbus, Ohio, that was the eastern terminus of the transcontinental route ending at GCAT, provided by Tom Kromer, a key marketing member of the project. The OCAT team has garnered significant support from local organizations, such as the Columbus Foundation, the Columbus Regional Airport Authority, and the Columbus Landmarks Association. Tom generously provided a limited number of bound TAT newsletter 'Plane Talk' copies as gifts to AAHS (these were part of the day's giveaways to lucky winners). [Editor's note: Electronic copies of these newsletters are available on the AAHS website in the eLibrary].

With another coffee and chocolate break (AAHS had special truffles for the guests, sponsored by AAHS members Mike and Terri Polley), author Dr. Robert Kirk was introduced, with his presentation titled "Flying the Lindbergh Line – Then and Now," based on the book he wrote of the same name. Dr. Kirk explored the amazing travel innovations implemented by TAT, the first airline to provide transcontinental flights in



Tom Kromer of the Old Columbus Air Terminal (OCAT) restoration project presents Dan Beaumont with a presentation brick from the OCAT building. (Photo by Hayden Hamilton)



Dr. Robert Kirk gave an excellent presentation, "Flying the Lindbergh Line - Then and Now." (Photo by Hayden Hamilton)



AAHS member Vicki Woodford used many of her father's vintage cameras to create unique table decorations for the Annual Meeting.

1929, that included china and linen food service, rail service between some stations, and two overnight stays in TAT-built hotels. This 'cruise ship service in the skies' was a radical new travel idea, developed a scant 20 years after flying machines were introduced to the public!

Dr. Kirk and his wife Alice, in their aircraft, traveled to all the stops made by the TAT line from the Port Columbus Terminal, in Ohio, through Nebraska, Kansas, New Mexico, Arizona, and finally Southern California, and flashed back to travel then, and what those stops look like today, in both video and still shots. It was fascinating to learn of the extensive infrastructure that TAT had to implement themselves (including airport lighting, terminals that had bathrooms, weather reporting, hot-food service in remote areas and connecting rail



Mary and John Underwood together accepting John's Lifetime Achievement Award' with President Jerri Bergen. (Photo by Hayden Hamilton)



Annual Meeting members take a sweetheart of a flight on February 14 in Aviator Flight Training's 'Thunderbird Flying Service'. Left to right: John Ruley, Laura White, Time Fahey, Michael Gough, Tom Kromer (rear), Sandra Hemmerlein, Bob Gurr, Ron Price, Rafe Tomsett, Dana Kromer, Don Peters, 'Jet' Thompson and Jerri Bergen. (Gary Hyatt not shown)

service). Today we take most of these things for granted, but none of these elements existed when TAT began.

With a break to view more of the GCAT building, the GCAT tour ended with awards; a special original building brick from the original Port Columbus Terminal, presented to Dan Beaumont by Tom Kromer, for Disney's support of this historic project. AAHS presented Dan (and the Disney team) with a signed, framed print of AAHS member Thijs Postma's "Grand Central Air Terminal" painting.

A very special award wrapped up our day – the AAHS 'Lifetime Achievement Award' presented to John Underwood, by Gia Koontz (AAHS member from Prescott Arizona). John has written innumerable articles, several books, and has been a consistent 'go-to' guy for aviation history questions from researchers around the world. It was a fitting tribute, as John grew up working and flying out of GCAT as a young man, even working for Lockheed at GCAT for a time.

Many attendees continued the evening at a local restaurant, hosted by AAHS. Sunday morning, February 14, Aviator Flight Training (www.aviatorflighttraining.com) provided their stunning DC-3, the 'Thunderbird Flying Service,' for a scenic flight out of Long Beach Airport, to view the Los Angeles cityscape and coastline from the air. Dan Wotring, the pilot, even took the DC-3 over GCAT so people could pick out GCAT among the other Disney buildings.

After this weekend of aviation history, it was with some regret we had to say goodbye to friends, and start planning to meet again at the next annual meeting! ➔

MOVING???

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

85th Anniversary Memorial of TWA Flight 599 Crash

By Richard Harris

On Saturday, April 2, about 200 showed up, from all over the country to honor the victims of a 1931 plane crash that shook the nation and changed aviation forever. The memorial honored the victims of TWA Flight 599, a Fokker Trimotor, that crashed in the prairie hills between Kansas City and Wichita, 85 years ago – killing national sports hero and Notre Dame football coach Knute Rockne and seven others, including the crew of two.

That crash, and the bungling surrounding the investigation, and what it revealed, resulted in sweeping changes to aviation. Government crash investigation findings were, for the first time, made public, and suspected congeniality between the airline and the local office of the federal regulator (then, the Bureau of Air Commerce; today, the FAA) resulted in the historic assignment of crash investigations to a separate agency (today, the NTSB).

Following discovery of rot in the wood wing that had separated from TWA 599 in flight, wooden airliners were essentially eliminated forever, wrecking Fokker, and ushering in the age of all-metal aircraft. The all-metal Ford Tri-Motor was the crash's first beneficiary, but pressure from airlines for safer, more capable and efficient aircraft, resulted in the first "modern" airliners, equipped for de-icing: the Boeing 247, the Douglas DC-2 (built to a TWA spec as a Fokker replacement), and ultimately, from that, the most important and pivotal aircraft in the history of air transportation: The Douglas DC-3, introduced within five years of the Rockne crash, which finally made airlines safe and profitable.

The April 2016 ceremony at the crash site, at the exact time of the crash 85 years ago, included the wailing of bagpipes and flyovers by two small aircraft. After the ceremony, the crowd retired to the Bazaar schoolhouse for lunch and presentations, including a recounting of Rockne's life by biographer and renowned sports sculptor Jerry McKenna, a reading of the names of the crash victims, a brief biography of the pilot by his nephew, and of victim Wilson, by a descendant.

The gathering ended with honors to those who organized the event, and maintain the memorial and history – including the family of late crash eye-witness, Easter Heathman, who still carry on his work of preserving the memory and the crash site monument.

Following the luncheon and speakers, many drove to the nearby Chase County Historical Museum, in Cottonwood Falls, for a ribbon-cutting at the Rockne Crash exhibit. The exhibit included massive posters on the event, and on Rockne, a pristine 1930s "Rockne"-brand automobile (named for Knute Rockne -- and on loan from an unrelated Rockne family), and parts of the plane (including a propeller blade loaned by the Kansas Aviation Museum), newspaper clippings and copies of official documents about the crash, and about the victims.

Several organizers and die-hard Notre Dame fans cruised to the AdAstra bar in neighboring Strong City, to drink a toast to Rockne, while AAHS member historian Richard Harris answered questions about the flight and its historic impact on aviation. →



Former Football Hall of Fame manager Bernie Kish, as Master of Ceremonies, speaks briefly about the significance of the crash, and the life and loss of Rockne, before introducing Rockne's biographer, sculptor Jerry McKenna (with white beard). (Photos by Richard Harris)



Chase County Historical Museum, in Cottonwood Falls, rolls out the red carpet for the event, with a spectacular display of TWA 599 crash artifacts and documents, photos and posters about the crash and its victims, a Rockne car, all dominated by a larger-than-life poster of Knute Rockne.

AAHS FlightLine Sign-Up Reminder

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

AAHS Member John Hazlet Recognized

WASHINGTON, D.C., November 2, 2015

In a joint ceremony at FAA Headquarters in Washington, D.C., Regional Air Cargo Carriers Association (RACCA), Vice President John Hazlet was awarded both the FAA Wright Brothers "Master Pilot" and British Honourable Company of Air Pilots (HCAP) "Master Air Pilot" awards. The FAA award was presented by FAA Associate Administrator for Aviation Safety Peggy Gilligan and Deputy Director of Flight Standards John Barbagallo, and the HCAP award by the Honourable Company's Master, retired Royal Air Force Squadron Leader Chris Ford and Jeremy Tracy, Chairman of HCAP's North American Region.

The RACCA is an industry group consisting of about 50 FAA-certificated air carriers operating a total of approximately 1,000 airplanes all over the U.S. and internationally.

As explained by Mr. Barbagallo, the FAA Master Pilot award is granted in appreciation for dedicated service, technical expertise, professionalism, outstanding contributions that further the cause of aviation safety, and a record of safe piloting for 50 years.

Sqn. Ldr Cox commented that the HCAP award is granted on a similar basis to a person who "has displayed over a number of years those qualities of pilotage, air navigation, airmanship and character that have brought honor and respect to the profession in recognition of long service and consistently high standards in professional flying."

"These awards were a great honor and icing on the cake of 50 years as a pilot," said Hazlet. "What really happened is I enjoyed a long career getting paid to pursue my hobby."

That career continues today. Hazlet has been involved in RACCA affairs since the Association's founding, and served as RACCA's vice president since 2006. He retired several



Presentation of the FAA Master Pilot and HCAP Master Air Pilot awards by (L to R) Deputy Director of Flight Standards John Barbagallo and Associate Administrator for Safety Peggy Gilligan from FAA, Hazlet, and HCAP Master Chris Ford.

years ago as a VP at Ameriflight LLC, was an FAA Designated Pilot Examiner for 35 years, and his logbooks record more than 20,000 hours of safe flying in large and small aircraft. He also volunteers in the FAAST (FAA Aviation Safety Team) program, presenting seminars on aviation issues, serves on the editorial committee of the AAHS, and has represented RACCA on a number of FAA Aviation Rulemaking Committees and the TSA Transportation Security Advisory Committee.

He first soloed in a Cessna 150 at El Monte Airport, Calif., in August 1965 and currently flies light airplanes for fun and personal travel. →

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)

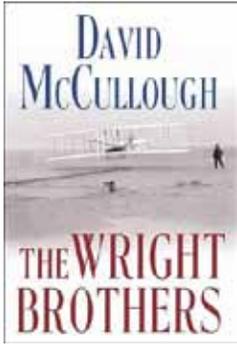
Website: www.aahs-online.org

Email: aahs2333@aahs-online.org

Copyright ©2016 AAHS

Book Reviews

The Wright Brothers, David McCullough. Simon & Schuster,



1230 Avenue of the Americas, New York, NY 10020. Copyright 2015, ISBN 978-1-4767-2874-2, Hardcover, 9" x 6", 56 B&W photos, \$30.00.

Noted historian and author David McCullough has applied his talents to telling the Wright brothers' story. This well researched and beautifully written book concentrates on the brothers during the period of 1898 to 1912 – the period when their focus was on developments leading to powered,

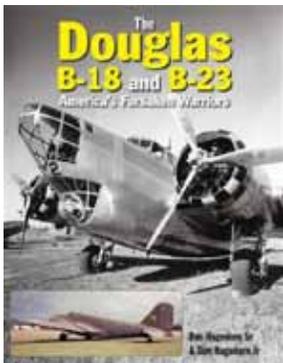
controlled flight and their demonstrations to the world of this capability. Through the use of the Wright brothers' writings, their associates and contemporaries and newspaper articles of their exploits the author has woven a story that gives the reader a perspective of what the brothers were experiencing and their own thoughts regarding these events.

The book is an enjoyable read, even for those well versed in the Wrights' history. While it introduces little in the way of new information about the brothers and their work, it does provide the reader with information about their day-to-day experiences during this period. The reader gains some insight into the frustration, jubilation, and methodical approach that the brothers took to achieving their objectives. It lets the reader see how careful they were in their preparations, realizing full well the potential hazards associated with flight – doing all that they could to minimize the risks involved.

This book would be a good addition to one's library, even for those specializing and familiar with the Wrights' story. It is one of the better written books on this subject.

Leland Pugsley

The Douglas B-18 and B-23, America's Forsaken Warriors,



Dan Hagedorn Sr. and Dan Hagedorn Jr. Cercy Publishing Ltd, 1a Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH; www.crecy.co.uk. (U.S. distributed by Specialty Press, www.specialtypress.com) Copyright 2014, ISBN 978-0-8597-9178-6, Hardcover, 11" x 8.5", 288 pages, numerous B&W and color photos, drawings and images. \$39.95

The father/son Hagedorn team have combined to produce a definitive work on the development, deployment, service experiences and post-service use of this often maligned design. Through their research and writing, they bring to light that the development and acquisition of the B-18 was the right technical and political decision at the time. Introduced at a time of restricted budgets and rapid technological advances, the B-18 served as a bridge between

open cockpit bombers it superseded and the "heavy" bombers (B-17, B-24, B-29) that became the workhorses of the Allied bomber fleets of WWII.

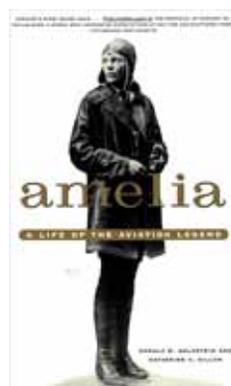
Technically obsolete by early 1942, the armed services of the U.S. and Canada still found a useful niche for these airplanes during the early part of the war – anti-submarine patrol and convoy escort on the east and west coast and the Caribbean/ Gulf of Mexico area. A pioneer in the application of airborne radar and their exceedingly long legs – 12 to 14 hours of flying without extra tankage – the B-18s delivered reliable, yeoman service and excellent reliability for their crews.

Though maligned, forgotten or ignored by many WWII historians, the authors' extensive interviews with surviving crewmembers shows that the aircraft was well liked and respected by these men. While bomber crews in the European and Pacific theaters generally rotated home after accumulating some 400 to 500 hours, it was not uncommon to find B-18 crews that had logged thousands of mission hours, mostly flown over water with marginal chances for recovery in ditching situations. The aircraft was an honest flyer, a stable bombing platform and possessed few vices. Which all leads to the question of where its negative reputation comes from. The authors, in researching their subject, found that this negative perspective appeared after the war and did not come from individuals who had operated or maintained the aircraft. The conclusions of the authors is that, when analyzed from the perspective of the period, the B-18 met or exceeded its requirements and performed admirably in the roles it was assigned to.

If you are looking to add an excellent reference on pre-war and WWII aircraft to your library, then this book should definitely be on your list. The only complaint that this reviewer has about the work has nothing to do with the content – I found the font size used to be small, making it a little difficult for these old eyes to smoothly read the text. A magnifier would have definitely helped – Ouch!

Hayden Hamilton

Amelia – A life of the Aviation Legend, by Donald M.



Goldstein, and Katherine V. Dillon. Potomac Books, Inc. Washington, D.C., 2007, ISBN: 978-1574881998. Paperback, 321 pages, including index, Glossary and Notes pages. \$16.95

Goldstein and Dillon take a look at the often published life of Amelia Earhart from the perspective of previously unpublished materials, much generated by the late Captain Laurence F. Safford, USN (Ret.) and John F. Luttrell, two men who,

for different reasons, accumulated in-depth research data on Amelia's life and disappearance (one had military involvement in the communications equipment installed on Howland Island, where Amelia was to land. The other, materials regarding the particulars of the plane's disappearance.)

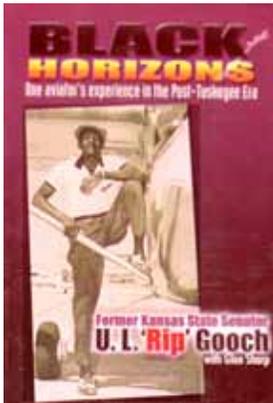
Amelia explores the childhood of the pioneer aviatrix, delving into the personalities of her parents, Edwin Earhart and Amy Otis, and her sister, Muriel. Goldstein and Dillon

pull from extensive book and newsprint publications to impart sometimes-excruciating details of family events. We learn, for example the Japanese lanterns lighting Amy's coming-out party on the lawn were spaced ten feet apart. But they also enlightens us on the considerable technical, social and political elements that comprised Amelia's environment.

The book is broken into three segments: Part I – Takeoff, Part II - High Flight, and Part III – Flight and Mystery. The three sections logically describe her background, her impetus into the uncharted field of aviation, her ongoing promotion of aviation following her Friendship flight through lectures and more record-breaking flights ('just for the fun of it') and ending with a detailed technical and personal review of her last flight, ending in mystery over the Pacific.

The authors show us the public Amelia, but also the personal factors that drove her, such as her long-time financial support of her mother and sister, and friendships with such notables as Eleanor Roosevelt, wife of President Franklin Delano Roosevelt.

Jerri Bergen



Black Horizons: One aviator's experiences in the Post-Tuskegee Era, by U.L. "Rip" Gooch, ATP, CFI with Glen Sharp. Self-published, 2006 (self-published), re-released 2016, The Community Voice / TCV Publishing, 2918 E. Douglas, Wichita, KS 67214. ISBN: 0-9786762-0-3, 9"x 6," paperback, 216 pages., 104 photos.

And now for something completely different... A tall, lanky, ancient, black man, in cowboy attire, a startlingly peculiar sight at Kansas aviation events, instantly recognizable as a local aviation legend, and the most senior Kansas senator. His story is even more intriguing than his looks.

Gooch started life in rural Tennessee in the depths of the Depression, as an orphan with the "wrong" skin color. Ambitious and bright, he grew up in poverty looking for opportunity – angling around the hard racial barriers of the South, and the largely bigoted Midwest – obsessed with flight, and determined to fly.

When World War II came along, he took a shot at becoming a Tuskegee Airman, but got stuck with infantry "mopping-up" operations the South Pacific. But the flying bug had bitten. He would spend the rest of his life trying one way and another to find his way into the cockpit, and beyond. How he did, against the odds, is a humble-but-intriguing story of passion, desperation, determination and luck-plus-pluck.

Gooch conjured one way and another – odd jobs, GI Bill, risky flying – to get his pilot's licenses: private, commercial, instructor, all the way to airline transport pilot. From grunt chores, to crop-dusting, to airshow acts (with the legendary "Mr. Airshow," Bill Sweet), he chased after the aviation industry, reaching Wichita (home to plane makers Boeing-Wichita,

Beech and Cessna), in the peak production years of the Cold War – eventually working up to final inspector on Boeing's big bombers.

But that was not enough. Gooch kept up entrepreneurial efforts, instructing and flying charters – eventually gaining control of Wichita's little Rawdon Airport (right across the street from mighty Beech Aircraft), where Gooch had the spunk to challenge Beech by becoming the regional distributor for key rival Mooney Aircraft.

There, Gooch operated an FBO with aircraft fueling, flight school, aircraft charters and rentals. Then he became a defense industry contractor, and quietly built a small airline for the government and its secrets. After racking up over 20,000 hours in the sky, and a few brushes with death – and training, or (as an FAA examiner) testing, over a thousand pilots, Gooch's "retirement" only lasted until he was hired as a consultant by Beech.

Gooch family fortunes pivoted on Rip, as he rose in the aviation industry, was elected to Wichita's city council, and then the Kansas Senate (becoming its longest-serving senator). Gooch's grandparents were slaves, but today his grandson is a political party's state director (and a daughter is a newspaper editor). So it's no surprise that the book is full of realistic insights into the racial issues of American politics, and American aviation, which have long kept them both so conspicuously white – and how one man worked around that.

Simple, humble recounting of the obstacles faced, due to color, and how he and others (black and white) worked to overcome it, the book reveal a fascinating world of daily struggle normally well beyond the grasp of those of us born white and automatically welcomed into American life.

Arriving in Wichita, in 1950s, Gooch quickly found that urban Kansas was nearly as hostile to blacks as the South, with people telling him, flatly, that his color was the problem. Once he was driven out of a restaurant by a manager with a meat cleaver, yet some whites stood with him in other situations. (One of his colleagues, Chester Lewis, led the nation's first successful lunch-counter sit-in, in Wichita, desegregating a national drugstore chain.)

However, despite its title, the book is not primarily about race – Gooch sees beyond race, and shows people as individuals – it's a much broader adventure. Reading it, one cannot help but feel swept up into Gooch's life, as his co-author (*New York Times* and *Newsweek* correspondent Glen Sharp) crafts Rip's memories into a string of riveting personal experiences and insights, making you realize this story could be about you. You can't put it down.

Gooch doesn't brag. He humbly confesses. He laughs and winks at everyone, including himself – honestly crediting luck, and others' generosity, as well as his own initiative and hard work. He reminisces thoughtfully about the various cultures and people around him, and gives us revealing, intimate peeks into aviation leaders and backstage players who – directly or indirectly – not only shaped his life, but aviation as well. In particular, he reveals the undocumented postwar history and inner workings of Wichita, the "Air Capital City."

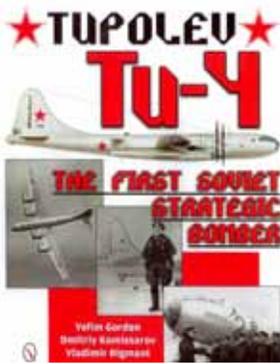
Gooch's wide-ranging aviation story – richly documented with photos – is very down-to-earth, showing the development of a struggling but hopeful aviator, the inner workings of general aviation, the culture of the aircraft industry and how a determined person, of modest origins, becomes a real success in

aviation (with all its ups and downs). It's postwar U.S. aviation history, as seen from inside.

Above all, Gooch's fascinating adventures leave your ears ringing with his motto, handed down from enslaved ancestors: "Don't ever say you can't do something." For this memorable inspiration alone, the book is priceless and an aviator's must-have.

Richard Harris
(former Chairman, Kansas Aviation Centennial)

TUPOLEV Tu-4; the First Soviet Strategic Bomber, by Yefim Gordon, Dmitriy Komissarov and Vladimir Rigmant. Schiffer Publishing, Ltd. 2014. ISBN: 987-0-7643-4797-9, Hardcover, 11" x 8.5", 240 pages, numerous color and B&W photos and drawings, table of contents, index and appendices. \$46.95.



It is ironic that a fully detailed history of the Boeing B-29 has yet to be published, yet its clone, the faithfully reverse-engineered Tupolev OKB Tu-4, (NATO Code name *Bull* in the B for Bomber

category), is now available in English. The amazing fact is that the Tu-4's multi-mission history parallels similar USAAF/USAF modifications and applications of our B-29s until its retirement - even Tu-4s were used as ground targets similar to a few B-29s retired at China Lake.

The authors present in detail, the acquisition (American slang is "by hook or crook") of flak damaged USAAF B-29s forced to land in Soviet territory, their flight tests, nitty-gritty examination, photographing, cataloging and duplication of engines, props, sheet metal, indeed, every single component down to hardware, seals and servos. The book's chronology introduces the difficult task of Russia's aircraft and machinery plants to reverse engineer a totally dismantled B-29 to thus birth the initial B-4 (Tu-4) clone. Indeed, having "acquired" mid-war production examples, they too suffered engine fires, propeller failures and component reliability problems demanding solutions, while the USAAF and Boeing corrected the B-29's teething problems in combat, and during production.

The Russians obviously considered it a small price to pay to developing their own long-range strategic bomber, necessary to carry their developing nuclear weapon. The tremendous reverse-engineering effort and construction details of the Tu-4 prototypes open a unique window into the process-including a rude surprise . . . the deliberately planned and successful espionage mission into the USA to acquire specific Boeing Company plans for critical B-29 components.

Also described is the sensible quandary about daring to oppose Stalin's orders of exactly duplicating everything, including our B-29s, IFF unit. The USAF, upon discovering that Tu-4 clones were entering service, were startled and the issue of copied IFF units with similar frequencies induced some paranoia, plus a scramble to determine what equipment was installed in the seized B-29s, including the Korean "acquired"

B-29 forced landing in 1945. Like the USAAF cum USAF's Atomic bomb-carrying silverplate B-29s, photo and ferret reconnaissance, research aircraft mother-ship, missile launch platform, DB-Director Bomber, refueling tanker, engine test-bed and other applications, the Tu-4 nearly mirrors USAF applications of B-29s during the Cold War.

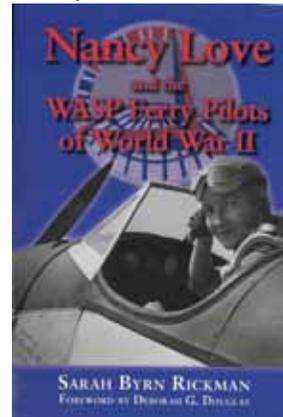
Konstantin Udalov of Avico Press once mentioned the belief that some Tu-4s were agent drop aircraft similar to the USAF ARC Squadron's select and modified B-29s. However the ARC's agent dropping B-29s were also rigged to yank agents off the ground and reel them into the plane; it was a very dangerous low speed, on-the-deck flyby maneuver without landing. The book presents the Tu-4 initially dropping their early nuclear weapons plus development of the TU-12, Tu-70 transport and the Tu-75 military transport variant.

A brief account includes "Mao's Bulls," Tu-4s and the turboprop powered Tu-4 given the Chinese designation KJ-1, an AWACS prototype presented to Chairman Mao. The book contains a wealth of historical facts, details, and production numbers supported by high quality photographs not seen in the West, plus color plates. The only project the Tupolev OKB apparently missed was USAF MX-767 or Project Banshee - the modification of B-29s into pilotless radio controlled 3,000 mile range "guided missiles."

In summation the Tupolev Tu-4 book is a quality print, an excellent read and reference book worth acquiring despite a stiff price - a quality addition to anybody's aviation library.

David Stern

Nancy Love, and the WASP Ferry Pilots of World War II, by Sarah Byrn Rickman. University of North Texas Press, 2008. ISBN: 978-1-57441-576-6, Paperback, 9" x 6", 350 Pages, with photos, appendix, bibliography, and index. \$19.95.



On August 5, 1943, General Arnold merged Nancy Love's Women's Auxiliary Ferrying Squadron (WAFS) with Jackie Cochran's Women's Flying Training Detachment (WFTD) to create the Women Airforce Service Pilots (WASP). He named Cochran

director of the WASP and Nancy Love as the WASP Executive of the Ferrying Division of Air Transport Command (ATC). This is Nancy Love's biography and the author's second book about the women who ferried aircraft for the ATC.

Nancy Love was with her mother at Le Bourget Field in Paris when Charles Lindbergh landed the *Spirit of St. Louis* in 1927 - but it wasn't until three years later that her desire to fly blossomed when two barnstormers landed in her hometown of Houghton, Michigan. She was so thrilled that she started taking flying lessons and at age 16, became the youngest woman in the United States to earn a private pilot's license. At Vassar College, she was known as "The Flying Freshman." Her exuberance for flying resulted in two weeks' expulsion from school for buzzing the campus one afternoon.

NETWORKING WORKS

When WWII started, the Ferry Command of the ATC didn't have enough pilots to keep up with the demand to ferry all the planes being produced by aircraft manufacturers. Most of the pilots they had been using before were called back to active duty. It was then that Col. Tunner found out the wife of his deputy chief of staff was commuting daily in her Fairchild 24 from Washington, D.C., to her job as operations planner in the Ferrying Command's northeast sector office in Baltimore.

Col. Tunner met with Nancy Love and she convinced him that there were experienced women pilots available that could supplement his existing complement of pilots. He saw in her the ideal person to organize and lead a Women's Auxiliary Ferrying Squadron. In August 1942, Tunner submitted the idea to his boss who then submitted it to General Arnold. Tunner was unaware that General Arnold had turned down a similar proposal by Nancy Love more than a year before. This time Gen. Arnold approved the request.

On September 10, 1942, Secretary of War Henry Stimson announced Nancy Love's appointment to organize and lead the new Women's Auxiliary Ferrying Squadron (WAFS) in the Ferrying Division of the AAF's Air Transport Command (ATC). Shortly thereafter General Arnold had Jackie Cochran, who was good friends with the President's wife, Eleanor Roosevelt, create the WFTD in Dallas, Texas. The initial purpose of this group was to train women pilots for the Ferrying Command.

During the next year and a half Nancy Love's command grew from the 28 "Originals" to 303 women pilots assigned to the 2nd, 3rd, 5th and 6th Ferrying Group commands.

Nancy Love qualified as the first female pilot in the Army Air Forces (AAF) on September 7, 1942. She wanted to set an example for the other women pilots and made it her policy to qualify in the type aircraft they would be ferrying before asking other women to fly them. She was the first woman to be checked out in a P-51 and was the first woman in U.S. military history to fly the B-25, flying it coast-to-coast in record time. She was one of the first two women to check out in a B-17 and the C-54. She was proficient in 14 types of military aircraft by March 1943.

Under Nancy Love's leadership, the WASPs in her command ferried over 50% of the high-speed pursuit type aircraft in the continental United States. Between September 10, 1942, when the WAFs were officially organized and December 20, 1944, when the WASP were disbanded the women ATC pilots delivered 12,652 planes while flying 77 different types. This is especially impressive when you consider that the Ferrying Division delivered 21,092 aircraft to foreign destinations and made 291,595 domestic ferry movements.

Sarah Byrn Rickman is an exceptional writer who has obviously done her homework. This book is about the role women played in aviation during the 1930s and 1940s. It has heartrendering moments, the joy they felt, and the political intrigue they endured. But most of all, it is about one exceptional woman pilot and her capable leadership. This is a very good read.

Larry Bledsoe

A request in the WANTS & DISPOSALS from AAHS Flightline 191 (3rd Qtr 2015) included a request from Bob Taylor for information on Margaret (Marge) M. Hurlburt, a WASP. The information he sought was for the museum collections at the International Womens Air&Space Museum in Ohio (IWASM). I wrote to a friend who is former WASP but she did not know Hurlburt. I also forwarded the request to Jules Blum, who has done years of research on WASP for various museums, and created a large display at the American Airpower Museum on Long Island. She is also the archivist at the Cradle of Aviation Museum on Long Island. [I met Jules when we both appeared in "Women with the Right Stuff" - a History Channel documentary].

I just received word from Jules that she was able to donate new information and several photographs from her personal collection in association with Hurlburt to IWASM. This is the essence of aviation history preservation through the cooperation of professionals.

I thought you would like to know that networking through your members worked very well in this instance.

Best,

Gia Koontz

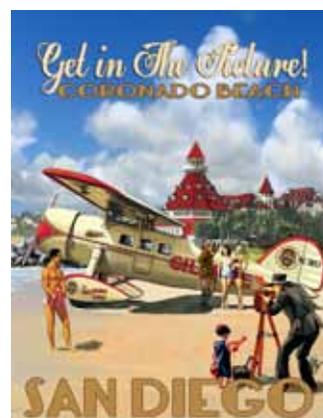
PS: I have worked with IWASM since 1995. They have agreed to take my research materials on Harriet Quimby when I am ready to donate. I'm sorting 12 boxes of files and hope to skinny it down to one or two with copies of research not found on the Internet. →

Best of the Best

By Earl See

At the end of each year, the AAHS asks its membership to vote for the Best Article and Best Artist published in the *AAHS Journal*. While all the articles and paintings for CY2015 (Vol. 60) are outstanding works representing hours of research and laboring over the word processor or canvas, one or two of each tend to appeal just a bit more than the rest.

The choice for Best Article was Justin H. Libby's "William Bushnell Stout (1880-1956)." Competition this year was close among the number of 33 eligible articles, with the Stout bio being the winner.



"Get in the Picture" poster featuring Roscoe Turner's Lockheed 3 Air Express on the beach in front of the Del Coronado Hotel in San Diego. The painting is based on a photo taken during one of Turner's publicity stunts. Jerri Bergen's poster won with an outstanding 31% of the votes cast for the eight eligible paintings. →

President's Message

It is delightful to meet with historians such as John Underwood, and his wife Mary, as Hayden Hamilton and I did recently. We had the chance to review some of the many photo collections that John has acquired over the years, and the numerous aviation pioneers that John has interviewed or worked beside.

The aviation community is small, and yet there is still so much of its history that we have yet to record. Histories of the unique individuals and their aviation inventions that have shaped the modern world.

One history that I hope to help John with is the story of Rearwin Co., and Ed Porterfield, an engineer at Rearwin, who later built and sold his own aircraft under the name Porterfield Aircraft Company.

It's these fascinating histories that AAHS has recorded and continues to document that keep the mission of AAHS important enough to expend the resources to preserve photo collections, to reach out to individuals to record their histories in the *AAHS Journal* and *FLIGHTLINE*.



John Underwood, Hayden Hamilton, Jerri Bergen and Mary Underwood following an afternoon of aviation history discussions.

These kinds of histories, if not recorded when there are eye witnesses to interview, and pictures that have not yet made their way to a dumpster, might not be available for those who seek to understand this sometime in the future.

Since purchasing our Porterfield several years ago, we have (naturally) taken a much greater interest in the history that this little airplane represents. We've looked up its registration history, uncovered past owners, and even found the original manufacturing site (now a run down barbershop) in Kansas City, Missouri. Had we not possessed this airplane, we might not have taken the time to find out this history, and it behooves us to share this information for other Porterfield lovers.

I am grateful that we have an organization such as AAHS where we can document these and other stories, grand and small, simple and complex, all of which add to this storehouse of knowledge.

Consider supporting your aviation interests (in addition to your AAHS membership) by adding your photo collection and/or stories to the AAHS archives, or by providing a donation that allows AAHS to continue this important preservation effort. And, look for our Porterfield article soon!

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.

Hal Cusick
Tierra Verde, FL 33715

David Duntz
Beavercreek, OH 45440

Errol Martyn
Upper Riccarton, Christchurch 8442
Canterbury New Zealand

Don Tate
Jonesburg, MO 63351

Susan Brinchman
La Mesa, CA 91942

Reuben V. Apodaca
Albuquerque, NM 87109

Vernal L. Bracken
San Antonio, TX 78250

Bernard I. Robertson
Bloomfield Hills, MI 48302

Shannon Scott
Hudson, WI 54016

Harvey Armacost
Baltimore, MD 21220

Donald Boyle
Summit, NJ 7901

Les & Tonya Isaacowitz
Phoenix, AZ 85048

Carlos L. Lorens
San Juan, PR 00926-247
Puerto Rico

James Rybarczyk
Muncie, IN 47303

Bryan Sheehan
Norman, OK 73072

Byron Engle
Harlingen, TX 78550

William Fields
Hazard, KY 41701

Ron Price
Vineburg, CA 95487

Giacinta Bradley Koontz
Prescott, AZ 86301

Kristen Arnett
Houston, TX 77024

Gary Lampman
Portersville, PA 16051

Ken Stoltzfus
Kidron, Ohio 44636

Mark Zeman
Farnborough, Hampshire, GU146ED
UK

Lygia Ionnitiu
Agoura Hills, CA 91301

Alan Roeckel
Aurora, CO 80013

Thomas R. Kromer
Dublin, OH 43017

Eriko Aoyagi
Chiyoda-ku, Tokyo, 101-0051
Japan

Amos F. Lafon
Datil, NM 87821

Joe Harris
Goldsby, OK 73093

Debbie Hatrick
Santa Ana, CA 92707-2904

Richard Koehnen
Inver Grove Heights, MN 55077-4700

Phil Olson
Amity, OR 97101

Denise Johnson
Orlando, FL 32825

Richard R. Bauer
Springfield, MI 49037-7623

David Bole
Enumclaw, WA 98022-8860

Timothy Cislo
Honolulu, HI 96820

Andrew Bennett
Minnetonka, MN 55345

Kenneth Fosdick
Plymouth, MA 2360

Dennis Katz
Saint Marys, GA 31558-3408

Rollyn E. Puterbaugh
Dayton, OH 45410

Lt.Col. Fred G. Seifritz
Sun City, AZ 85373-1558

Terry Wilson
Colorado Springs, CO 80910

Roberta Bassin
Granada Hills, CA 91344

Jacque Boyd
Angel Fire, NM 87710

Michael Harlow
Avondale, AZ 85323

Rod Hay
Signal Hill, CA 90755

Gabriele Hysong
Indianapolis, IN 46255

Frank Lenz
Boca Raton, FL 33486

William Livingstone
Goleta, CA 93117-2231

Stephen Morris
Sunnyvale, CA 94087

John Zobel
Seattle, WA 98122

Tony Dowdeswell
Chorleywood, Hertfordshire WD3 5DR
UK

Richard Gauron
Issaquah, WA 98027

James Roth
Thousand Oaks, CA 91362

Paul & Lisa Walter
Milwaukee, WI 53207

David L. Boslaugh
Winchester, VA 22603

Donald W. Peters
Weterville, OH 43081

Chuck Pozanac
Riverside, CA 92508

William Davis
Oklahoma City, OK 73109

Charles Large
Bedford, TX 76021

Mark Lincoln
Houston, TX 77074

Bruno Carlos
Cruz de pau, PT 2845-137

Kai Lebert
Herndon, VA 20171-2281

Patrick Barrett
Saint Cloud, FL 34772

Edward Lockwood
Houston, TX 77007

Jack Croul
Corona del Mar, CA 92625

Forrest Lovley
Jordan, MN 55352

Wants & Disposals

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

WANTED: Help in identifying this United Air Lines clock. Anything about its use or function and particular an explanation



of what the letter codes on the face. mean?

Larry Barasch, ABR, CRS, GRI, LBA
 Coldwell Banker Residential
 136 West Main St., Babylon, NY 11702
 (cell) 516-449-2222 (office) 631-274-1955
 (e-mail) Larry.Barasch@cbmoves.com
 (website) www.LarryBarasch.com

The Story of the 1939 National Air Races

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

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



Only \$28.95 + s&h

The National Air Race Project

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

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
.COM
www.scalecraft.com

HOT OFF THE PRESS

**America's Local Airline Service
 by David H. Stringer**



Introductory offer of
\$33.95

(15% off list price of \$39.95) if purchased before August 1, 2016. Available June 1, 2016 from the AAHS and APT Collectibles.



www.aahs-online.org/store.php



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). 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.