



# AAHS FLIGHTLINE

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American Aviation Historical Society

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Douglas A-20G, N747HS, owned by the Lewis Fighter Fleet and restored by AAHS Board member Carl Scholl's Aero Trader, was the Grand Champion Warbird. Seen here taxiing for departure. (Photo by Hayden Hamilton)

## EAA AirVenture 2017

Every year a significant portion of the aviation community travels to Oshkosh, Wis., for the annual pilgrimage

to the Experimental Aircraft Assoc., fly-in called AirVenture. For those who regularly attend, this is an opportunity to meet old friends, learn about building or maintenance techniques and to get caught up on the latest in aircraft technology – from components to complete aircraft. For the uninitiated, AirVenture is like drinking from a fire hose – too many things to do and see making it difficult to focus and prioritize.

This year was no different with over 10,000 aircraft parked on the field and many more scattered to surrounding fields simply because there was not more room. The Vintage Aircraft Assoc. had more than doubled their parking spaces and over 1,000 vintage aircraft showed up to fill it. Warbirds were graced with about a dozen B-25s, rounded up to memorialize the Doolittle Tokyo Raiders, and this author gave up trying to count the L-birds, T-28s, T-34s, Navions and L-39s. Even the Homebuilts were well

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A rare sight these days - two Boeing B-29s flying in formation. The Commemorative Air Force's Fifi is on the left while Doc's Friends' Doc leads the formation. (Hayden Hamilton photo)



*It is hard to adequately describe, much less photograph an airfield as large as Wittman Field literally covered with airplanes and commercial aviation. This composite image covers a small portion of only the vintage aircraft in attendance this year.*

represented with 100s of RVs and 10s of Lancairs, Glassairs and others. Crowd attendance was up with the Friday and Saturday shows being record breakers – read that wall-to-wall, or maybe that should be plane-to-plane, people. Official



*Cessna 172 N5000A, c/n 28000. This 1955 172 is the first production aircraft of this model. (Hayden Hamilton photo)*

attendance records show that 590,000 people attended the seven-day event and over 17,224 aircraft movements recorded for the 10 days making it the busiest airport in the world during that period. Even Camp Scholler (the camping) area was at maximum capacity with the EAA quickly opening additional space – a first ever for this area.

On the innovative side one of the interesting developments that caught our eye was the latest in helicopter design. Still in

the development stages and yet to fly, a number of companies are working on these. There was one, two-passenger model, the SureFly developed by Workhorse Group of Loveland, Ohio, on display. This “quadcopter” design is powered by eight electric motors driving counter-rotating props on four arms – electrical power comes from two 100kW generators powered by a single 200-hp gas engine with battery backup. Projected performance is 70 mph and one-hour duration. It is expected to begin flight testing this fall. We wouldn’t be surprised to see one demonstrated at AirVenture next year.

The actual air show had its usual cast of characters, but with a number of additional participants. The Blue Angels made their first ever appearance at AirVenture and while their show was impressive, the Friday and Saturday they performed, the show line had to be moved back 100 feet to accommodate their performance safety requirements. This made for a less than optimal arrangement for all the other performers in the show and a big inconvenience for photographers that were forced to shoot down “clear” corridors between rows of parked planes. The USAF was not to be outdone either, providing daily demonstrations of the F-35 and A-10 and several performances including the B-1B and a B-2 Spirit on Saturday’s show.

Most importantly, the AAHS had a presence, provided by the graciousness of the Vintage Aircraft Assoc., where we were able to make contacts with old friends, sign up a number of new members and create awareness about our organization. The experience was a learning one for the Society with a number of thoughts and ideas on how to do it better next time.

The A-20 Havoc, whose restoration was recently completed by AAHS member and Board of Director Carl Scholl’s Aero

*Countless individuals have learned to fly in the venerable Piper Cub. Here we see more than 50 Cubs (from the Piper J-3*





over 10,000 - ranging representing almost every aspect of aviation - antique, vintage, warbirds, ultralights, balloons, general (Hayden Hamilton photo)

Traders, was a show piece in the Warbirds attracting a lot of attention. Though available for show participation, it did not fly in that capacity for reasons unknown. This restoration was as complete and accurate as possible with a 75-year-old airplane and was beautifully executed – so well so that it was awarded Grand Champion in the Warbirds judging with Aero Traders (Carl’s company) being awarded the Golden Wrench for the restoration work.

One of the things that EAA does extremely well is creating a family experience with something for all ages. This ranges from bungee jumps and wall climbs for the little tykes, evening musical evening performances by well known bands, drone flight experiences to evening theatre shows of both classical and contemporary movies (generally with an aviation related theme if you can count “Star Wars” as such). This year was no different. Perhaps, though, there was a change this year in air show management who have yet come up to performing at the efficiency of past management. There seemed to be a degree of indecision and communication about who would actually be performing on a daily basis, with the venue changing on minimal notice. For example, the Doolittle Raid re-enactment was scheduled for Wednesday, but was done during Tuesday’s main show, which was missed by this author because it wasn’t on the published show schedule. They put it back into the Wednesday twilight show and then ran it again on Friday with none of these in the published schedule. Because of this flip-flopping it was impossible to effectively plan your activities. In fairness to this group, there quite possibly were very good reasons for these changes. They just need to work on better communicating what is happening.



ABOVE: The detailed restoration of the aft compartment of the A-20 Havoc. (Hayden Hamilton photo)

RIGHT: AAHS Board member Carl Scholl’s Aero Trader was awarded the “Golden Wrench Award” for their restoration of the A-20, (Jerri Bergen photo)



Cub type club that flew in to AirVenture this year to celebrate the 80th anniversary of the type. (Hayden Hamilton photo)



Like the Muslim pilgrimage to Mecca – every aviation enthusiast should do this at least once in their lifetime – anyone with a love, or even fascination with aviation should try to get to Oshkosh at least once. For planning purposes, the event is always held during the last week of July. You will truly be amazed when you go. →



One of the 12 Boeing YL-15s produced, this ungainly looking liaison aircraft never caught on. (Hayden Hamilton photo)



The latest in helicopter design - the prototype Workhorse Group Surefly was on display. (Workhorse Group photo)



Northrop's B-2 Spirit is always an attention grabber. This is 82-1067. (Hayden Hamilton photo)



Aerobatics are a standard air show attraction and the U.S. Navy's Blue Angels are among the best in the business. But, they don't hold a "candle" for the crazies that do this in the dark! Wing walking is hairy enough in the daylight. (Hayden Hamilton photos)



NASA brought Scaled Composites', Rutan-designed, Proteus for static display. Seen here departing for return to Edwards AFB. (Hayden Hamilton photo)

# 2017 Paris Air Show

by Ed Martin

The Paris Air Show is one of the most significant and largest Air and Trade Show in the World. Held every second year at Le Bourget Airport on the outskirts of Paris and alternating with the Farnborough Air Show in England. Le Bourget Airport, where Charles Lindbergh ended his historic flight in 1927 is easily accessible via the Paris Metro system. Sweltering temperatures dominated the 2017 show and radiation rebound from the Le Bourget ramp was a considerable problem. However, the heat did not diminish the attendance, nor did the long thorough security lines at the show entrances.

The heat on the Le Bourget ramps did oblige the crowds to remain in the exhibition halls for extended periods except of course when the flying displays were taking place and then shaded areas were at a premium. The comfort of the six air-conditioned exhibition halls was a benefit to the large attendance and a boost for the 2,000 vendors manning the large and small exhibition stands with aerospace products from all over the world. It was obvious in many areas serious displays and discussions were occurring. The 130 aircraft on static display were not ignored and those available for inspection had long lines of enthusiasts. Transport throughout the Air Show's extensive outside exhibits, was available via several Disneyland-type shuttle trains with stops at all the prime locations.

Most of the world's large aerospace companies, representing commercial, general and military aviation and space were in attendance for one reason -- SALES.

On the commercial side the well-publicized competition between Boeing and Airbus was a headline in the many daily magazines published at the show. Each of these two companies



Boeing brought and demonstrated both their 787-9 and 787-10 models. Here we see a model of the 787-9. (Photo by John Martin)

displayed and flew their newest aircraft. Boeing brought the latest 787-10 Dreamliner, along with the attention getting first Boeing 737 Max 9 and announcements regarding the 737 MAX 10. Keith Leverkus, Boeing's vice-president and general manager of the 737 program, stated, "The MAX 9 is currently in flight testing with concentration on "performance, stability control and auto-land" associated with the longer body of the



The heat on the ramps was oppressive, obligating the crowds to remain in the air conditioned exhibit halls for extended periods. Shuttle trains made getting around in the heat a little more tolerable. (Photos by the author and John Martin)



Nose of the stretched 787-10. (Photo from Flight Daily News)

MAX 9.” Boeing was also celebrating the 50th anniversary of the first Boeing 737 in 1967, the most popular commercial aircraft of its type with 9,400 sold. The Boeing 787-10 at the show is one of three aircraft in the test program and expecting to clear certification in 2018. Two of the three Boeing test aircraft have Rolls-Royce Trent 1000 engines installed and one has the new GE Aviation GE9X engines.

Boeing opened the first day of the show with an \$8.1B order for 30 Dreamliner 787-9s from aircraft lessors, Air-Cap. CDB Aviation Leasing Finance signed a letter of understanding for eight 787-9s and a wider commitment for 60 Boeing jets including 42 737-8s and ten 737 MAX 10s.

The Boeing-Airbus competition in the single aisle aircraft market is intense with Airbus showing more orders for the A320 family over the Boeing 737 family, although Boeing after two days at the show announced more aircraft orders, 571 with 346 for Airbus. Boeing, in announcing the 737 MAX 10, has decided to “Stretch it to the MAX.” The Max 10 will be a 5.33ft (1.64m) stretch of the MAX 9, and would enter service with a range of 3,215nm (5,950km). In launching the new 737 variant, Boeing signaled that there are more than 240 firm orders and commitments for the MAX 10 coming from more than 10 customers, which includes some conversions of existing MAX 8 orders.

The Boeing 777-9x also got attention, flight testing is anticipated in 2018 with the new GE9X engine installed, an upgrade of the GE90 on current 777 aircraft.

Boeing also gave a slight hint as to their proposed, unofficially called 797, aircraft indicating a suggested 220/270 passengers and a range of 5,200nm design characteristics.

Airbus responded with the Airbus A380plus displaying installation of concept winglets with an upper sweep and a



Airbus announced and displayed their new winglet design for the A380. (Photo by John Martin)

downward ventral strake beneath, plus the A321neo (new engine option), in addition to the Airbus A350-1000. The A380 winglets will only be installed on new aircraft. There will be no A380 aircraft retrofits on the winglets per Airbus.

The new winglet installation is intended to be weight neutral, in order to maximize the improvements in fuel burn and aerodynamic efficiency.

*Flight Daily News* magazine in the June 19 show issue, detailed no viable secondhand market for the earliest A380s, and could face the prospect of being parted out after just 10-year’s service. According to *Flight Fleets Analyzer*, 10 A380s on operating lease are due to be returned between now and 2020 - six with Singapore (SIA), three with Emirates and one with Air France.

The Airbus A320/321 has achieved great success in the single-aisle market with many carriers utilizing the reduced fuel burn to increasingly fly narrow-body aircraft on traditional long haul routes, i.e., U.S. to Hawaii and U.S. to Europe.

The Airbus A321neo (New Engine Option) gave an impressive flying display and was a popular among the static aircraft. It is designed to carry 186-236 passengers depending on configuration with a range of 3,700nm. The Airbus A320neo is also available.

The Airbus A350-1000 is a stretched variant of the in service A350-900 wide-body jetliner with improved aerodynamics and innovative technologies to improve fuel efficiency. The aircraft features a long and spacious cabin to accommodate up to 366 passengers in a typical configuration. It can accommodate 400 in a high density configuration. Two Rolls-Royce Trent XWB-97 (Xtra Wide Body) engines powered the show aircraft. It has a range of 8,000nm.



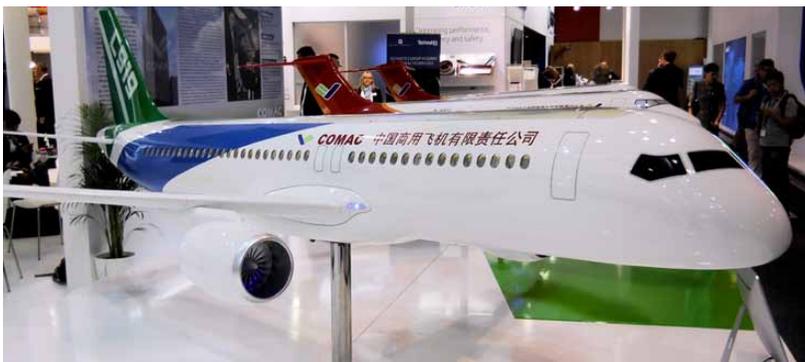
Airbus A350-1000 during flight demonstration. This is a stretched version of the A350-900 currently in service and has improved aerodynamics. (Photo by the author)



Flight displays of military aircraft are a major part of the Paris Air Show. Here we see a Dassault Rafale being put through its paces. (Photo by the author)



Russian aviation interests were well covered by model displays of military and space. Above, a Sukhoi Su-35 model, and right models of the CosmoSoyuz rocket family. China had an impressive display of aerospace technology including models of their new C919 jetliner (below left) and ARJ21 regional/business jet (below right) offering. (Photos by John Martin)



The military side was well represented with the Lockheed-Martin F-35 in a flying display although the short take-off and landing aircraft did not demonstrate its hovering capability on the first show day. The Swedish Grippen and French Rafale also provided flying displays.

Russia, had a very impressive display stand for commercial, military and space exhibits.

China also had an impressive display stand with models of their new jetliner, the C919, and the ARJ21 regional or business Jet, plus the Great Wall Space Agency was well represented.

Supersonic passenger flight was not overlooked at the show with a number of developers. However, financial, regulatory and technical challenges remain.

Boeing and Airbus have asked GE Aviation to produce an additional 800 engines over a three year period beginning in 2018. This request comes on top of 6,000 CFM56 and LEAP-1 engines already planned for production in the CFM International factories in the USA and France. GE is currently working to deliver from a historic backlog of engines across single-aisle and twin-aisle fleets and confirms the joint venture has the capacity to meet the Boeing and Airbus engine demand. Rolls-Royce, Pratt & Whitney and International Aero Engines (IAE) were also in attendance.

“The future is supersonic” was a headliner at the show, 14 years after the retirement of the Aerospatiale/BAC Concorde, the dream was very evident with four companies working on resuming civilian supersonic flight. In Cleveland NASA’s

Glenn Research Center is evaluating a concept with Lockheed Martin’s Skunk Works on a jet called QueSST shaped to muffle the sonic boom. In Boston, Spike Aerospace is developing a subsonic demonstrator version of the supersonic S512 business jet scheduled for delivery in 2023. In Denver, rival BOOM is assembling the supersonic demonstrator XB-1 with flight tests to begin in late 2017. In Reno, Aerion in partnership with Airbus Defence and Space has selected the engines that will power the AS2, the supersonic tri-jet unveiled in 2014.

*Flight Daily News* on day two of the show gave a detailed report on the Boeing P-8 multi-mission aircraft recently assigned to Patrol Squadron Four (VP4) at U.S. Naval Air Station, Whidbey Island, Washington. The P-8 is a militarized version of the Boeing 737. The P-8 has a unique combination of state of the art sensors, proven weapons systems well suited



Boom Supersonic is working to build a one-third technology demonstrator XB-1 (top) of their proposed supersonic passenger airliner and begin flight testing it by the end of this year. (Rendering from Boom Supersonic)



*Boeing P-8 is beginning to replace the Lockheed P-3 in a multi-mission patrol aircraft configuration (above). The aircraft is equipped with an array of sensors feeding multiple stations in the cabin. (Boeing photos)*



for a wide variety of missions in any environment. The U.S. Navy plans to transition P-3 crews to create a total of 12 P-8 squadrons. With its ability to deploy more than 4,500 mile (7,200km) from its base, fly lower than 500ft (152.4m) above the sea or soar above 40,000 ft over combat zones, the P-8 delivers the highest level of quality, reliability and operability.

The Kawasaki P-1 maritime patrol aircraft made its debut at the show and the Japanese Maritime Self Defense Force expects the P-1 to replace the venerable P-3C Orion in Japanese service.

Rockwell Collins and Honeywell Aerospace actively displayed cabin upgrades particularly with in-flight entertainment (IFE) systems and access to high speed in-flight WiFi. Real time weather forecasting will assist pilots in avoiding clear air turbulence. Tracking of avionics and aircraft systems was also a high priority, with real time monitoring and reporting to maintenance before the aircraft lands. These new systems will allow airlines to be safer and more efficient by avoiding delays and reducing costs. Honeywell's Connected Aircraft concept was on display at the show before continuing its world tour to the Middle East and Asia

Bombardier CSERIES and Embraer's E195-E2 were on display with the E195-E2 wearing a special livery of a golden eagle on the nose of the aircraft, dubbed "Profit Hunter." Mitsubishi brought its new MRJ aircraft.



*Embraer brought their wildly painted E195-E2 with a golden eagle on the nose. The plane is dubbed the "Profit Hunter." {Photo by John Martin}*

General Aviation was well represented with the Pilatus PC 12-NG, Pilatus PC-21, Cessna 6, Cessna CES 208 Caravan Ex., Cessna Citation CJ3, Beechcraft BE200 and Beechcraft BE350 Super King Air

Boeing helicopters AH64 Apache, Boeing CH47 Chinook, and the Boeing-Bell V22 Osprey along with the Airbus Helicopter EC145 were represented.

UAV's, space agencies, logistics and every other facet of aerospace was on exhibit by the 2,000 companies in attendance from around the world, however time and energy in the excessive heat did not permit a visit to all of them.

Major air and trade shows like Paris and Farnborough and others expanding throughout the world are wonderful opportunities to view first-hand current, future and futuristic aerospace developments and possibly meet notable aerospace personalities. I had the opportunity to meet with Al Worden, Command Module Pilot on Apollo 15, and recognized as the loneliness man in the world as he circled the moon for 76 hours while his two fellow astronauts descended to the moon's surface. He also performed the first ever walk in deep space to retrieve camera film before returning to earth.

Farnborough, outside London, England will host the 2018 Air Show July 16-22, where a new \$38million Exhibition Center will be opened. →



*The author with one of the many friends he made during the Paris Air Show. {Photo by John Martin}*

# How You Can Improve the AAHS Photo Archive

## *(Without leaving your chair!)*

Since AAHS began as a formal organization over 60 years ago, members and aviation enthusiasts have been dropping off aviation prints, negatives and slides to our offices, each image contributing to the recording of aviation history.

AAHS volunteers would identify the print and/or negative, and file it under aircraft manufacturer and model in specially organized file drawers and folders. The AAHS Photo Archive was originally negatives and 35mm slides, used by aviation authors, historians and researchers requesting photos of aircraft manufacturers, types or specific aircraft tail numbers. When AAHS started, AAHS office staff would locate the requested images, and mail them to the requester, to borrow and return. After losing many original negatives and slides, AAHS moved to a policy providing print copies only. With the capabilities of digital technology today, the Society now scans the original and provides the requestor with either high resolution digital scans or prints.

The Photo Archive grew at a steady pace until the advent of digital formats (post 2000), when our archive exploded with the acceptance of wholly digital files. The Photo Archive was approximately 300,000 images by the end of the 1990s, now we're easily over one million! And growing at a regular pace.

The challenge facing many collections, the AAHS included, is making our archive accessible to members and researchers. The easiest way to do this is by putting our collection online in a searchable format. This requires both scanning and cataloging the images. To date we have accomplished cataloging over 65,000 images and putting this into a searchable database online, with digital images of about 30,000 available for viewing.

As you can see from the chart below, this represents only a small fraction of the collection! It also gives you an idea of the enormity of the task at hand.

In order to make the archive accessible on the website, we must populate the photo database with information about the image along with a digital copy. Data fields like manufacturer, model, registration, where and when the photo was taken, etc. – as much information as can be determined for each image. Some of the digital images have this information recorded in their filenames. Many images are organized simply in folders by manufacturer and model. The need is to extract as much information about each image and enter it into the database.

You can help us tackle this backlog. We can provide you with images where the image data is available and simply needs to be entered into an Excel file. We'll provide you a DVD disc with a block of high resolution digital images, an Excel template file and a set of instructions on how to proceed. You would need only enter into the Excel file the data related to each image. Once this is completed, you simply email the completed Excel worksheet back to us. For your effort, you may keep the copy of the digital images.

If you have some comfort in identifying aircraft in photos, we can provide blocks of images that do not have any accompanying data. You would review each of the image and extract from it as much of the data as possible, i.e., the manufacturer, model and any other information that could be relevant to the image. Once the Excel file is filled out, you'd return it, and keep the high resolution digital images.

Do you have a particular expertise or interest in a particular aircraft type? We'll do our best to get you images that align to your interests. Do you have friends that also have some free time? We are willing to look to individuals beyond AAHS to move our collection to the internet more quickly. Because it is the content of the image that we need documented, this kind of effort does not outsource well.

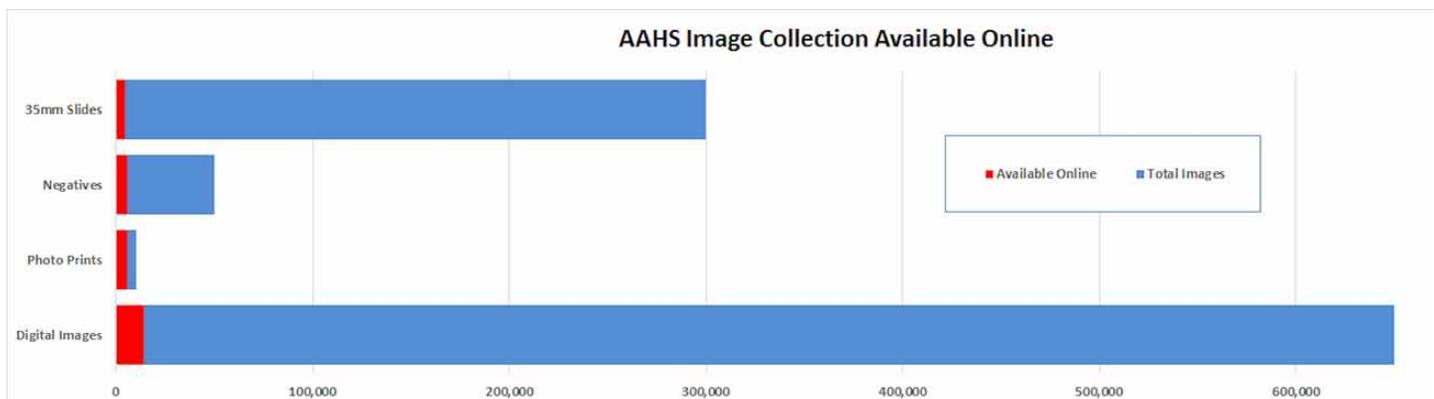
We have a goal to engage 40 members in this very important effort. Could you be one of them? With 40 members processing 1,000 images this year (that's less than three images a day), we could nearly double our digital online archive!

Please consider making a small contribution of your time and expertise to AAHS. This photo archive can be of real help to other aviation researchers, but only if it is accessible!

We are also looking into grants and donations to help fund scanning our prints and slide collections. This represents today over 300,000 images that need to be converted to digital format. If you are unable to contribute to the cataloging, please consider helping with this activity through a donation.

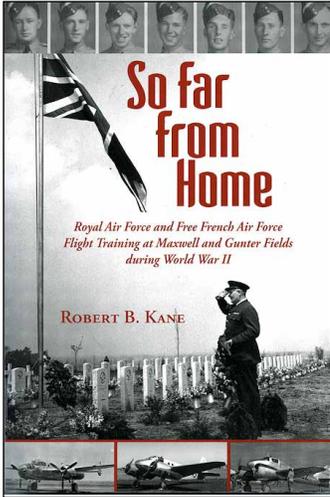
Contact our editor, Hayden Hamilton, at [webmaster@aahs-online.org](mailto:webmaster@aahs-online.org), and we can get you all set up. At our upcoming Annual Meeting (February 2018), we'll be holding a small workshop on this process for attendees who would like hands on instruction in the process.

We look forward to hearing from you! →



# Book Reviews

**So Far From Home**, Robert B. Kane. NewSouth Books, 105 S. Court St., Montgomery, AL, 36104, ISBN: 978-1-60306-369-2, copyright 2016. Paperback, 9"x6", 140 pages, 39 B&W photos, numerous tables, Index and Appendices. \$23.95.



This book looks at the WWII pilot training activities in the Montgomery, Ala., area undertaken by the U.S. Army Air Corps for the British and Free French air forces. During the war, the U.S. trained over 21,000 aircrew from 29 Allied countries. The largest of these programs, 79% of those trained, were for Britain and France. The RAF training began in June 1941 and lasted until February 1943 under what was known as the Arnold Plan. The Free French Air Force (FFAF) cadets began their training in the summer of 1943 and this would continue until November 1945. These programs resulted in 4,300 RAF and 2,100 Free French cadets receiving their wings.

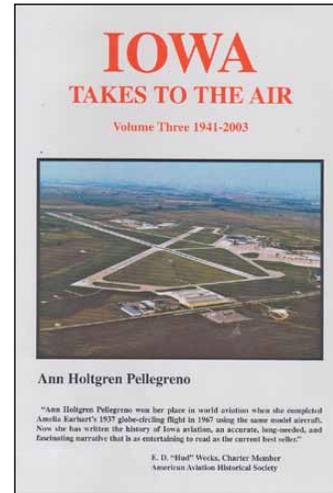
The author presents an in depth look at all the challenges associated with putting the pilot training courses together – from the earlier organization of funds, material, personnel and location in a situation where the U.S. was technically a neutral party, to operational challenges associated with running these programs. In the case of training the FFAF, there was the additional challenge of dealing with the language issues. Kane also delves into non-training aspects such as off-base activities and to a lesser degree, amorous relationships between the cadets and local citizenry.

Kane concludes that while the impact of these training programs on the WWII war effort were probably insignificant or small at best (larger for the French contingent than the British), they accomplished a number of direct and indirect beneficial results. First, they demonstrated the U.S.'s commitment to support our potential allies at a time of great need. More directly, the experiences gained during these programs laid the ground work for postwar training activities that came about as a result of NATO agreements, the Korean conflict and Vietnam. They helped identify and establish the programs necessary for smooth assimilation of foreign-speaking air cadets into USAF training programs.

While this reviewer found the author's style of repetitiveness in his narration, he would still strongly recommend the book. It is a treasure trove of technical and statistical information on flight training programs run during WWII.

Hayden Hamilton

**Iowa Takes to the Air, Volume Three** – 1941-2003, Ann Holtgren Pellegreno. Aerodrome Press. ISBN: 978-0935092042, copyright 2016. Hardcover, 8.5"x11".



Books may be ordered directly from the author and autographed upon request. All are hardcover with dust jackets and sent postpaid. *Volume One* (1845-1918, \$25), *Volume Two* (1919-1941, \$30), and *Volume Three* (1941-2003, \$35). More details are available from Ann at (817) 636-9066 and [www.aeroauthors@hotmail.com](http://www.aeroauthors@hotmail.com). Please make checks payable to Ann Pellegreno, P. O. Box

1056, Decatur, TX 76234.

Author and pilot Ann Holtgren Pellegreno's trilogy, *Iowa Takes to the Air*, encourages readers to delve into Iowa's aviation history, much as her first book, *World Flight—The Earhart Trail* (1971), entices readers to travel along as she flies a Lockheed 10 Electra around the world in 1967, commemorating the 30th anniversary of Amelia Earhart's ill-fated last flight.

Pellegreno (an AAHS member) began writing *Iowa Takes to the Air* in 1972, and finished the third volume in 2003. The first two volumes received citations in the Technical and Reference category from the Aviation/Space Writers Association.

The trilogy begins in 1845 and culminates in 2003. Virtually all facets of Iowa's captivating aviation history are conveyed, ranging from pilots and mechanics to manufacturers and airlines. Many historical events are included as well, and readers will become acquainted with balloonists, air racers, parachutists, wing walkers, and airmail pilots. But that's not all — Pellegreno also conveys details about airport operators, museums, and myriad other civil and military aviation enterprises.

The three indexed volumes are a handy and well-written resource concerning Iowa's significant contribution to aviation heritage. Pellegreno's enlightening biographical sketches provide more than just a glimpse of how Iowans have participated in aviation; *Iowa Takes to the Air* is an extensively-detailed trilogy that belongs on any aviation enthusiast's book shelf.

Books may be ordered directly from the author and autographed upon request. All are hardcover with dust jackets and sent postpaid. *Volume One* (1845-1918, \$25), *Volume Two* (1919-1941, \$30), and *Volume Three* (1941-2003, \$35). More details are available from Ann at (817) 636-9066 and [www.aeroauthors@hotmail.com](http://www.aeroauthors@hotmail.com). Please make checks payable to Ann Pellegreno, P. O. Box 1056, Decatur, TX 76234.



Boeing RB-47H, 53-4296, with an F-111 nose photographed at Los Angeles, Calif., June 24, 1971, by Terry Coxall. (From the Stephen Miller collection, AAHS photo archives, AAHS-D013712)

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# President's Message

AAHS, in its first foray to EAA AirVenture, the world's biggest annual aviation venue, in late July gained several positive results from the experience, not the least was an opportunity to hang out for a week with others that share our passion.

The Vintage Aircraft Association (VAA), with whom we partnered to share some space at AirVenture, accorded AAHS a very generous gift by allowing AAHS to set up a small table in the Vintage Hangar at no cost, a space normally dedicated to housing displays and tables for only the aircraft type clubs, such as the Cessna 140/170 Club, Globe Swift, OX-5, and Piper Cub Club, to name a few. These type clubs enter a lottery of sorts to determine seating arrangements, as some locations within the VAA hangar are more accessible to the crowds than others. Thanks to the support of AAHS member John Turgyan, (also a longtime VAA member) and VAA President Sue Dusenberry, AAHS was provided a table right in the front, where we had a great view of the Vintage Aircraft area. John is from New Jersey, and has been a supporter of AAHS since the 70s, and VAA since the mid-1980s. It was a pleasure to speak with a veteran like John of these historical organizations and gain more insight into our past.

We had a great time acquainting ourselves with the AAHS volunteers that staffed our table. They came from all over the United States. Bill Jordan and Barbara Myers, who hailed from San Diego, had never been to EAA AirVenture before. John Lyon, Carl Scholl, and editor Hayden Hamilton were also from Southern California, while Garry and Barbara Pape drove in from Le Mars, Iowa. Dennis Caldwell and his wife Debra came all the way from New Hampshire, and David Beulke drove down from South Dakota to assist the Society. Terry Weisemann, and her husband Baron, were already participating with Utah State University at AirVenture, but offered, as AAHS members too, to assist AAHS where they could. These volunteers, in addition to helping pass out brochures and talk with potential new members, swapped hangar stories and real life aviation histories. We couldn't have had a presence at AirVenture without the help of these volunteers - thank you all!

The breadth, diversity and sheer number of aviation enthusiasts present at AirVenture also made a fabulous opportunity for aviation networking. Every conceivable aviation venue was present, from merchandisers, equipment makers, trainers, administrators, fixed base operators (FBOS), photographers and aircraft manufacturers, along with pilots and their planes -- all made for an organized mash up of gargantuan proportions. We had hundreds of conversations with folks who had similar interests, and collected ideas for future collaborations. So many avenues to explore!

What we all came away with is the conviction that AAHS' mission to share documented aviation history (i.e., the *Journal*), its photo archives and our members' aviation passion is still valued by a community that we don't often come in direct contact with. We heard so many times comments like, "The *Journal* is the best source of aviation history available in this (magazine) format." That, aside from creating big smiles from our *Journal* editor, we can remain confident in our resolve to take whatever effort is needed to maintain our dedication to great aviation history.

## So What's Next?

We'll continue to move forward on our near term objective of identifying all AAHS assets (photos, books, etc.). We can't fully support aviation research requests, or perform our mission of sharing aviation history without knowing what we ourselves have available. We'll also continue to reach out to like-minded organizations, like EAA and VAA to build partnerships.

We realize what we need to START doing more of is fund raising. Without raising some funds, we cannot hope to keep up with the photo scanning backlog we currently are processing. Of the one million plus photos/images we have on hand, we only have a small fraction scanned, identified, labelled and available for viewing on the website. We continue to get additional photos in every month, and with just in-house volunteer effort, we cannot catch up. See the related article on how we are working to downsize the digital photo backlog, while additional funds will allow us to outsource the scanning of our remaining slides and prints.

Another effort we need to start is gaining greater visibility. AAHS has sadly, not lost its reputation as "the best kept secret in aviation." We can gain more recognition in partnerships with others and we could also help ourselves more with participation at aviation events such as AirVenture, sponsoring selected aviation projects, or making events ourselves.

So, -- wait for it -- this is where you come in! We have a WONDERFUL, but small, cadre of dedicated volunteers at headquarters, making some progress on our objectives. YOU CAN HELP US MOVE ALONG FASTER! By providing funds so we can outsource scanning, or offering some time to help with our photos or at aviation events, we can take AAHS to the next level.

I'd look forward to hearing from members who would like to see AND HELP AAHS at another aviation venue!

Jerri Bergen  
AAHS President



Vintage Aircraft Association hangar where we had our table.



Garry and Barbara Pape with Ron Wojnar in background.



New member Don Stewart and Barbara Myers



AAHS member Rafe Tomsett providing Ford Tri-motor briefing.

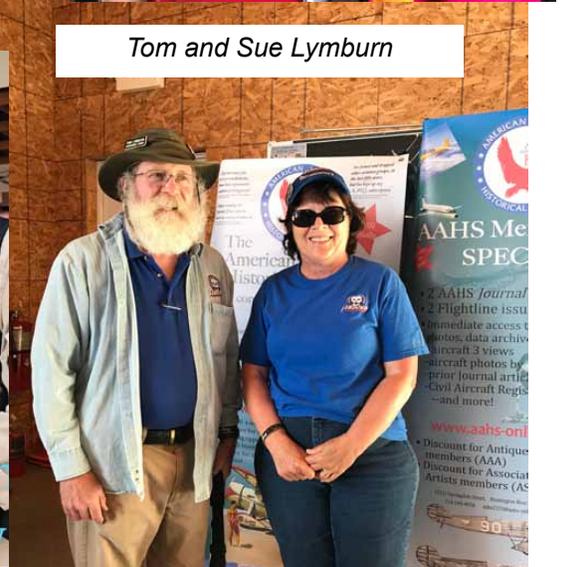


John Lyon and Sparky Barnes



Terry Weisemann

Life Member Bill Jordan, Barbara Myers (sitting) and unidentified Border Patrol pilot



Tom and Sue Lymburn

# 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.*

Stephen Sheinkin  
Saratoga Springs, NY 12866

David Waldrup  
Reston, VA 20190

Eric Freeman  
Toronto, ONT M5M 2H4  
Canada

Noreen Bushouse  
La Grange Park, IL 60526

Bob Preising  
Scottsdale, AZ 85254

Philip Schultz  
Lancaster, CA 93536

Matt Erwin  
Cave Creek, AZ 85331

Tom Singfield  
West Sussex, RH12 5TW  
ENGLAND

William Grasha  
Madison Heights, MI 48071-4571

Conrad Nordquist  
Riverside, CA 92509

Charles Thompson  
Belfast, Antrim BT4 2RL  
United Kingdom

Steve Kelly  
Stonington, CT 06378

Les Perryman  
Ho Springs, AR 71901

Ann Slemmer  
Tiffin, OH 44883

Ken Fransen  
Portland, OR 97239

Peter Hunt  
San Diego, CA 92131-1825

Susan Dusenbury  
Walnut Cove, NC 27052

Roland D. Moore  
Garden Grove, CA 92841

Bruce Troxell  
Spotsylvania, VA 22551

Brian Baum  
Seattle, WA 98116-3526

Anthony Bennett  
Bradenton, FL 34202

Kenneth Bording  
Jacksonville, FL 32225

Liam Callanan  
Milwaukee, WI 53211

C.S. Cowels  
Freehold, NJ 07728

Kaain A. Engelmann  
Springfield, VA 22153

Edward A. Chuhna  
Concord Twp, OH 44077-9248

John Maher  
Janesville, WI 53545-1122

Rick Thom  
Reno, NV 89519

Lowell D. Andrew  
Winston Salem, NC 27105

Armen Avakian  
Indianapolis, IN 46254

Lee Fischer  
Larsen, WI 54947-9519

James Fretwell  
Port Orange, FL 32128

Robert Kingsbury  
Fountain Valley, CA 92708

Thomas Wanner  
Mound, MN 55364

Dave Carpenter  
Berea, KY 40403

## NEW MEMBER DRIVE

The AAHS is in its sixth decade of operation and continues to face the challenge of sustaining its membership.

As current members, **YOU** can contribute to the success of helping grow the organization.

Did you know that more than **50 percent of all new members** learned about the AAHS from a friend?

Do you have friends who are interested in aviation history?

Pass them a copy of the Membership Application above and encourage them to join!

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

**MAKE A DIFFERENCE  
RECRUIT A FRIEND**

## AAHS FlightLine

American Aviation Historical Society

*President:* Jerri Bergen

*Managing Editor:* Hayden Hamilton

The *AAHS FlightLine* is a quarterly electronic publication of the American Aviation Historical Society and is a supplemental publication to the *AAHS Journal*. The *FlightLine* is principally a communication vehicle for the membership.

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Huntington Beach, CA 92649-1156, USA

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

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

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

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# Wants & Disposals

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

Dan Hagedorn,  
Life member 100  
23053 SE 246th Place  
Maple Valley, WA 98038  
email: [hagedorn\\_dan@comcast.net](mailto:hagedorn_dan@comcast.net)

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

Mike Gough  
email: [mgough39@yahoo.com](mailto:mgough39@yahoo.com)

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

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

If interested, please contact via email.

Hans-Joachim Klein  
Steinkirchen-ILM, Germany  
Email [hajo\\_klein@t-online.de](mailto:hajo_klein@t-online.de)



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

Hans-Joachim Klein  
Steinkirchen-ILM, Germany  
Email [hajo\\_klein@t-online.de](mailto:hajo_klein@t-online.de)

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

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

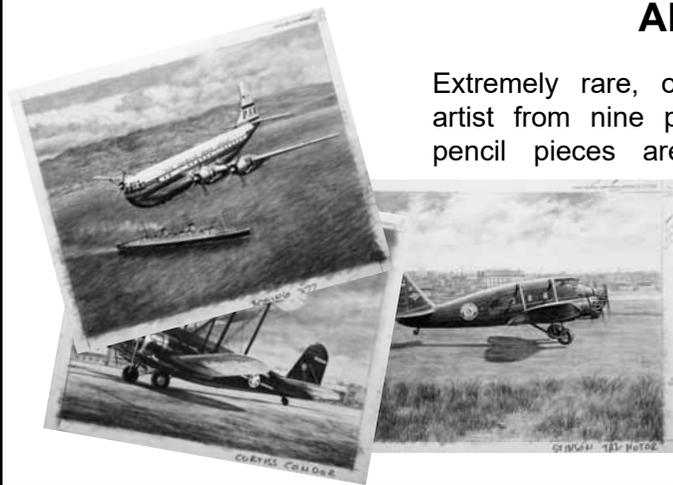
All items will be shipped USPS Media Mail, or the buyers choice.

Michael P. Jungers  
Los Vegas, NV  
Phone: 702-642-6998  
Email: [silverplate@cox.net](mailto:silverplate@cox.net)

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

Robert Esposito  
e-mail: [baesposit@verizon.net](mailto:baesposit@verizon.net)

## ART COLLECTION FOR SALE



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

**Dennis Eggert at: 651-291-7925  
or E-mail at: [steco1911@aol.com](mailto:steco1911@aol.com)**



# American Aviation Historical Society

P.O. Box 3023, Huntington Beach, CA 92605-3023

## MEMBERSHIP APPLICATION

Please enroll me as a member of the AAHS. Enclosed is my check (money order or bank draft) for dues as checked below. I understand that I will receive all issues of the *AAHS Journal* published to date during my membership year, plus all issues of the *AAHS FlightLine* (Downloadable from the AAHS website). Individuals joining after October 1, will have their membership begin the following year, but will receive the Winter issue of the *Journal* as a bonus. I also understand that renewal is due at the end of the calendar year in which membership will expire. (Valid through December 31, 2017)

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

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.