

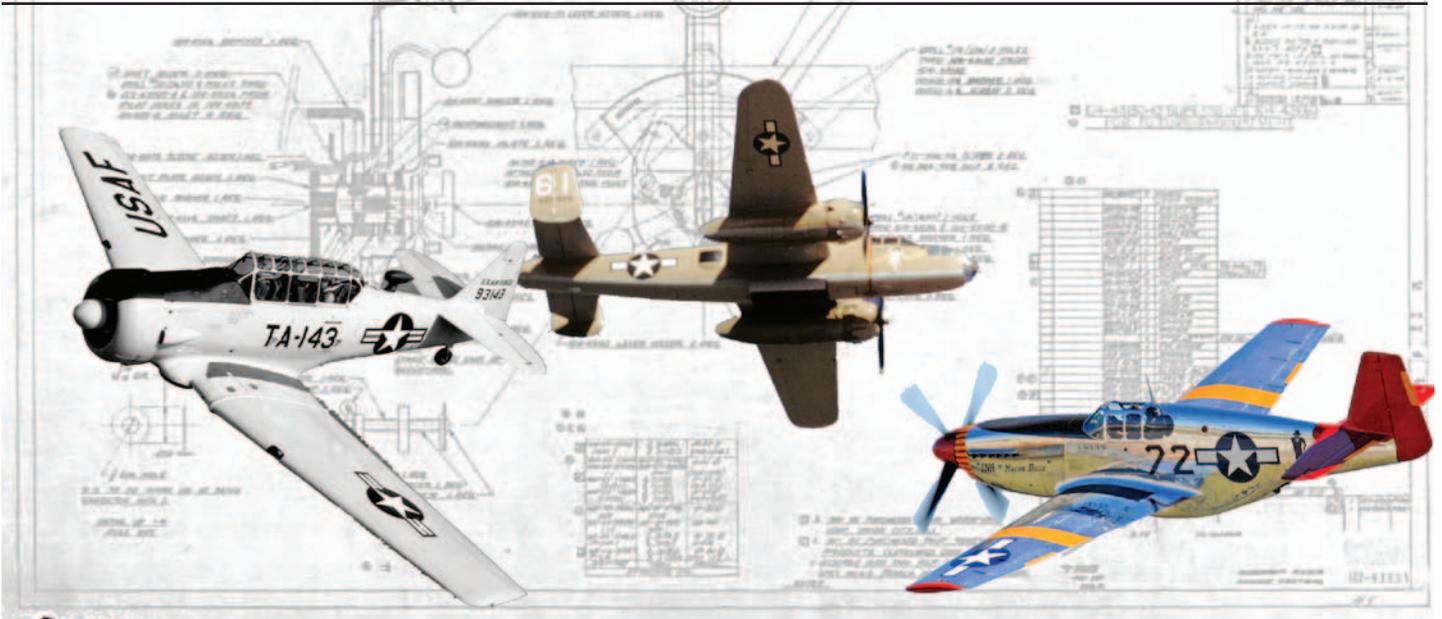


AAHS FLIGHTLINE

No. 199, 3rd Quarter 2020

American Aviation Historical Society

www.aahs-online.org



North American Aviation Engineering Drawings Preserved

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Thousands of original (not microfilm) pencil-drawn North American Aviation part drawings, part of the newly named Ken Jungeberg Collection have been donated to AirCorps Aviation.

Ken Jungeberg was the head of the Master Dimensions department at Columbus in 1988 when the factory closed its doors. When he heard that

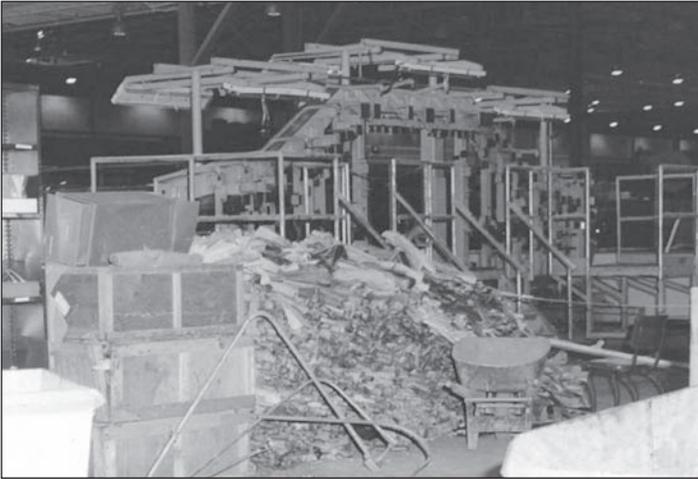
North American was planning to burn all the WWII era drawings in their archive, he knew he had to do something. He began writing letters and making calls to his superiors, urging the saving and preservation of the drawings. Early responses to his efforts were far from encouraging. Ken had all but given up, until a twist of fate changed everything.



Before the flood. Thousands of engineering drawings and microfilms were stored in the Archive Room of North American's Columbus, Ohio, factory until 1988. Each drawing was made in pencil on tracing vellum: used to develop and build the P-51, B-25, T-6, F-82, and many more.

2020 AAHS ANNUAL MEETING CANCELED (see President's Message)

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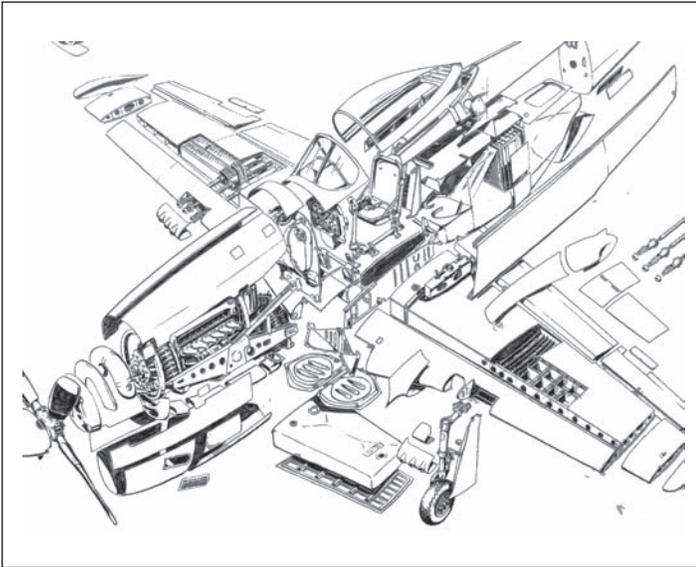
The extent of the flooded drawing was tragic at first discovery, but it changed their fate from certain destruction to redemption. Heaped drawings on the NAA factory floor were waiting when Ken arrived to take them home.

Circumstances turned positive when a pipe burst in the archive room that stored the drawings. The room all but filled with water, cracked the cement foundation, and soaked the contents of the room. North American employees emptied the room, and piled the soaking wet drawings in a heap on the factory floor where they remained untouched for two weeks.

After two weeks of uncertainty Ken got the call he had been waiting for. He was told that he could have the drawings if he came to pick them up immediately, and promise that they would never end up “blowing around in a landfill.” Ken rented a



Thousands of dried drawings were moved to Ken’s hangar for safe keeping and eventually to AirCorps Aviation for storage and listing for future reference.



Pencil on vellum, drawn by Eugene Clay, an artist and draftsman from NAA. Similar P-51D drawings can be found at the beginning of parts catalogs, maintenance, and structural repair manuals. Sub-assembly components were revealed as no other medium could share them

truck, and he and several friends took them to a barn where Ken began the monumental task of laying them out to dry. Because the drawings were done in pencil on tracing vellum (a very durable medium), the information was essentially undamaged.

Once the drawings were dry enough, Ken sorted, re-rolled, and boxed them up. He took about 50 cardboard boxes of smaller drawings to his home, and stored the rest at his hangar at the Warren County Airport in Lebanon, Ohio. The drawings would remain in this same location for the next 32 years, until 2019.

AirCorps Aviation learned of Ken's collection in the spring of 2019, and in December of that year Ken agreed to transfer ownership to AirCorps. As the new custodian of this important

collection of drawings, AirCorps plans to catalog and organize the drawings so they can be utilized by the vintage and legacy aviation industry for the first time in history. "These drawings are going to change what we know about the amazing aircraft that North American manufactured during World War II" says Erik Hokuf, general manager of AirCorps Aviation.

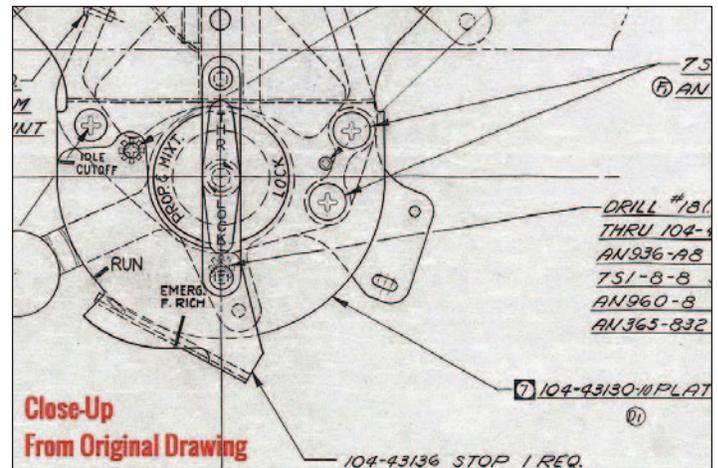
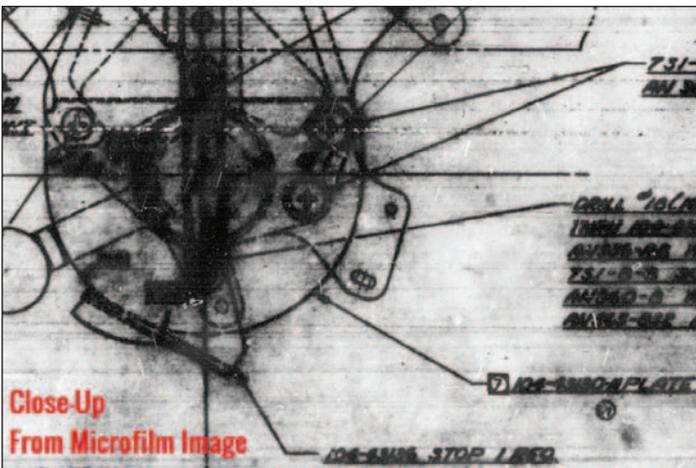
While microfilm and copies of aircraft drawings from this era are not uncommon, few individuals have ever seen a hand-drawn original. The drawings in Ken's collection largely represent production drawings, and the experimental work that North American's draftsmen created while developing parts and assemblies that would later be finalized. A perfect example being the drawings distinguished with the prefix 73X. These drawings were used to develop the widely popular P-51 Mustang in just 120 days in 1940, and have never been seen by the general public.

Another exciting example of the experimental work being done, is a tailhook drawing for the P-51. It has been speculated that North American was thinking of modifying the Mustang for use on aircraft carriers, and drawing 109-955033 titled *Design Layout – Catapult Hook Install* proves that this was true.

While many of the drawings are considered "experimental," a large number of drawings in the collection are later revisions that are still used today to manufacture warbird parts and assemblies. "It's hard to understand the collection without seeing it in real life, and comparing it to the microfilm images that we are so familiar with," says Ester Aube, the Data and Library Specialist at AirCorps. Details that have been obscured by the darkening of microfilm over time, over-use, or simply deterioration, can be seen on the original drawing in crystal clarity.

When looking at the original drawings, minute details can be easily seen. Sometimes even eraser marks are visible!

Recently examples from Ken's collection were "unveiled" at the National Warbird Operators Conference (NWOC) in Mobile, Alabama. AirCorps Aviation's Ester Aube shared her appreciation at the gathering. "Ken has done the vintage and legacy aircraft community a great service through his persistence, and understanding of what these drawings would



Close-up of original pencil throttle quadrant drawing 122-43005 reveals more details than is available from microfilm images of the drawings



mean in a historical context. We cannot thank him enough for the service he performed, and we look forward to continuing to work with him as we unpack and sort the drawings,” she said.

For more information about the collection, or have additional questions, please contact: Ester Aube, estera@aircorpsaviation.com, 218-444-4478

AirCorps Library is an online collection of WWII and legacy aircraft engineering drawings and technical manuals that are available to members using an innovative viewer designed for web use. Each drawing and manual on the website is searchable by a variety of keywords and terms. to make finding what’s needed need quick and easy. Visit <http://aircorpslibrary.com/> about to learn more. →

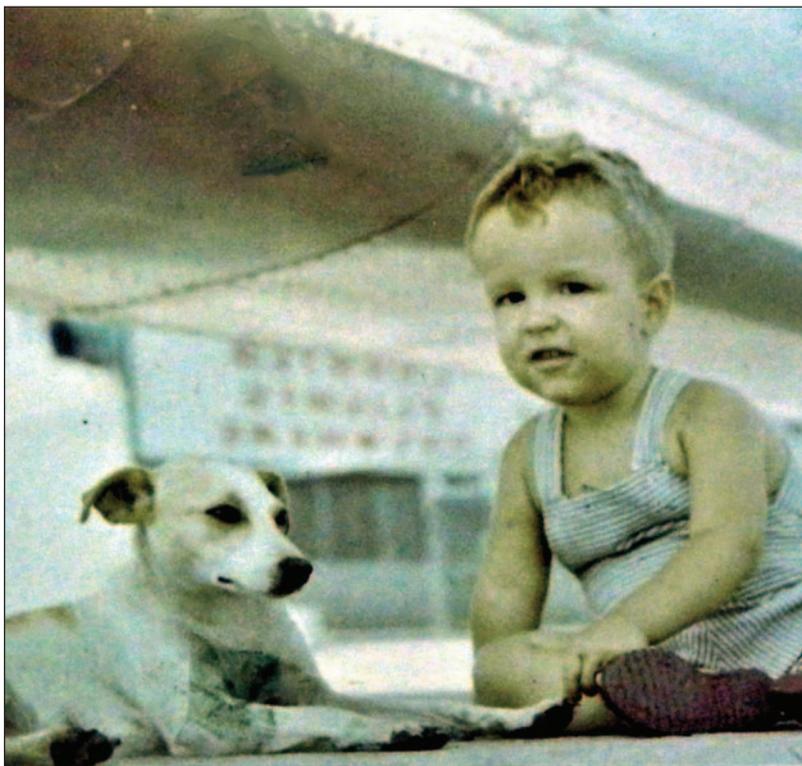
Ken Jungeberg (left) showing off the 10-foot long tail-gun installation drawing for the B-25, his favorite aircraft. When looking at the original drawings, minute details can be easily seen. Sometimes even eraser marks are visible!

Meet New FlightLine Editor Job Conger

The Summer 2006 issue of *AAHS Journal* included a new name on our Editorial Committee roster. Job Conger of Springfield, Ill., a member for decades, had written us regularly, suggesting corrections to spelling, punctuation and historical typos. His penchant for detail led Editor Hayden Hamilton to invite Job to join our Editorial Committee, an invitation gladly accepted. Earlier this year, we invited him to serve as Editor, **FlightLine**.

Job has been fascinated by flight and aviation history since he was “knee-high to a Piper Cub,” he says.

Over the years he has collected aviation literature, model kits, photographs and evolved as an aviation journalist, focusing on Illinois. His work has been published in *Aircraft Illustrated*,



Air Show Journal and several Illinois business periodicals. For most of the 24 years of the Springfield Air Rendezvous air show, he wrote souvenir program contents and contributed many photographs. For about eight years, he maintained his AeroKnow Museum at Abraham Lincoln Capital Airport (KSPI). Among the many distinguished visitors was AAHS Managing Editor Hayden Hamilton.

Job takes “left seat” at **FlightLine** with ideas a-plenty to evolve its content as a free on-line vehicle to channel aviation-history enthusiasts to

membership in the American Aviation Historical Society. He welcomes contributions of news and photographs relating to aviation history. Contact him at: akm@eosinc.com

President's Message

Two announcements to make – One a bummer, the other a big positive as evidenced by your reading this message.

FIRST – Out of an abundance of caution, we have CANCELED this year's annual meeting. The Covid-19 pandemic just isn't letting go and as many of our members are in the most vulnerable age range for this disease, we could not conscientiously move forward with this year's event. Hope to see you at next year's annual event. For additional information, check the AAHS website – click on the "Cancelled" event link.

SECONDLY – AAHS FlightLine Has Returned!!!!

It is with great pleasure I get to announce that our AAHS *FlightLine* publication is back on track to provide current aviation news of interest to our members!

Members of AAHS were, up to 2018, receiving four informative *Journal* magazines annually, and four smaller newsletter type publications, the *FlightLine*, as part of their membership benefits. As our volunteer staff had shrunk in recent years, many tasks have been put to the back burner, or, given to AAHS helpers that already had a full plate. The *FlightLine* newsletter was usually put together almost entirely by Hayden Hamilton, who has in recent years taken on additional, necessary AAHS projects that had overtaken the function of publishing *FlightLine*.

We had complaints about the absence of the *FlightLine* yet realized the additional AAHS projects that Hayden had taken on still needed to be performed (like the entire re-vamp of our website infrastructure). The solution, find another editor of the *FlightLine*!

Job Conger, long time AAHS member, journalist by training and avid aviation historian (he is the content expert behind the 'AeroKnow' website and Facebook page) will take over the tasks in publishing *FlightLine*. Job's able assistance allows us to provide this important product to our members once again!

AAHS strives to provide interesting, in depth history pieces published in the *Journal*, and utilize the pages of the *FlightLine* for more newsy, current-affairs aviation content. Have a vintage airplane you're restoring and want to share some stories? Let us know, it will make great *FlightLine* material. Want to provide information to your fellow AAHS Members on aviation events, local milestones or post your opinion on a global aviation trend? The *FlightLine* may be a good platform to spread your message.



Job Conger, AAHS FlightLine Editor

Submit your suggestions, stories, photos or aviation input to AAHS at editor@aahs-online.org and we will get right back with you via email.

We thank Job again for helping AAHS keep our commitments to our membership, and we thank you, our membership for your patience and understanding!

AAHS FlightLine

American Aviation Historical Society

President: Jerri Bergen

FlightLine Editor: Job Conger

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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Authors Well Read: #1: Barrett Tillman

By the author

Among the greatest losses of my professional life was my collection of AAHS Journals in a basement flood. The loss was not merely archival material but also the time and enthusiasm invested in my long affiliation with the Journal.

Between 1968 and 1990 I published 11 AAHS articles plus dozens of book reviews. Most of that work was under the direction of longtime editor Martin Cole, via a roundabout route. As a teenager fortunate to start flying antiques in the 1960s, I shared ramp space with Martin's older brother Duane, a legendary aerobatic pilot. One thing led to another and I began working with Martin long distance; *really* long distance because I was on the ranch in Oregon and he was in Whittier, California.

Nonetheless, over the years I enjoyed a close relationship with Martin and Ruth. Martin assigned me a series of multi-part projects including the history of Varney Air Lines (one of the original United companies), an accounting of all of UAL's early aircraft, and best of all: an interview with Jimmy Doolittle. The Los Angeles Area Chamber of Commerce asked AAHS to provide an author for the banquet program honoring General Jimmy's 80th birthday in December 1976. Martin advised there were no travel funds but asked if I was interested anyway.

In words of one syllable: "Yes I am!"

I wrote a 4,500-word text in time for the event, the beginning of a cherished relationship with Jimmy and Jo Doolittle.

It was also the cap of a banner year for me with AAHS, as I wrote five Journal articles and received the Contributor's Award for "Dauntlesses Over Midway," a preview of my first book. *The Dauntless Dive Bomber of World War II* remains in print 45 years later.

The Varney history was the most fun of the AAHS projects because my self-imposed research involved flying each leg of Contract Airmail Route 5 except Elko to Salt Lake. Our Northwest antique airplane group, the Scarf and Goggles Club, conducted an air tour each summer, and over the years we hit



Barrett Tillman

Seattle, Portland, Pasco, Boise and Elko. During private outings I logged open-cockpit time on some of those routes in winter, gaining greater appreciation for airmail pioneers.

Another personal project was "A Sundowner's Adventure" (1975) relating my friend Cmdr. Blake Moranville's experience as a prisoner of the Vichy French in Vietnam during 1945. He was one of only two Navy aces captured in WWII, and the AAHS piece featured in a subsequent history of VF-11. I'm proud as an honorary member to wear the Sundowner's patch on my flight jacket.

I do not recall when Martin retired as editor but he departed the pattern in 1999, widely regarded for his personal and professional qualities. By then I had moved through three more careers: founding and running Champlin Fighter Museum Press in Mesa,

Ariz.; co-editing the Tailhook Association journal in San Diego; and returning to the risky calling of self-employed author, the risk being malnutrition. The late-great Jeff Ethell and I took turns as president and vice president of the Self-Employed Aviation Historians Guild Without A Pension. Jeff was irreplaceable – nobody else did what he did so well and for so long – leaving a big hole when he died in a P-38 on June 6, 1997.

Today I'm over retirement age but why quit when you're still having fun? My name is on the cover of 41 books and I've probably contributed to 10 or 12 others, plus about 750 magazine articles worldwide. The most recent book is *Dragon's Jaw* co-authored with longtime colleague Steve Coonts, a five-year endeavor relating both sides of the notorious Thanh Hoa Bridge in North Vietnam. It's available on Kindle and audio with softcover next year. Steve has included me in additional fiction beyond my debut *Warriors* in 1990, and I've sold nine novels or short stories plus a screenplay.

Sometimes aspiring writers ask me what's most important, and I always reply with the same answer: persistence. It's as true today as it was half a century ago. →

Rudy Frasca

Flight simulator innovator/manufacturer and internationally acclaimed warbird collector/pilot Rudy Frasca died of natural causes May 11, 2020, aged 89. He was born April 19, 1931 in Chicago, Illinois.

After joining the U.S. Navy in 1949, based at Glenview Naval Station near Chicago he taught pilots on ground-bound Link trainers. Following discharge, he attended the University of Illinois where he was inspired to develop better flight simulators. He built his first flight simulator in 1958 and since, Frasca International has developed and delivered more than 3,000 worldwide.

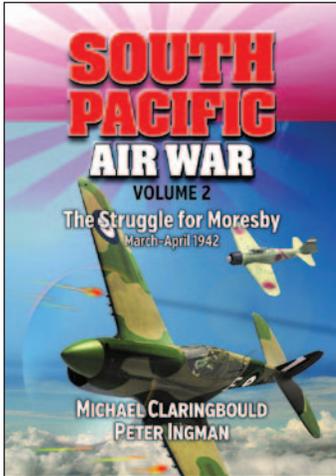
My long friendship with Rudy began in 1967 when he flew his restored FM-2 Wildcat to a Springfield Capital Airport open house. Over the years I visited his Frasca Air Museum at Frasca Field, formerly Urbana Illinois Airport. During the 1985 Springfield Air Rendezvous, Rudy arranged for me to fly aboard the B-25 *Fairfax Ghost* for some air-to-air photography with his immaculate P-40 Kittyhawk.

Rudy was a “hale fellow, well met,” smiling, always as eager to be a part of his friends’ lives as we were eager to be with him. He was a gentle legend. →



Book Reviews

South Pacific Air War, Volume 2, The Struggle for Moresby, March-April 1942. Michael Claringbould and Peter Ingman.



Avonmore Books, PO Box 217, Kent Town, South Australia 5071, Australia, www.avonmorebooks.com.au, 2018. ISBN 978-0-9945889-7-5. 9"x6", paperback, 232 pages, numerous color and B&W photos, painting and illustrations, appendix, references, index. \$29.95

This book is the second in a series of three detailing the air war in the South Pacific from Pearl Harbor to the Battle of the Coral Sea – the first six

months of the war. The extensively researched and illustrated book provides the reader with a unique view through its matching of Allied accounts with Japanese records. This issue covers the period from March 10, 1942, with the carrier borne attack on Lae and Salamaua, New Guinea, to the end of April 1942.

This period of the war in this area was marked, with the exception of the attack on Lae, by stalemate, attrition and learning (at least on the Allies part). While the Allies continued to hold Port Moresby and attack the Japanese, the Japanese operating from Lae and Rabaul primarily focused their attacks on Port Moresby and Horn Island (Australia). By the end of April both forces were in need of replacement aircraft and crews with Allies losing 50 aircraft of all types to the Japanese 35 to both combat operations and bombing/strafing attacks. The enemies essentially fought each other to a standstill during this period. For example, the Australian 75th Fighter Squadron started with 24 Curtiss P-40E Kittyhawks. By the end of April, 18 of these had been lost. Replacements on both sides would not begin to arrive until the very end of April and into May.

One of the primary lessons to come out of this period was that low-level strafing and bombing attacks were far more effective than high altitude bombing. With the exception of one B-17 attack, few aircraft losses and only superficial facility damage was inflicted by high level bombing by either side. Where the Allies would adapt their strategy by equipping their medium-level bombers (B-25s and B-26s) with forward firing machine guns and cannon, the Japanese continued to use high-altitude bombing tactics. It is speculated this was because the Japanese were averse to subjecting their aircraft to ground fire due to their lack of armor and self-sealing tanks.

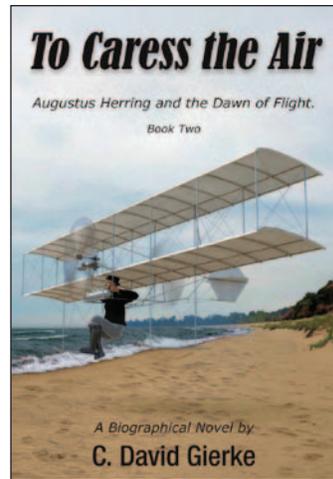
This book series presents one of the clearest descriptions of the Allied and Japanese operations and how they effected their opponents. It would be a "must have" addition for anyone interested in the details of WWII South Pacific operations.

By Hayden Hamilton

AAHS FlightLine No. 199, 3rd Quarter 2020

To Caress the Air; Augustus Herring and the Dawn of Flight.

C. David Gierke. Write Associates, LLC, 1276 Ransom Road, Lancaster, N.Y., 14086, 2018. ISBN 978-0-9990457-2-5. 9"x6", paperback &



hardcover, 2 volumes, 1,500 pages, B&W photos and illustrations (small), extensive footnotes with references. (\$17.95 Vol 1, \$32.19 Vol 2)

Of all the early American aviation pioneers, Augustus Herring seems to be more of a footnote, mostly referenced in relationship to the others, than a major player. Little writing has focused on him

specifically, and beyond legal documents and the writings of his contemporaries' experiences in working with him, little original reference materials remain. The author has attempted to rectify this with a two volume tome that presents the story in the form of a biographical novel of Herring's life. The work is extensively footnoted to support the story line.

Probably the single most important contribution, from a historical perspective, is that it brings to light the details of the Curtiss-Herring legal battles and maneuvering through extensive use of the court transcripts and filings associated with the various trials. I had always wondered how Herring was able in 1918 to "reopen" a litigation and eventually obtain a judgment in his favor after having been shut out in the initial trial. It helps when you have lawyers who don't file all the necessary paperwork. Herring got a second bite at the apple through a technicality and the situation had changed so much that he was able to prevail.

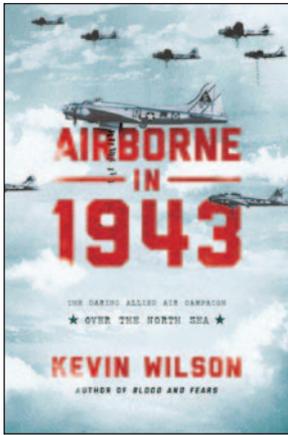
The difficulty with the books is that it is next to impossible to separate fact and fiction. For the purist, this can be frustrating because you have no clear way of knowing what is real and what the author has embellished to fit his narrative. At the end of the day, for the historian, you still come away with the fact that almost all of Herring's collaborators – Chanute, Langley, Curtiss, etc. – had an inherent dislike or distrust of the man. A feeling that his qualifications and accomplishments were grossly overstated by the individual himself. And a number of questions such as, "Did Herring achieve powered flight before the Wrights?" as claimed by some are still open to question.

Regardless, the books are very well written and enjoyable to read. They do provide insight into at least a possible version of Augustus Herring. The reader comes away with a better understanding of what this period in history was like from the day-to-day perspective the author has provided, and of the many challenges Herring faced with respect to his aeronautical efforts. This reviewer recommends these books to anyone interested in early aviation. At \$17.95 for the paperback versions, they definitely a good value as a biographical novel.

By Hayden Hamilton

www.aahs-online.org

Airborne in 1943; The Daring Allied Air Campaign Over the North Sea. Kevin Wilson, Pegasus Books, 148 West 37th



Street, 13th Floor, New York, N.Y. 10018, 2018. ISBN: 978-1-68177-880-8, 9"x6", paperback, 480 pages, 36 B&W photos, 1 drawing, footnotes, glossary, bibliography, index. \$17.50

Wilson has documented the major RAF bombing raids from January to December of 1943. This period marks the turning point in British air operations from a quasi-defensive role to one of taking the battle to the enemy's heartland. Under commander-in-

chief Air Marshal Sir Arthur "Bomber" Harris, RAF Bomber Command began 1943 with two consecutive night raids to Berlin on January 16 and 17. Where the year started with the RAF being challenged to put together 200-plane raids, by the end of the year raids of involving 500, 600, 700 or more aircraft where quite common. But, as the author states, this book is not about the commanders or strategies involved. It is about the aircrews who flew into harm's way and the lives of the people they touched.

The author tells the stories of these raids through the personal stories of the men involved. What they experienced and the friends they lost in these operations. These stories were collected through extensive interviews with the survivors and their families. You learn about American Reid Thomson, a 21 year-old rear-gunner, who left Tennessee in August 1941 to join the RCAF. He is pictured with 14 young Canadians of Air Gunner's Course 25 in a photo taken at Mountain View, Ontario. Only Reid and one other in the photo survived the war.

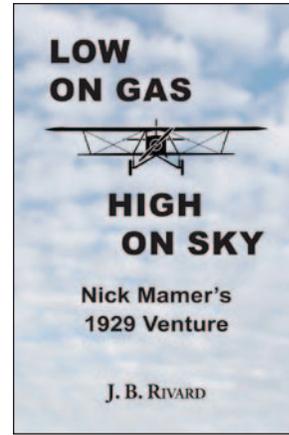
The book is presented in five sections: Winter, Spring, Summer, Fall and Winter, with each section detailing the shifting strategy and tactics of Bomber Command in target selection by taking advantage of an ever growing fleet of bombers to tap in to. During the latter half of 1943, the USAAF began to engage in combat in ever increasing numbers as well. By coordinating targets, the effectiveness of both groups continued to increase throughout the year. But the reader sees these activities through the eyes of the aircrews flying these missions.

While primarily focused on RAF Bomber Command's operations, this book is valuable to those interested in air operations in Europe during WWII. Rather than focusing on the raw details of operations, Wilson has personalized each documented mission by telling the personal experiences of those who participated. Aircrews are after all aircrews, with similar hopes, aspirations and experiences. What these British crews relate would not be all that much different from what you would hear from an VIII Air Force B-17 or B-24 crew. The book is an easy read and well documented with end notes and bibliography.

By Leland Pugsley

Low on Gas, High on Sky; Nick Mamer's 1929 Adventure.

J.B. Rivard, Impressit Press, 1452 Ellsworth Road, #1037, Mesa, AZ, 85209, 2019. ISBN: 978-0-9968363-4-0, 9"x6", paperback, 280 pages, 14 B&W photos, 1 drawing, extensive notes, bibliography, appendix and index.



1929 was a year for record setting endurance flights. Some would stand for only a few weeks, while others for substantially longer. One of the latter was the flight of the "Spokane Sun God," which over the course of five days piloted by Nick Mamer and Art Walker, flew from Spokane, Wash., to San Francisco, Calif., to

New York, N.Y., and then returned Spokane without ever stopping – more than 6,200 miles! This event occurred only two years following Lindbergh's crossing the Atlantic.

Buhl Aircraft of Detroit, Mich., provided both the "Spokane Sun God," a Buhl CA-6 Airedan, NC9628, s/n 46, as well as an additional CA-6 Airedan, NC96xx, s/n NN, as a support aircraft. Texaco stepped up as a sponsor, resulting in the Sun God being painted bright red with white lettering and the Texaco "Star" being painted on the underside of the wing and tail. Spokane businesses and citizens underwrote the rest of the flight's cost. Among the challenges the aircrew faced was refueling their aircraft in the air, often with support pilots having no previous experience or practice – especially at night refueling!

Rivard has put this story together from notes passed by the fliers to the ground, published accounts and family documents to provide as accurately as possible an account of the flight. The reader learns firsthand the trials the flyers encountered with broken fuel hoses, deteriorating weather and other unanticipated events along their route. Overcoming all of these, they prevailed to accomplish one of the most amazing feats of aviation in the early 20th century.

Nick Mamer was an aviation advocate. Today he would be labeled an entrepreneur as he was constantly exploring new ways to deploy aircraft. He was one of the first, if not the first, to use an aircraft for forest fire patrolling (1923), he operated a commercial airline, air raced and barnstormed, eventually joining Northwest Airlines. Rivard provides insight into this and more in the latter chapters of his book. Sadly, Nick Mamer became a victim of rapidly advancing technology when his Northwest Flight 2 crashed on January 10, 1938. The new Lockheed 14H Super Electra with Mamer, copilot Fred W. West and eight passengers died when the plane shed its twin vertical stabilizers and rudder from turbulence induced flutter – a somewhat new phenomenon as aircraft speeds became faster. Mamer died 18 days short of his 40th birthday. This accident forced the grounding of the Super Electra until the tail rudders could be strengthened, or sufficiently balanced to eliminate flutter within the airplane's operational speed range

Rivard has done an excellent job providing the details of one of the milestone flights of the Golden Age of aviation. For those interested in this period, the book is an excellent source about this flight and Nick Mamer.

By Hayden Hamilton



The Society has been remiss in announcing the Best Article and Best Painting for 2018. While we normally do this in the *AAHS FlightLine*, because of resource pressures one has not been published in quite a while. The resource issues have been addressed, as can be seen with this issue, which gives the opportunity to acknowledge the individuals recognized by our members as having submitted the best article and painting in the 2018 issue of the *AAHS Journal*.

The overwhelming favorite article was by Antonio G. Fucci on *The 37th Bombardment Squadron (L) Night Intruder Black Knights – Korea*. This article described the night operations of

the Douglas B-26 Invader during the Korean conflict.

Artist Keith Ferris's tribute to his father's USAAF career in the painting of the 43rd School Squadron Pursuit Section's Boeing P-12As with Lt. C.I. Ferris leading was the overall favorite painting.

We wish to thank all the individuals who spent extraordinary time and energy in researching, writing and submitting articles to the Society for publication. You are all winners in the eyes of this editor and hope you will continue to document those tidbits of American aviation history that can't be found anywhere else. →

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by David H. Stringer

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The Society wishes to thank all of you who voted for their favorite article and painting from the 2019 issue of the *AAHS Journal*. The artists and authors spend a lot of time putting their works together, often for little more than the personal satisfaction of documenting some aspect of American aviation history. To have their efforts acknowledged by our members is a wonderful and often unexpected reward for them.

As has been the case in the last couple of years, voting has

been extremely close in both categories. This year, for example, there was just a nine vote spread between the top four paintings, and a six vote difference between the top five articles. Out of 33 candidate articles, 27 received multiple votes.

The membership selected Keith Ferris' *Kelly Field, My Introduction to a Life-Long Association with Flight and the Air Force* as the best article. Most of us are familiar with Mr. Ferris' work as a renowned aviation artist, so getting an insight into his background and in particular what life was like on a U.S. military base in the 1930s was particularly enlightening.

The Best Painting for 2019 was Larry Lapadura's beautiful painting of the Lockheed XP-38 Lightning. This aircraft had a lifespan of only 16 days and 11 hours and 50 minutes of flight, but had a profound impact on U.S. fighter aircraft development. It was the only fighter design that the U.S. entered WWII with that was still in production at the end of the war. →

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?

Email them a copy of this issue of AAHS FlightLine and encourage them to join. There's an application form on the last page!

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

**MAKE A DIFFERENCE
RECRUIT A FRIEND**

MOVING???

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

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

Plastic Wings

Years ago, a television documentary described how native tribes on South Pacific islands had made facsimiles of the airplanes flown from their “backyards” during WWII. The men who flew and maintained the roaring machines made lasting, warm impressions with the populace. In the aftermath, the indigenous people who remained built crude “statues” of the Hellcats and their like from branches and brush, in homage to them. Likewise, soon after the Wrights flew at Kittyhawk, modelers have constructed similar effigies: some that flew, some that decorated shelves. Until the late 1930s, those on shelves were made of wood. The first model airplane kits made of plastic were manufactured in England by International Model Aircraft Ltd. – their Frog “Penguin” line of non-flying scale model aircraft.

The first U.S. plastic airplane kit was produced by Varney in 1946, and the Lindberg 1/48 scale PT has been produced on-and-off since, a direct descendant of the Varney.

For pilots and non-pilots who love to fly, who love to learn about airplanes and the accomplishments of men and women



This 1940s Frog kit was sold exclusively in the United Kingdom. The Englishman who sold it to FL Editor explained in a letter describing provenance that it was purchase soon after it arrived on a hobby shop shelf in 1948 by a Mr. Entwistle of Eccles, Lancashire, England. Parts were molded in acetate-based plastic, and was not popular, due to wide appeal to modelers of solid, wood display kits.

of daring-do, who dream of flying from a Piper Cherokee 140 into the left seat of a Boeing Triple Seven, plastic wings



Not shown here are the smaller parts, still wrapped safely in paper. Decals were only recently introduced to modeling as solid wood kits began to phase out and plastics began to phase in.



What makes this early Comet kit a real “find” is not the quality of the plastic; it is the “unique” misalignment of the layers of color printing. Most modelers would have sent the box to the trash, but recognizing it as rare kit, it was added to my “stash” of models to build or display. The kit remains unbuild.

testify to the wonder of it all, like primitives on South Pacific islands testified long ago.

Plastic models today attract fans of all ages; eight-year olds and 5,000 hour airline captains; those who build them, and those who admire. In the early polystyrene days most kit makers focused on accuracy to the extent possible by evolving injection molding technology and budgets. Hobbyists had made scale models from wood in the early years from plans and templates published in contemporary aviation magazines: *Air Trails*, *Model Airplane News*, etc. The new plastic kits sold “sizzle” with full-color box covers, and sometimes fell short as shown in the Comet B-58 production pictured above.

Modern manufacturers’ kits range from low-end \$7 kits to monsters with price tags of more than \$100 for an unassembled 1/144 scale Antonov An-225. As with most workshop activities, the challenge of building, applying paint and decals offers satisfaction equaled only by finishing them! The popularity of electronics games, etc., has lessened the numbers of youngsters building plastic models, but adults are picking up the slack. Model clubs and conventions before the world Covid-19 pandemic abounded and are sure to return in time.

If you have questions or stories to share of your good times with plastic wings, please share with **FlightLine** editor. ➔

AAHS Print Service

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

Pricing: Black & White or Color

5" x 7"	\$4.00
8" x 10"	\$6.00
Digital Images CD base price	\$2.95
Each digital Image	\$1.00
Domestic Shipping and Handling (per order)	\$2.50
International Shipping & Handling (per order)	\$5.00



Each order must be accompanied by a check or money order payable to:

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New Members

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

Stanley Janicki
Mount Vernon, WA 98273

Larry Nikolaus
Huntington, WV 25711-0640

Alex McCurdy
St. Paul, MN 55105-1915

Michael Hopkins
Twin Lakes, WI 53181

Lynn Clark
Norco, CA 92860

Joseph B. Rivard
Mesa, AZ 85209-3700

Anya A. M. Carlson
Mesa, AZ 85209-3700

Dean Courtney
Granville, OH 3023

John Kidd
Sitka, AK 99835

Stefano Pagiola
Washington, DC 20008-2061

Ron McRoy
Fountain Hills, AZ 85268-4930

Rob Mulder
Buskerud, 3430 Spikkestad
Norway

David ODonoghue
Laguna Woods, CA 92637

Steve Reeves
Murfreesboro, TN 37130

Steve Rietz
Reno, NV 89523

Tim Takahashi
Brea, CA 92821

Landon Wilkey
Logan, UT 84341
Chris Clemens
Sonoma, CA 95476

Hugo Morel
Barnard, VT 05031

James Naphas
Pitman, NJ 08071

Jeffrey Thomas
Albuquerque, NM 87122-1681

Scott Weaver
Potomac, MD 20854-4036

Andreas Duda
12435 Berlin
Germany

Christopher Kennedy
Peoria, AZ 85383

Roel Lucassen
6537 KN, Nijmegen
Netherlands

Robert L. Johnson
New Castle, IN 47362

Daniel Miller
Bethesda, MD 20817

Gordon Williams
Evergreen, CO 80439

Dan Muxlow
Phoenix, AZ 85054

Steve Kovacs
Osseo, MI 49266

Sarah Rickman
Colorado Springs, CO 80907

Capt. Nick Kanakis
Claremont, CA 91711-2984

David Cole
Granbury, TX 76049-4332

Barbara Ganson
Hollywood, FL 33020

Gerald Landry
Avondale, AZ 85323

Hannah Kehl
Kenosha, WI 53144

Gregory Jansky
Little Silver, NJ 07739

Lyndon Mooney
Canastota, NY 13032

Anthony J. Gagliani
Lexington, SC 29073

David Mercado
Anaheim, CA 92807

Glenn Rosati
Tucson, AZ 85749

Michael Mitsumori
Huntington Beach, CA 92647

Michael Majerczyk
Hanover, MI 49241

William Hawkins
Cranston, RI 02910

Norman G. Richards
Rockville, MD 20850-6178

Don Crawford
Aurora, CO 80015

Dan Espensen
Desert Hot Springs, CA 92240

David Diefendorf
Beaumont, CA 92223-0670

Dan Espensen
Desert Hot Springs, CA 92240

Brad Ballen
Desert Hot Springs, CA 92241

Dennis LaGrande
Williams, CA 95987

Stephan Scharnberg
Vancouver, BC V5W 3J3
Canada

Steve Shay
Fremont, CA 94539

Daniel Pool
Enid, OK 73703

Robert D. Valeski
Huntington Beach, CA 92647

Robert Randall
Harwich, MA 02645

James Spee
Redlands, CA 92373

Steven Grezeszczak
Bayonne, NJ 07002

David Sforza-Huffman
Stroudsburg, PA 18360

Rod Hocter
Benton, KS 67017

AAHS Launches AAHSPlaneSpotter.com

Part of the AAHS mission is the preservation and sharing of American aviation history. Over the years, the Society has compiled an extensive collection (more than a million and growing) of photographs documenting this history. That is the preservation part. The problem comes in the sharing department. Without a catalog of the photos, there is almost no way to (1) know what is in the collection, or (2) conveniently share it.

In the past, cataloging collections like this required volunteers to have physical access to the photos. This limited the available resources to only individuals that lived close by and were willing to come to the location where the photos were at.

Computer technology is changing this. By digitizing the photos, it is possible to put them on the internet and make them accessible to volunteers worldwide that would like to help catalog the photos – from the convenience of their own home. No special software or hardware required. If you can surf the internet, then you have the tools necessary to help the AAHS catalog its photo collection.

AAHSPlaneSpotter.com

The Society has created this website to allow volunteers to have access to high resolution digital images from its collection. Each volunteer is assigned a “batch” of images to work on and they can work at whatever pace is convenient to them. Got 10 minutes to kill? Jump on line and knock off a couple of photos. The Saturday night lineup of TV movies are all reruns you are not interested in seeing again? Fire up that internet browser and catalog photos for the AAHS. Your efforts are going to a worthy cause.

Worried that maybe your skills might be up to the task? Not an issue for us. Even if you can only identify the manufacturer and model of the aircraft, that is a BIG step in making the photos available. It’s better to have a little bit of something than nothing at all.

Your efforts go into an instance of the photo archive database. Once the data has been reviewed, it is transferred directly into the master database, which is accessible on the AAHS website.

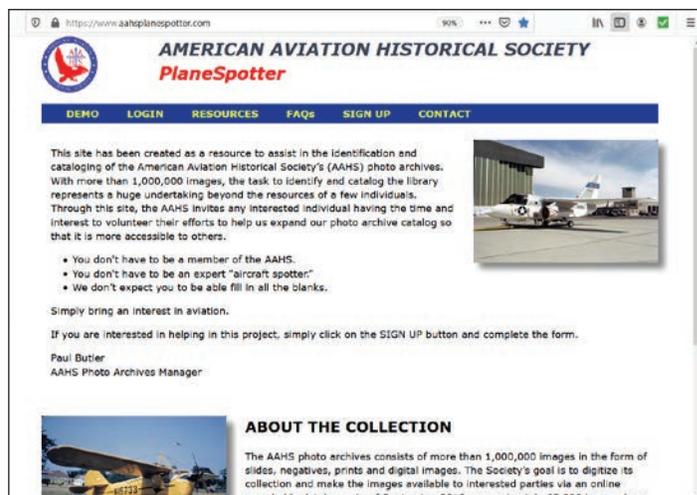
Do I have to be a member?

The reason the Society set up AAHSPlaneSpotter.com was to allow ANYONE, member or non-member, that wants to help with this effort the ability to do so. If you have an interest and want to contribute, simply sign up.

What to Do?

If you think you might be interested, go to the website (www.AAHSPlaneSpotter.com) and check it out. There is a small batch of demo images that allows you to see firsthand how the site works. Check out the FAQs – these will probably answer most of your questions and will help you understand what is expected (or not).

After doing this if you want to give it a try, simply use the contact button to send the administrator an email. They will get in contact with you and step you up with your own batch of photos to work on.



AAHSPlaneSpotter.com Home Page.



A set of sample images to experiment with using the system.



The entry form page: experiment with the “+” and “-” buttons, or use your mouse wheel in the image window. You can zoom and translate the image view.



American Aviation Historical Society

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

MEMBERSHIP APPLICATION

Please email 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 issue 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, 2020)

NAME _____

STREET _____

CITY _____

STATE/COUNTRY _____ ZIP _____

eMAIL ADDRESS _____

INTERESTS

- | | | |
|-----------------|-------------------------------|--------------------------------|
| | 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 |

Charge to: VISA MasterCard CCD # on back: _____

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

ACCOUNT # _____ EXP DATE _____

Enclosed is my check/money order for

\$ _____ (U.S. Funds)

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.