



First Around the World

On April 6, 1924, four Douglas World Cruisers, fitted with floats, took off from Seattle's Lake Washington, headed for Alaska on the first leg of a flight intended to circle the globe.

A hundred years on, it's difficult to imagine life as it was in those days. In the

What's Inside

You'll find our usual *FlightLine* fare, with some bits of aviation history seasoning tossed in. As you can see, the page links usually found here are missing. Instead, we're testing the standard Adobe pdf bookmarks.

The bookmark icon should appear when the *FlightLine* file is opened. If it doesn't, press **ctrl B** (PC) or **Command B** (Mac). Click on the icon to expand the bookmarks text. To hide the text, click the **X** at the top right. To adjust the text width, move the cursor to the left edge of the page. Double vertical lines will appear. Left click and hold to adjust the bookmark width as desired.

For best readability, download *FlightLine* to a hard drive rather than viewing in your browser.

USA, Calvin Coolidge was president, all alcoholic beverages were prohibited, and women had finally won the right to vote only four years earlier.

Meanwhile, a quartet of rebuilt Army DH-4Bs had made a three-month, 9,000 mile round trip from Long Island, N.Y., to Nome, Alaska. In 1923, Air Service pilots Oakley Kelly and John Macready piloted a Fokker T-2 non-stop from New York City to San Diego in an epic 26-hour flight. Nonetheless, the upcoming Around the World aerial venture was far from a guaranteed success.

The Douglas World Cruisers

As the most casual student of aviation history knows, the Around the World Flight did succeed, although the mission took the better part of six months to complete and only two of the aircraft survived.

Nothing in the Air Service inventory was judged suitable for the task, so four

new airplanes were special ordered from the Douglas Company of Santa Monica, Calif.

Dubbed the Douglas-World Cruiser, or D-WC, the design was an adaptation of the proven DT series of Navy Torpedo bombers. (The hyphen was soon dropped from both the name and designation, becoming the more familiar DWC.)

A single prototype, s/n 23-210, was ordered in August 1923. After successful testing in both wheeled and floatplane configurations, a \$192,684 contract for four follow-on aircraft was signed in late November.

On March 17, 1924, the four DWCs departed Santa Monica for Seattle. There they were given names and fuselage identification numbers, as follows:

- #1 *Seattle* (23-129)
- #2 *Chicago* (23-130)
- #3 *Boston* (23-131)
- #4 *New Orleans* (23-132)

(cont. on following page)

The mission was laid out in seven geographic “divisions,” each requiring extensive advance planning and positioning of supplies. Navy ships would support the over-water segments and shuttle fuel, oil, and spare parts as needed.

Division 1, scheduled to begin on April 6, would be from Seattle, Wash., to Attu in the Aleutian Islands. The entire around the world flight is well documented, including an article marking the 75th anniversary of the flight that appeared in the Fall 1999 *AAHS Journal*. The article was slightly revised and republished in the Spring 2014 number. The fate of each aircraft is briefly described below.



Seattle at Sitka, Alaska, on April 13, 1924. The numeral “1” is barely visible on the fuselage. (Alaska Aviation Museum)

No. 1 *Seattle*. Lead ship of the flight, *Seattle* seemed plagued from the git-go. Details may be found in the references cited above or many other sources but the kicker came when, only nine days out, a hole was blown in the engine crankcase, causing a forced landing in a desolate cove. *Seattle* was found and towed to safety. The other three machines pressed on to Dutch Harbor while *Seattle* awaited a replacement engine.

After a two-week delay, flight commander Maj. Frederick L. Martin, and his mechanic, Sgt. Alva L. Harvey again took to the air, intending to catch up with the others. They never arrived. *Seattle* had crashed on a mountaintop, far from the nearest habitation. Neither man was seriously injured, and their 10-day survival trek is an adventure tale of its own.



The wreckage of the Seattle was retrieved in 1967. The author snapped this shot at the Alaska Aviation Museum in 2007.

No. 2 *Chicago*. With the presumed loss of *Seattle* and flight leader Maj. Martin, the remaining three aircraft were ordered to proceed as planned. Command now fell to Lt. Lowell H. Smith, piloting *Chicago*, who led the flight on the Division 2 segment, Attu to Japan. Weather, mechanical breakdowns, and routine maintenance all caused delays, but the flight island hopped from the Aleutians to Russia’s Komandorski Islands, then to the Kuriles and on to Japan proper, where *Chicago* was fitted with a new engine.

From Japan, the Division 3 route went south down the China coast to Shanghai, Amoy, Hong Kong, and French Indochina (Vietnam.) *Chicago* was forced down at Hue with a burned-out engine. This was in mid-June. Two weeks later the fliers made Calcutta, where the pontoons were replaced by wheels. New engines were installed on all ships at Karachi (now Pakistan, then still part of India,)



Chicago in wheeled configuration. (Library of Congress)

Division 4, Calcutta to Istanbul, would include stops in Iran and Iraq. Division 5 would pass through Syria, Romania, Yugoslavia, Hungary, and Austria on the way to Paris, where the flight arrived on Bastille Day, 12 days after leaving Calcutta. Then it was across the Channel to London and up the east coast. A chain broke while hoisting *Chicago* up for the change back to pontoons, but damage was fortunately minimal.

Division 6 would be the transatlantic leg; England to Boston via northern Scotland, Iceland, Greenland, and eastern Canada. The final segment involved a 15-stop flight across the U.S. before the final touchdown in Seattle. Meanwhile, the Smithsonian requested that one of the historic aircraft be set aside for its collection. Almost a year later, the transfer was approved and on September 25, 1925, *Chicago* made its last flight, from McCook Field, Ohio, to Washington, D.C., where it resides today in the National Air and Space Museum downtown.

No. 3 *Boston*

The flight attempted to depart Scapa Flow for Iceland on August 2, but only *New Orleans* made it. *Chicago* and *Boston* turned back because of fog. Weather was better the next day, but about midway between Scotland and the Faroe Islands, *Boston* was forced down on the sea when the oil pump failed and the engine seized. *Chicago* managed to alert the Navy, and the crew was picked up by a cruiser. A valiant salvage attempt was made, but rough seas had severely damaged *Boston*, which capsized and sank before she could be towed to safety.



Boston under tow. (San Diego Air & Space Museum)

The prototype DWC, bearing McCook Field number P318, was named *Boston II* and flown to Nova Scotia, where the original crew took over and completed the flight to Seattle.

No. 4 *New Orleans*. Obtained by the Los Angeles Museum of Art, *New Orleans* was displayed for many years at the Air Force Museum before being returned to Santa Monica, Calif., and the on-again-off-again Museum of Flying. Currently, the museum’s website simply states that this historic aircraft is “in storage.” →



Plastic Wings Revisited

A few years ago, *FlightLine* ran a section called “Plastic Wings,” featuring plastic scale models. Our lead article on the 1924 Around the World Flight brought back memories of one of the all-time great scale model dioramas—the DWCs docked at Seward, Alaska.

Constructed in the mid-1980s by Jamie Pye, the display was donated to the Smithsonian. The airplanes are the old Williams

Brothers 1:72 scale kits, vintage 1976. The scene was created well before the advent of photoetched details, resin castings, 3-D printed parts, or other aftermarket “enhancements” available to modelers today.

Aside from some model railroad scenery, everything but the basic DWC airframes was scratch built. The folded wings on the *New Orleans* was another added touch. → (NASM photos)



CEO's Message

Sitting in the airport café on a foggy morning, an L-2 bravely doing pattern work in the low overcast, I ponder the low visibility conditions of aviation history. Many long standing organizations have shuttered their doors, due to lack of support and resources; the balance between success and ruin being precariously close.

One of these organizations is *Aerofiles*, a well-known aviation history website begun in the early 1990s by AAHS member K.O. Eckland, who wanted to record and preserve histories of early, obscure aircraft. After its introduction to the Internet in 1992, Eckland's *Aerofiles* quickly became a trusted site for information of all kinds of powered, fixed wing aircraft, agency registration data, and photos.

By 2008, Eckland's *Aerofiles* was seeing 11,000 visits per day (per website stats), and publishing aircraft updates from enthusiasts around the world. The work was still largely the effort of K.O. Eckland, who passed away in May 2009 at the age of 83. We at AAHS (also users of *Aerofiles*) contacted the Eckland family, offering to take on the responsibility maintaining *Aerofiles* to preserve K.O.'s legacy. The family declined, saying they would be continuing their father's work themselves.

By 2012, however, the *Aerofiles* website was no longer being updated. The Eckland family (a son and two daughters) had migrated to Paradise, California. While escaping the 2019 fire, which destroyed all the known residences (and we suspect much of K.O.'s personal collection), the family seemed to have dropped off the face of the earth.

AAHS has continued the effort to locate and connect with the Eckland family regarding the transfer of responsibility of *Aerofiles* to AAHS. Certified letters were sent to all known addresses of direct relatives, returned as undeliverable. Purchased background information provided phone numbers and email addresses – all non-functional. All known living former associates were contacted, hoping to find someone with information. We even approached the *Aerofiles* Internet domain administrator asking if they would reach out to their registrant asking them to contact us. Everything was a dead end.

Then a source turned up a new address in just the past couple of weeks. So we again have extended our offer and are waiting to see if we can finally establish contact.

A number of individuals that formally supported *Aerofiles* offered to assist keeping a future *Aerofiles* website updated. We have established a domain (*Aerofiles2.com*) in order to create an enhanced, updated version of the site, with the data in a standardized format and a functioning search engine.

Our mission of aviation history preservation can sometimes be foggy, as we must always choose where to spend our limited resources, and try to predict what preservation efforts today will provide the greatest future dividends. In the case of *Aerofiles*, it is clear. We will continue to honor K.O. Eckland's legacy of aviation history preservation.



K.O.'s interests ranged beyond aviation history. He was well known on the West Coast as a talented and dedicated jazz piano man.

Jerri

Jerri Bergen
AAHS CEO



We get letters — or emails, actually

Our inbox mostly gathers cyber dust, but we do get the occasional inquiry, even from overseas. This one is, to put it mildly, somewhat unusual.

A researcher in London is trying to identify the airport scenes in a **36-second film clip** that, so the blurb accompanying it states, was shot somewhere in the U.S. on January 1, 1976.

The film is of very poor quality and watermarked to boot. The

“object name” for the clip is *phxenergytheultimateproblem-02*. “Phoenix energy” may (or not) point to Texas or some other energy producing area. We won't even hazard a guess, but if you'd care to, give the clip a look and tell us what airport you think it is.

If you have an American aviation history question that Seri or your favorite web browser can't answer, send it to FlightLine@aahs-online.org. We'll toss it to our readers. →

World War II Warbirds Album

Photographed by Steve Johnston, AAHS 18827



1



2



3



4



5



6



7

Steve made shots 1-6 at the 2009 Planes of Fame airshow in Chino, Calif., and at the Kingman, Ariz., *AirFest 2019*. Number 7 was taken at the Bullhead City, Ariz., airport in 2017. At one time Steve managed the Kingman airport.

1. C-47 "What's Up Doc?" (Based Palm Springs Air Museum)
2. P-51D "Bunny" (Based Palm Springs Air Museum)
3. F7F Tigercat (N700F - Based Palm Springs?)
4. P-38 Lightning (44-23314 - NX138AM)
5. SNJ-5 Texan (USN 43683 - N2550)
6. B-25J Mitchell (Later TB-25, 44-30423 - N3675G)
7. CAF B-29A Superfortress "Fi-Fi" (44-62070 - N529B)



Wade Salvage scenes. Photos by Klaus-Peter Statz (In <https://untappedcities.com/>)

In the Wants & Disposals section of No. 211, Doug Slowiak inquired about the fate of a T-33 (52-9367) that was once a yardbird in the lawn of American Legion Post 311 in Atco, N.J.

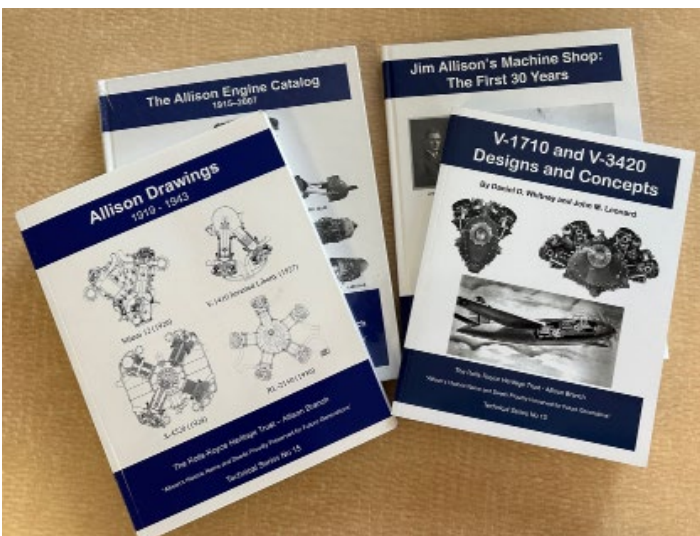
Pete Clukey responded right away, having found that the T-bird was consigned to Wade Salvage, also in Atco. That salvage yard is a story unto itself—just Google the name.

The above right view shows the forward fuselage of (we think) an American Airlines DC-6, and there are other carcasses lying about. In the foreground left are the remains of a J33 engine that almost certainly came from a T-33 (probably not an F-80.) Could that be all that's left of our bird? →



Speaking of Wants & Disposals, that long-time *FlightLine* feature is always available. If you're looking for help with a project related to aviation history, or if you need to clear some bookshelf or closet space, shoot us an email. Your request will be posted in our next newsletter.

AAHS also welcomes donations to our Flabob reference library. We recently received a very nice four-book set detailing the history of the Allison Engine Company and its products, courtesy of author/archivist John Leonard. →



A notable roll out. Originally scheduled to be operational in 2021, NASA's X-59 Quesst (Quiet SuperSonic Technology) test vehicle was officially unveiled at Lockheed Martin's Palmdale, Calif., Skunk Works on January 12. Flight testing will likely begin sometime mid-year. →



(Steve Freeman/NASA)



Boom Supersonic, meanwhile, announced the first flight of its XB-1 demonstrator at the Mojave Air & Space Port, Calif., on March 22. The flight reached only a modest 238 knots but nonetheless represents a significant milestone in the effort to develop a successful supersonic airliner.

The company's ~150,000 sq. ft. Overture Superfactory at Piedmont Triad International Airport (GSO), future production site for the Overture supersonic airliner, is nearing completion. →



(Boom Supersonic)

Interplanetary ingenuity. Likely the first aircraft built on one planet to take off and land in the atmosphere of another, the incredible career of NASA's *Ingenuity* drone came to an end on January 18 when it shed a rotor blade during a hard landing.



Ingenuity on the Martian surface, April 6, 2021. (NASA/JPL)

Expected to make only five flights in a 30-day lifespan as a proof-of-concept demonstrator, *Ingenuity* made 72 in almost three years of operations in the rarified air of the Red Planet. ➔



Two-Seat Tommy. Recent issues of *FlightLine* have covered the Thomas-Morse Scouts, and restorations thereof, in some detail. As is often the case when researching aviation history, one thing leads to another.

Although it served admirably as an advanced trainer, the single-seat S-4 was obviously not a ship for the neophyte. Post-war, Thomas-Morse built a pair of more conventional training machines. While not exactly aeronautical unicorns, they are even less well known than the S-4.

The S-6 was clearly an adaptation of the S-4, with the fuselage lengthened to accommodate a second tandem seat. It was a good performer, considering that it retained the 80 hp LeRhône rotary engine.



The S-6 was a two-seat derivative of the Tommy. The striped rudder was probably surplus from wartime S-4 production.

The S-7 was a new design, with side-by-side seating but also powered by the LeRhône. Cranked out in only 29 days, it was nicknamed the “Sociable Seater.” Neither type went into production, but both examples survived into the early 1930s. ➔



The S-7 had a widened fuselage, allowing side-by-side seating. Judging from the landscape, both photos were taken at Ithaca in late winter.



SOFIA's new home. In numbers 205 and 206, we did a two-part article on NASA's SOFIA airborne astronomical observatory. Shuttled to the Pima Air & Space Museum in December 2022, it is now on display and open for tours on select days. ➔



Moving, or changing email address?

Be sure to let us know:

membership@aahs-online.org



AAHS Photo Archives

Restorations and Reproductions Grumman's E-1 Tracer

Popularly known as Willy Fudd, a play on its original (pre-1962) WF designation, this Grumman E-1B Tracer, USN BuNo 147217, was the last of its type remaining in service when it was withdrawn in 1977.

On loan to the New England Air Museum from the National Naval Aviation Museum, this aircraft was flown by Louis R. Rell, the husband of former (2004-2011) Connecticut Governor Jodi Rell. A naval aviator and airline pilot, Lou was a well-known Museum member and volunteer.



(AAHS Photo Archives)

Still in a relatively pristine state when the two photos above were taken, decades of outdoor living inevitably extracted a toll. In December 2022 the badly weathered bird was hauled inside for some work “designed to improve the exhibit as well as protect it. Our actions involve some disassembly but are not as detailed as a restoration.”

Our pal Tom Palshaw sent these recent shots from the NEAM restoration hangar. Tom says he'll keep us posted. →



Click [here](#) for more E-1B details from the NEAM website.



Those “Stars & Rectangles” on the F6F Hellcat

Camouflage and marking of aircraft has been the subject of hundreds of books and magazine articles, now augmented by Internet forums and even dedicated websites. It’s a somewhat esoteric and sometimes overlooked facet of aviation history. We made reference in our last issue to the U.S. national insignia for aircraft, in particular to the red outlined version that appeared in mid-1943.

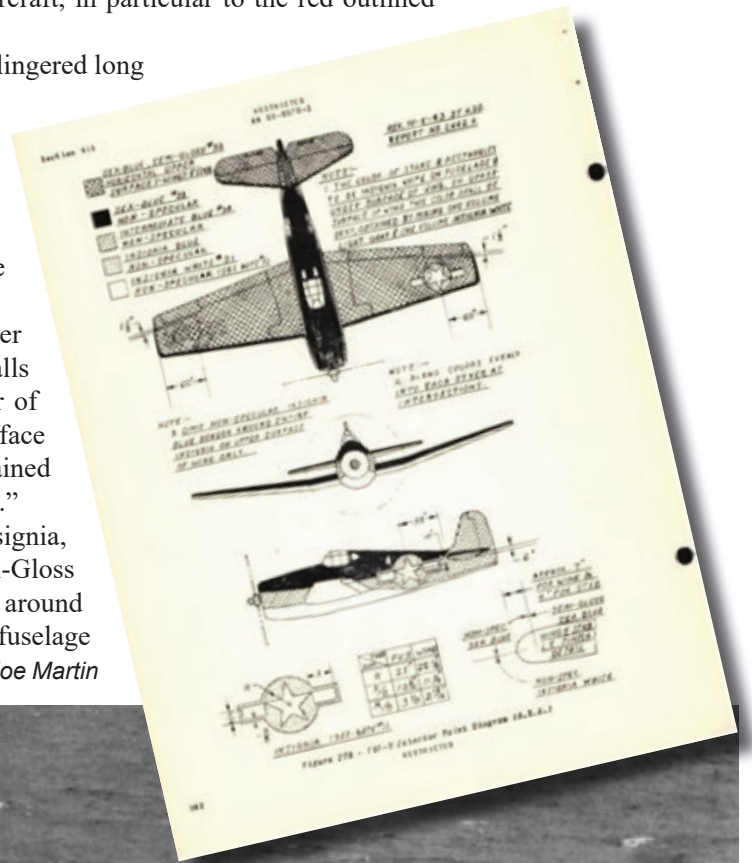
Short lived, at least officially, we found that it quite likely lingered long after it had been replaced by the strictly blue and white version. Even at that point, there was an application of the insignia that appears to have been uniquely Grumman.

The insert, a page from Navy document AN 01-85-FB-2, *Preliminary Erection and Maintenance Instructions for Navy Models F6F-3, F6F-3N, F6F-5, F6F-5N Airplanes*, lays out the camouflage colors and insignia requirements for the Hellcat.

Note 1 states to “Omit non-specular insignia blue border around entire insignia on upper surface of wing only.” Note 3 calls for dulling the white portions on the upper wing: “The color of stars & rectangles to be insignia white on fuselage & under surface of wing, on upper surface of wings this color shall be gray, obtained by mixing one volume light gray & one volume insignia white.”

The photo clearly shows the non-outlined upper wing insignia, including the slightly different shades of blue. (Sea-Blue, Semi-Gloss #32 for the wing itself, Non-Specular Insignia blue for the circle around the star.) The (very) light gray color is not so obvious. The fuselage insignia retains the blue outline. →

Article by Joe Martin



(NARA 80-G-468739)



Another Yorktown Hellcat, this one from VF-1 in April 1944, carrying the scheme detailed on the previous page.

Help!



For some reason, AAHS failed to capture a mailing address for a new member, Paul Gilman. (See page 15.) That means he won't receive the *Journal*. If you can contact Paul, please

ask him to shoot us an email at membership@aahs-online.org or call the AAHS office at (951) 777-1332. →



Questions?
Comments?
Squawks?



Flightline@aahs-online.org



AAHS Mission Statement

AAHS is dedicated to the preservation and dissemination of the rich heritage of American aviation. Our purpose is to collect, preserve, and promote the written and visual record of planes, people, places and events involved in the development and expansion of American aviation.

AAHS promotes our aviation heritage through the operation and support of library and media resources for youth and adults in aviation education, scholarships, career development and outreach programs.

Werner Hartman and Scalecraft Models

Meet Werner Hartman. He is the owner of Scalecraft Models, LLC (www.scalecraft.com) that produces many fine quality replica mahogany wood aviation models. Werner has been involved with aviation since childhood and began making plastic models before he was 10 years old.

During his High School years, he attended Air Force Junior ROTC and obtained his private pilot's license upon turning 17. He has been a member of the AAHS since joining in 1980. He served his country and community as a US Marine Corps Officer within the aviation field and Law Enforcement Officer in Orange County, CA.

He started working part-time in 1999 to develop Scalecraft into a successful aviation model-making company, which currently produces and delivers several thousand models to individuals, military units, aviation companies, and museums worldwide every year. Scalecraft carries many aircraft models in stock and can produce custom projects catered to specific airframes and color schemes.



At age 12 . . .

Now retired, his dedication to aviation and model-making continues full-time, celebrating Scalecraft's 25th anniversary. Werner truly enjoys bringing aviation to life through models. Many customers are relatives of various aviation heroes. He has produced models for the children of World War II pilots whose only memory is a faded black-and-white picture. His craftsmen bring that faded picture to life with a full-color model of the aircraft they flew or crewed upon.



Werner displays his wares at the Chino Airshow, 2020.



Scalecraft includes an AAHS membership flyer in each shipping container—a great way to support the Society!

Our thanks to members like Werner for helping AAHS to preserve and promote aviation history.

Scalecraft models are produced and used for many reasons. In one unusual case, a local pilot unfortunately died when his high-performance Vans RV crashed. His family reached out to Werner, asking for something special. Scalecraft produced several custom models of that airplane he loved so much.

A small compartment was incorporated into the model to contain a small amount of the pilot's ashes. An airplane model "Urn" if you wish. Each family member received a model with a "little bit of Dad inside" so he could be with his airplane and children forever. →



P-47D Thunderbolt (43-25570) "Kwit-Cher-Bitchin"
397th FS, 368th FG, 9th AF. Pilot Randall W Hendricks.

Custom Crafted Display Models



Military — Airline — Civil — Space

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

Hand carved and painted

A great gift idea for pilots and enthusiasts.

Start your collection today!

ScaleCraft
www.scalecraft.com

Donations Hangar



These photos are from an album donated to AAHS by the estate of the late Casimier J. Grevera, Life Member #59. Donations such as this are cataloged and preserved in the AAHS archives.

Thanks to Bob Palazolla for scanning and cataloging these

recently donated items.

For information on how to donate aviation photographs or artifacts, email membership@aahs-online.org or call the AAHS office at 951-777-1332. →



Fleet Model 7 (NC-684M). Watsonville, Calif. May 24, 1975.



A pretty rare specimen, the 4-seat Morane Saulnier 760 Paris "personal jet" (N5879), at Oakland, Calif., June 24, 1975.



Unidentified Grumman S2F converted to a fire bomber. Seen at Chico, Calif., Oct. 24, 1974.



Stinson SR-8B Reliant NC16190, a one-time (1937) Gulf Oil aircraft, photographed at Hollister, Calif., July 13, 1975.



Highly unusual (Continental R-670 engine) Stolp Starduster Too (N7X) owned by Wil Neubert, mimicking a 1930s Boeing F4B. Photographed at Watsonville, Calif., May 24, 1975



Warbird in waiting, March 3, 1975. Built as T-28A (51-3663), modified in France as "Fennec" counter insurgency aircraft. Reregistered as N128RC. Now at Palm Springs Air Museum ?

More about our volunteers

Bob Palazzola is a modest guy. Too modest, in fact, to say much about his contributions to AAHS over the past decade. Syndy Resler, whose good work was recognized in the Fall 2023 *Journal*, remembers the entire Huntington Beach crew as folks who “believed in AAHS, and really enjoyed the camaraderie with their fellow volunteers.”



Syndy says Bob went far beyond that, creating and managing a lot of the administrative tools that AAHS relies on to categorize books, photographs, and other donations. He also planned and directed many of the activities in the Huntington Beach office, as well as training new volunteers.

Bob’s very much a hands-on type, doing everything from assembling racks to organizing and shelving the books. Bob was instrumental in carrying out the transition to Flabob. With the move, Bob can’t come into the new office as regularly, but he still works to inventory and store donated material like the photos that appear on page 12. Thanks again, Bob! →

Joe Rando. We didn’t have Joe’s info last time, so we’re including him in this issue. In a four-year hitch as an airborne radio/navigation repairman in the USAF, Joe worked on classics like the B-36 and KC-97 before transitioning to jets. His assignments took him from Libya to Illinois to Texas. Back in civilian life, Joe worked as an avionics tech for Lockheed Air Services before joining the FAA, retiring as a General aviation and Air Carrier inspector in Long Beach after a 27-year career.



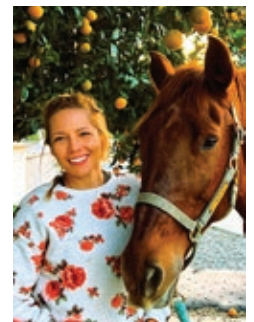
Syndy Resler says this about Joe’s time with AAHS: “For 10-plus years, Joe performed the important role of Membership Database Administrator. Without fail, Joe would come into the Huntington Beach office every Wednesday to add

new members to the database, update member information, mail journals, and answer phone calls. Most weeks, Joe could fulfill these tasks in 3-5 hours, but winter months are more demanding due to membership renewals, so he could be found in the office 20-plus hours a week. Never complaining and always fun to work with, Joe was a great asset to the team.” →

Julie Oppen. Retired after 30 years as an insurance claim manager, Julie is a long time plane enthusiast; daughter of a USAAF fighter pilot, and married to an aerospace engineer. Volunteering with AAHS brings together her interests in airplanes, books, and ephemera. Julie sorts and catalogs our magazine trove, and will be helping with the membership database in the future. She also enjoys low water gardening and hunting for vintage and antique treasures! →



Klara Smith. Born in Warsaw, Poland, Klara immigrated with her family to the U.S. as a child. Her family followed opportunities which led them to settle just south of Nashville, Tenn. With an affinity for solving puzzles and tinkering with mechanics and electronics, Klara was a tomboy who took to rural life quickly. She grew up hiking and swimming in the outdoors, but also spent many school nights hunched over a car engine, discussing history with her father. She even spent time in the Civil Air Patrol’s Cadet Program and became an airport rat. (Smyrna, Tenn., MQY)



A graduate of Middle Tennessee State Univ., she focused on business, economics and finance, which eventually led her to Los Angeles. She worked in the accounting field for nearly 20 years, including stints as business manager for a CPA firm, staff accountant for a Goldman Sachs-funded startup, and consultant/interim controller for various organizations.

Klara is married to Tyson Smith, a Renaissance man who was bitten at a young age by those aviation and history bugs. His interest in airplanes and in collecting and dealing historical items eventually led them both to AAHS. Now “retired,” she helps her husband with their company, Maiden Voyage Co. →



WANTED AAHS Volunteers

Love aviation history? Got a few hours to spend helping to collect and preserve it? Call the Flabob office at
(951) 777-1332
Tues., Thurs., Saturday, 11 am-3 pm
or send us an email at:
membership@aahs-online.org



AMERICA'S LOCAL SERVICE AIRLINES

America's Local Service Airlines

by David H. Stringer

\$39.95

www.aahs-online.org/store.php
U.S. Shipping & Handling add \$4.25



AAHS Chapter News

Pensacola, Florida

Editor's note: Thanks to President Terry Durham for providing this introduction to the Pensacola chapter. We look forward to keeping in regular touch with the folks over on the Gulf Coast!

Terry Durham and Greg Neely formed the Pensacola Chapter in August 2023, while going through volunteer training at the National Naval Aviation Museum in Pensacola. Terry was once President of the Mobile, Ala., AAHS chapter, and Greg served as a volunteer at the National World War II Museum in New Orleans. Both have a love of aviation history that extends back to childhood.

The chapter hosted its first meeting on August 10, 2023, in a restaurant at NAS Pensacola. The first guest speaker, Museum director Captain Sterling Gilliam, gave a terrific presentation on the past, present, and future of the museum. The event was well attended (about 50 people) and a local TV station covered it. Soon after this meeting, Captain Gilliam gave us permission to hold our monthly meetings at the museum.

Our meetings are held on the 3rd Thursday of each month from 1:00 PM to 3:00 PM. We recruit speakers from the museum's volunteers; mainly former military pilots, aircrew, and maintainers from all the military branches. Speakers have ranged from an Air Force One Executive Communications officer, an SR-71 pilot, the adventures of the Pan American China Clipper, and hunting down Soviet submarines by a P-3 Orion pilot. Our March speaker will present a program on the Curtiss A-1 Triad, the Navy's first aircraft.

Speakers make a one-hour presentation. With the remaining time, we select an aircraft in the museum that we highlight and present. Aviation history is all around us and our meeting theater is just a few steps away from the famous Curtis NC-4, the first aircraft to fly across the Atlantic.

We also sponsor an after-hour "meet and greet" social mixer at the Hangar American Grill in nearby Milton, Fla. At these events we recruit new members from NAS Pensacola, Whiting Field, Hurlburt Field, Eglin AFB, and surrounding areas. Of course the chapter isn't exclusively military in nature. We welcome aviation enthusiasts of all types from around the Southeast.

In the future, we plan to sponsor field trips all across Florida, Alabama, Mississippi, Louisiana and Georgia. We'll visit all types of aviation related destinations. As any aviation enthusiast knows, NAS Pensacola is the home of the Blue Angels.

Most every Tuesday and Wednesday we're able to watch the "Blues" practice from the flight line directly behind the Museum. The public is invited to these practice sessions, and on Wednesdays, the Blue Angel pilots come over to the museum after practice to meet visitors and sign autographs.

The Pensacola chapter extends an open invitation to all AAHS members and their families and friends to come to Pensacola, attend one of our meetings, and watch a Blue Angel practice. And yes, we will be happy to set up a personal guided

tour of the National Naval Aviation Museum. You can find more information about the Pensacola Chapter meetings and events at smokeonblues.org →



L to R: Sha Alf (Marketing Director), Terry Durham (President), Greg Neely (Vice President), David Coughlin (Secretary /Treasurer). (Photographer unknown)



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:

APT Collectibles
P.O. Box 788
Bonsall, CA 92003-0788

New Members

Welcome to AAHS!



Note: To prevent unauthorized extraction of personal information, AAHS no longer publishes complete addresses. To contact a member, please phone the AAHS office (951) 777-1332 or email: membership@aahs-online.org

William Sandsted
Pensacola, FL 32507

Paul Kile
Fair Oaks, CA 95628

Steve Stroberger
Pensacola, FL 32507

Sumi Bitner
Boulder, CO 80302

Jordan Adams
Pensacola, FL 33504

Fred Benton
Prescott, AZ 86301

Lloyd Hamilton
Pensacola, FL 32526

Janet Roberts
Grand Junction, CO

Joseph Baricev
Ocean Springs, MS

Thomas Dombeck
Corona, CA 92883

Paul Gilman
No address. See p. 10.

Todd Whitaker
Gulf Breeze, FL 32561

David Pepin
Valley Center, KS 67147

Taylor Nelson
San Diego, CA

Kimberly Sheeter
Ormond Beach, FL

Kelley Whitaker
Gulf Breeze, FL 32561

Stephen Brummond
Pensacola, FL 92649

Louis Kadubic
Pensacola, FL 32502

Kyle Falcon
Rochester, NY 14606

→ **INTERNATIONAL** →

Timothy Kincaid
Keller, TX 76248

Amelia Ellegaard
San Diego, CA

Sam Bulger
Gulf Breeze, FL 32563

Clive Richards
Malvern, Worcestershire, UK

Michael Coraggio
Middletown, MD 21769

Eric Waltzer
Riverside, CA 92506

Jordan Li
Saint Augustine, FL

Chris Emerson
Gracemere, QLD, AUSTRALIA

Charles Witthoft
Palm Springs, CA 92264

Michael Foster
Powhatan, VA 23139

Les Ives
Mountain Home, AR 72654

Karl Wilberg
Canmore, Alberta, CANADA

Robert Lowery
Bellevue, NE 68147

Natalie Diaz
Anaheim, CA 92804

Brian Naples
Jacksonville, FL 32258

Simon Beck
Christchurch, NEW ZEALAND

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.





American Aviation Historical Society

P.O. Box 483 • Riverside, CA 92502

MEMBERSHIP APPLICATION

Please enroll/renew me as a member of the AAHS. Enclosed is my check (money order, bank draft, or credit card information) for dues as checked below. I understand that I will receive all issues of the AAHS Journal published to date during my membership year, plus all issue of the AAHS *FlightLine* (Downloadable from the AAHS website).

Individuals joining after November 1, will have their membership begin the following year, but will receive the Winter issues of the Journal as a bonus. I also understand that renewal is due at the end of the calendar year in which my membership will expire.

- | | | |
|-----------------|-------------------------------|--------------------------------|
| | 1 Year | 2 Years |
| United States | <input type="checkbox"/> \$50 | <input type="checkbox"/> \$96 |
| Canada & Mexico | <input type="checkbox"/> \$69 | <input type="checkbox"/> \$129 |
| Other Countries | <input type="checkbox"/> \$81 | <input type="checkbox"/> \$157 |
| eMembership | <input type="checkbox"/> \$32 | <input type="checkbox"/> \$60 |

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 _____

We ask our membership community to help us meet rising publication, postage and operating costs. Please consider a donation to AAHS today. With your help, we will continue to preserve and share members photos, keep publishing stellar aviation history, and assist struggling students as they prepare for careers in aviation.

Thank you for being a part of the American Aviation Historical Society!

Make a General Donation

Support the AAHS mission of preserving and sharing aviation history. \$ _____

Please contact me about:*

- Endowment needs Including AAHS in my estate plan

I can be reached by phone at: _____

I can be reached by email at: _____

*You can also reach out to our membership department at:

membership@aahs-online.org or by calling (951) 777-1332