



## News and Views

### From the Editorial Hangar

On this, the traditional date of Memorial Day, we pause to render a special salute to the more than 80,000 aviators and aircrew who have given their lives in service to America from World War I to the present. Theirs is a proud history, and AAHS is proud to play a part in preserving that legacy.

*FlightLine* has been MIA for a while now, and this one won't be lengthy. That's partly due to other AAHS-related diversions, but it's also a function of your editor's diminished enthusiasm. Transition to an online "blog" format has been our goal for more than a year now, but there's barely a glimmer of light at the end of that tunnel. If/when it becomes reality, you can expect aviation history tidbits like the one farther down the page to appear once a week or so.

However, AAHS's social media presence has expanded considerably, with an uptick in responses. Check out our [Facebook](#) page or Instagram channel. For AAHS members, the Spring 2026 Journal should be in the mailbox just in time for summer. The reason for that delay has been explained *ad nauseum*, in this space and elsewhere. It's the same old story—without incoming material, there's nothing to print.

Meanwhile, the refurb of the HQ building at Flabob airport continues, but no completion date has been announced. Thanks to our handful of stalwart volunteers, the Society keeps chugging along from within four modified shipping containers "out back." Other projects are under construction, including an AI-based app to aid in identification of the many thousands of images in the AAHS archives. That one should be very interesting—stay tuned.

Right now, the brightest blip on the AAHS radar is the upcoming Annual Meeting, 2-4 October. A couple of great speakers have signed up, and if all goes well the new HQ digs will be open for viewing. If not, no worries. The main events are set for more spacious venues. Target is at least 100 members in attendance. The flier below has the details. We hope to see you there!



## AAHS Annual Meeting October 2-4, 2026

Join us as we celebrate 70 years of continuous aviation history preservation!

Friday, October 2- March ARB Museum

### Pricing Info:

EARLY BIRD WEEKEND  
(purchase before Aug 10)

Members \$175

Nonmembers \$220

REGULAR WEEKEND  
(purchase after Aug 10)

Members \$225

Nonmembers \$245

Saturday Only Rate \$105

[CLICK HERE TO SIGN UP!](#)

- 1:00 AAHS 70th Event Check-in
- 2:30 Tour March ARB Museum Collections
- 5:00 AAHS 70th Social Hour, appetizers and introductions of invitees
- 6:00 Presentation - Taigh Ramey - Technical Director of series 'Masters of the Air'

### Saturday\*, October 3, Flabob Airport

- 9:00 Guided tour- Flabob Airport grounds and museums
- 12:00 Lunch & AAHS Presentation by AAHS CEO Jerri Bergen and Flabob Management, with raffles and awards
- 2:30 AAHS HQ Open House and Archive review
- 2:30 AAHS Member photo swap
- 5:00 Social Hour and Dinner - live music and cocktails
- 6:00 Presentation by Bill Barry, Chief Historian, NASA (Ret)
- 8:00 Cigar Lounge Surprise Guest!

\* Airplane flights available all day (purchased separately)

### Sunday, October 4, Riverside Airport

- 9:00 Riverside Airport CAF Museum tour

Questions? Contact us at 951-777-1332, or email [events@aahs-online.org](mailto:events@aahs-online.org)

### Hotel Info:

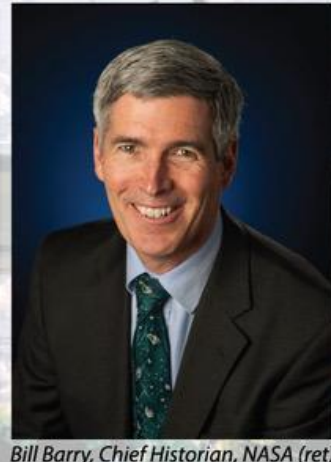
Hyatt Place Riverside Downtown  
3500 Market Street  
Riverside, CA 92501  
[hyattplacerriversidedowntown.com](http://hyattplacerriversidedowntown.com)  
888-492-8847

Group Rate  
\$172.00/n (1 king bed)  
\$182.00/n (2 queen beds)

WIFI & breakfast included

use GROUP CODE G-AAHS

Cutoff date for GROUP rate is Sept 18!



Bill Barry, Chief Historian, NASA (ret)



Taigh Ramey, Vintage Aircraft Co.

## Meanwhile, in the AAHS Archives . . . .

One of our AAHS volunteers recently came across this photo (cropped version here) in a stack of unidentified airplane pix, donor unknown. (That's a "for sale" placard in the windscreen.) Turns out N612A is not a mystery ship at all, but it is the last surviving example of its type. There's a long story behind this particular aircraft, which we won't try to summarize here. (The details can be found in a couple of articles by John Underwood in the Dec. 1999 issue of *CAA's Vintage Airplane* magazine.)

The man behind the Air Coach, Joseph K. Kreutzer, is not a well known figure in aviation history. Born in Austria in 1894, he migrated to the U.S. at an early age. By 1928 he headed his own company, the Joseph Kreutzer Corp., holdings of which included "No. 1—Kreutzer auto laundry, a plant complete in every detail, turning out a car complete every eighteen to twenty minutes, with complete polishing, lubricating and battery departments in connection." Presumably that meant those departments were combined into some kind of full-service car wash.

Number two was Joseph Kreutzer Buick Service, "which bears the reputation of being the largest and most complete plant on the Pacific Coast." Then there was "No. 3—A plant entirely devoted to automobile reconstruction . . . everything necessary for the rebuilding and reconstruction of every make of automobiles is handled by experts." By 1928, the workforce had expanded to 107, "all experts in their line and all trained to the Kreutzer standard of service."

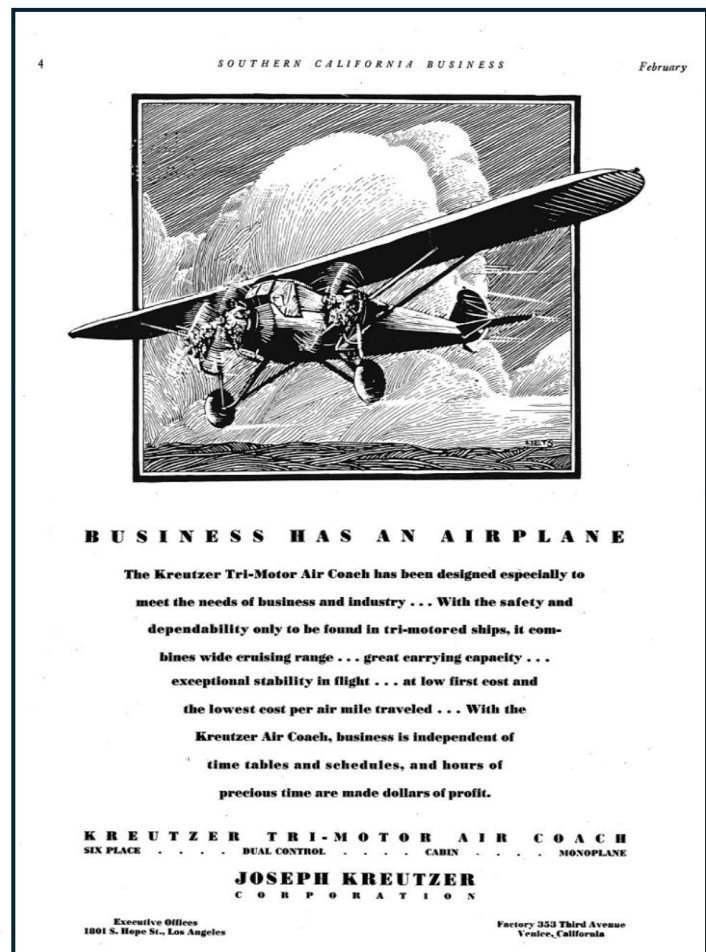
Exactly when Kreutzer caught the aviation bug is uncertain, but he contracted a severe case. News of Kreutzer's high flying schemes regularly appeared in the Los Angeles papers. "At the insistent demand of a national transportation system," announced one article, plans were underway for "immediate production of the gigantic liner of the air which will accommodate 28 passengers." The corporation would spend between \$100,000 and \$150,000 to construct a factory and adjacent airfield.



Meanwhile, demands for the Air Coach were so great that Kreutzer was "compelled to lease the former plant of the Bach Aircraft company," where 100 men would be employed to crank out 266 units in 1929 alone. Orders totaling \$1,343,000 were claimed to be in hand.

The truth proved to be something rather different. By September, Kreutzer's aeronautical empire was on the verge of collapse. Controlling interest in the corporation was acquired by Howard Throckmorton, a well known financier and something of a specialist in reorganizing distressed businesses. Throckmorton took over as president and treasurer, with Kreutzer being retained as chairman of the board. Production would continue, and Approved Type Certificates (ATC 170, 171, 223) were eventually granted for three Air Coach models. But total output barely topped a dozen examples, making N612A a rare specimen indeed. In 1930 Hawaiian Airways, a short-lived competitor of Inter Island Airways, operated one. That Kreutzer made a forced landing in Kohala, Hawaii, with a Hawaii legislator aboard, effectively shutting down the airline. In 1933 NC847H, a T-2, was sold at auction to satisfy a lien against the airplane. Aside from registration numbers, there is little trace of the other Air Coaches.

Periscope Film has produced an interesting video sidebar to the Kreutzer Air Coach story. The [YouTube](#) version is interrupted by the usual annoying "commercials," but give it a look. A compilation of late 1920s silent film clips of mixed quality, it features the prototype K-1 (X-71E), including some manufacturing scenes. At about the 4:40 mark is shown the extrication of a wing assembly from the second story of what appears to be the No. 3 "reconstruction" plant. The "auto laundry" can be seen nearby. The rest of the film contains preflight, takeoff, and landing footage, along with a segment that follows Hollywood starlet Racquel Torres around as she attempts to "christen" the airplane for an advertising photo shoot. →



Comments?  
Questions?  
Squawks?

Let's hear 'em!

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

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