



AAHS FLIGHTLINE

No. 175, Second Quarter 2011

American Aviation Historical Society

www.aahs-online.org



Culver Cadet, N281W, at cruise over the Illinois countryside. Note the later "Culver" logo on fin. Photo by Mike Carlson from his Cessna 170B (All photos provided by the author)

The Culver Connection to Howard Aircraft

by Jim Rezich

So what does a Culver Cadet have to do with Howard Aircraft?

Let me explain. My dad, Nick Rezich, was fortunate to work for Benny Howard at Howard Aircraft Co. and continue when it became Howard Aircraft Corp. While growing up, I constantly heard the stories

on how fantastic the Howard DGAs were and what a great "family" of craftsmen worked together at Howard. My dad and uncle Frank were both very proud to be part of the Howard legacy of building the finest airplanes of the day. During his career with Howard, dad advanced from the finishing department to plant superintendent. Some of his duties as plant superintendent included monitoring the St. Charles assembly plant where the

NH and GH models were assembled along with PT-23s. This advancement gave him the financial means to purchase the only new airplane he would ever buy. And the newest design, fresh off the drawing board of Al Mooney, was the sexy little speedster, the Culver Cadet. Dad made several trips to Columbus, Ohio, to try and get a peek at the new design before he made his deposit, but never did get to see the prototype. He

Highlights of What's Inside

- [The Culver Connection to Howard Aircraft](#)
- [Fact or Fiction, Appropriating a FW190 to get Home](#)
- [National Aerospace Library at Farnborough](#)
- [AAHS Website Update](#)
- [2010 Journal Award Winners](#)
- [Update on B-29 "Lucky Lady" War Memorial](#)

Regular Sections

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



NC20926 at Howell Airport in the spring of 1942. Original colors were silver wings and tail with a dark blue fuselage. Note the original "Cadet" logo on fin.

[Text in BLUE represent links - just click on the text to follow]



Cockpit of N281W present day. Aircraft has a full electrical system including landing gear aural and visual warnings. The chrome wheel in between seats is for landing gear retraction; the red knob behind it is locking lever.

secured his order for the sixth production airplane with a 10 percent deposit of \$239.50. That put the price at \$2,395 for the two-place, side-by-side, low-wing monoplane with a manually retractable landing gear.

The Culver was completed late in December 1940, but delivery to Culver dealer Art Carnahan in Bloomington, Ill., was delayed until nearly March 1941. On arriving at Bloomington, the airport was covered with snow and the airplane flipped over on landing. It took almost a year to rebuild it, so my dad didn't get the little blue and silver airplane until February 1942. War-time private flying was very restricted. My dad was lucky that Howard had been awarded the military contracts for the NH and GH series of airplanes. This provided him a legitimate reason to be able to operate a private airplane during the war. And he was able to use the Culver to "commute" between the main Howard plant at Chicago Muni (Chicago Municipal Airport) and the assembly plant at DuPage Airport in St. Charles.

Two things I remember very clearly as I was growing up was my dad talking about the fantastic Howard finish and his Culver Cadet.

The Howard Finish

Since my dad started in the finishing department at Howard, he had quickly learned what it took to turn out the spectacular dope finish that Howard was famous for. Dad always said the secret to the finish was to sand until your fingers bled, and that every Howard built had his sweat and blood in it! I would continually doubt him, and his answer was to ask Mike Bernat or Bud Johnson, two finishing department employees that were close friends of my dad. Their friendship would last their entire lives. Even more incredible is that Mike and Bud also became friends with dad's younger brother Frank, and the three of them would all move to southern California. Close enough that when they retired they relocated within the same area so they could continue their friendship.

The first time I met Mike Bernat was when our family visited California in the mid-1960s. The first thing I asked Mike after being introduced was if he ever sanded until his fingers bled, and without hesitation, his

answer was, "YES! On every Howard!!" You have to realize that I was only about 12 years old at that time, and even with the reinforcement from Mike, I still didn't REALLY believe it possible to sand until your fingers bled. It was only when I recovered the J-3 Cub I learned to fly in that I discovered the secret of a Howard finish. It was amazing to see the traces of red starting to show up in the slurry as I wet-sanded the silver, long before I could feel any pain.

I can recall my dad telling how the finish on the wings of the Culver was very minimal, and that the top side fabric would "balloon" up in flight. This was easily remedied by enlisting the help of fellow Howard finishing department friends to apply more silver dope to the wings and tightening the fabric. And, of course, that finish was improved to meet Howard standards! The test of a Howard finish was when Benny would drop his silk handkerchief on the top of the fuselage and it would slide all the way to the tail.

The next item to get reworked was the Continental A-75 engine. Chud Hannell was a race car mechanic who worked in the engine build-up and final assembly area at Howard. Dad got him to "super tune" the little Continental with such race techniques as heavier valve springs and mag timing adjustments. These mods, along with the ground-adjustable Freenham-Burnham prop, really made the Culver go. Dad claimed he could do 140 mph and would routinely "intercept" airliners arriving at Muni! Once he got the airplane where he liked it he claimed his largest maintenance expense was wax!

Sale of the Culver

But the fun with Culver would not last long, for once the military contacts ran out there no longer was a valid reason for dad to have a flying airplane. Since the company was on its last legs, dad was also out of a job and now eligible for the draft. Brother Mike had enlisted in the Air Corps and was a B-17, and later, a B-29 crew chief instructor. Frank also enlisted in the Air Corps and flew the Hump in various airplanes. Dad was drafted and trained as a tank and heavy equipment driver, but would not see any over-seas service. Once it was discovered he could really play the drums, he spent a lot of time in various parade band units! After he was drafted, dad had to sell the Cadet and in 1944 it went to a gentleman in Kansas who had a business with a government contract.

After the war, it would go through several owners until it



Howard Aircraft plant superintendent Nick Rezich with his new Cadet at Willie Howell's airport in Blue Island, Illinois.



Jim Rezich departs in N281W. The original registration number is reserved by Jim for when the airplane is repainted in the original colors. Note the Freedman-Burnham ground adjustable wooded blade propeller; it has been replaced with a McCauley aluminum propeller.

ended up, in the early 1960s, in Torrance, California. While owned by Joe Silvera, the airplane was recovered and a Continental C-90 and McCauley metal propeller were installed. During this time, Silvera wrote the FAA and requested the shortest registration number available as it now was a requirement to have the number painted on the sides of the fuselage. So the original registration number NC20926 was replaced with N281W. The airplane was also finished in an overall bright yellow finish with a simple black stripe. Silvera sold the Cadet to Larry Low of Palo Alto, Calif., in 1966. Low instantly fell in love with the Cadet and flew it almost every day. He was so taken with the little speedster that he helped organize the Culver Club and served as president for many years. He also collected a tremendous amount of data on Culver aircraft to help other owners keep their Cadets flying.

Like I said, my dad always talked about how great the Cadet was, so after having flown my J-3 Cub from Rockford to as far as Marathon Key, Fla., and back, I decided to sell it and buy a Cadet. In order to find out more about Cadets, I joined the Culver Club and got to know Larry Low through correspondences and phone conversations. I ended up buying s/n 129 and did a 10 year restoration. Part of the 10 year restoration included getting married and having two boys. Once completed, my next project was to build a new home for my family and, in order to help finance the construction, I decided to sell the Cadet. The airplane was purchased by a gentleman in England, sight unseen.

Acquiring My Dad's Cadet

In a Christmas card to Low after I had sold my Cadet, I mentioned that if he should decide to sell his airplane to contact me first. Low passed away in January 2008. He owned the Cadet for 42 years and flew it over 2,200 hours. He maintained the airplane in pristine condition and made constant upgrades keeping up with the latest regulations. Aviation ran in the Low family as well. His son Tom would fly many of those 2,200 hours with his dad in the Cadet, and Tom went on to build his

own Lancair 235 and paint it the same bright yellow as the Cadet.

While going through his dad's effects, Tom ran across that Christmas card I had sent and tracked me down to see if I was still interested in buying the Cadet. With this once in a lifetime chance, the only thing I needed was my wife's approval before I said YES! She agreed this was a unique situation that wouldn't come along again, and that I should make a decision that I wouldn't regret. I got back in touch with Tom and we

were able to work out the details.

One of my conditions was that Tom would relocate the airplane from Palo Alto to Paso Robles where my uncle Frank has several hangars. This way he did not have to wait to release the hangar in Palo Alto until I could find time in my schedule, and good weather to get the Culver home. This also gave Frank the chance to do the annual inspection for me, which gave me the peace of mind knowing that Frank had the chance to go through the airplane from stem to stern before I started out on my 2,450 mile journey back to Rockford.

By mid-October my schedule and with the prospects of good weather, I jumped a smoker to Los Angeles. Frank's daughter, Kathy, drove me up to her dad's and we had the airplane ready to go in a couple days. I spent one day flying the airplane to get used to it again, but it seemed like putting on an old pair of shoes. Kathy got a quick ride before I set out for home. I had some great help from Howard club members Leroy Peterson and Denny Lyons. Peterson helped me decide on the route to take coming back, which was great for a flatlander pilot like me! He said the southern I-10 route would be a lot lower terrain to cross. Lyons helped me make a bracket to hold a borrowed Garmin 496. He also tipped me off that there is an alarm box at the pipeline pumping stations throughout the desert.

The return trip to Rockford only took two and a half flying days. The first day I went from Paso Robles to Deming, N.M., with fuel stops at Twentynine Palms, Calif., and Marana, Arizona. The second evening I was in Little Rock, Ark., where I spent two days with my son, Nick. Fuel stops on this leg were Winkler and Olney, Texas. And the last day got me from Little Rock to Rockford with a stop at Jefferson City, Mo., for fuel. The weather CAVU the entire way, and the only other airplanes I saw were in the traffic patterns at airports I stopped at for fuel. 2,450 miles at an average of 122 mph, and I burned 107 gallons of fuel (22.9 mpg). Still the one of the most efficient airplane ever produced!

So that's the connection between a Culver Cadet and Howard Aircraft.

Fact or Fiction – Appropriating a Fw 190 to get Home

The following is an excellent well-told story that is posted on numerous websites and has appeared in print. You will find authors who report that the story was told to them by Bruce Carr himself and others who claim other members of the 353 FS laugh and recall that the story is an exaggeration of fact. There are a number of discrepancies within the story that give rise to question. For example, in September and October 1944, when the incident supposedly occurred, the 353 FS was operating from forward bases around Gael, France (215 miles WSW of Paris), providing air support for U.S. Army operations in France. This fact and considering the distances involved, a mission to Czechoslovakia, a distance of over 700 miles one way, is highly improbable.

The Story

Bruce Carr ended WWII as a lieutenant (*actually, a captain*) with 15 victories confirmed and the Distinguished Service Cross. Despite all that, he denies any claim to heroism - a doubtful assertion - but he can't disclaim his role in a daring experience, to our knowledge unique in the history of that war.

Bruce Carr was a P-51 pilot with the 354th Fighter Group. At the time of this adventure, the group was based in France. In October 1944, while on a mission over Czechoslovakia, he was downed by flak. After days of evading-cold, hungry and physically exhausted-he decided it was better to turn himself in to the Luftwaffe than to risk capture by the locals. He knew from the surrounding air activity that there was a German airfield not far away.

His unit in England was to be the pioneering group that would take the Mustang into combat, and he clearly remembers his introduction to the airplane.

"I thought I was an old P-40 pilot and the P-51B would be no big deal. But I was wrong. I was truly impressed with the airplane. I mean REALLY impressed! It flew like an airplane. I just flew the P-40, but in the P-51 I was part of the airplane. And it was part of me! There was a world of difference."

When he first arrived in England, the instructions were, "This is a P-51. Go fly it. Soon, we'll have to form a unit, so go fly." A lot of English cows were buzzed.

"On my first long-range mission, we just kept climbing, and I'd never had an airplane above around 10,000 feet before. Then we were at 30,000 feet with "Angels' Playmate" and I couldn't believe it! I'd gone to church as a kid, and I knew

that's where the angels were and that's when I named my airplane "Angels' Playmate."



Lt. Bruce Carr with "Angels' Playmate."

"Then a bunch of Germans roared down through us, and my leader immediately dropped tanks and turned hard for home. But I'm not that smart. I'm 19 years old and this SOB shoots at me. And I'm not going to let him get away with it.

"We went round and round. And I'm really mad because he shot at me. Childish emotions, in retrospect. He couldn't shake me, but I couldn't get on his tail to get any hits either.

"Before long, we're right down in the trees. I'm shooting, but I'm not hitting. I am, however, scaring the hell out of him. But I'm at least as excited as he is. Then I tell myself to calm down.

"We're roaring around within a few feet of the ground, and he pulls up to go over some trees, so I just pull the trigger and keep it down. The gun barrels burned out and one bullet, a tracer, came tumbling out and made a great huge arc. It came down and hit him on the left wing about where the

aileron is. He pulled up, off came the canopy, and he jumped out, but too low for the chute to open and the airplane crashed. I didn't shoot him down, I scared him to death with one bullet hole in his left wing. My first victory wasn't a kill; it was more of a suicide."

The rest of his 15 victories were much more conclusive. Being a red-hot fighter pilot, however, was absolutely no use to him as he lay shivering in the Czechoslovakian forest. He knew he would die if he didn't get some food and shelter soon.

"I knew where the German field was because I'd flown over it, so I headed in that direction to surrender. I intended to walk in the main gate, but it was late afternoon and, for some reason, I had second thoughts and decided to wait in the woods until morning.

"While I was lying there, I saw a crew working on an Fw 190 right at the edge of the woods. When they were done, I assumed, just like you assume in America, that the thing was all finished. The cowling's on. The engine has been run. The fuel truck has been there. It's ready to go. Maybe a dumb assumption for a young fellow, but I assumed so. So, I got in the airplane and spent the night all hunkered down in the cockpit.

"Before dawn, it got light and I started studying the cockpit.

I can't read German, so I couldn't decipher dials and I couldn't find the normal switches like there were in American airplanes. I kept looking, and on the right side was a smooth panel. Under this was a compartment with something I would classify as circuit breakers. They didn't look like ours, but they weren't regular switches either.

"I began to think that the Germans were probably no different from the Americans in that they would turn off all the switches when finished with the airplane. I had no earthly idea what those circuit breakers or switches did, but I reversed every one of them. If they were off, that would turn them on. When I did that, the gauges showed there was electricity on the airplane.

"I'd seen this metal T-handle on the right side of the cockpit that had a word on it that looked enough like 'starter' for me to think that's what it was. But when I pulled it, nothing happened. Nothing.

"But if pulling doesn't work . . . you push. And when I did, an inertia starter started winding up. I let it go for a while, then I pulled on the handle and the engine started!"

The sun had yet to make it over the far trees and the air base was just waking up, getting ready to go to war. The Fw 190 was one of many dispersed throughout the woods, and at that time of the morning, the sound of the engine must have been heard by many Germans not far away on the main base.

But even if they heard it, there was no reason for alarm. The last thing they expected was one of their fighters taxiing out with a weary Mustang pilot at the controls. Carr, however, wanted to take no chances.

"The taxiway came out of the woods and turned right towards where I knew the airfield was because I'd watched them land and take off while I was in the trees.

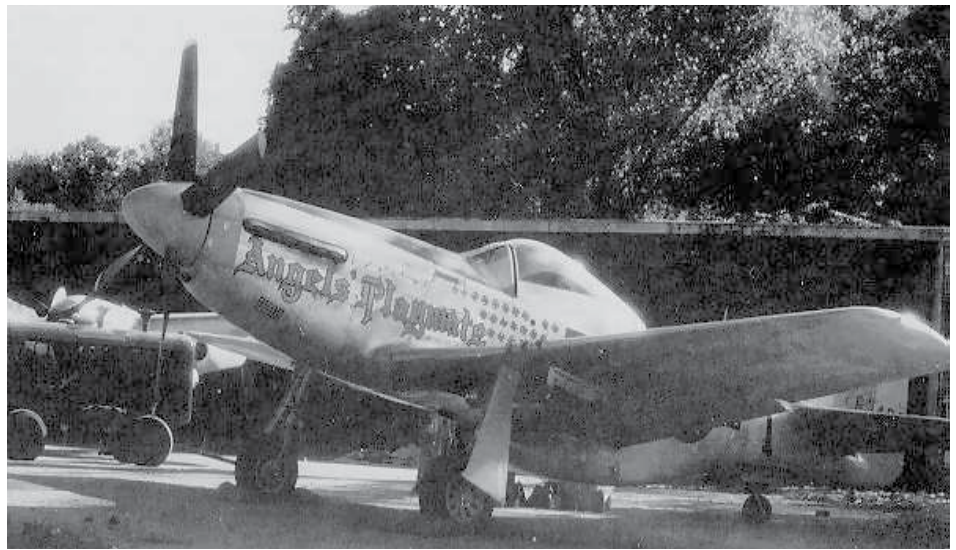
"On the left side of the taxiway, there was a shallow ditch and a space where there had been two hangars. The slabs were there, but the hangars were gone, and the area around them had been cleaned of all debris.

"I didn't want to go to the airfield, so I plowed down through the ditch and then the airplane started up the other side.

"When the airplane started up . . . I shoved the throttle forward and took off right between where the two hangars had been."

At that point, Bruce Carr had no time to look around to see what effect the sight of a Focke-Wulf erupting from the trees had on the Germans. Undoubtedly, they were confused, but not unduly concerned. After all, it was probably just one of their maverick pilots doing something against the rules. They didn't know it was one of OUR maverick pilots doing something against the rules.

Carr had problems more immediate than a bunch of confused Germans. He had just pulled off the perfect plane-jacking; but he knew nothing about the airplane, couldn't read the placards and had 200 miles of enemy territory to cross.



Bruce Carr's P-51D "Angels' Playmate." (USAAF photo)

At home, there would be hundreds of his friends and fellow warriors, all of whom were, at that moment, preparing their guns to shoot at airplanes marked with swastikas and crosses-airplanes identical to the one Bruce Carr was in at that moment flying. But Carr wasn't thinking that far ahead.

First, he had to get there, and that meant learning how to fly the airplane. "There were two buttons behind the throttle and three buttons behind those two. I wasn't sure what to push, so I pushed one button and nothing happened I pushed the other and the gear started up. As soon as I felt it coming up and I cleared the fence at the edge of the German field, I took it down a little lower and headed for home.

"All I wanted to do was clear the ground by about six inches, and there was only one throttle position for me . . . full forward!"

"As I headed for home, I pushed one of the other three buttons, and the flaps came part way down. I pushed the button next to it, and they came up again. So I knew how to get the flaps down. But that was all I knew.

"I can't make heads or tails out of any of the instruments. None. I can't even figure how to change the prop pitch. But I don't sweat that, because props are full forward when you shut down anyway and it was running fine."

This time, it was German cows that were buzzed, although, as he streaked across fields and through the trees only a few feet off the ground, that was not the intent. At something over 350 mph below tree-top level, he was trying to be a difficult target as he crossed the lines. But he wasn't difficult enough.

"There was no doubt when I crossed the lines because every SOB and his brother who had a .50-caliber machine gun shot at me. It was all over the place, and I had no idea which way to go. I didn't do much dodging because I was just as likely to fly into bullets as around them."

When he hopped over the last row of trees and found himself crossing his own airfield, he pulled up hard to set up for landing. His mind was on flying the airplane. "I pitched up, pulled the throttle back and punched the buttons I knew would put the gear and flaps down. I felt the flaps come down but



The Focke-Wulf 190, a hybrid A-6/A-8, 31+ ~ Red, that Bruce Carr "liberated" from near Linz, Austria.

the gear wasn't doing anything. I came around and pitched up again, still punching the button. Nothing was happening and I was really frustrated." He had been so intent on figuring out his airplane problems, he forgot he was putting on a very tempting show for the ground crew.

"As I started up the last time, I saw our air defense guys ripping the tarps off the quad .50s that ringed our field. I hadn't noticed the machine guns before. But I was sure noticing them right then.

"I roared around in as tight a pattern as I could fly and chopped the throttle. I slid to a halt on the runway and it was a nice belly job, if I say so myself."

His antics over the runway had drawn quite a crowd, and the airplane had barely stopped sliding before there were MPs up on the wings trying to drag him out of the airplane by his arms. They didn't realize he was still strapped in.

"I started throwing some good Anglo-Saxon swear words at them, and they let loose while I tried to get the seat belt undone, but my hands wouldn't work and I couldn't do it. Then they started pulling on me again because they still weren't convinced I was an American.

"I was yelling and hollering. Then, suddenly, they let go, and a face drops down into the cockpit in front of mine. It was my Group Commander: George R. Bickel.

"Bickel said, 'Carr, where in the hell have you been, and what have you been doing now?'"

Bruce Carr was home and entered the record books as the only pilot known to leave on a mission flying a Mustang and return flying a Focke-Wulf. For several days after the ordeal, he had trouble eating and sleeping, but when things again fell into place, he took some of the other pilots out to show them the airplane and how it worked. One of them pointed out a small handle under the glare shield that he hadn't noticed before. When he pulled it, the landing gear unlocked and fell out. The handle was a separate, mechanical uplock. At least, he had

figured out the important things.

The Likely Reality

After VE-Day the 354th FG including the 353 FS was on occupation duty based at Ansbach, Germany, and everyone was bored. Many of the group's personnel began appropriating captured Luftwaffe equipment including cars, cycles and, of course for the pilots, aircraft for their own enjoyment. Maj. Jim Dalgligh, CO of the 353rd FG, had his own Fw 190.

Bruce Carr decided to get one for himself and hitchhiked to a German airfield near Linz, Austria, where he chose the now well-known Fw 190 A-6/A-8 hybrid, "31+ ~ Red"

for his mount. He had arranged for a flight of 354th FG P-51Ds to escort him and bring his prize back to the 354th FG's home base. Unfortunately, Carr couldn't get the gear down and slid the Fw in on its belly.

Post-crash photos of Carr show him walking around unhurt and wearing a neat, clean uniform - hardly the look of someone who had just evaded capture and flown a stolen Focke-Wulf to freedom.

Author Steve Blake, who wrote *The Pioneer Mustang Group; The 354th Fighter Group in World War II*, spoke to Col. Felix Kozaczka, one of Carr's wingmen, who was present during the flight and belly landing. Kozaczka told him in no uncertain terms that the more lurid aspects of this story never occurred.

After this incident the practice of flying German aircraft was banned.

Conclusion

Regardless of whether the story about stealing a Fw 190 is true, Bruce Carr was a fighter pilot, along with all the characteristics this breed encompasses. Given his experiences, a little "poetic license" is both allowable and understandable.

Bruce Carr finished the war with 15 aerial victories on 172 missions, including three bailouts because of ground fire. He was the last American pilot credited with "ace in a mission" victories when he shot down five enemy aircraft on April 2, 1945. Carr stayed in the service, eventually flying 51 missions in Korea in F-86s and 286 in Vietnam, flying F-100s. That's an amazing 509 combat missions and doesn't include many others during Viet Nam in other aircraft types.

Carr was awarded the Distinguished Service Cross, Silver Star, Legion of Merit, and Distinguished Flying Cross with six Oak Leaf Clusters and the Air Medal with 30 Oak Leaf Clusters during the course of his career.

Donations

The following members have made generous donations to the AAHS. These donations go into the general fund to help pay the costs of producing the *Journal* and *FLIGHTLINE*. All monies are used to support this activity and no salaries are paid to any board member even though many hours are spent by these individuals in promoting and maintaining the Society.

Our appreciation and thanks go out to these individuals and to anyone else whom we may have inadvertently overlooked.

Peter Aegerter	George S. Franchini	Ola Laveson	William M. Rees
John F. Amendola Jr	Roderic K. Franklin	Christopher J. Le Fave	James N. Rezich
Allan T. Ames	William Fraser	John M. Leonard	Steven M. Rickey
Earl B. (Andy) Andersen	Ted Giltner	Bruce Lerner	Nathan Rounds
Capt Douglas E. Anderson	Wayne M. Gomes	Oscar Levi	Floyd B. Rupp
Barry E. Austin	Abbott Hafter	Herbert C. Lineberger	Joseph M. Santiago
George Baker	Charles G. Hahn	Stephen J. Linsenmeyer	Leo J. Scheberle
Adelbert A. Balunek	Theodore M. Hamady	Thomas J. Livoti	Lawrence H. Schilling
Harry R. Barnard	Joseph G. Handelman	W.F. Longchamp	Arvin Schultz
Jan Beck, MD	James H. Harrod	Robert E. Louderback	Harold Schwan
Jack Bell	William E. Harshman	Osborne Love	John A. Searle
John R. Bellefleur	Thomas J. Healy Jr	Thomas E. Lowe	Lewis W. Shaw II
Peter Berry	Richard L. Herman	Jack A. Lowrey, Lt Col USA	Nealis Shreeve Jr
Merton E. Bollman	Allan Herr	Daniel E.D. MacMurray III	D.E. (Dan) Shumaker
William W. Bosworth	Groves E. Herrick	Joseph M. Malejki	Edward J. Simpson
Walter J. Boyne	Leroy Vance Hester	Anton J. Matula	Bill Skroch
Sidney H. Bradd	Robert D. Heywood	Dick H. Mc Lean	Samuel J. Smyth
Louis W. Bradley	Elroy E. Hilbert	Jack McCarthy	David Sprout
John S. Bretch	Roderick W. Hildebrand	Willard L. McCullough	Rudolf H. Stahl
H. Douglas Brown III	Walter Hinkson	H.R. McPherson	Paul D. Stevens
Robert O. Buck	F.E. Hoeke Jr	Jim Meehan	William P. Stewart
Ronald J. Bulinski	Michael P. Hoffman	Jim Meinershagen	William Stiehl
B. James Burnham	Raymond Holanda	George S. Metteer	Gary R. Stitt
Neal Carlson	Lindy E. Hollingsworth	Marvin B. Miller	Michael Strong
Arthur Carter Jr	Dan Hunt	Stephen H. Miller	Dennis Sturm
Joel K. Caulton	Felix Jablonski	Nick Modders	Gen Tanaka
James R. Chamberlain	Bob Jesko	Ben Morphew	Richard Tredwell
Richard F. Colton	Alfred W. Joensen	Hiromi Nakamura	Denis J. Upton
Donald A. Converse	Clinton Johnson	Thomas R. Norris	Denis Voaden
Edward Crawford	Dolores Johnson	Dean W. Ohland	Donavon C. Voegeli
Daniel H. Cullman	Michael D. Jones	John E. O'Rourke	John D. Voss
Peter W. D'Anna	William E. Kerchenfaut	Daniel M. Pattarini	E.S. Warnke
David Darbyshire	Hans-Joachim Klein	Lionel N. Paul	Richard Weber
S. Jon Davis	Gerald Linn Klingberg Jr	John Penhallow	Dale Weir
John D. de Ridder	Gerald Liang	Robert L. Pierce	Douglas Wendt
James S. Douglas	John C. Knoepfel	Jason M. Pilalas	H. Brooks Whelan
Bruce Dunkle	Jorma Kosonen	Ronald G. Plante	Tom Whiteway
Henry A. Dykhuis	Charles K. Krause Jr	Robert A. Poggioli	WILOGIC INC
Charles Ebrom	Chester A. Kroll	Christos Psarras	John W. Wood Jr
Fred C. Ellsworth	Ellen Kurath	John P. Rathjen	Sid Yahn
Jeffrey C. Evans	William G. Ladner	Rayburn Ray	Carl F. Ziegler
Edward J. Folz	Benjamin Z. Landset		

Background photo composite by Robert Burns

PRESIDENT'S MESSAGE

We are well into the new year and constantly asking ourselves, “Where did the time go?” The new office operations are beginning to take on some semblance of normalcy and allow your headquarters staff to begin focusing on more productive activities.

The rest of 2011 will focus on recruiting. While we will undertake a number of out-reach activities, this area is one in which every individual member has the capacity to contribute. As our Society ages, it is important for us to bring in the next generation that will eventually assume the reins of leadership.

We understand firsthand the incredible difficulty in connecting with the younger generation – they are into many things that we just can't relate to. But, within that group there are still individuals interested in aviation and aviation history. Surely you have a child or grandchild, niece or nephew that has such an interest. Consider giving them a gift membership in the AAHS to help develop that interest.

Maybe it's a friend or acquaintance you meet at some function like the Quiet Buzzards (uh, Birdmen), or at one of your modeling events or activities, or that fellow standing next to you at the air show. You can do more to generate interest in the Society by talking about it than we ever do. So don't be a wall-flower when it comes to telling your friends, acquaintances or someone you just bumped into about the great things the Society does.

If you live in the Orange County/Los Angeles County area and would like to hang out with a bunch of other crazy aviation nuts, come by the office on any Wednesday. Bring your work duds, too, in case you would like to get involved helping us in cataloging our photos, library or indexing our 3-view drawings.

Donations are always welcome. We can add books and magazines to our collection and you are always welcome to visit us with questions or stories.

Bob Brockmeier

President

AAHS FLIGHTLINE Sign-Up Reminder

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

AAHS FLIGHTLINE

American Aviation Historical Society

President: Robert Brockmeier

Vice President & Chief Publication Officer: Albert Hansen

Managing Editor: Hayden Hamilton

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

Business Office: 15211 Springdale Street
Huntington Beach, CA 92649-1156, USA

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

Website: <http://www.aahs-online.org>

Email: aahs2333@aahs-online.org

Copyright ©2011 AAHS

The National Aerospace Library Farnborough

(Editor's note: In recent correspondence with B.L. Riddle, Librarian at the National Aerospace Library Farnborough (NALF), an invitation to AAHS members to use their facilities was extended that has prompted this short piece.)

The NALF houses one of the world's most extensive research libraries devoted to the development of aeronautics, aviation and aircraft/aerospace technology from the dawn of flight to present times.

Among the holdings of NALF are:

- Over 20,000 aeronautical books including a complete set of *Jane's All the World's Aircraft*.
- Thousands of issues of key aviation journals from around the world.
- Over 40,000 technical reports from aeronautical research establishments from 1909 onwards. These include reports from AGARD, ARC, ARL, DLR, ESA, ESRO, FFA, ISAS, NACA, NASA, NLR, NRC, ONERA, TAE, UTIAS and the Royal Aircraft Establishment (RAE).
- Extensive holding of Air Publications, ATA handling notes and air accident reports.
- International Civil Aviation Organization (ICAO) documents, annexes and circulars.
- And more

To assist in your research efforts, NALF has created an online catalog database that currently has more than 90,000 records. Using this resource prior to your visit can help reduce "downtime" associated with preparing requests for material.



Go to www.aerosociety.com/nal to access this catalog.

The NALF is open Tuesdays through Fridays from 10:00 a.m. to 4:00 p.m. and is located in the Farnborough IQ Business Park in the former Royal Aircraft Establishment building known as "The Hub." This is a short taxi ride from the Farnborough (Main) train station, which is about a 40 minute journey from London's Waterloo Station. Courtesy buses are also available by prior arrangement with library staff. Driving directions are available at www.inet-farnborough.com/Park/FBP/GettingAround/ByRoad.htm. A café bar is located close by for rest breaks and recharging.

The National Aerospace Library
The Hub, Fowler Avenue
IQ Farnborough
Farnborough, Hants GU14 7JP UK
Email: hublrary@aerosociety.com
Tel: 44(0)1252 701038 or 701060

AAHS Website Update

Quite a bit of work has been going into the AAHS website with the focus on enhancing our ability to support aviation research. If you have not taken the time recently to explore the website, let us encourage you to do so. While only in the initial phases, it does provide insight into what is coming down the pike.

Photo Archives

The online photo archives database is the most up-to-date catalog of the contents of the AAHS photo archives. It currently has slightly more than 49,000 entries, having added almost 3,000 this quarter. We have also added over 1,700 images to the online collection.

When searching the catalog, if you find a picture of a camera next to the catalog number, that image has a thumbnail image that can be viewed online – simply click on the camera to see it.

Our objective is to eventually have all 150,000-plus

images in the archives cataloged and scanned, but it's going to take some time and effort to complete the project.

E-Books

Overlooked in previous updates is the AAHS E-book section. This is a collection of full text aviation related books that are available for free download. There are some good background and specific research-based texts in this collection. As we come across publications in this category, we'll continue to add them to our e-library. Remember, all of this material is free.

While we still have a lot of work to do, there is quite a bit available already, so go check it out. Also, if you have suggestions for enhancements or other material we should consider including, drop your AAHS webmaster a line (webmaster@aahs-online.org). We are very open to suggestions that will make the AAHS website a more valuable tool for our members.

Book Reviews

When Art Kept 'Em Flying, by Georges Grod. Histoire & Collections 2010, 5 Avenue De La Republique, Paris, France F-75541, 2010. ISBN: 9782352501336, Hardcover, 12.4x9.1 inches, 176 pages with numerous illustrations and photos. \$44.95.



Illustration and painted imagery made up the bulk of propaganda, government communications, training materials and commercial advertising of WWII on all war fronts. Grod's *When Art Kept 'Em Flying* reviews the art, artists and the messages they so effectively

presented.

Grod also makes efforts to describe to the reader the mood and tone of the times that generated the propaganda imagery created by commercial companies that were helping the war effort.

Additional chapters cover the significant magazines of the era (*Colliers*, *The Saturday Evening Post*, etc.), magazines created by aviation companies (*Plane Talk* by Consolidated Vultee Aircraft Corp.), as well as the comics and how they were used to promote a war-time message.

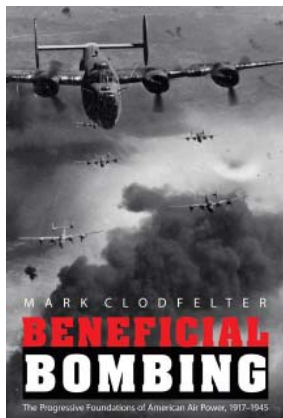
Grod introduces the reader to many significant painter-illustrators of the time, providing a biography and sample of the artists' work. The 60-plus pages aren't comprehensive, however. Norman Rockwell is noted in the 'Women in Aviation' chapter for his wonderful 'Rosie the Riveter' cover of the May 1943, *Saturday Evening Post*, but doesn't get a write up in the chapter on illustrators. Comic artist Al Capp, creator of the *Li'l Abner* series, among others, who provided significant contribution to war-time comics isn't mentioned.

Georges Grod brings to the printed page a wonderful collection of WWII aviation art, some of which is well known and others that are not. His Annexes provide lists of popular war era magazines, filled with fabulous artwork, as well as war era brands that used this art form in advertisements.

A great book for the WWII art collector and a fun read.

Jerri Bergen

Beneficial Bombing; The Progressive Foundations of American Air Power, 1917-1945,



by Mark Clodfelter. University of Nebraska Press, 1111 Lincoln Mall, Lincoln, NE 68588-0630, 2011. ISBN: 0803233981. Hardcover, 9.1x5.9 inches, 400 pages with numerous photos. \$40.00.

While the United States strategic bomber force is in a steady state of decline (approximately 500 B-52, 90 B-1 and 25 B-2 bombers), a number of books have recently addressed the philosophy and history of using bombers to subdue

the enemy without the need for a ground war. This book looks at that same material from 1917 to the end of WWII.

The United States lagged behind the world in the development of bombers well into WWI. This state of affairs was not surprising as France, Britain and Italy had to meet the German threat to their ports, cities and military sites from the outbreak of war in 1914, whereas the United States did not enter the fray until 1917. At this time, aviation was in its infancy and the mindset of the U.S. Army, as well as the greater contingent of the U.S. Navy, did not consider the airplane as much of a weapon.

Billy Mitchell was one of the early American believers that airpower might hold the secret to winning a war. In May 1917 he visited Maj. Gen. Hugh Trenchard, commander in the field of Britain's Royal Flying Corps. For Trenchard, a tightly controlled, continuous aerial offensive was the key to success. In his opinion the assignment of air units to ground commanders for defense was a mistake. He tried to form a force designed to destroy the German army's means of supply and reinforcement, but lacked sufficient aircraft to do so. Mitchell was affected deeply by the general's ideas and thus proposed to General Pershing's chief of staff that the American air contingent be divided into "tactical" and "strategic" aviation. Pershing failed to approve.

A young MIT graduate, "Nap" Gorrell, was picked by Mitchell to determine Air Service requirements including the need for aircraft of various types. He was thus charged with estimating the number of bombers needed while considering the prospects of strategic bombing. Gorrell ultimately produced America's first plan for a strategic air campaign. This plan was underpinned by consultations with veteran American pilots, British air commanders and Gianni Caproni, the designer of large Italian bombers that were slated for American production. Caproni also gave Gorrell a list of Germany's major industrial targets. WWI ended before any of these ideas could be implemented.

The story of Mitchell's battle to have his way and concentrate air power in an independent air force is well known. His ultimate court-martial passed the baton to younger officers: Frank Andrews and "Hap" Arnold. Also convinced that air power was important was Gen. George Marshall. However, in the inter-war years and during the Depression, budgets for large buys of armaments were non-existent.

WWII changed the opposition. Winston Churchill constantly tried to convince Franklin Roosevelt that without America's support Europe could fall to Hitler. American public opinion did not permit direct intervention but when in 1938 the reality of potential German conquest became apparent, Roosevelt wanted an Army Air Corps of 24,000 airplanes and a production capacity of 20,000 more per year. Congress moved slowly so that by December 1941, the total B-17 bomber force was less than 20. After the Japanese attack on Hawaii, the American aircraft industry was given the order to go "full out."

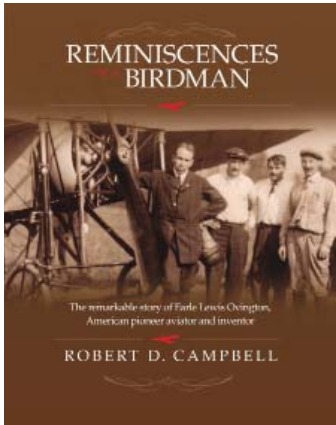
The buildup of the strategic bomber force went more slowly than desired but actually was rapid. Airplanes can be produced by mass production, the men to operate them cannot. The author enumerates the contributions of leaders such as Arnold, Eaker, Spaatz, Hansell, LeMay, Breerton and others to the successful formation of the Air Force and their costly lessons learned in actual combat. The 'beneficial bombing' theory was found to be wanting. The assumption that the enemy could be overwhelmed by air power alone did not account adequately

for the Luftwaffe defensive skills and determination. Further, the expected defeat based on the destruction of the 'morale' of the civilian population to the point where they would demand their government to stop the war did not account for the control of a dictator.

This book is well written. The author conveys the history of American air power with a careful blend of the development of theory, the major players and selected results from 1917 to 1945, augmented by 34 photo illustrations. There is much more to the story. Perhaps Mark Clodfelter is working on a welcome sequel that brings us to the present. For those who want more, I recommend *Death from the Heavens* by Ken Werrell. See a review in AAHS FLIGHTLINE, No. 174.

Adrian Ryneveld

Reminiscences of a Birdman, by Robert D. Campbell. Living History Press, P.O. Box 602, Uxbridge, MA 01569-1415, 2009. ISBN: 0615281885. Hardcover, 10.75x9.0 inches, 432 pages. \$59.99.



Few people recognize the name of Earle Lewis Ovington as an American pioneer aviator and inventor. A reference check is likely to identify him as the first official United States Airmail pilot on September 23, 1911. However, his contributions to

early aviation history, X-ray technology and the use of high frequency currents for medical use deserve wider recognition.

Earle Ovington was born into a wealthy family and enjoyed a comfortable youth. When a recession reduced the family fortunes, he left school with the intent to become an electrical engineer. He started as a messenger boy at the Edison plant in New York for no pay in exchange for learning the electrical trade. Thus he worked for Thomas Edison as an early experimenter in X-ray technology. Recognizing the need for more education, he entered M.I.T. in the fall of 1900.

His earlier association with Edison led him to become a patent-holding inventor and educator of physicians in the use of his electro-therapeutic devices. Unfortunately, his 'trusted' associates pirated his patents and successful business. Rather than litigating, he moved on to the motorcycle industry and motorcycle racing. Glenn Curtiss was also in this field and their association led to Ovington's interest in aviation.

With virtually no aviation training schools in the United States, Ovington went to France to earn a pilot's license. Europe was also the place where airplane exhibitions and races were more common than in the United States. After learning as much as he could there, Earle Ovington returned home with a new Blériot airplane to participate in the 1911 season of flying exhibitions and races with such aviation pioneers as Tom Sopwith, Eugene Ely, Lincoln Beachey and Harry Atwood. His exposure in these races led to his appointment as the first United States Air Mail Carrier.

Subsequently, Ovington dedicated his efforts to promoting aviation safety and commercial aviation (the many crashes thrilled crowds but did not engender confidence in commercial

flights). He built the Ovington Air Terminal on Santa Barbara, Calif.'s, first airfield.

WWI saw him become a Lieutenant Commander in the Aviation Division of the Naval Reserve. He also was president of the Sandy Point Shipbuilding Co. making transport steamers for the United States Shipping Board. His association with Glenn Curtiss led him to building hydro aeroplanes for the U.S. Navy and he thus became president of the Curtiss Flying Station in Atlantic City.

After WWI, Ovington turned his attention to developing real estate, building luxury homes in Santa Barbara. He patented an innovative home heating system and also was one of the first developers to bury utilities underground. His home became a meeting place of the rich and famous. Among the many were: Charles Lindbergh, Rear Adm. Richard Byrd, Jack Northrop and actor Wallace Beery.

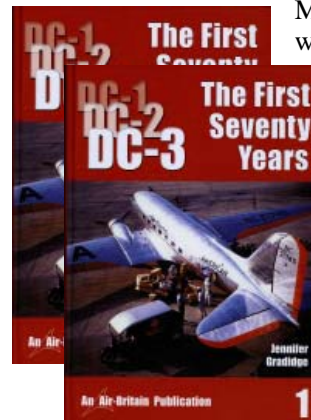
Perhaps Earle Ovington is not better remembered as an aviation pioneer because of his achievements in fields other than early aviation. Nevertheless, Earle Lewis Ovington is an American who deserves to be recognized in the annals of American aviation. The carefully researched material presented in the 432 pages of this book helps to correct that deficiency.

This is a larger format book of considerable weight. Its 9x10 3/4-inch page format permits a double column text and generous use of clear photographs. The author has carefully copied many rare 19th century and early 20th century glass plates and other photographic media into digital form. By the use of heavy stock and strong binding, this book reproduces those hundreds of photographs and associated memorabilia in prime form. This treatment results in a special format but not in a book that would be taken to the beach.

Recommended reading for those who want to expand their knowledge of early aviation and also retain an excellent photographic record of that era.

Adrian Ryneveld

DC-1, DC-2, DC-3 The First Seventy Years, by Jennifer



M. Gradidge in collaboration with Douglas D. Olson, David W. Lucabaugh, Allan Bovelt, John M. Davis and John Whittle. Published by Air-Britain (Historians) Ltd, 2006. ISBN: 0851303323. Hardcover, 12.3 x 8.7 inches, 1,032 pages, loaded with photos. 42.50 BP plus shipping (~\$87.00 US).

This two volume publication, containing over 1,000 pages, is the best source of historic information about the aircraft that established the world's civil air transport system and have provided military air transport for over 70 years. Jennifer Gradidge, the foremost DC-3 historian, led a team of Air-Britain (and AAHS) historians to produce this book.

Vol. 1 contains four chapters. Chapter 1 deals with the developmental history in the United States, Japan and the Soviet Union. Chapter 2 covers technical data including detailed information regarding Approved Type Certificates,

Book Reviews (continued on page 12)

civil customer model variants, military variants, airframe modifications, technical description and performance information, as well as, comparative drawings. Chapter 3 provides detailed historical and fleet information on military operators. The last chapter in Vol. 1 gives historical and fleet information on commercial operators. This chapter includes an index of commercial operators.

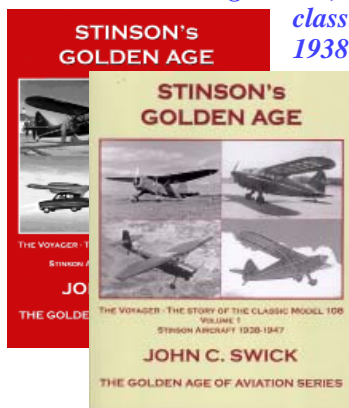
Vol. 2 focuses on information regarding individual aircraft. Chapter 5 consists of individual histories of all the various DC-1, DC-2, DC-3 and military variants built by Douglas Aircraft Company. This chapter, covering almost 400 pages, is organized by Douglas Aircraft Co. construction number (msn). The exception to this convention is a five-page section at the beginning of Chapter 5 covering DC-1, DC-2 and military variants of the DC-2. Chapter 6 deals with various turboprop conversions. Chapter 7 gives individual aircraft histories of Soviet manufacture. Air-Britain has continued to update individual Li-2 aircraft history information, as it is discovered, in their monthly Air-Britain News publication. Chapter 8, Survivors, provides the identities of existing aircraft. Chapter 9 lists preserved, museum and collection aircraft. Chapter 10 gives construction numbers for aircraft with fictitious markings. Chapter 11 is a very handy registration - construction number cross reference. The final chapter is a bibliography.

Both volumes are well illustrated with black and white photographs and four extensive color photograph sections. *DC-1, DC-2, DC-3 The First Seventy Years* is a significant improvement over the very good earlier edition. Finding information is much easier. Separating operator and individual aircraft histories between the two volumes makes it easier to use. The larger format allows the user to open the pages flat without resorting to exotic yoga poses to read and write at the same time. The writing team has expanded the service histories of military aircraft. This is a superb history resource. Any person seriously interested in commercial or military transport history should have it in their library. I use mine several times every month.

This monumental resource sold out very quickly when first published in 2006. Fortunately, Air-Britain has decided to make it available with a second printing. The cost is 63.75 BP for non-members, plus 20% shipping. For members of Air-Britain the cost is 42.50 BP, plus shipping. Air-Britain has generously agreed to extend their member's price to AAHS members who order this publication through AAHS.

Tim Williams

Stinson's Golden Age Vol. 1; The Voyager – The story of the classic Model 108, Stinson Aircraft 1938-1947; Stinson's Golden Age



Vol. 2; The Voyager – The story of the classic Model 108 Stinson Aircraft 1948-1950 and Beyond;

The Golden Age of Aviation Series, by John C. Swick. Wind Canyon Books, www.windcanyonbooks.com, 2010. ISBN: 9781891118587 & 978-1-891118-63-3. Softbound, 11x8.5 inches, 186 pages, over 200 B&W photos/illustrations. \$26.95

individually or \$50 for the set.

John Swick's account of *Stinson's Golden Age* is more than the history of the Stinson Aircraft Corp. founded in 1926. While the primary focus of these two volumes is on the history of the popular Stinson Voyager Model 108, there is more to the story and it's all here. Each volume is filled with photos, illustrations and charts. The author gives the reader a glimpse into Stinson's aircraft company, how it evolved, how it succeeded, and how it eventually faded away after changing hands several times.

The author's technique of relating the company's history with the events of the day add much to the book's appeal. He relates how the Model 105 came about and how it was designed as such. How it evolved into the Model 108. Swick relates the company's history to Germany's invasion of Poland, America's neutrality, Pearl Harbor and President Roosevelt's message to Congress and shows how those events affected sales and delivery of aircraft.

What happened in the Stinson Aircraft Corp. is a glimpse into what was happening to the general aviation industry during the golden age of aviation – the depression years, WWII, and the aviation industry's struggle for survival after the war.

In Vol. 1 the author relates how the Model 105 was created to fill a unique niche in the aviation market with an appealing price and how it evolved into the Model 108. The author shares how the company survived financially during difficult depression years of the 1930s. WWII put a damper on production of general aviation aircraft for civilian use, but Stinson, Piper and others survived by building trainers, liaison aircraft, and subassemblies for military aircraft. The author explains how Stinson supported the war effort, replaced men who went off to war with "Wanda the Welder," and met production schedules.

Vol. 2 continues the Stinson story from 1948 and beyond. Swick tells of the improvements made to the Voyager and how it evolved into the Station Wagon. He has compiled several interesting stories by Stinson dealers (such as the flying doctor), magazine articles, advertisements, production data, etc., to complete the story and to give the reader a real insight into the company's management thinking, flight testing, design evolution, and its image with its customers.

The author has a chapter on the conversion of the Voyager into a tricycle gear Stinson, a chapter on production and shipments from 1939 to 1950, another chapter has Henry B. Lent's very interesting 1946 book *Fly it Away*. Surprisingly, there is even a chapter on Consolidated Vultee experimental aircraft because that is part of the Stinson story, too.

The foreword for these two volumes was written by Robert L. Taylor, founder of the Antique Airplane Association. He wrote, "The in-depth research by John, that is so well done about some missing links in my own Stinson research, will be of great help to any who seek facts rather than the ongoing fables often heard wherever aviation enthusiasts gather..."

While these two volumes are sold separately, one needs both volumes to get the complete story. The author brings together all that he has gathered through years of research and made it into a unique reference resource about Stinson's Golden Age. Swick ties aircraft production, sales, and world events together, making this an interesting read as well as a useful reference source.

Larry Bledsoe

Wants & Disposals

Wanted: Manager, Aircraft Maintenance, Flying Heritage

The Flying Heritage Collection, based in Everett, Wash., is recruiting for a Manager, Aircraft Maintenance, to manage overall day-to-day maintenance activities of the vintage aircraft collection. This role will be responsible for planning, scheduling, contracting and supervising maintenance. This role will ensure all aircraft inspection procedures, maintenance practices, standards and records comply with Federal Aviation Regulations. In addition, this position will assist at maintaining standards in compliance with Flying Heritage Collection General Operating Manual.

Bachelor's degree (B.A. or B.S.) and 5-plus years relevant experience is required. Previous supervisory experience or training will be required to manage aircraft maintenance personnel. Must have Airframe and Powerplant Certificate with no FAR violations in the past five years. Knowledge of Federal Aviation Regulations and Aircraft Maintenance Programs is required. Experience piloting vintage aircraft and maintaining/operating vintage tanks preferred.

About the Collection

The planes within the Flying Heritage Collection were created at a time when aeronautical discovery had evolved to aviation mastery. Finely crafted by distinguished design bureaus with leading technologies of the 1930s and 1940s, the main emphasis of the collection includes combat aircraft from WWII, as well as the Cold War era. For additional information about the collection, please visit www.flyingheritage.com

The Flying Heritage Collection is undergoing a period of dynamic growth focused on the opening of a new facility at Paine Field in 2008. For the first time, the majority of the collection will be housed in a single building that will be open to the public. While remaining modest in size, the staff will be doubling in number by the opening.

For a complete job description and to apply for this position, please visit www.vulcan.com/jobs

Wanted: The AAHS has started a research project on American supplemental and non-scheduled airlines dating from 1945 to present. We are looking for information on any airline or operator from this period. In particular we would like to know starting date of operations, location, people involved, date

when operations ceased, equipment used and any additional information about the operation including photos that you are willing to share.. Help us preserve the history of this segment of American aviation history.

Please direct the information or questions to GOAAHS@aahs-online.org, or contact Kase Dekker or Paul Butler at the AAHS office

Supplemental Carriers

AAHS Office

P.O. Box 3023

Huntington Beach, CA 92605-3023

Email: GOAAHS@aahs-online.org

Wanted: Can anyone provide me information about the Wylam plans book of MAN plans produced by Air Age? I have found copies of Vols. 1, 2 and 4, but can find absolutely nothing about Vol. 3. Did this exist? If so, could someone provide me with a table of contents? Does anyone know where I can find a copy to purchase?

James Caiella

caiella@comcast.net

Wanted: My flying partner and I own a 1939 Porterfield CP50 Collegiate, G-AFZL, in the UK. We've had her for nearly 30 years following her import from California. The plane is kept at White Waltham airfield near London. At Oshkosh last year I got the full history from the FAA for the first time. As NC25401 she was first registered to an owner in Los Angeles, followed by many further owners in Calif., Ore. and Wash., ending up in Sonoma in the 1970s. We are interested in obtaining any photographs taken of her in the early days, especially in the Los Angeles area, as both myself and my flying partner have spent a lot of time flying there, mainly out of Cable and Van Nuys.

Please contact me via the email address below.

Thanks,

Steve Sharpe

Southampton

UK

Email: sharpe04@hotmail.com

2010 Journal Award Winners

Each year AAHS members are asked to vote on the Best Article and Best Artwork appearing during the year. This year's competition was close with the outcome in balance until almost the last vote was in and counted.

The best article selected by our members was "U.S. Naval Aircraft of the Golden Age, 1919-1941" by Al Hansen with photographs from the Sid Bradd collection. This article appeared in Vol. 55, No. 1 of the *AAHS Journal*.

The best artwork selected also came from the same issue receiving more than a quarter of all votes counted. Our members chose John Amendola's "Grumman F2F-1 prepares for takeoff" as the best artwork of the year.

A 'thank you' to all of you who took the time to cast your ballots.





American Aviation Historical Society

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

MEMBERSHIP APPLICATION

Please enroll me as a member of the AAHS. Enclosed is my check (money order or bank draft) for dues as checked below. I understand that I will receive all issues of the *AAHS Journal* published to date during my membership year, plus all issues of the *AAHS FLIGHTLINE* (Downloadable from the AAHS website). Individuals joining after October 1, will have their membership begin the following year, but will receive the Winter issue of the *Journal* as a bonus. I also understand that renewal is due at the end of the calendar year in which membership will expire. (Valid through 2011)

	1 Year	2 Years
United States	<input type="checkbox"/> \$39.95	<input type="checkbox"/> \$78.90
Canada & Mexico	<input type="checkbox"/> \$48	<input type="checkbox"/> \$95
Other Countries	<input type="checkbox"/> \$69	<input type="checkbox"/> \$137

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 <input type="checkbox"/> VISA <input type="checkbox"/> MasterCard CCD # on back: _____	
ACCOUNT #	EXP. DATE
Signature	Date:

NEW MEMBER DRIVE

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

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

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

Do you have friends who are interested in aviation history?

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

If each member enlists one new member, we would double our membership. Then we will be able to reduce membership rates - tangible "payback" for your efforts to help expand the Society's membership.

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

**MAKE A DIFFERENCE
RECRUIT A FRIEND**

The Story of the 1939 National Air Races

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

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



Only \$28.95 + s&h

The National Air Races Project

Get your DVD today

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

MOVING???

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

Update on Memorial to crew of B-29 "The Leading Lady"



American Consulate Nagoya, Liaison Office Manager of JGSDF (Japanese Ground Self Defense Force) and the representative office of City government.

This was very rare case in Japan of local government funds being used for an American war memorial.

As a result of the publication in the Summer 2002 issue, I placed a public notice in the local newspaper in an attempt to locate local citizens with a memory of the crash. The newspaper eventually published a story about the crash and the subsequent recovery and burial of the 11 crewmembers killed (only one crewmember was able to bail out and returned to the U.S. after the war). This story led to the formation of a group of local volunteers that cleaned and landscaped the crash site. Eventually, the local government agreed to the construction of a stone memorial statue and allocated \$7,000 for this purpose.

Yaso Niwa

Email: dash80@hm10.aitai.ne.jp


In *AAHS Journal*, Vol. 47, No.3, Fall 2002, News & Comments, member Yaso Niwa reported on a memorial to a B-29 and crew located near Tokyo City, Japan.

This Boeing B-29A-45-BW, s/n 42-24766, was built in 1942, at the Wichita plant of Boeing Co. as Lot No. 45, c/n 4427, named "The Leading Lady," from the 500th BG, 73BW, 20th AF, USAAF. The aircraft was manned by pilot Wilbur E. Hurbutt, with Thomas H. Hedges and 10 other crew members. On January 3, 1945, the aircraft was brought down in a collision with a Ki-61 Hien piloted by Minoru Sirota of 56 Squadron of Japanese Imperial Army who did not survive the collision.

On November 14, 2010, a new stone memorial statue was erected by the local citizens with financial support from the Tokyo City budget. The opening ceremony was participated by Mr. Jonas D. Stewart, Principal Officer of

Want to help your Society?

How about reviewing a book? Just let Kase Dekker (kasedekker@aol.com) know and he'll send you a book. The only catch is that you have to write a short book review (format like the one above) and send it back to us. Kase will let you know what titles are available.



AAHS Journal Back Issues

Looking for back issues of the AAHS Journal? You can now order them online from APT Collectibles. Just point your browser to:

www.aptc collectibles.com/planes.php

and select "American Aviation Historical Society Journals." Order online or directly from:

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

AAHS Coffee Cup Get Yours NOW!

Promote the AAHS while enjoying a cup of your favorite brew. These 10 oz. cups have the AAHS logo on opposite sides.



JUST

\$12.95 including S&H
for U.S. orders*

Send Check, Money Order or Visa/MasterCard information directly to the AAHS Headquarters, or order online at the AAHS website by clicking the coffee cup image on the home page.

* California residents; add 8.75 percent (\$1.13) state sales tax.

AAHS Photo Archive CDs Series

The Society has recently started development of a series of photo CDs. These CDs contain high-resolution scans of negative, 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, six CDs are available. Each CD contains between 110 and 140 images. The CDs that are available are:



- 1001 Douglas Propeller-Driven Commercial Transports
- 1006 Lockheed Constellations, Part I
- 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 a donation of \$19.95 (\$29.95 non-members) each plus shipping (\$2.50 U.S., \$5.00 International - add \$1.00 for each additional CD). Donation 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, Connies in Color, XP-55, XP-56, Northrop X-4, Bell Aircraft, and Early Lockheeds.

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



Ordering Guidelines

1. Order images in numerical order.
2. For every requested image, please provide a 1st and 2nd alternative image.
3. The AAHS Print Service is restricted to members only. Please provide name, address, city where your Journals are shipped to.
4. Prints are available in two sizes only. Price includes both black-and-white and color images.
5. Digital images will be scanned at a resolution to provide photographic quality 8" x10" images (roughly 3300x2800 pixels) in JPEG format with highest quality setting.
6. Orders will be processed the 1st and 15th of each month and mailed via first class postage.
7. Credit to the AAHS and the photographer or donor of the photo must be expressed if the image is used in publication.

Each order must be accompanied by a check, money order, VISA or MasterCard information (your name as it appears on the card, credit card number, expiration date, and billing address). Send orders to:

AAHS Print Service
P.O. Box 3023
Huntington Beach, CA 92605-3023