



AAHS FLIGHTLINE

No. 210, 4th Quarter 2023

American Aviation Historical Society

Established 1956



(Credit: Air Corps Aviation)

Regenerated Razorback

One of the outstanding aircraft ever to grace a warbirds ramp is the Dakota Territory Air Museum's P-47D-26-RE razorback, "Bonnie," the culmination of a decade-plus effort by Air Corps Aviation of Bemidji, Minn. The airframe is based

on the remnants of another P-47 retrieved from Dobodura, New Guinea, in the 1970s. As many usable parts as possible were incorporated into the reconstruction, but all the major components—and thousands of lesser detail parts—were painstakingly fabricated and assembled in the Air Corps Aviation shops.

The Thunderbolt is a complex piece of machinery, and Air Corps' attention to detail to ensure the project's authenticity is truly astounding. To cite just one example, there are 124 rivet variations in

a P-47, in three different colors. National Rivet & Manufacturing Company custom made a 600 lb. batch.

When the pedigree of the Dobodura aircraft, 42-27609, could not be firmly established, the decision was made to paint the finished product as the P-47D-26 flown by 5th Air Force ace William D. "Bill" Dunham.

This extraordinary project was thoroughly documented from start to finish. Click on [this link](#) to view hundreds of photographs and other details. →

What's Inside

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The original Bonnie as she appeared in late 1944. The scoreboard shows 12 of Dunham's eventual 16 kills, four of them bagged in a Dec. 7, 1944, fight. (via Air Corps Aviation)

CEO's Message

The consolidation of AAHS buildings to Flabob Airport continues apace. Our lease on the Huntington Beach office expires on October 30 and volunteers, led by Archive Manager Bob Palazzola, have been busy identifying materials to move and setting aside those we can no longer accommodate in a smaller space. Training of new Riverside area volunteers to perform critical tasks has been completed. Volunteer Bianca Garfinkle has taken over membership database activities previously performed by Joe Rando at Huntington Beach.



The new AAHS Headquarters at Flabob Airport

We have our prior bookkeeper and office manager, Syndy Resler, to thank for updating our Office Handbook, which made for a smooth transition of financial duties to our new bookkeeper, Jolene Brown. You'll hear Jolene, Bianca, or Charlie Shaw on the phone when you call in for membership questions or other queries.

The move to Flabob Airport, and a smaller footprint, has really forced us to review what we are all about (see CEO Message in *FlightLine* No. 209.) We are working to keep those materials that may not be available on the Internet or at other repositories. That being said, we're consolidating file cabinets of materials, duplicate magazines, books, aviation posters, and similar items. Where will the duplicates go? We've been donating materials to local libraries and schools, and in some cases, throwing away versions of magazines where we have several duplicate copies. Previously we had the generous support of Barry and Coleman Fait, who allowed us use of their hangar at Flabob airport to store magazines under review. We have since acquired the use of a 40 ft. container where we will sort and manage duplicate books and magazines, freeing up space in our headquarters building.

Our image archive room at Flabob, upgraded with a reinforced subfloor in 2019 when we first acquired the building, will be able to hold our 15 fireproof safes where we store image slides. We've also built additional shelving along the upper walls to hold boxes of slides and print materials. AAHS has also been the steward of many WWII era aviation training films on 16mm and 8mm film media. We have made agreements with the administrators of the nearby Quiet Birdmen headquarters to store this film material in their rare items vault, a concrete-encased



Temporary storage containers for duplicate materials

storage room kept at a cool 65 degrees, that will best preserve this material until we have the resources to digitize it.

Speaking of temperatures, we've also purchased a split-unit air conditioning unit for installation in our image archive room to keep our room at an even 75 degrees. The AAHS building, for those of you who may not know its history, was a "temporary" training barracks building built in 1942 for pilots in training at March Air Base during WWII. After the war, Flavio Madariaga, owner of Flabob Airport, acquired the building in a government asset sale, and had the building moved to Flabob, where it was set atop cement blocks, and made the Airport Administration office.

During the 75-plus years of its service at Flabob Airport, the building acquired a red tile roof for the filming of *One Flew Over the Cuckoo's Nest* (1972) but it has gradually "settled" into the sandy soil that makes up Flabob Airport. During the subfloor update, AAHS had to bring in contractors to reinforce the foundation, as the building had settled almost 6 inches lower on its southeast corner, making for a distinct "tilt" to the floor upon entering.



Image and document storage files

In recent months, however, many of the buildings at Flabob Airport have been given make-overs, thanks to the generous donations of Flabob Airport benefactors. The AAHS building has been part of this update; the building has been replastered, repainted, and new windows have been installed. Airport management has also agreed to install a patio deck covering for AAHS, to allow gatherings in the shade. More on that soon!

Our plans to provide our cataloged library books to the local aviation high school have been put on hold, as the school gets reorganized. In the meantime, we've updated our floor plans during the move to keep our library intact and accessible to members and students. We're continuing to discuss with airport administrators the positioning of a permanent aviation library on the field in the future.

With all this moving around (pun intended!) we didn't have the bandwidth to also host an aviation event this year. We are planning, however, to hold an Open House at Flabob airport, hopefully near Christmas, where we can invite airport tenants, members, and the community to see AAHS, what we offer, and how we can support the airport. We'll keep you up to date on that in emails and website postings.

Jerri

Jerri Bergen
AAHS CEO



AAHS Goes Airborne !



(L) AAHS Webmaster/Journal Editor Hayden Hamilton in the cockpit of his recently acquired Rolladen-Schneider LS8-18 sailplane.
(R) AAHS Flabob site MGR Charlie Shaw and his CFI on a cross-country to Catalina. Charlie is well on the way to his private ticket. ➔



AirVenture 2023

AAHS was unable to attend this year's AirVenture, but check out this great [Flicker](#) album of the people and planes!



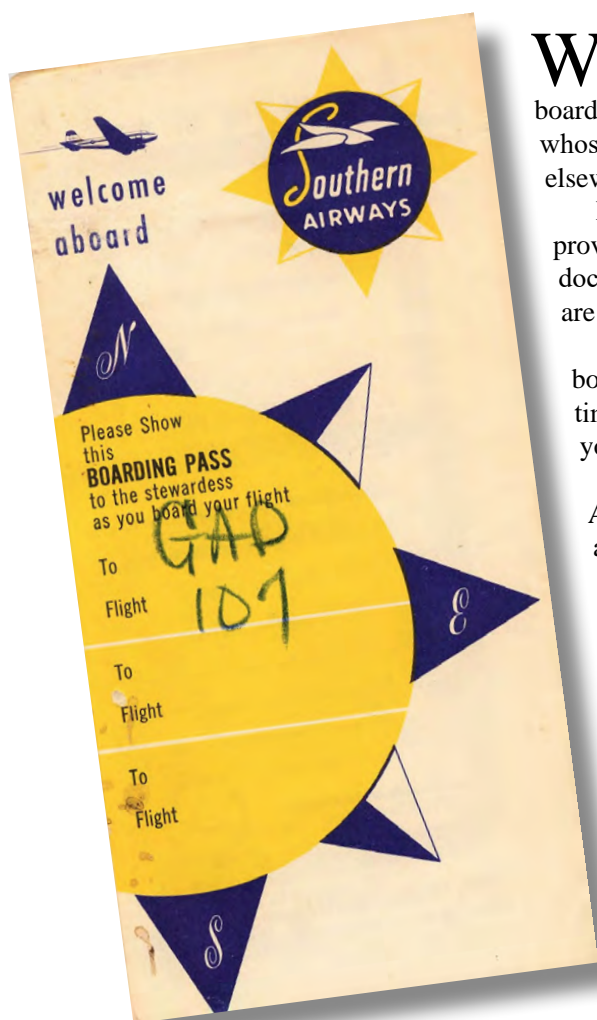
EAA - Warbirds of America

(Above) Thunderbolts I & II. The P-47 was the heaviest single-seat fighter of WWII, but the Warthog can tote the weight of its fully loaded ancestor in external stores. (Below) Gorgeous shot of the long awaited restoration of VC-121 "Bataan."



General Aviation News - Frederick A. Johnsen

A bit of air travel nostalgia



Webmaster/Journal editor Hayden Hamilton recently received an unusual inquiry, from Sweden no less: Could AAHS help with a feature on airline boarding passes? Hayden passed the request to AAHS member David Stringer, whose knowledge of all things airlines seems to be boundless. (See the ad elsewhere on the page for one of David's works.)

David not only came up with images of some rare boarding passes, but also provided some interesting commentary on the evolution of airline boarding documents; items that may eventually disappear as more and more passengers are checked aboard by scanning QR codes downloaded to their cell phones.

Click [here](#) for CNN's very nice presentation on the history of the airline boarding pass—and what the future may hold for those ephemeral items. Next time you fly, you might consider keeping a paper copy so in five or ten years you can show the grandkids how things were “back in the olden days.”

For another bit of airline trivia, see Ed Martin's article “Stirring up the Airlines: Swizzle Sticks” in the [Winter 2017 Journal](#). Sadly, several of the airlines mentioned in these two essays are long gone, now nothing more than footnotes in aviation history.

David's image of a boarding pass for Southern Airways flight 107, destination Gadsden, Ala., date unknown. Origin could've been any of several airports, but Atlanta (ATL) would be a pretty good guess.

Back in 1959, your editor took his first airplane ride in a Southern DC-3 from Charlotte to, I think, Spartanburg, S.C. I say think because the next stop was Greenville, which is every bit of 30 miles away—and a 15 minute flight, according to a 1959 schedule. With the trusty Gooney Bird, that sort of service could still be a paying proposition for the airline. But then progress set in . . .



David has been a frequent contributor to the AAHS Journal, focusing on smaller local and regional airlines. His multi-part articles have covered Local Service Airlines and “Non-skeds: The Story of America's Supplemental Airlines.” →

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by David H. Stringer

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Southern Airways cardboard carry-on baggage tag
(Image by Vance Lauderdale, Memphis Magazine)

Museum Meanderings

The Museum of Aviation

Robbins AFB, Georgia



A stripped F-117 awaits restoration outside the Century of Flight hangar

The museum of Aviation will celebrate its 40th anniversary in 2024. Today, it's the second largest museum in the U.S. Air Force, and the fourth most visited of all museums in the Department of Defense system. Admission is free, and while the museum is part of Robbins AFB, base access is not required to access. The museum is also home to the Georgia Aviation Hall of Fame. Restored aircraft and associated displays are

housed in four large hangars. Another couple of dozen are parked outside.

Given the size of the artifacts on display in any aviation museum, space is always at a premium. With the recent trend towards displaying the aircraft in a 1:1 scale diorama setting, often spotlighted against a dark background, the photographer can be left with basically two camera angles—bad and worse. ➔



Gulf War veteran 81-10794, "Delta Dawn," was received in this condition, supposedly to protect stealth technology.



Hangar One features Vietnam era aircraft. This one is an F-100D (56-2995), "Cong Killer," flown by then Lt. Rick Goddard while serving with the 31st Tactical Fighter Wing at Tuy Hoa airbase, Vietnam.

Goddard, who as a Major General, commanded the Warner Robbins Air Logistics Center, flew 180 of his 226 combat sorties in this aircraft.

The museum restored it in 2017.



(Museum of Aviation photo)



F-105D 62-4259 was delivered in March 1963. In August 1967, it was transferred to the 355th Tactical Fighter Wing at Takhli RTAB. "Cajun Queen" was among less than half of all Thuds deployed to survive the war.



This OV-10 (67-14623) was assigned to one of the squadrons in the 504th Tactical Air Support group at Ben Hoa and other bases in Vietnam.

(Unless otherwise noted, all photos this article by Joe Martin)



Col. Robert L. Scott, Jr., was a native of nearby Macon, Ga. The museum has an entire section devoted to the Flying Tigers and the air war over China. The entrance is a reproduction theater box office showing the 1945 film based on Scott's book of the same title.



Any display relating to the Flying Tigers has the obligatory shark mouth P-40. This one, painted to represent Scott's P-40D, is actually a well traveled P-40N (42-105927) that the museum acquired for restoration in 1994.

(Museum of Aviation photo.)



The P-51H is a rare museum piece. The museum's example (44-64265) was obtained from a closed USAF museum in 2015. It is marked as 44-64195, the aircraft flown in the post-war USAF 82nd Fighter Group by WWII ace Claude Crenshaw. The "Louisiana Heat Wave" nose art was copied from one of his early 8th AF Mustangs. A later P-51D, named simply "Heat Wave," is shown in the inset.

Under the wing of the B-29 is a UC-78 "Bamboo Bomber." These shots illustrate the extremely cramped quarters and difficult lighting conditions facing the would-be photographer.



(Imperial War Museum photo.)

NASA Pulls the Plug on the X-57

For the past couple of years, *FlightLine* has kept a close eye on a couple of developments in aviation: Electrically powered aircraft and a supersonic commercial airliner. Either of these could be aviation history in the making—or not, it's simply too early to tell.

From NASA, the news is not good on either front. In June, the agency announced termination of the X-57 *Maxwell* electric aircraft program. (See *FlightLine* No. 203, 1st Qtr 2022.) Initially funded at \$40 million, the project faced another \$47 million in cost overruns. The X-57 was predicated on the use of existing technology to power 14 electric motors intended to propel the aircraft. However, according to a NASA spokesman, “many of those necessary subsystems were not sufficiently mature for safe flight.” ➔



NASA's X-57 "Maxwell" will never fly (NASA photo)



Meanwhile, across the pond, Vertical Aerospace's VX4 demonstrator (G-EVTL) suffered a crash landing when a propeller blade failed during an uncrewed test flight. A second, somewhat modified prototype is under construction, and the company says its 2026 certification target remains unchanged. ➔



Vertical Aerospace's VX4 was seriously damaged when prop blade separated during a test flight. (Photo: dronedj.com)

Closer to home, Joby Aviation rolled out its “first production prototype” in June. According to Joby, “this aircraft has been manufactured in accordance with a released design and built according to a complete implementation of a quality management system, marking an important step on the path to achieving the FAA type certification required to begin commercial passenger operations.” It will become “the first-ever eVTOL delivered to a customer” when it moves to Edwards AFB in early 2024 as part of the USAF's Agility Prime program. ➔



In the supersonic realm, a recently discovered series of subsystem issues may delay flight testing of the X-59 Quesst (Quiet Supersonic Technology) vehicle until 2024.



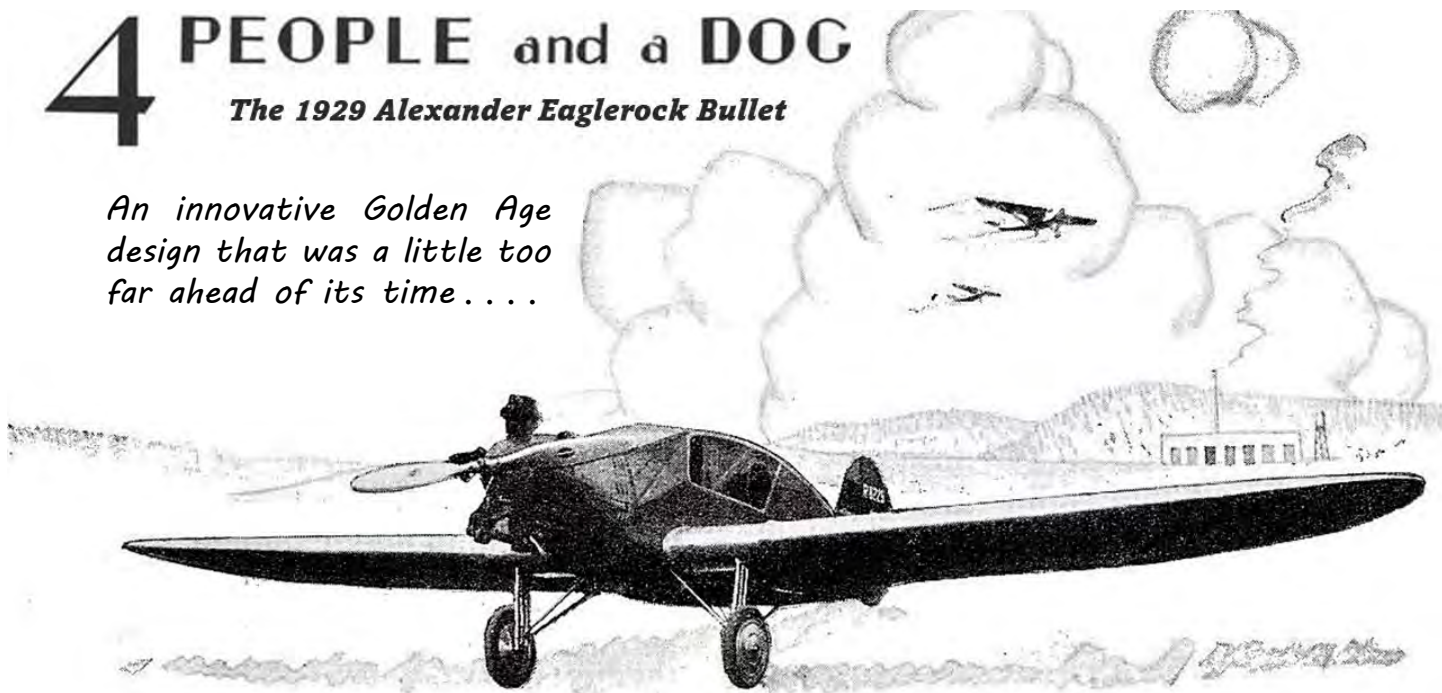
Head-on view of the X-59. (Lockheed Martin Photo)

Originally schedule to fly in 2021, NASA says the program has been delayed by “workforce hiring issues, the COVID-19 pandemic and technical challenges related to wiring and final systems integration.” ➔

4 PEOPLE and a DOG

The 1929 Alexander Eaglerock Bullet

An innovative Golden Age design that was a little too far ahead of its time



In our previous issue (No. 209) we featured an old school stick and tissue model of a Northrop Alpha built by AAHS member Steve Johnston. Steve told us his next project would be the Eaglerock Bullet, a rare bird indeed. We asked our readers to pass along anything they might be willing to share. The response was a resounding thud, but we pressed on anyway.

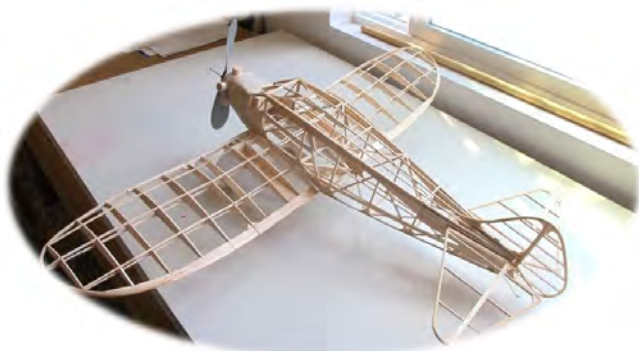
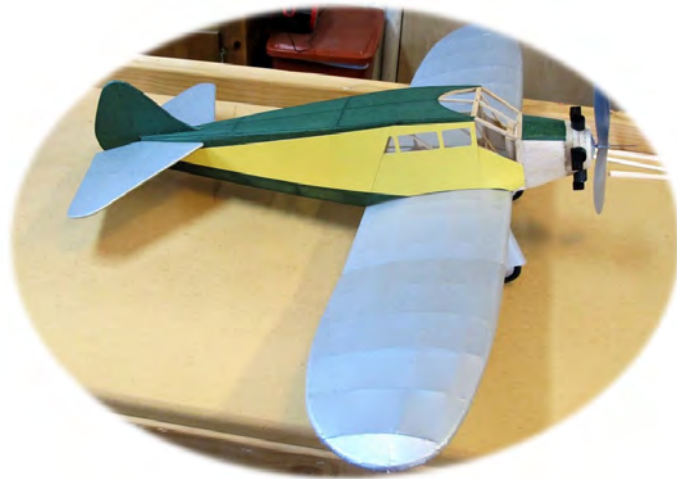
Fortunately, there's quite a bit "out there," which bodes well for research on other types that are little known today. The most comprehensive source on the Bullet is *Alexander Eaglerock: A History of Alexander Aircraft Company*, a well illustrated 1986 publication that covers the Colorado Springs, Colo., company, its people, and the several aircraft models they produced.

The brainchild of Al Mooney, an aviation legend in his own right, the four-place Bullet, a cantilevered low-wing monoplane with retractable landing gear, was unlike anything else in the skies. The prototype Bullet demonstrated extraordinary performance, and two others were built to exhibit at the 1929 All American Air Show.

Another pair were racing entries, one of which finished a full hour ahead of the nearest competitor in the Philadelphia to Cleveland Derby. The other went to Edith Foltz who flew it in the Santa Monica to Cleveland women's derby, finishing

second in her class and a respectable seventh overall.

As initially envisioned, three "calibers" of Bullets would be offered. The well-heeled sportsman pilot could go for the high powered .45, with a 300 hp engine, top of the line furnishings, and an estimated 200 mph cruising speed. The less luxurious .32 (150-165 hp) would move along at around 150 mph. The 60 hp .22, would be a two-seater, a sort of "trainer for the masses."



(cont. on p. 11)

A work in progress. Steve has a lot yet to do. No estimated completion date.

EAGLEROCK

.32 BULLET
Carrying 4 passengers and a dog in the nearest approach yet to the flying wing



Brings Another Dawn to Aviation

Greater airplane utility is the accomplishment of the Bullet. Whether for business or private use, the owner finds that he has a versatile ship. Perfect streamline plus a completely disappearing landing gear means unprecedented speed and consequent fuel economy.

Carrying a load practically equal to its own weight, the Eaglerock .32 Bullet brings new standards of safety, comfort, speed and economy among airplanes. Its design affords performance and carrying capacity formerly considered impossible with motors of low horsepower.

Weighing 1,200 pounds with the Kinner 100 h. p. motor, it takes a disposable load of 1,065 pounds thru the air at a high speed of 130 miles per hour. With the Wright J-6, 165 h. p. motor, it carries the same load at a speed of 150 miles per hour.

The structural and aerodynamic advantages of the near flying wing, with the new wing curve developed by Alexander engineers, make Eaglerock Bullet the outstanding development this year in commercial aviation.

Write or wire for further information.



419 Alexander Industries Bldg., Colorado Springs, Colo.



Even advertisements for the Bullet were state of the art. This one is from the June 1929 issue of Aeronautics.



(Skyways magazine photo)

NC309V, the ATC #318 aircraft fitted with wheel spats, the configuration Steve's model will represent.

(cont. from p. 9)

There was one problem. The Bullet had not been certified by the Civil Aeronautics Authority, the granddaddy of the FAA. Rules of the day required an aircraft to spin and recover, and the Bullet refused to spin.

What would appear to be a safety selling point instead doomed the Bullet. Five different Bullets were built in an effort to meet the CAA spin requirement. Four of them crashed, killing two of the test pilots. The final design iteration, designated model C-7 and registered X309V, could have the landing gear locked down and fitted with streamlined "spats", although the retracting feature was retained. X309V was tested and given temporary CAA approval in January 1930. On June 5, 1930, the Bullet C-7 was granted ATC number 318.

It was too little too late. The Great Depression loomed, and the Bullet's certification problems had caused it to be labeled as something of a killer. None were ever sold, and while 11 can be traced with reasonable certainty, some question remains

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as to how many were actually built. No airframes survive, but subassemblies discovered years later may indicate that at least two additional units were in process.

In the early 2000s a replica was constructed, which crashed. But that's another story. The Alexander Eaglerock Bullet remains another "what might've been" of aviation history. ➔

1314
AVIATION
April 20, 1929

The new BULLET

4 PEOPLE and a DOG
*in the nearest approach yet
to the flying wing.*

Never has an airplane been built with lines so clean, or so capable of attaining great speed with low horsepower. Weighing 1150 pounds, the .32 BULLET will easily carry a load of passengers, baggage and fuel equal to its own weight. Phenomenally low fuel consumption is made possible by perfect streamline and light weight. The low wing .32 BULLET with landing gear completely retracted deserves its name. There are 5 points in which the new Eaglerock excels all other light transport airplanes—SPEED, LIGHT WEIGHT, FUEL ECONOMY, LOW LANDING SPEED, PASSENGER COMFORT. Write for proof of statements and a list of prices that will be an agreeable surprise.

ALEXANDER AIRCRAFT CO., 401 Alexander Industries Bldg., Colorado Springs, Colo.

EAGLEROCK

THANK YOU for mentioning AVIATION

We weren't woofin' about four people and a dog. The company did a lot of advertising for the Bullet, as the two examples here illustrate. The flying wing reference was to the cantilever wings, which bore "most of the stresses" imposed by "the weight of the pilot, passengers, dog, baggage and gasoline" as well as the landing gear. The fuselage "merely carries the motor, tail surfaces, and serves as a canopy for the passengers."

2096
AVIATION
June 15, 1929

ALEXANDER

.32 BULLET

Real speed and travel comfort for FOUR PEOPLE AND A DOG, with baggage for all, are attained in the new Alexander .32 Bullet. This economical cabin ship may be powered with either the Wright J6 165-hp. or Kinner 100-hp. motor. If you want a cabin ship, ask for details and place your order now.

A Tale of Three Photos

FlightLine No. 208 featured a couple of pages discussing the identification of aircraft based on photographic evidence. Up to the 1960s, a visible serial number was generally enough to conclusively identify a USAF aircraft. But as more planes were kept in service for longer than a decade and the air force began to truncate the serial numbers displayed on tactical aircraft, that became more difficult.

There were also cases, particularly during the Cold War, of deliberate swapping or falsification of serial numbers, but that was rare. It can happen, though, and not necessarily in an effort to deceive prying Commie eyes.



Photo #1. The mystery ship in flight. (AAHS s023531)

A few weeks ago, a question came up concerning what appeared to be a negative dihedral (anhedral) in the horizontal stabilizers of the F-86H. (There isn't, but that's another story.) In searching for the answer, we came across a photo identified as F-86D serial number 53-849. That's a legit F-86D serial, but the airplane is obviously not a D model. The complete s/n cannot be discerned, so the mis-ID was likely based on the "buzz number" on the aft fuselage. (See photo #1)

The windscreen told us this probably wasn't an A model, but how many F-86Es or Fs had a serial number ending in 849? Google quickly produced a list of F-86 s/n, in which 51-2849 immediately pops out, it being the last of a 132-unit batch of F-86E-10-NA types. Well, that was easy, huh?

Remember — AAHS has moved!

Headquarters is now on Flabob Airport
4130 Mennes Ave., Bldg. 56
Riverside, CA 92509

NOTE: Do **NOT** send mail to the physical address!
Send any written communication or other USPS items to:

P.O. Box 483
Riverside, CA 92502

All Email addresses remain unchanged.
AAHS telephone: (951) 777-1332

The Rest of the Story. Not so fast! Another search, this time on Joe Baugher's extensive US military aircraft [serial number web page](#) revealed that 51-2849, flying with the 51st Fighter Interceptor Wing during the Korean war, was "hit by ground fire over North Korea Nov 21, 1952. Pilot ejected over Yellow Sea and was rescued by USAF H-19 helicopter." But the plane in the photo showed none of the distinctive markings applied to F-86s in Korea.



Photo #2. Disguised as 51-2849. But why?

Could photo #1 have been taken prior to the airplane heading off to war? We didn't think so, but fortunately the rest of Baugher's notation supplied the answer: "Plane marked as 2849 is on display at Van Nuys Apt (CA). By 1990 was registered as NX86F."

A search on NX86F turns up more info, the gist of which is that NX86F/N86F is actually F-86F-30-NA s/n 52-5139, one of several F-86s supplied to the *Fuerza Aérea del Perú* under the Military Assistance Program. In the mid-1980s, the F-86 appeared in California, marked as 51-2849. (See photo #2)

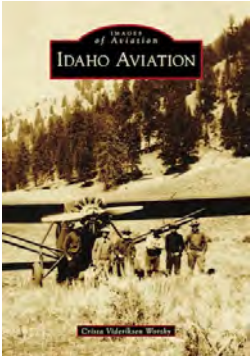


Photo #3. The end result — Eye candy indeed!

After changing hands yet again a few years later, it was beautifully restored with the correct serial number and sporting the black checker tail markings of the 51st FIW, although it likely never came anywhere near Korea. (Photo #3)

One question remains: What was behind applying the spurious (but very believable) 51-2849 serial number? If you know, drop us a line at FlightLine@aahs-online.org →

Book Reports



Idaho Aviation

by Crista Videriksen Worthy

Arcadia Publishing
Mount Pleasant, South Carolina
(Part of the Images of Aviation Series)

ISBN: 9781467107563

160 pp.

Reviewed by Jerri Bergen

Crista Worthy, pilot and Editor of *The Flyline*, the monthly newsletter of the Idaho Aviation Association, has compiled a comprehensive overview of Idaho's aviation history that includes earliest flights in Idaho, notable characters of Idaho's aviation past, manufacturers, and early Idaho airports and fly-in lodges unique to the state. *Idaho Aviation* also outlines the successful efforts of early Idaho supporters who helped create legislation that today keep backcountry airports open, despite competing interests from government and private entities.

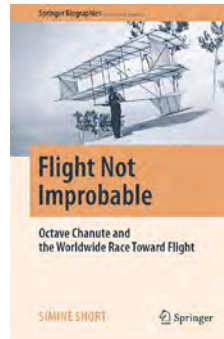
Idaho Aviation gives the reader a good understanding of how Idaho's unique aviation environment came to be, with its rugged interior accessible only by aircraft, and the early visionaries like Idaho state's Aeronautics Director Chet Moulton (1946-1971), who encouraged small Idaho communities in developing airports and created legislation that gave access to government-managed lands via aircraft that otherwise would be outlawed.

Idaho's early aviation history is full of entrepreneurs and skilled pilots who saw the airplane as a necessary survival tool for much of Idahoan's population, located in more remote areas where distance and geography made any other means of transportation impractical. Worthy describes these entrepreneurs and pilots, men and women both, who initiated and developed the Idaho's aviation industry using resources from local papers, the National Archives, and personal interviews. A helpful bibliography is provided, as well as many photographs, the earliest from 1907. This reviewer's only regret upon reading '*Idaho Aviation*' is that the pictures were not printed in color (a limitation of the publisher).

Today, two non-profit organizations, the Idaho Aviation Association, and the Idaho Aviation Foundation, manage resources for the benefit of all users of Idaho's airports and backcountry strips. If you haven't had the itch to see the view of Idaho's backcountry interior via aircraft, this book will certainly get you reaching for a sectional and your logbook. ➔

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Flight Not Improbable, Octave Chanute and the Worldwide Race Toward Flight

by Simine Short.

Springer, Gewerbestrasse 11, 6330 Cham, Switzerland, 2023.

ISBN: 978-3-031-24429-2, 9"x 6", 443 pages, numerous B&W and color drawings and photos. Table of contents, Notes, Index, and References. \$24.95.

Reviewed by Hayden Hamilton

Starting with Chanute's life in the mid-1800s, Mrs. Short weaves the history of the development of flight by tracing the lives of principal investigators in both Europe and the U.S. all the way up to the Chanute's passing in 1910. This work documents not only Chanute's direct contribution to the development of flight, but the quintessential role he played as a clearing house for information and developments in this field. At a time when the vast majority of people, worldwide, believed that human flight was the fantasy of dreamers and crazy people, this well established professional put his credibility on the line to publicly foster this novel concept. Ever the engineer, he believed that success could only be achieved through incremental steps – learning from one's successes and failures of both your own, but those of others as well.

Mrs. Short has brought together all the significant players in the development of flight, and shows us how Chanute developed and nurtured them as they pursued this endeavor. Mini biographical sketches of these individuals are provided to help the reader have a better understanding of these adventurous explorers as they tried to achieve human flight. Insight of the interplay (or lack thereof) between these investigators as they worked toward this goal gives the reader an interesting perspective about their character. From August Herring's unsubstantiated claims of glider flights to trying to "blackmail" the Wrights with the claim of stolen ideas. Background in Whitehead's documented efforts and abilities. Lilienthal's efforts and developments. Albert Zahm, Lawrence Hargrave, John Montgomery, Edward Huffaker, Samuel Langley, Henry Farman, Louis Bleriot, and many others are all represented in this work documenting the development of flying from just a concept up to the formalization as an established area of engineering.

This book is an excellent reference work to have in one's collection and highly recommended by this reviewer. While not only documenting Chanute's life and contributions to aviation, Mrs. Short has provided extensive references, 42 pages worth, documenting the sources of the story. The work is well written and organized, easy to understand and loaded with images that help explain various concepts and ideas. Case in point, this is the first work this reviewer has seen that provides glide ratios for a number of designs including the Wrights. If there is a criticism to be made it might be that the work contains so much information, even for a reader reasonably knowledgeable of this era, that absorbing all the content makes for a slow read. ➔

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 Mon-Wed-Thur, or email: membership@aahs-online.org

Charles Horner Agawam, MA 01001	Kevin Sampson Norman, OK 73069
Zhuo Chen Beijing, Peoples Rep. of China	Caroline Mah Gaithersburg, MD 20878
Terry Durham Pensacola, FL 32526	Gordon Wood Lehi, UT 84043
Walter Gordon Snyder, NY 14226	Stephen O'Neill New York, NY
Rick Atkins Placerville, CA 95667	Robert Tourville Leonardtown, MD 20650
Wan Lung Xianggang, Hong Kong	James Shevchenko Canfield, OH 44406
Sarah Filippi Litchfield, MN 55355-2508	Bob Jamieson Boulder, CO 80302
Dr. Peter G Hamel Braunschweig, Germany	James Stark Vero Beach, FL 32966
Gary D. Park Wichita, KS 67235-1400	William True Sacramento, CA 95864
Steve Mason Rolla, MO 65401	Carlos Seidel Miami, FL 33131
G.C. Neely Pensacola, FL 32503	Brennan Grattot Queen Creek, AZ 85142

Dominic Trujillo Queen Creek, AZ 85142	Marilyn Ball Pensacola, FL 32507
Kenneth Koehn Brunswick, OH 44212	Patricia Crisp Pensacola, FL 32507
Kenneth Glaze San Diego, CA 92108	Joyce Stafford Pensacola, FL 32526
Duncan Curtis Calne, Wiltshire, UK	Joseph Kinego Gulf Breeze, FL 32563-5522
Marc Feigenblatt Cincinnati, OH 45245	Patsy Davis Pensacola, FL 32561
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“Oh, just one more thing”



Like TV detective Columbo, there are times when we need to check just one more thing. Or sometimes several.

This go ‘round, we dug a little deeper into a couple of aircraft displayed at the Museum of Aviation. (p. 6)

For openers, here’s a short **video of the F-117** shot by a local TV station.



(Museum of Aviation photo)

According to the museum’s website, “little is known regarding the service history” of the U-2 on display. However, other sources indicate that 56-6682 (aka Article #349) in fact flew in all three CIA U-2 detachments as well as with Project Oldster, the RAF’s contribution to the program. The thumbnail below shows it during a cover story weather recon mission at RAF Watton in 1959. ➔ (UK National Archives photo via Key.Aero)



(Museum of Aviation photo)

Buried in the museum’s website is a nice photo of their F-100D, presumably taken at Tuy Hoa “back in the day.” Note the Pennzoil sticker on the nose wheel door, which was duly reapplied during restoration. The “Cong Killer” lettering, barely visible here, is distinctly different, however.



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.



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