



AAHS FLIGHTLINE

No. 214, 4th Quarter 2024

American Aviation Historical Society

Founded 1956



Something old, something new

The old is Lockheeds's XF-90 "long-range penetration fighter" of 1949-1952, pictured above. It managed to dive supersonic 15 times, but only two were built. One (46-687) was static tested to destruction. The second (46-688) was one of several airframe types used to evaluate the effects of an atomic blast.

Its battered remains are now displayed in the Air Force Museum in

Dayton, Ohio. (See *Museum Meanderings* on page 11.)

The new relates to *FlightLine* and to AAHS in general. This issue, No. 214, will be the last in the legacy 16-page format which, although now presented as a pdf file, is actually a carryover from the hard copy paper days of yesteryear. That format requires an inordinate amount of time and effort to produce, and frankly we just don't have the bandwidth to keep doing things that way.

Despair not! You'll continue to get news of your Society and the same tidbits of aviation news and history that *FlightLine* has always featured. But beginning Jan. 2025 it will be delivered in a purely digital "blog" format.

What's that, you ask? You'll access *FlightLine* simply by clicking on a link, just as you already do to go to any web page. On your computer screen—or cell

phone, or tablet—up will pop the latest from *FlightLine*.

Think of it this way: Instead of getting a 16-page pdf file at the beginning of each quarter, you'll now get the equivalent of two or three print/pdf *FlightLine* pages once a week or so. This will mean more frequent news and info about AAHS, plus more timely coverage of happenings in the world of aviation.

Tech details in *FlightLine* and other areas are being worked as AAHS expands our digital footprint. Don't miss out! make sure AAHS has your correct email address. We'll send notifications and "how to" instructions as things develop.

Please confirm your email address!

It's essential that we be able to let you in on future AAHS plans. Drop us a line at:

membership@aahs-online.org

What's Inside

Articles/pages are bookmarked. If the bookmarks don't appear, tap the **ctrl** and **B** keys simultaneously.

As noted elsewhere, this will be the last *FlightLine* number to appear in the legacy 16-page format. Target release date for the new online version is not later than 1 Jan 2025.



Flabob Flashback !

The new “Inspiration through Aviation” mural recently installed across from the Tom Wathen Center Hangar (previously the Starduster Club hangar), will soon become a regular selfie-stop on visitor walk-about of the airport grounds.

Inspired by vintage travel billboard designs, the Flabob mural depicts both historical and educational elements of Flabob’s character. Designed and painted by Jerri Bergen of Victory Girl (and our CEO at the American Aviation Historical Society), the mural design uses six mini-scenes within the large block letters of FLABOB to give viewers a glimpse of the various facets of the Airport.



*In the Beginning: Laying out the design. The artwork was done in Jerri’s **Victory Girl** studio at Cable Airport, Upland, Calif., before being transported to Flabob.*

“Across top, the text “Inspiration Through Aviation” (the theme of the Tom Wathen Center), sits over large block letters of FLABOB, while the DC-3 *Flabob Express* is shown on the lower right.

The background suggests the outline of Mt. Rubidoux, with a small taildragger beginning a run up on the runway, that stretches across the mural face. Each of the six letters of block text FLABOB contains a small scene familiar to Flabobians:

“**F**”... includes an image of Roman Warren, the “Cowboy Aviator” and founder of the airport, saddled up in front of the first hangar built at what was then called Riverside Airport.

“**L**”... depicts the rocket hangar, with the large, chromed rocket sphere located on the southwest corner of the building where two small boys experiment with a rocket launch, supervised by a nearby teacher.

“**A**”... gives a glimpse of the Flabob runway, with a formation fly-by of the airport’s own Curtiss-Wright Travel Air and the Naval Aircraft Factory N3N.

“**B**” ... shows a pilot in the back seat of his Piper Cub, giving an excited young lady her first airplane ride, taxiing by the ‘Red Barn’ where students learn about aircraft engine repair and maintenance practices.

“**O**”... features a paratrooper, jumping with an oversized American Flag over the Flabob runway, to start the annual Veteran’s Day festivities.

Final “B”... shows a young mechanic checking fuel levels on a historic Stinson 108, restored at Flabob by students through the Red Barn Aviation program.



The design takes shape — Filling in the background.

Jerri worked with Airport Manager Beth LaRock and Airport CFO Nina Bretham to add nostalgic color to the planned Heroes of Aviation Boulevard, to provide a photo opportunity for visitors, and to illustrate Flabob Airport's mission and focus. Nina, Beth, and Jerri reviewed colors and designs that invoke a vintage feel and made sure the mural depicted scenes that Flabobians and visitors alike could relate to.



On the home stretch! Only the letter "F" remains to be filled in. Each letter tells its own story. See the descriptions of those individual themes on the previous page. The project took about 180 hours to complete.

The mural was painted on five 8'x 4' marine-grade plywood sheets at Cable Airport and transported in pieces to Flabob for installation. A final sealant coat will be applied to ward off any external damage, with lights installed over the top, as old billboards of the past would have.

Flabob Airport's ongoing revitalization program continues apace, including construction of an all-metal 6,000 sq. ft. hangar near the EAA Chapter One's hangar (to be rented out), and more projects to follow. →



The end result: A very striking 21st Century billboard which captures both the remarkable history and future aspirations of Flabob Airport and the Tom Wathen Center.

Wants & Disposals

WANTED: Color slides and b&w negatives of aircraft of all services seen in MASDC pre-1980. Includes: arrivals. RIT drop area, skeletons, remains with serial or inventory number in view.

Have quality slides and negs to trade.

Douglas E. Slowiak
PO Box 42133
Mesa, AZ 85274-2133



Some examples from Doug's stash. All photos taken at MASDC, dates as indicated. (Top) RF-101A (54-1496) 08 Apr 71 (Slowiak); (Mid) T-33A (52-9403) 31 Jan 72 (Slowiak); (Bottom) B-52 lineup, 12 Apr 80 (S.W. Robbins) →

OrangeCon

IPMS USA Regional Model Contest and Vendor Fair October 6, 2024



AAHS will be there ... We hope you'll join us!

- See the finest in plastic modeling and chat with AAHS folks at our table.
- We're sponsoring three trophies in the Aircraft category.
- Doors open at 9:00 AM. Admission \$7.00 per person.

The Double Tree Inn by Hilton
7000 Beach Blvd
Buena Park, CA 90620
(Immediately off the 91 Fwy at Beach Blvd.)

Click [here](#) for full details.

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 <i>CD base price</i>	\$2.95
<i>Each digital Image</i>	\$1.00
Domestic Shipping and Handling (per order)	\$2.50
International Shipping & Handling (per order)	\$5.00



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

APT Collectibles
P.O. Box 788
Bonsall, CA 92003-078

Custom Crafted Display Models



Military — Airline — Civil — Space

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

Hand carved and painted

A great gift idea for pilots and enthusiasts.

Start your collection today!

ScaleCraft
www.scalecraft.com

Aviation Eye Candy, courtesy Bob Bogash

Bob describes himself as a “lifelong pilot, aviation enthusiast, photographer, Boeing Commercial employee up through the ranks from grunt engineer to Director.” Readers who toiled in the Aerospace business back in the 1990s will remember him as the “daddy” of Boeing’s Advanced Quality System and the spin-off AS9100 standard in use today. A volunteer at Seattle’s Museum of Flight since the beginning, Bob spearheaded the acquisition and restoration of about two dozen aircraft for the MoF and other museums. He has an extensive [website](#) devoted to his many interests.

Bob has photographed thousands of airplanes over the years. (Click [here](#) to see some prime examples.) The images shown here are just a small sample. Clockwise from upper left: A pair of classics—Boeing 40 and Douglas DC-2; Nagasaki atomic bomber *Bock’s Car* as it appeared before restoration and display at the Air Force Museum; Honeywell Aerospace’s Boeing 757 flying test bed (N757HW); TA-4 (USN 158486/N518TA); Boeing’s famous “Dash 80,” the 707 prototype; a beautiful KLM Super Connie (PH-LKK); Douglas C-124 Globemaster at McCord AFB, Wash. (can’t quite make out the S/N); USN R4D-6 (BuAer 50776, ex-USAAF 43-49112) in service with the Arctic Research Laboratory. →



CEO's Message

Among the several challenges facing AAHS is the future focus of our organization. There's so very much we want to preserve and promote, while we have only the resources to do a percentage of what needs doing. What of our aviation material represents the core of AAHS' mission? Our *Journal* articles and photos have been the priority for our publishing efforts, and they will continue to be so, and in addition, AAHS will spend more resources to take our considerable aviation history content to new audiences, via social media platforms.

This effort will include a more cohesive branding of the AAHS label and logo, where you'll see AAHS posts on specialty Facebook pages focusing on specific segments of aviation history or vintage aircraft events, places and personalities. We'll work to sell donated duplicate aviation items on a dedicated AAHS website, many of which may only be available through AAHS. We'll rebrand our website, Facebook and Instagram pages to work together, to reach more of today's browsing audience. We're also looking to transition our online *Flightline* material into a blog format, synchronized with our website, where new content will be delivered electronically to readers weekly or bi-monthly, instead of just quarterly, and will always be available on the website.

Gads, you're saying to yourself, how will we navigate in this new (to AAHS) airspace? We have the tremendous good fortune to pull on the expertise of our new AAHS President, Tyson Smith, who has years of experience in the development of online branding for products and services. One idea that we're excited to explore, with Tyson's help is to have AAHS participate at more "pop-up" vintage venues, where we can offer excess vintage aviation items to sell in support of our overall mission and meet new potential members and contributors. Southern California is a "target rich" environment for just such markets where thousands go monthly to find unique and unusual vintage finds to add to their collections. Through such venues we can increase both our visibility and our revenues. In fact, we are already signed up for tables at the Orange County IPMS Modeling show in early October, where we've sponsored the trophies for best Aircraft Models.

We're also back on track to hold AAHS events, Huzzah! It's been too long since we've had the chance to connect at an interesting aviation venue, make new friends, and learn "new" aviation history. Some ideas that we're fleshing out now for some time next year include a visit to Phil and Barbara Schultz's private airstrip in Silver Buttes, Calif. (near Palmdale) and see their 3-hangar aviation collection (and a security-cleared visit to the Edwards Air Force Base Flight Test museum), and/or a visit to the new Marines Leatherneck Aviation Museum, now being relocated from within the Pendleton Marine Base to a public space at Great Park, in Orange County, CA. Both of these will be scheduled for either early in 2025, or later in October next year. Stay tuned for more details. It looks to be a busy few months ahead; AAHS can ALWAYS use your input, your proofreading time, aircraft identification skills, your donations—or just a call to let us know what you think. We look forward to hearing from you!

Jerri

Jerri Bergen
AAHS CEO



AAHS Mission Statement

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

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



Restorations and Reproductions

Antecedent of the Osprey — Kaman's S-16B

This unusual bird, now nesting at the New England Air Museum (NEAM), was one of several VTOL projects, none of them very successful, sponsored by the U.S. (and several foreign) armed forces in the late 50s–early 60s. The S-16 was a USN program, mating a modified Grumman Goose fuselage with a tilt-wing arrangement reminiscent of the later V-22. Powerplants were a pair of GE T58 turboshaft engines. Delivered in 1959, the aircraft was extensively wind-tunnel tested and made a few tethered lift-offs before the project was canceled in 1962, having never left the ground in actual flight.

The S-16 sat outside for years before being moved to the restoration hangar for a general cleaning and overhaul, weatherproofing, corrosion control, and finally new tires, repainting and "critter intrusion" protection. For outdoor display the original rotor blades, made of composite wood material, have been replaced by aluminum replicas. The originals will be reinstalled if the aircraft is moved indoors. For more pix and info, check out the [Restoration Diary](#) on the NEAM website. →



(Howard Mason photo)



(NEAM Collection)

(L) Out in the NEAM back 40. (R) A rare shot of the S-16 with engines being run up at the Kaman factory, but with the airframe securely anchored to terra firma! Thanks to NEAM volunteer Tom Palshaw for keeping us up to date on happenings there, about which we'll have more in future *FlightLines*.

Steve Johnston's Rearwin Speedster Model



BESIDES the Speedster illustrated, Rearwin offers the Junior, two-place open cockpit 14 with optional winter enclosure; monoplane powered with three-cylinder, 50 hp. Anomarine engine. A newer machine (Model 1000) is a cabin type for two, with LeBlond engine of 70 hp. Construction and materials are conventional.



(Steve Cukierski photo)

Only a handful of Speedsters survive. This is NC15865, a hybrid of C/Ns 301 and 302.

Steve Johnston, who's been a frequent *FlightLine* contributor, has finished his latest throwback stick and tissue model project, the Dumas kit of the 1938 Rearwin 6000 Speedster. The real deal created something of a sensation, but demand failed to meet expectations and only a dozen or so were built, including a couple sold to African Flying Services in Johannesburg.

Steve builds a lot of Dumas kits, but has also constructed models from drawings he's made based on contemporary data and photographs. The results are a fitting tribute, not only to aviation's "Golden Age," but the history of aircraft modeling. Keep up the good work, Steve! ➔



(Above) The bare bones Dumas kit. (Below) This 1936 behemoth spanned 5' 4". In the depths of the Great Depression, the \$5 price tag was significant.



Complete Kit for 64 in. Scale Model REARWIN SPEEDSTER



Can be Powered with Gas, "IMP," Air or Rubber. Specially Designed by JOE OTT. 64 in. Wing Span. Weight 18 1/2 oz. Gliding Ratio—6 to 1. Adjustable Angle of Incidence. Wings Removable for Carrying.

Big Value Kit with Many Special Fittings

This Kit is complete with every item required, including Cork-Aluminum Balloon Tire Wheels, 12 in. Mahogany-finished "IMP" Propeller, fully finished, "IMP" Propeller Shaft, Cork-Aluminum Skid Wheel, Soft, Medium and Hard Balsa Wood, fully shaped Wheel Cowlings, Wire, Cement, Celluloid, covering Paper and everything else, including Complete Plan in Full Size with Details in Accurate Scale.

Complete Kit only \$5⁰⁰
(Plus 25c Postage)

Steve estimates that he's built more than 70 of these stick and tissue models over the years. Below are samples of his handiwork. Top to bottom: Brewster SB2A-4 Buccaneer built from plans, Dumas kits of Hughes R-1 Racer and Boeing P-26 in "Walnut" scale (between "Peanut" and the large span classes.)



Steve is also quite the “real thing” aviation photographer. He sent along these shots recently snapped at Monterey, Calif., airport (MRY).

Right column, top to bottom:

- The Italian Air Force demo team Frecce Tricolori made a refueling stop en route to San Francisco.
- Piaggio P-180 (N247JL) registered to Alexa Gray, Inc.
- Dassault Falcon 7-X (N343MG), Capital Transport, LLC.
- Honda Model HA-420 (N420HB), Volato Group, Inc.



Volunteers News

We're pleased to recognize two new AAHS volunteers, Alex Barnes and Adam Estes. Adam will be the Associate Editor for the *AAHS Journal*, where his enthusiasm and literary skills will be put to good use! Alex has taken on the role of Grantsman for the Society, researching possibilities for financial assistance.

Adam Estes

I was born and raised in southern California, where I grew up in Fullerton. I have had a lifelong passion for aviation, and more specifically for the history of aviation. I have been a docent with the Planes of Fame Air Museum in Chino since 2017, and have visited numerous air museums across the country, from the National Air and Space Museum in Washington, D.C. to the National Museum of the USAF in Dayton, Ohio, the National Naval Aviation Museum in Pensacola, Florida, and the San Diego Air and Space Museum, to name a few. I am also a contributor for the website Vintage



Aviation News and Warbirds Aviation and News, where I have now had 79 articles published in two years of writing. I have also just earned a B.A. in History from California State University, Fullerton (Class of 2024), and I am now enrolling back at CSUF to earn my M.A. in History with an Emphasis in Public History (learning to work in history outside academia (museums, libraries, archives, etc.) →

Like Aviation History?

AAHS is always looking for volunteers to help at our Flabob Headquarters. Shoot us an email at:

membership@aahs-online.org

or give us a shout at (951) 777-1332, Tues., Thurs., Sat., 11 am-3 pm. We'll be happy to answer any questions!

Alexander Barnes

Alexander Barnes graduated from the University of Southern California, where he studied English and French. He currently works as a freelance carpenter and writer, volunteering as a grant writer on the side. Alex is driven by his love of nature and the wisdom of elders. →



Help your Society From the convenience of your own home!



The Society has about 1 Million photographs that need cataloging.

Using [AAHSPlaneSpotter](https://www.aahsplanespotter.com), you can identify and enter data about the aircraft in the image - Manufacturer, Model, registration id (if visible) and anything else in the image that is relevant. All you need is an internet connection and an internet browser. Work at your own pace, any time of the day or night.

Point your browser to:

<https://www.aahsplanespotter.com>

Look at the "DEMO"

Volunteer at "SIGN UP"

Help the Society catalog our images so we can make them accessible and searchable.



Museum Meanderings

Part One: The Lockheed XF-90 in the National Museum of the United States Air Force

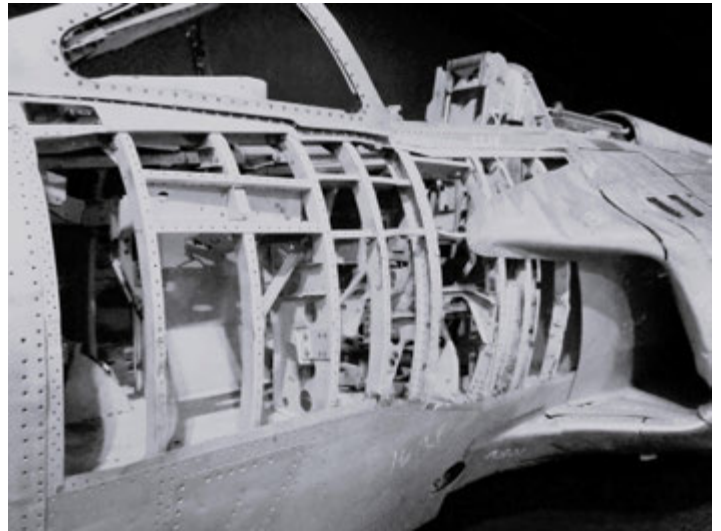


(NMUSAF Photo)

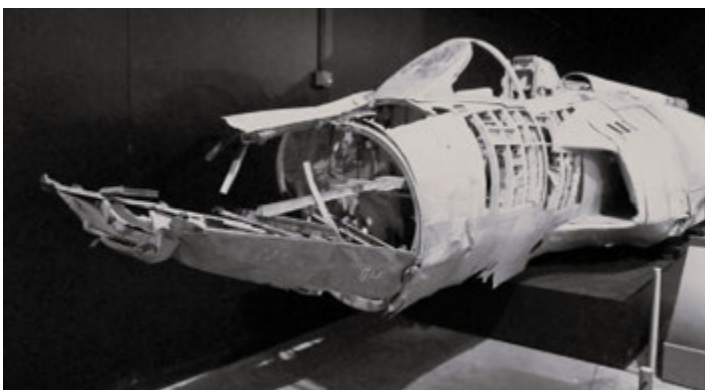
Your editor recently did a combination air/road trip to attend a reunion of his old USAF squadron, making stops along the way in Dayton, Ohio, for the National Museum of the United States Air Force, as it's known these days, then on to the Air Zoo Aerospace & Science Museum in Kalamazoo, Mich.

The Air Force Museum's collection of U.S. Army Air Corps/Air Forces and USAF aircraft types is unsurpassed, but those who've visited in the last 15 years or so know that the lighting in several of the galleries makes photography a trying proposition. Rather than offering a sampling of images we shot (with varying degrees of success), we're going to focus on just one airplane—the Lockheed XF-90. Badly underpowered, the design lost out to McDonnell's XF-88 Voodoo in the Air Force's "long-range penetration fighter" competition.

F-90 project that appeared in the Fall/Winter 2014 edition of the *AAHS Journal*. →



The XF-90 survived the first blast relatively intact. But placement closer to ground zero for the follow-on shots did her in.



The originals are in color, but conversion to black & white better conveys the stark appearance of the aircraft hulk.



A relatively recent addition to the Cold War gallery, the decontaminated carcass of 46-0688, the lone remaining (of two built) XF-90 was removed from the Nevada nuclear test site in 2003, having been subjected to four atomic blasts as part of the weapons effects tests portion of Operation TUMBLER-SNAPPER in May-June of 1952. Click [here](#) for an excellent article on the

Museum Meanderings

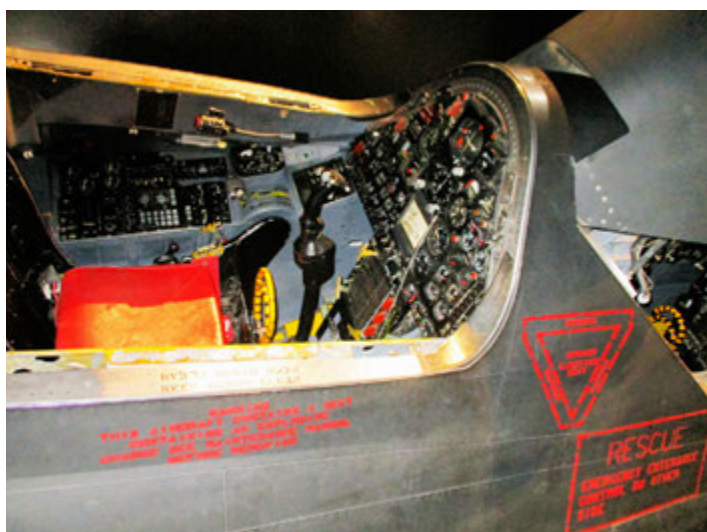
Part Two



Air Zoo Aerospace & Science Museum
Portage, Michigan

Portage, Mich., on the outskirts of Kalamazoo, isn't generally known as a hot spot for aviation history, but the Air Zoo Aerospace & Science Museum aims to remedy that. Well known for restoration of several WWII USN types retrieved from Lake Michigan, the museum offers a variety of aerospace entertainment and education displays and programs.

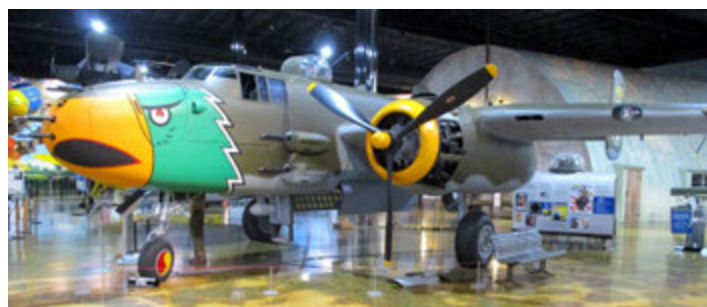
The most eye-catching artifact on display is the SR-71B (USAF 61-7956/NASA #831), a two-seat trainer version of the famed Blackbird. A walk-up platform on the starboard side puts visitors within touching distance of the cockpits and offers a panoramic view of the other aircraft. The first SR-71 delivered to the USAF at Beale AFB, Calif., she logged over 1,000 sorties/3,700 hrs before retirement.



Rear cockpit of the SR-71B.

Among the more unusual specimens in the Air Zoo is the Curtiss XP-55. Back in the last millennium, ye editor worked briefly for the company in Northern Virginia that cast Stinger missile motors, which meant easy access to the many D.C. museums. One of the Smithsonian's evening program offerings was a very interesting talk by Chuck Yeager that dealt with,

among other subjects, some obscure WWII engineering projects, including the XP-55. According to Chuck, the engineering staff managed to slip one past the straight-laced officials in charge of naming aircraft types—thus the XP-55 "Ass Ender." →



Top to bottom: Curtiss XP-55 Ascender; P-39Q painted as P-40 of the 67th FS, Guadalcanal; B-25D "strafer" in markings of 498th BS/345th BG.

Air Zoo, cont. Restoration Area



(Above left) The plane that started it all, an N3S-5 “Yellow Peril” purchase by museum founder “Pete” Parish and his wife Sue, who was a WWII WASP. (Right) A relatively rare bird—the Timm N2T, made mostly of molded, plastic-impregnated plywood.



(Air Zoo photo)



(Above left) The Lockheed F-117 presented a unique restoration challenge in that the still-classified radar absorbing material in the leading edge of the wing and other areas was removed prior to delivery. Some creative engineering was required to design and fabricate alternate replacements. (Right) One of the museum volunteers was the crew chief on this F-104C (56-0898) in Vietnam.



Air Zoo is well known for its restoration work, especially of several USN types lost during operations aboard the **USS Wolverine** (IX-64) and **Sable** (IX-81) during WWII and subsequently raised from Lake Michigan.

At left is an SBD-3 in the markings of VS-41 aboard the **USS Ranger** (CV-4) during Operation **TORCH**, the invasion of North Africa. Speaking of invasions, a docent told me that invasive mussels, in addition to the damage they are causing to the Great Lakes themselves, are very harmful to the aircraft wrecks on the bottom, eating away paint and eventually even corroding metal.

At right, on the manufacturing jig, is the fuselage of SBD-1 BuNo 1612, the sole example of that type known to still exist. The **Dauntless** was accepted by the Marine Corps on September 16, 1940. Ending up with VSMB-142 at Camp Kearney (MCAS Miramar), Calif. When the squadron deployed to the Pacific with new SBD-4s, 1612 was dispatched to the Carrier Qualification Training Unit at NAS Glenview, Illinois. On November 23, 1942, it crashed in a training accident, claiming the life of the pilot. Recovered from the lake in 1994, it passed through several hands before arriving at Air Zoo for a “restoration of the initial restoration” in 2021. When the restoration is complete, this unique warbird will be painted in the “yellow wing” USMC color scheme of the immediate prewar years. ➔

Snippets from around the Aviation World

Part of what we try to do at *FlightLine* is keep an eye on what might be termed “aviation history in the making.” We’ve followed two developments pretty closely over the past few years—Advanced Air Mobility, the evolving field of electrically powered VTOL aircraft, and the anticipated rebirth of the supersonic airliner.



(Boom Photo)

Boom’s XB-1 flies for the first time with gear retracted.

Billions of dollars have already been spent, but as of this writing the first paying customer has yet to make a scheduled eVTOL flight, while Boom Supersonic’s XB-1 scale demonstrator has flown only twice, the recent August 26 hop reaching roughly Mach .35 (277 mph).

Germany’s Volocopter eVTOL startup hoped to ferry PAX at the Paris Olympics but failed to certify the vehicle in time. On a brighter note, Archer Aviation recently made a deliver-in-place handoff of the first Midnight eVTOL aircraft to the USAF as part of a contract potentially worth up to \$142 million. Archer/USAF flight teams are working to simulate “medical evacuation, cargo, intelligence, surveillance and reconnaissance flights” at the company’s Salinas, Calif., test facility.



(Archer Photo)

Archer’s Midnight eVTOL aircraft.

Meanwhile, on June 17 Boom Supersonic cut the ribbon on its 180,000 sq ft/\$100 million Superfactory at Piedmont Triad International Airport (GSO) northwest of Greensboro, N.C., where the Mach 1.7, 64-80 passenger Overture is slated to be built. There are hopeful signs on both the eVTOL and

supersonic fronts, but there’s also plenty of room for healthy skepticism. *Stay tuned!* ➔



The Collings Foundation’s F-100F (56-3844/N26AZ) is back in the air after being grounded for a spell. A new paint job depicts the aircraft (56-3954) flown by “Misty” FAC leader and Medal of Honor recipient (then) Maj. George “Bud” Day on the mission in which he was shot down and captured by the North Vietnamese. [Here’s](#) a nice video of Day taking the back seat decades later in the newly refurbished Super Sabre. ➔



(Collings Photo)

(Above) Marked as Bud Day’s “Misty” F-100F. (Below) In a previous life, sporting an attractive New Mexico ANG scheme, although that outfit never operated this particular aircraft.



(Jorge A Dietsch photo)



Questions ?

Comments ?

Squawks ?

Flightline@aahs-online.org

FlightLine Footnotes

p.4 One of AAHS's pre-New Year's resolutions is to host or take part in more in-person events. Next up after the IPMS contest is Flabob's Veterans Day confab. Click [here](#) for details. We're also planning to renew the annual meeting in 2025. More on that later.

p.7 Worth an additional look is this shot (R) of the S-16B with wing tilted to takeoff/landing position. Hard to believe that broad cord (and very short!) airfoil would've sustained level flight. The original USN JRF-5 BuAer number was 0435, later FAA registered N1523V as model G-21A (not the converted S-16) in 1955. In the mid-1960s, NASA analyzed no fewer than 32 domestic and foreign VTOL designs, a couple of which are shown below.



(Public Domain)

(L) LTV's XC-124 was a later iteration of the S-16's tilt-wing concept. Five were built, collectively logging 420 flying hours. But it was a handful to fly and the program was eventually canceled. S/N 62-5924 is in the Air Force Museum.



(Public Domain)

(R) Bell's XV-3 and the follow-on XV-15 were the direct ancestors of the V-22. The second of two produced (54-148) is also in the Air Force Museum.



(Public Domain)

AAHS Photo Archive CDs Series

The Society has recently started development of a series of photo CDs. These CDs contain high-resolution scans of negatives, slides and prints from the AAHS Image Library. The resolution of these scanned images is sufficient to make an 8"x10" photographic quality print. Each CD focuses on a particular aspect of American aviation history - be that a particular manufacturer, type or class of aircraft.

As of this date, the following CDs are available. Each CD contains between 70 and 140 images depending on content.

- 1001 Douglas Propeller-Driven Commercial Transports
- 1006 Lockheed Constellations, Part I
- 1007 Lockheed Connies in Color
- 1009 Lockheed P-38/F-5
- 1011 Curtiss Transports
- 1021 Boeing Propeller-Driven Commercial Transports
- 1031 Golden Age Commercial Flying Boats



These CDs are available to members for \$19.95 (\$29.95 non-members) each plus shipping (\$2.50 U.S., \$10.00 International - add \$1.00 for each additional CD). Order forms are available online and on request, but a note along with your donation specifying your particular interest is sufficient.

Proceeds go to support the preservation of the photo archives. Do you have a particular interest or suggestion for a CD in this series? Drop us a line or email the webmaster (webmaster@aahs-online.org). We are currently researching the possibilities of offerings covering the following areas: Connies Part II, XP-56, Northrop X-4, Bell Aircraft, and Early Lockheeds.



American Aviation Historical Society

P.O. Box 483 • Riverside, CA 92502

MEMBERSHIP APPLICATION

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

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

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

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

Enclosed is my check/money order for

\$_____ (U.S. Funds)

NAME

STREET

CITY

STATE/COUNTRY

ZIP

eMAIL ADDRESS

INTERESTS

Charge to: ☐ VISA ☐ MasterCard CCD # on back: _____

ACCOUNT #

EXP DATE

SIGNATURE

DATE

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

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

Make a General Donation

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

Please contact me about:*

☐ Endowment needs

☐ Including AAHS in my estate plan

I can be reached by phone at: _____

I can be reached by email at: _____

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

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