



# AAHS FLIGHTLINE

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*General Dynamics F-16C, 86-273, of the 65th Aggressor Squadron was part of the Red Team for this Red Flag exercise.  
(All photos by the author)*

## USAF Red Flag 12-2 by Wayne Minert

In the late 1960s a report called the Red Baron Report came out and turned the world of air combat training

on its head. In the early 1970s, Col. Richard “Moody” Suter had an idea, but it wasn’t until he took his idea to Gen. Robert J. Dixon. The idea was to give inexperienced combat crews their first 10 missions. Thus was born Red Flag. Colonel Suter and General Dixon would be very proud of what Red Flag has become.

The exercises take place on the largest contiguous training range in the United States with some of the most realistic threats available anywhere. Over the years the Red Flag exercises have been condensed from the original six week program down to three weeks, primarily due to monetary constraints and other issues. While Red Flag 12-2 was rather small it was still tailored to a real world scenario that according to staff is completely notional. This current exercise had participation from a number of units from this country and two of our allied nations. Red Flag truly is the game with the highest stakes played in town.

### Participants

Red Flag 12-2 was the first exercise since 2011 because the two previous exercises were canceled. Red Flag 12-2 brought together a handful of units. On the Blue team providing combat air patrol (CAP) assets were F-15As of the Massachusetts Air National Guard and the Louisiana Air National Guard. The Republic of Korea’s 11th Fighter Wing came to Red Flag with their brand new F-15K SLAM Eagles. The Korean Eagles were practically new airframes. The Koreans picked them up from the Boeing factory on the way to Red Flag. They had about 40 hrs on them when they participated in Red Flag 12-2. The F-15K is a derivative of the F-15E employed by the USAF. The 92nd Fighter Squadron of the Royal Saudi Air Force brought their F-15S which is another derivative of the F-15E. The 416th Flight Training Squadron brought a couple F-16s to add to the strike packages. The deep strike capabilities were provided by B-1s of the

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*McDonnell Douglas F-15 of the 65th Aggressor Squadron launches from Nellis during the exercises.*



*McDonnell Douglas F-15S of the 92nd Squadron of the Royal Saudi Air Force.*

37th Bomb Squadron based at Ellsworth AFB, South Dakota. Tankers were provided by the 927th Air Refueling Wing based at MacDill AFB, Florida. The airborne air traffic control was performed by E-3 Sentry of the 552nd Air Control Wing based at Tinker AFB, Oklahoma.

The Red Team this time around was provided by the 64th Aggressor Squadron flying the very colorful F-16s that they are known for. The 65th Aggressor Squadron also provided another element to the red forces by flying their F-15s painted as Russian Sukhoi Su-27 *Flankers*. The core unit for this Red Flag exercise was the 4th Fighter Squadron with their F-16s that are based at Hill AFB, Utah.

### Range

The Nevada Test and Training Range (NTTR), formerly known as the Nellis Range, is the largest contiguous training range in the United States at 2.9 million acres on the ground and every cubic foot of air above. It is made up of four different geographical areas that are used for a variety of purposes. R-4806, a restricted range, is used predominately for testing and munitions training. The R-4807 range is used for electronic combat and munitions training. The R-4808 range is used by the Nevada test site. The R-4809 range is predominately an electronic combat range as well as serving as the Desert Military Operating Area that is used for air-to-air combat (AAC). The land on which the NTTR sits is mostly flat and barren desert with mountain ranges interspersed. There are dry lake beds and washes, a perfect place to drop some “iron.” The 99th Range Squadron is in charge of the range. There are about 900 members of this squadron, both military and civilian, that perform a number of different functions ranging from building targets to operating threat emitters that mimic different enemy radars. One of the most realistic threat simulators is called a *Smokey Sam*. It is basically a small rocket that mimics the launch of surface-to-air missiles like the SA-2. They also have a number of threat emitters that will show up as different targeting radars on the planes’ radar homing and warning (RHAW) equipment. Range targets vary from a number of airfields complete with actual aircraft, a tank column, a truck convoy, an industrial park and even scud launchers if the scenario calls for it. If you could go for a walk on the range you might come to a pile of bricks that would look strange to us but

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at the altitude of an A-10 looks just like a tank. SAM launchers are actually telephone poles. While they strive for realism on the range it would be rather costly and probably harmful to the environment if they used the real equipment.

### History

After the conclusion of the Vietnam War two reports came out; one by the Navy and another by the Air Force. The Navy’s report was named the Ault Report named after the man who conducted the study, Navy Capt. Frank Ault. The name of the Air Force study was called Project Red Baron. Both discovered that the training methods of both the Navy and Air Force were seriously lacking. The training methods employed before Vietnam were like flying around the flag pole and flying against squadron mates. While very safe, it left many aircrews in Vietnam with little or no experience in dissimilar air combat tactics with a few exceptions, like Col. Robin Olds, who had flown combat missions in WWII and Korea. Something had to be done. Out of the Ault Report came the formation of TOPGUN, the Navy’s Fighter Weapons School that was the graduate level program in aircraft combat maneuvering. Over time it has evolved from air-to-air emphasis to more of a strike



*General Dynamics F-16C, 86-291, of the 65th Aggressor Squadron taxis out.*



Boeing E-3 Sentry of the 552nd Air Control Wing from Tinker AFB, Okla., provided AWACS services.



North American Rockwell B-1B Lancer, 85-085, of the 37th Bomb Squadron based at Ellsworth, S.D., provided deep strike capabilities.

emphasis. TOPGUN is similar to the USAF's Fighter Weapons School at Nellis AFB, Nevada. One of the other major things to come out of both reports was the creation of units that specialize in dissimilar air combat tactics or DACT. Both the Navy and the Air Force have these types of aggressor units that were created to mimic the tactics of Russian trained pilots. In the early 1970s USAF Col. Richard "Moody" Suter traveled to bases around the world and asked fighter pilots questions that turned into what would become Red Flag. Colonel Suter then approached Gen. Robert J. Dixon who was head of Tactical Air Command at the time. This idea would become one of his initiatives to help aircrews be better prepared for combat. In 1975, exercise 75-1 was held, 75 denoting the year and 1 denoting the first exercise of that year. It was held with just a handful of units. Today's exercises have evolved from those early exercises. One such leap is the Red Flag Measurement and Debriefing System or RFMDS that has been in use since 1986. It replaced an earlier version called the Aircraft Combat Maneuvering Instrumentation or ACMI system. With the RFMDS system, Red Flag staff can monitor, score, and record every aspect of the battle to be used later so the pilots can see what went right and what went wrong. The instrument they use to keep track of everyone on the range is called the Airborne Instrumentation Subsystem or AIS. The AIS is a pod that hangs off of the launch rails of air-to-air missiles like the AIM-9 Sidewinder. They look like missiles but these pods transmit data to a network of ground relay sites around the range. From the ground relay sites the data are transmitted in real time to the RFMDS center at Nellis where the data are correlated into a real time picture of the battlefield. The Red Flag exercise really is the biggest game in town with the highest stakes.

### Conclusion

The Red Flag exercises have been taking place on the most advanced training ranges on the face of the planet. Nowhere else can aircrews get the kind of training that goes on during a Red Flag. As well as providing the most realistic training, allied nations will tend to bring their most advanced fighters to Red Flag as seen with the Korean Air Force bringing their brand new F-15K SLAM Eagles to Red Flag 12-2. For 35

years Red Flag has been providing allied air forces with the knowledge and experience to survive and be successful on the battlefield.

*[Editor's note: There is an excellent YouTube video by Boeing on Red Flag operations. This 48-minute IMAX video provides an in-depth look at Red Flag exercises. For those of you with an Internet connection, point your browser to <http://www.youtube.com/watch?v=9ty1KJjv45I> (hint: select full screen mode for best viewing.)*

## 2011 Best of the Best

Each year, the Society members are asked to vote for the Best Article and Best Artist of the year. This year saw a slight change to the voting procedure in that members could elect to return their ballots via post or to vote online. About 40 percent of the votes were submitted electronically. Winners receive a recognition plaque acknowledging their achievement.

There were a total of 28 articles that qualified for this year's selection and seven artists.

The year's best article was "The Grumman EA-6 Intruder; the Beginning of a Dynasty," by J.T. O'Brien, that appeared in Vol. 56, No. 3. The year's best artist was James M. Caiella, and his painting "USS Macon & Curtiss F9C-2 Sparrowhawks," also appearing in the same *Journal*.



# 1944 Springfield, Mo., B-29 Visit

It started with a query from member Gene Morris, who told of an experience he had as a teenager during WWII.

"In August 1944, at the Springfield, Mo., municipal airport, I and several others witnessed a B-29 approaching from the southwest at about 1000 ft. It flew overhead, made a large left turn around and landed to the southeast, over high trees at the northwest corner of the field. The runway was 3,800 ft and sod. Actually, the runways had 12 inches of gravel as a base, but grass covered. As they were rolling out someone asked, "Will he get stopped?" The reply was, "Yes. He has reversible props." I have never confirmed that part, and I do not remember any reverse noise as we're used to now. Incidentally, this airport is now called "Downtown airport." We had fuel for the military and serviced hundreds through the war years. We had just about every kind of military aircraft, L-2s and up, all the fighters and even B-24s and B-17s. And now here was the super secret B-29. I parked them straight in to the gas pit, we had no gas truck. It wasn't long after the crew deplaned that the story came out about their being there. It seems that they were lost - then it was learned that the navigator, Lt. Larson, and bombardier, Lt. Don Lurie, were from Springfield.

"The ship was towed away from the gas pit to a spot out front of the terminal building. It was there for about two weeks and during that time there were numerous visits from many higher ups trying to see how they were going to get this big bird out of there. They removed all of the armament from it, and I seem to remember them draining some of the oil from the engines. They also cut some trees at the southeast end of the field.

"The main road to the airport, Division Street, was jammed all that time with cars and M.P.s checking that no one had cameras. The Sunday paper had a large picture on the front page taken from the terminal building, but the B-29 was blanked out.

"Every time I see someone that had B-29 experience, I ask if they ever heard about that B-29 landing at Springfield. I even had a chance to ask Paul Tibbets. No one had ever heard the story. And yes, they did fly it out, and it got off better than a B-17 behind it."

So now I ask the fine readers of AAHS, has anyone ever heard about this incident?

## The Rest of the Story

We passed this information along to AAHS member Gerald Balzer, now a resident of Springfield, and asked him to see what he could dig up. After some research here is what he found.

The incident took place on Friday afternoon, August 25, 1944. The plane had been on a simulated bombing mission out of Childress, Tex., with their target being Memphis, Tennessee. Having spent the morning performing simulated bombing runs on their target, the pilot decided that it "would be a civilian morale booster to 'buzz' his wife in Kentucky." Another crew member suggested that buzzing his parents just across the river

in Ohio would be equally beneficial, which they did. Now headed back to north Texas they started looking for a place to refuel soon after crossing the Mississippi River. Springfield native, bombardier Don Lurie, volunteered that Springfield had been building a huge new airfield that was right on their route. By the way, it just happened to be Lt. Lurie's 21st birthday.

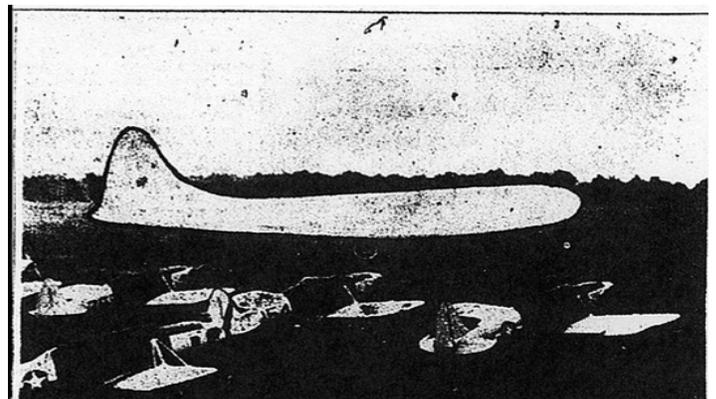
On arriving, they found the new airport still under construction and that their fuel situation now left them with no choice but to land at Downtown Airport. After a couple of passes to orient themselves, they landed.

In order to recover the plane, two test pilots, both majors, and a flight engineer were brought in to fly the plane out. Before attempting this, all the heavy equipment – guns, armor, heavy motors and electrical equipment, plus half of the engine's crankcase oil (100 gallons, about 700 lbs) – were removed from the plane to lighten it as much as possible. As an extra precaution, the trees at the end of the takeoff runway were cut down, too.

It took four days to prepare the plane for the attempt. After one practice run to test acceleration, the pilot repositioned the plane and applied full power. After using slightly more than half of the available runway, they became airborne and climbed steeply to about 150 feet. The pilot buzzed the field before proceeding on this way. The accompanying B-17, loaded with the removed equipment actually used more of the runway to get airborne.

Lt. Lurie reported back to his father about three weeks later that the conclusion of the board of inquiry on the incident was, "Plane ran out of gas on a routine simulated bombing mission." Nothing more.

A sad postscript. Lt. Lurie was killed in May 1945 on his fourth mission out of Tinian when his B-29 exploded after being hit by anti-aircraft fire over Tokyo.



*Under wartime security, the Springfield News-Leader could print only this censored photo of the B-29 to show readers its mammoth size compared to other airplanes. (Photo from microfilm, State Historical Society of Missouri)*

# History, Art or Both?

## The Painted Planes of the Pima Air & Space Museum



Found at the Pima Air & Space Museum (PASM), Tucson, Ariz., is a collection of “retired” aircraft that have become canvases for a group of street artists. As part of the museum-sponsored project “Round Trip: Art from the Boneyard Project,” a number of street artists were provided with a Lockheed VC-140 JetStar, a Beechcraft C-45 Expeditor, and a couple of Douglas Super DC-3s to paint to their heart’s delight.

The artists were Nunca, Retna, How & Nosm, Saner, Schoultz, Bast and Faile. Their efforts went on display in January and will be on display until May 31. These artists, normally accustomed to painting walls, buildings and other large outside surfaces, faced a real challenge with the angular curves of an aircraft.

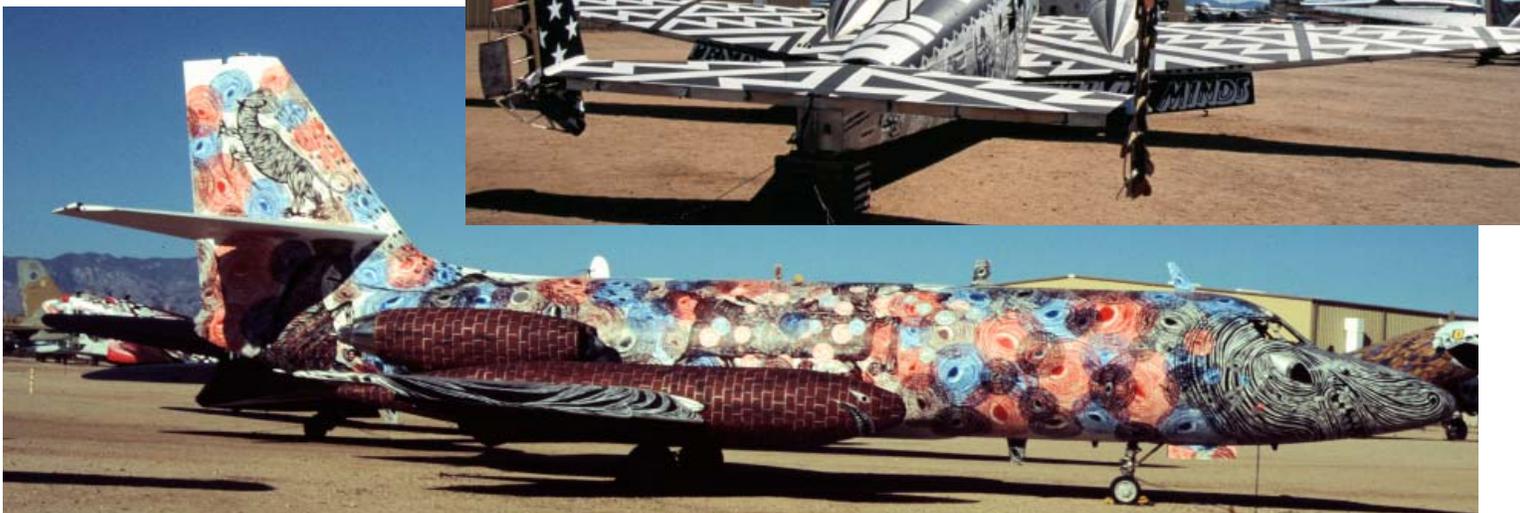
The goals and objectives of this exercise are clear, beyond PASM attracting a different type of crowd to the museum that hopefully might



stimulate interest in aviation. Beyond that, like they say, “Art is in the eye of the beholder.”

So enjoy. Or not.

**Top to Bottom:** “Time Flies By” by How & Nosm; a former C-117D, c/n 17102. “Bird in Purple & Orange” by Nunca; a former C-117D, c/n 17177. “Naughty Angles” by Faile; a former T3 Expeditor, c/n HB108. “Spy Tiger, 2012” by Andrew Schoultz; a former VC-140B Jetstar, s/n 62-4197. (All photos by Paul Minert)

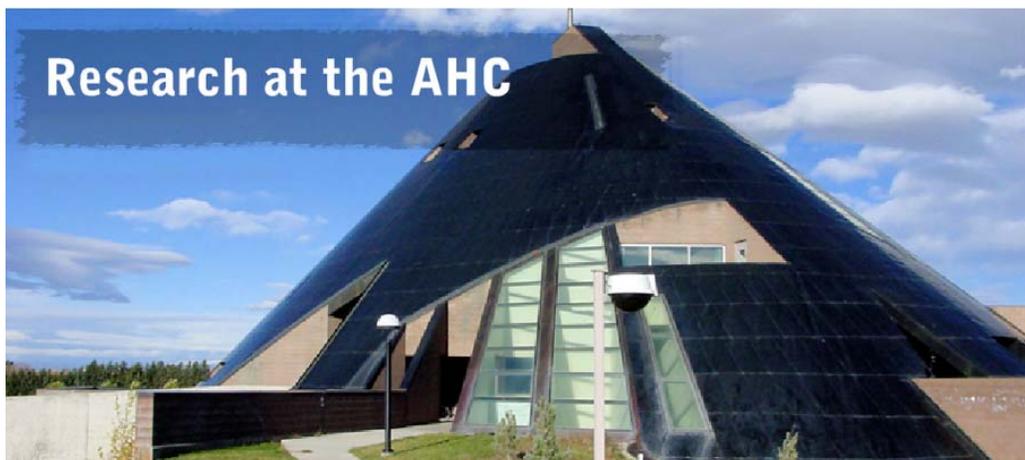


# American Heritage Center, Laramie, Wyoming

For all of you avid American aviation history researchers and writers, we want to call attention to a resource that is not as well known as the National Archives or Smithsonian. This is the American Heritage Center (AHC) at the University of Wyoming in Laramie.

the press and Congress. After a lengthy legal battle, the MAA was dissolved in 1977.

The collection covers the period from 1917 to 1979 and consists of 781 boxes (388 cu.ft.) and is a treasure trove of information on almost every aircraft manufacturer during this period.



The TWA collection covers the period from 1944 to 1970 and contains information mainly about the engineering, maintenance and technical tasks of the company. This includes reports, blueprints and technical drawings from vendors like Lockheed, British Aircraft Corporation, General Electric and Boeing. The collection provides an excellent insight into airline maintenance during the mid-20th century.

The AHC possess at least two very significant collections of aviation material, as well as a number of other, lesser known. Of the two major collections, we believe the most important is that of the Manufacturers Aircraft Association. The second is a collection of TWA maintenance and engineering records.

Among the other aviation related collections at the AHC are the Roscoe Turner papers and the Martin Jensen papers. Jensen was an early aviator and placed second in the 1927 Dole Transpacific Race from San Francisco to Hawaii in which many of the contestants disappeared.

The Manufacturers Aircraft Association (MAA) was created in 1917 by the National Advisory Committee for Aeronautics to administer a cross-license agreement, issue licenses to aircraft companies, aid the aircraft industry, and encourage aeronautical development. The subscribers were airplane manufacturers who were stockholders and paid fees for every plane that they manufactured. The association protected its members' patent rights. From the day of its incorporation the motives of the manufacturers and the government were publicly attacked by

Located on the fourth floor of the American Heritage Center, the Reading Room is open to members of the faculty, students, and staff of the University of Wyoming as well as visiting scholars, students, and members of the public. Visitor information can be found on the AHC website as well as finding aides to help plan your research. To summarize, the center is open Monday through Friday, but closed weekends. Point your browser to <http://www.uwyo.edu/ahc/index.html> for more information.

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*Assembled on the runway at Wright-Patterson AFB, a collection of 20 B-25s gathered for the 70th Reunion of the Doolittle Raiders. This assembly represents about half of the remaining B-25s in the world today. (Photo by Robert Burns) [Note: for best viewing, change your Acrobat Reader to "Two-Up" under the View > Page Display feature]*



The AHC permits use of personal digital cameras in the Reading Room (but no scanners, tripods, or flash photography are permitted at this time). Supposed nominal fees apply and researchers are requested to complete a [Digital Camera Policy and Use Agreement](#), though a review of the material on their website might lead one to a different conclusion. Photographic prints start at \$13.00 for 4x5s and 8x10s are \$20.00 each. Self-service photocopy machines are available at \$0.25 per copy. Other services and costs are detailed on the website. The downside of digital photography is that AHC charges \$1.00 for each photo you take, just for the privilege of taking the photo. There are also restrictions on using images or photos of the material in the AHC collections beyond that for personal use. If you are considering publication of any of these materials you must enter into additional agreements with the AHC on their use, and probably pay them some additional fees.

## Reno National Air Races 2012

The Reno Air Racing Association (RARA) has announced intentions to hold the 49th National Championship Air Races at Reno-Stead Airfield, Nev., on September 12-16, 2012. They also have formed a Blue Ribbon Review Panel to study the fatal 2011 event and recommend changes or modifications that could be made to enhance the already high level of safety established by FAA and existing RARA procedures. As of May 1, 2012, plans appear to be on track for the event with RARA actively selling tickets.

## Doolittle Raiders' 70th Reunion

In what may be the last formal reunion of the Doolittle Raiders, the National Museum of the USAF went all out this past April to honor the surviving members. All are in their 90s and four of the five remaining were able to make the reunion. Tradition is that the last two surviving members is toast to "those that have gone before," bringing an end to the living heritage that these men performed in the service of their country. But, the memory of their historic mission will continue to serve as an inspiration for future generations.

The surviving members that were in attendance were Lt. Col. Richard E. Cole, copilot of No. 1; Maj. Thomas C. Griffin, navigator on No. 9; Lt. Col. Edward J. Saylor, engineer-gunner of No. 15; and Staff Sgt. David J. Thatcher, engineer-gunner of No. 7. Lt. Col. Robert L. Hite, copilot of No. 16, was unable to attend the reunion due to health reasons.

As part of the reunion, 20 North American B-25s were staged in Grimes Field, Urbana, Ohio, and then flew as a group to Dayton. Interestingly, this represents about half of the remaining B-25s in the world today. They were on static display for the event (April 17-20). On April 18 they performed single ship launches, similar to the way the Raiders were launched, and then formed up for a fly-by of the museum.



*Stampede Aircraft Management's B-25J Betty's Dream, N5672V, takes off from Grimes Field for the Doolittle rendezvous at Dayton while under mock attack by the Champaign Aviation Museum's Mitsubishi A6M2 Model 21 Zero in a classic fighter pursuit curve. (Photo by Bob Burns)*



# WWII P-40 Discovered 70 Years Later

In mid-April, Polish oil company worker Jakub Perka was exploring a remote region of the western Sahara desert in Egypt when he discovered a remarkably preserved Curtiss P-40. The aircraft had apparently crash landed, losing its landing gear and propeller in the process. Otherwise, the aircraft sustained little major damage. Subsequent investigations have determined that the aircraft appears to be ET574 from the RAF 260 Squadron.

The plane and pilot, 24-year-old Flight Sergeant Denis Copping, went missing on a ferry flight in June 1942. Copping appears to have survived the landing as a body has not been found in the area. There are indications that he may have removed the battery and radio in an attempt to establish communications.

The aircraft had not been hidden by wind-blown desert sands and is located in a very remote region about 200 miles from the nearest town. It had not been scavenged by others over the years as its six 50-caliber machine guns and ammunition were still in the plane (since recovered by Egyptian military personnel).

The fear now is that the aircraft will be stripped before it can be recovered, losing to history a remarkable time capsule from WWII.

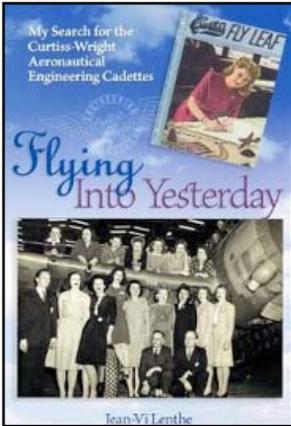


*(Photos by Jakub Perka)*



# Book Reviews

## **Flying Into Yesterday, My Search for the Curtiss-Wright Aeronautical Engineering Cadettes**, by Jean-Vi, Lenthe.



Wild Hare Press, P.O. Box 1546, El Prado, NM 87529, [www.wildharepress.com](http://www.wildharepress.com), 2011. ISBN- 9780972470315. 9"x 6.25" paperback, 208 pages with B&W photos.

This book is primarily about an individual's personal search for information about what her mother did during WWII, which led to the discovery of a little known program run by Curtiss-Wright under government sponsorship to employ college-trained women as

aeronautical engineers. These women were to become known as the Curtiss-Wright Engineering Cadettes and, unfortunately, almost all records of their services have been lost and forgotten.

While this well written book presents what is known about the Curtiss Cadette program, amply illustrated with personal interviews of some of the surviving Cadettes, it is an excellent illustration of what an aviation historian must endure to ferret out a story. The author has done an excellent job of describing her efforts to uncover as much information as possible, as well as her attempts to help promote an unsung chapter in American aviation history. She describes the trials and tribulations of trying to find information within the National Archives and other prime repositories of historical records. The luck of finding archivists willing and interested in helping. The frustration of dealing with corporate minions who brushed aside requests with false claims that their organization NEVER had such a program. Dealing with misinformation about what may or may not have happened to records. All of these are typical for any historic researcher attempting to seek out information on topics associated with WWII and before. Reading between the lines, the author provides some good insight and tips on achieving success in her project.

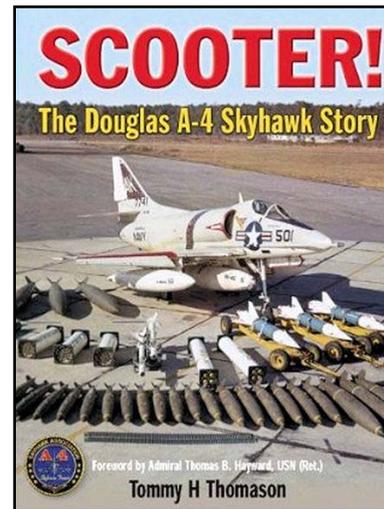
About the Cadette program itself – 918 women were recruited and were put through an intensive 44 week educational program covering aerodynamics and aircraft design. Of these, 766 graduated and reported for work at Curtiss-Wright facilities in Columbus, Ohio, St. Louis, Mo., and Buffalo, N.Y. The educational programs were operated by Purdue University, The University of Texas at Austin, Penn State, Cornell, Rensselaer Polytechnic Institute (RPI), Iowa State and the University of Minnesota. A special curriculum was developed through the cooperation of Curtiss-Wright and the universities. These women stepped in and more than adequately filled engineering positions held by men that were needed for the war effort. Working six days a week, these young women helped Curtiss-Wright save projects that were in trouble like the SB2C Helldiver. Originally promised during the recruiting process the

opportunity to become “graduate engineers” after the war, most were terminated on very short notice. To add insult to injury, a few were asked to return to train their male replacements. Add to this is what appears to possibly have been a purposeful attempt to erase any record of the contribution these women made to the war effort.

This book is recommended for its insight into aviation history research and for presenting a little known aspect of women's contributions to our success in achieving victory in WWII.

Hayden Hamilton

## **SCOOTER: The Douglas A-4 Skyhawk Story**, by Tommy H. Thomason. Crecy Publishing, Ltd. UK. Available through



Specialty Press, North Branch, Minn. ISBN 9780859-791601. 8-3/4" x 11". Hardcover. 272 pages. 250 B&W and 100 color photos.

Highly pictorial history of the design, construction and deployment of the first carrier-borne nuclear attack aircraft. The A-4 and this book are testimonials to the clear-thinking and perceptiveness of Ed

Heinemann, chief engineer for the El Segundo Division of the Douglas Aircraft Company. Heinemann could count the SBD Dauntless, F3D and F4D as well as the AD Skyraider as his team's previous designs. His vision for a low-cost and lightweight tactical aircraft resulted in the diminutive A-4 Skyhawk that first flew in 1954. Using the Wright J65 engine, a U.S. licensed British Sapphire axial-flow turbojet, the aircraft grossed at a little over 14,000 lb. In its combat role in Vietnam, the aircraft eventually could catapult launch at 19,486 lb. The plane would later be powered by a Pratt & Whitney J52, the upgrade allowing it to have a much greater radius of action and carry more weapons.

Everything about the aircraft was lightweight. Its wingspan was just over 27 feet, short enough to eliminate the Navy's need for folding wings; two 20mm cannons with a mere 200 rounds of ammo; a narrow cockpit configured for a pilot of less than 6 feet in height; a “wet” wing” for carrying the fuel; a bare-bones ejection seat and no boarding steps. Cockpit instrumentation was limited, too, and later, when laser and wire-guided missiles became standards, every nook and cranny in front of the pilot was filled to maximum. Even the pilot's restraint system and parachute were downsized. Having no afterburner, landing lights, nose gear steering, armor or autopilot, the A-4 went through major modifications throughout its lifetime, being produced in some 16 versions, each with improvements that

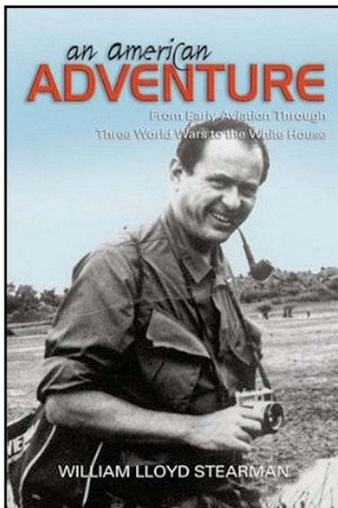
added weight.

Tasked originally with the nuclear strike mission, the A-4 was configured atop tall spindly legs so it could carry the Mk7 nuclear weapon on its centerline rack. It also toted a prodigious assortment of bombs, rockets, napalm, jammers, camera pods, buddy-pack refueling tanks, and guided missiles. The A-4 almost always carried spare fuel tanks as its internal fuel supply was limited. With two 100 gallon tanks, its original range was a mere 560 miles. Despite the minimalist approach, pilots loved it and reports indicate it was a responsive bird with a roll rate of 720 degree per second! It was an easy aircraft to launch and trap on an aircraft carrier. Replaced by the A-7 in the later stages of the Vietnam War, the Skyhawk soldiered on in Navy and Marine Reserve units until taken out of service in 2003. The A-4 in its later configurations served as a target tug; served in foreign air forces, including the Israeli Air Force, and the Argentine Navy in their struggle with the British for the Falkland Islands. Today, several are flying under civilian licenses and you may still catch one of the "Scooters" at a big air show.

This book is very well researched and written. It is technical enough for true buffs, illustrated well enough for modelers, and historical enough for future reference.

Noel Allard

### **An American Adventure: From Early Aviation through Three Wars to the White House**, by Dr. William Lloyd Stearman.



Naval Institute Press, January 2012. ISBN: 1591148278, hardcover, 9"x 6.25," 336 pages. \$37.95.

Dr. Stearman, son of famed aviation pioneer Lloyd C. Stearman, has recently published a memoir that should garner the attention of anyone who has any interest in early aviation; WWII in the Pacific as a Naval officer; life in the diplomatic service in Europe during the Cold War; the Vietnam War; and the workings of the White House

National Security Council staff.

Of particular interest to Stearman enthusiasts are his recollections of the lives and history of various members of the Stearman family, their interactions, and many of aviation's famous personalities that he encountered as a young boy at his home, as well as at the Stearman factory. He also describes how the Lockheed Aircraft Corp. (now Lockheed Martin) came into being. His father was its first president.

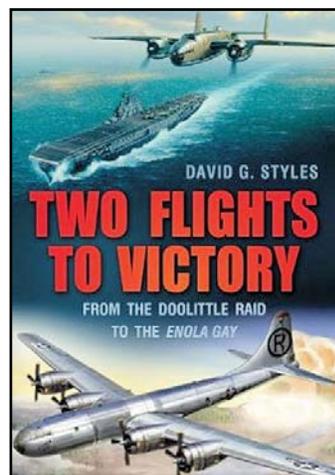
The author narrates his keen insight into life from the 1920s to the present. His opinions and perspective on world affairs and leaders is very insightful and persuasive. It is one that should join the list of required history reading. His elegant prose and

writing style makes for a very interesting and informative easy read. I enjoyed it immensely and highly recommend it to all.

Moreover, I agree with John F. Lehman, Reagan's Secretary of the Navy and author of several books, who wrote "With a novelist's sense of drama and a historian's rigor, he had given us a real page turner full of insight and anecdote."

Thomas E. Lowe, President  
National Stearman Fly-In

### **Two Flights to Victory, From the Doolittle Raid to the**



### **Enola Gay**, by David G. Styles. The History Press, Stroud, Gloucestershire, UK, [www.thehistorypress.co.uk](http://www.thehistorypress.co.uk), 2011. ISBN 9780752462066. Hardback, 10.2" x 7.2," numerous B&W photos and drawings, 286 pages, index, appendices. \$35.00.

The author draws an interesting connection between James Doolittle, Paul Tibbets, the Doolittle Raiders and the dropping of the atomic bomb from the *Enola Gay*. In

the course of the book, Styles provides background information about the people and the two missions. Most of the background information is regurgitation of information that has already been published. The new material relates to the relationship between the two men. This spans the period from their initial meeting during a flight to Gibraltar where Tibbets piloted the B-17 carrying Generals Eisenhower, Patton and Doolittle to Tibbets reassignment state side to assist in the development of the Boeing B-29. During this period, Tibbets would serve as bombing group commander and then be promoted to 12th Air Force bomb leader working directly in Doolittle's executive staff. Gen. Hap Arnold asked Doolittle for a recommendation of a pilot for the Air Force operational development of the B-29, and Doolittle recommended Tibbets. This recommendation put Tibbets in the right position for later assignment as commander of the 509th Composite Group and eventually become the aircraft commander of the *Enola Gay* on its mission to destiny.

The book is well organized with the story line being well presented. The target audience would be the WWII buff, particularly a younger audience that is just beginning to research history. However, the book will fall short of expectations of the serious historian due to minor, subtle, factual errors that can raise questions regarding the overall veracity of the book. It also suffers from poor grammar, spelling and typographical errors that the publisher should have caught, and the lack of references to support claims made. This is particularly disappointing coming from an author of 18 other published works.

Hayden Hamilton

# President's Message

While attending an air show recently here in Southern California, I was struck by how many American aircraft are still actively serving their mission, 40, 50, even 70 years after their introduction to service. Did the creators of the venerable B-52, the F-4, the DC-3 or the Cub anticipate that their designs would endure through and with the bewildering changes to our technology and to the world itself?

Here at AAHS we've been examining our mission, reviewing our level of service to that mission and working to support our mission through this century and beyond. The values AAHS was built upon 56 years ago still make sense in our modern world. Our job is to adapt our organization's design, through new members, processes and technology to ensure we can continue to serve.

We believe that you, our members, can significantly support the AAHS mission through your unique aviation experiences and expertise. Many of you have a keen interest in particular segments of our aviation history and have seen some of that history first hand. You have worked in the aviation industry and literally had a hand in how American aircraft were designed, tested, built and used. You are, or have met, those personalities that have shaped our aviation world, and been a part of the events where records have been set, concepts have been proven and the technology has been implemented, making American aviation the most advanced in the world.

Your experiences and expertise can help us continue to serve our mission. We would like to add your experiences and expertise to our new "aviation knowledge center," a database of aviation knowledge links, that will assist researchers, book authors, historians and others fill in gaps in aviation history. Sharing your knowledge may help us understand some points of history that we would never know otherwise, and be a resource for others who strive to record and share our history accurately.

Participation is entirely voluntary. We will shortly have a web page available where you can update your AAHS member profile, with more information about your experiences, and select whether you would like that information shared with other AAHS members. We will also be sending out a mailing with similar questions, if you cannot get to the website.

If you have any questions or comments, feel free to contact me at [prez@aahs-online.org](mailto:prez@aahs-online.org). I look forward to connecting with you on our shared mission.

Regards,

Jerri Bergen  
AAHS 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:* Jerri Bergen

*Vice President & Chief Publication Officer:* Albert Hansen

*Managing Editor:* Hayden Hamilton

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# Wants & Disposals

**DISPOSAL:** 90-year collection of aviation related items that include limited edition prints, posters, hardback and paperback books, 35mm color slides and B&W negatives, magazines, color and B&W photographs and a complete set of *AAHS Journals*. Some of the books are rare. Also available are diecast and built-up plastic models. For inventory listing, please contact me.

Paul L. Schiding  
301 Queensdale Dr, Apt. F  
York, PA 17503  
Tel: (717) 741-1086 [1:30-5:00 pm or 6:30-11:30 pm, Eastern]

**DISPOSAL:** The following aviation books are available:

- *ABOVE THE PACIFIC*, 1966, 1st Ed. by Wm. J. Horvat, @ \$15.00.
- *SEA WINGS*, by Jablonski, 1972, 1st Ed. @ \$15.00.
- *JACKRABBITS TO JETS*, by Elretta Sudsbury, 1967, 1st Ed. @ \$20.00.
- *AIR WAR AT NIGHT SINCE 1915*, by R. Jackson, 2000, 1st Ed. @ \$14.00.
- *THE LAFAYETTE ESCADRILLE*, by Herbert Molloy Mason, Jr. 1964, 1st Ed. @ \$15.00.
- *FLIGHT TO EVERYWHERE, (HISTORY OF ATC IN WW II)*, 1944, 1st Ed., by Ivan Dmitri, @ \$15.00.
- *U.S. NAVAL AVIATION IN THE PACIFIC*, Issued by the Office of the Chief of Naval Operation, USN, 1947. (Prepared by air combat intelligent officers WWII) @ \$18.00.

Postage extra via U.S. Postal Service Media Mail.

C.D. Perrotti  
P.O. Box 1161  
Londonderry, NH 03053  
Tel: (603) 437-1181

**WANTED:** I'm looking for help with a high-resolution image or a good quality print for scanning to be returned to the lender



Need a quality copy of this photo or high-resolution scan of the MX-324 at Wright-Patterson AFB circa 1945 for a book project.

of the MX-324 at Wright-Patterson AFB, circa 1945. For my Northrop project I would appreciate the loan of a well defined and processed copy to scan, or a 600 dpi scan of a good print.

Any help would be appreciated.

Gerald Balzer  
3615 E. Churchill St.  
Springfield, MO 65809  
(417) 869-9488  
[gbalzer626@sbcglobal.net](mailto:gbalzer626@sbcglobal.net)

**DISPOSAL:** 31 years of the *AAHS Journals* for sale; 1979-2009. Complete EXCEPT for Winter '08; Winter '02; Spring '00; Winter '99; Spring, Summer and Fall of '91; Spring '88; and Summer '80 (nine issues). All are in excellent condition, no torn covers or pages. Make offer. You pay shipping (these are HEAVY).

John Lauber  
Vaughn, WA 98394  
Ph: (253) 884 0807 or  
[jlauber@ix.netcom.com](mailto:jlauber@ix.netcom.com)

**WANTED:** Information relating to the use of wooden practice bombs (?) during WWII. We have a reported incident where a fake German airfield was bombed using wooden bombs (like the pilots knew the field was a fake and were sending a message) late in WWII. We're trying to find out more about these bombs and even, if possible, about the incident.

Direct your responses to the AAHS editor.

Hayden Hamilton  
[Jeditor@aahs-online.org](mailto:Jeditor@aahs-online.org)

**WANTED:** Seeking information and/or images of the aircraft built by Lt. Melvin B. Asp. He built three aircraft that I am aware of, the first in 1922 at Ellington Field that won the Southern Aerial Derby, held in Houston in 1922. The aircraft was sold that year to an American aircraft manufacturer, I believe it may have been used as a base for the Cox-Klemin XS-1, but I have not confirmed this. The second and third planes were built at France Field, Panama C. Z., between 1925 and 1927. His first two planes had a Lawrence 3-cylinder radial engine, the third plane had an inline engine. Any information related to this subject would be greatly appreciated.

Denny Cole  
[user776289@aol.com](mailto:user776289@aol.com)

# New Members

Ronald Dijkstra  
1423 RP Uithoorn  
Netherlands

Interests: Commercial Airlines / General Aviation

August Schaefer  
Glenview, IL 60026

Interests: Early Aviation - Underwriters Labs involvement in the registration of pilots and aircraft in early 1920s / WWII

Pat Pockrus  
Mineral Wells, TX 76067

Interests: General Aviation - Restoring a 1947 Hiller 360 helicopter and interested in early helicopter info / Golden Age

Paul Klein  
Chatsworth, NJ 08019

Interests: Early Aviation / WWI

Kerri Moritz-Topping  
Key Biscayne, FL 33149

Interests: Experimental / Research / WWII - Info on war effort in Philippines in 1941, radio code, Bataan survivors, USN operations in 1941, MacArthur's operation in Australia

Eugene H Jacobs  
Los Angeles, CA 90066

*Editor's Note: Due to search engines extracting and indexing personal information, the AAHS will no longer publish detailed addresses. Contact the office if you wish to contact a member.*

Pierre Lalanne  
Dinard, Bretagne 35800  
France

Paul Dunham  
Portland, OR 97290

Dr. Douglas H. Boike  
Oak Ridge, NC 27310  
Interests: WWII / Airlines

Ronald Barrett  
Holden, MO

James Rundle  
Ithaca, NY 14850

Randy Bumgardner  
Round Rock, TX 78681  
Interests: WWII / Jet Age

Christopher George  
Tuston, CA 92780  
Interests: Early Aviation / Gen. Aviation / CAP / Personalities / WWI&II / Golden Age / Jet Age / Commercial / USAF / USN / USMC

William Poynter  
Louisville, KY 40206  
Interests: Golden Age / Personalities

Cameron Lazaroff-Puck  
Minneapolis, MN 55416  
Interests: Experimental Research / Jet Age

Darrell Dvorak  
Lake Forest, IL  
Interests: WWII

Christian Hansen  
Tucson, AZ 85749  
Interests: Golden Age / Commercial / Personalities

David H Stringer  
San Francisco, CA 94114  
Interests: Commercial aviation history

Robert Tyszka  
California City, CA  
Gift from Barry Yavitch

Nicholas Leonard  
Sacramento, CA 95864

Randall Weselmann  
Bainbridge, IN 46105  
Interests: Golden Age / Lighter than air

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# Folded Wings

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**Betty Skelton**, “First Lady of Aerobatics” – Ms. Skelton passed away at her home in Winter Park, Fla., on August 31 at the age of 85. She was a pioneer female aerobatics competitor and air show performer, winning the U.S. National Female Aerobatic Championship consecutively from 1948 through 1950. With her Pitts Special “Little Stinker” she was instrumental in making the Curtiss Pitts design famous and it remained popular with aerobatic pilots into the 1980s.

Ms. Skelton is also noted as having participated in the National Air Races in Cleveland following WWII, where she set a speed record of 421.6 mph in a P-51 Mustang. Other notable accomplishments include an altitude mark of 29,050 feet in a Piper J-3 Cub and being selected as a member of the International Aerobatics Club Hall of Fame.

**Kenneth H. Dahlberg** – One of the few remaining WWII aces passed away at his home in Deephaven, Minn., at the age of 94 on October 4. Dahlberg was posted to the 353rd Fighter Squadron, 354th Fighter Group, 9th Air Force, arriving in England on June 2, 1944, just four days before D-Day. He was shot down three times behind enemy lines, escaping twice before ending up a prisoner of war in Munich during the last few months of the conflict.

Among his service awards are the Distinguished Flying Cross, Distinguished Service Cross, Silver Star, Bronze Star, two Purple Hearts and 15 air medals. Dahlberg was credited with 14.5 combat victories.

After WWII, he went on to found Miracle Ear Hearing Aid Co. and was involved in other business ventures including the Minneapolis-based restaurant chain Buffalo Wild Wings, Inc. He became involved in Republican politics through his relationship with Sen. Barry Goldwater and he was swept into the Watergate scandal as midwest finance chairman of Nixon’s 1972 re-election campaign. Dahlberg became linked to the scandal after a check he delivered to the Nixon campaign turned up in a Watergate burglar’s bank account. The contribution was legal, and a grand jury cleared Dahlberg.

He continued flying his Cessna Citation as late as 2010 between his homes in Arizona and Minnesota.

**James Kent “Jimmy” Leeward** – A well-known and veteran air racing pilot, was killed on September 16, 2011, during a racing event at the National Championship Air Races in Reno, Nevada. Mr. Leeward, from Ocala, Fla., was 74 years old. Mr. Leeward was piloting his highly modified P-51D Mustang *Galloping Ghost* when his aircraft apparently suffered structural failure of an elevator trim tab during a high speed turn in the Unlimited Class Race.

Mr. Leeward was known to have flown 250 types of aircraft and during his outstanding racing career he also performed as a stunt pilot in several movies. He was a dedicated aviation enthusiast and a member of the Experimental Aircraft Association’s board of directors.

**Lt. Col. Boardman Colwell Reed, USAF (Ret.)** - a resident of Chico, Calif., died March 16, 2012. Reed was one of the early AAHS members holding membership number 12. He had a number of excellent articles published in the *AAHS Journal*.

Born July 31, 1913, in Alhambra, Calif., he attended Pasadena schools, graduating from Pasadena Junior College. Named after his grandfather, WWI Captain William Boardman Reed, the young Boardman Reed aspired to be the next Captain Boardman Reed. He began his flying career in 1929 and in 1939 was accepted as a flying cadet with the USAAC. During WWII, Reed became a B-17 instructor. He was commissioned a Second Lieutenant in August 1940. He became Squadron Commander of the 562nd Bombardment Squadron (heavy) (388th Bombardment Group) 8th Air Force in England 1943. After the war, he returned stateside and as a reservist, he worked for Lockheed. In 1950, he was recalled to active duty and flew the P-51 Mustang during the Korean War. He was assigned Squadron Commander in the 5th Air Force, K-18 Airfield at Kangnung. Reed retired with 20 years of service from the Air Force at the end of the Korean conflict at the rank of Lieutenant Colonel. Two years later, and to the amazement of his family and friends, Reed answered God’s call to enter the ministry. He spent two years of seminary in Vancouver, British Columbia, was ordained a Deacon, and then in 1958, was ordained an Episcopal Priest. Reed was a life member of the VFW and was Post Commander of VFW 10135, the OX5 Aviation Pioneers, and the 388 Bomb Group Association, Inc. He also held membership with the Order of Daedalians and the Experimental Aircraft Association. He was Chaplain and member of Military Officers Association of America (MOAA) and was very active with the Beale AFB Museum. Reed will also be remembered in the book he authored, *Flights Forgotten and Remembered*.



*Douglas A4D-5 Skyhawk, BuNo. 148614, with a sample weapons load at Edwards AFB. (Douglas photo from the AAHS photo archives, AAHS-P006293)*

# 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, 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., \$5.00 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](mailto:webmaster@aahs-online.org)). We are currently researching the possibilities of offerings covering the following areas: Connies Part II, Connies in Color, 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.

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# 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 2012)

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### 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!

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