



The Belgian air force participated with a number of General Dynamics F-16AMs as seen here with FA-127. (All photos by the author)

Red Flag 14-2

by Wayne Minert

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Red Flag 14-2 was held March 3-14. This year's event was only two weeks compared to the usual three, and there was a substantially different feeling to the event. The number of participants was down from the last Red Flag. The event almost had the feeling of a smaller expeditionary force, as opposed to the larger coalition force structure of the past.

The participants who provided Red Air (the enemy) were members of the 65th Aggressor squadron in F-15Cs and the 64th Aggressor squadron in F-16s based at Nellis AFB, Nev., that have traditionally filled this role.

The Blue Team was composed of different parts to achieve its objectives. Blue Air, whose job it was to fly MIG cap and meet the Red Force, were F-15Cs of the 142nd FW, 123rd FS from the Oregon ANG and F-16CMs from the 388th FW, 4th FS based at Hill AFB, Utah.

Interdiction forces included F-15Es of the 4th FW, 366th FS from Seymour Johnson AFB, S.C., and B-52Hs from the 2nd BW, 96th BS based in Barksdale AFB, Louisiana.

Suppression of Enemy Air Defenses (SEAD) provided an advantage for the interdiction force. This role was performed by F-16 CJs of the 20th FW, 77th FS from Shaw AFB, South Carolina. Naval aircraft from CAW 5, EAS 141 NAF Atsugi, Japan, flying EA-18Gs also participated in the SEAD role. They apparently were launching from Fallon NAS in northern Nevada.

Command and Control was provided by an E-3C from Tinker AFB, Okla., from the 552nd ACW, 964th ACS, along with a NATO E-3A Sentry from Geilenkirchen Airbase, Germany.

Combat Search and Rescue (CSAR) was performed by the 66th Rescue Squadron from Nellis AFB, Nev., flying



1. A Lockheed F-16C Block 50 Fighting Falcon, 94-041, from the 20th FW, Shaw AFB, S.C. (ACC). 2. McDonnell Douglas F-15C of the 142nd FW, 123rd FS from the Oregon ANG. 3. Lockheed C-130H, CH-12 c/n 382-4483, of the Belgian air force. 4. Boeing B-52H, 61-0013, from the 2nd BW, 96th BS based in Barksdale AFB, Louisiana.



A McDonnell Douglas F-15C-21-MC Eagle, 78-494, of the 57 ATG, 64 AGRS (WA) taxis out for a mission.

HH-60G Pave Hawks and HC-130Js of the 79th Rescue Squadron based at Davis Monthan AFB, Arizona.

International participation included Royal Danish Air Force F-16AMs of Esk 727/Esk 730, Skrydstrup Airbase, Denmark. The Belgian Air component also brought F-16AMs. They were from 2 Tactical Wing, Florennes Airbase, Belgium, and 10 Tactical Wing, Kleine Brogel Airbase, Belgium. In addition, the Belgian Air component also brought C-130Hs from 15 Wing Air Transport, Brussels/Melsbroek Airbase, Belgium.

Red Flag was created to give the younger combat pilots their first 10 combat missions in an environment as close to actual combat as possible. As time has passed and combat has become a more international undertaking, Red Flag has evolved to providing the younger guys means to better integrate with assets from around the world. This is to assure that combat teams are all "playing off of the same piece of music" when executing missions.



Royal Danish Air Force F-16AM, E-598.

Best of the Best

by Earl See

At the end of each year, the AAHS asks its membership to vote for the **Best Article** and **Best Artist** published in the *AAHS Journal*. While all the articles and paintings for CY2013 (Vol. 58) are outstanding works representing hours of research and laboring over the word processor or canvas, one or two of each tend to appeal just a bit more than the rest.

The choice for **Best Article** is David H. Stringer's multi-part article on the development of *America's Local Service Airlines*, which collected almost 40 percent of the votes cast. Stringer's article was one of 26 nominated for consideration.

The **Best Artist** award goes to long-time member Lloyd S. Jones' unique rendition of the *Northrop YB-35A Flying Wing*. The particular viewing angle selected for the painting allowed Jones to juxtapose the shadow of a B-2 on the ground below with its YB-35A predecessor. High quality prints of this painting are available through Strata Aviation Arts (www.strataaviationarts.com).



AAHS-ONLINE.ORG Update

It's been a while since we provided an update on the AAHS website. There are several items that have been updated or enhanced that you may find of interest or use. Among these are the availability of more *Journal* articles, a major update to the photo archive database and viewable thumbnails, the addition of an e-library and an enhanced member survey that we encourage everyone to complete.

In the past 50+ years of publication of the *AAHS Journal*, more than 2,700 articles have been authored. The Society is slowly working toward making all of these available online. To date over 1,100 articles have been scanned to PDFs and are accessible from the "Members Only" area of the website. You can find online articles two ways. One is by going through the Table of Contents for each issue (accessible via the "Journal TOCs" button on the top of the page). If an article is available online, the title will be linked to the full article. The second way is a search tool on the Members Only landing page (where you end up after signing in). If you know the author or title of the article you are looking for, simply enter it here and the resulting list will show if the article is available by displaying a link. If you find the article you are looking for is not currently available online, let the webmaster know and we'll prioritize that article to the front of the to-do list for scanning.

Help your Society by getting more involved. We regularly receive requests from organizations and researchers looking for some particular bit of American aviation history. The Society tries its best to respond to these, but realizes if we had a clearer understanding of your areas of interest and knowledge we could

do a better job. To that end, we have created an online database in which you, our members, can provide a more complete picture of your interests and willingness to help. The information you provide is strictly for AAHS use and will not be shared with any other organizations or individuals without your authorization. So, if you want to help out the Society in this way, log in to the "Members Only" area of the website. On the landing page after login, you will find a "Membership Survey" link at the top of this page, just below the navigation tabs.

The Society continues to expand its online photo archives catalog. The most recent update to this catalog brings the number of entries to 57,180 with over 20,000 thumbnail previews available for viewing online. Access to catalog is via the "Members Only" area and by selecting the "Photo Archives" button. You can search the catalog by any combination of manufacturer, model, type and operator, or by registration number (civilian or military).

You might also want to check out the AAHS e-library of digital aviation books. The books and magazines in this area are free publications that we have found on various sites on the web and collected into a "library" for our members. We intend to continue to expand this selection in the coming months.

Finally, in things to come, there are several projects that are nearing completion. So check the website periodically to see what has been added. And, don't be hesitant in suggesting ways that we can improve the website – simply email your suggestion to the webmaster (webmaster@aahs-online).

Select the "Membership Survey" link on the landing page after logging in to the "Members Only" area of the AAHS website to take the survey.

The screenshot shows a web browser window with the URL www.aahs-online.org/members/index.php. The page header features the text "American Aviation Historical Society" in large red letters, with "1956 - 2014, Celebrating over 50 Years of Service" and "[click images for enlargements]" below it. A row of eight small images of various aircraft is displayed. Below the images is a navigation bar with buttons for "IN THE NEWS", "BOOK REVIEWS", "MEMBERS ONLY", "LINKS", "STORE", "MEMBERSHIP", "ABOUT AAHS", and "CONTACT US". Underneath these buttons are sub-links: "Photo Archives", "Journal TOCs", "e-Library", "Forums", "Research", "Newsletters", "Authors", and "My Profile". The "MEMBERSHIP SURVEY" link is circled in red. Below the navigation bar, there is a paragraph of text: "This area of the AAHS web site is for our members. As it is intended to provide you, the member, with a portal into American aviation history and aviation history in general, we would like to find out from you how to better meet this objective." Below this text is a search utility with the prompt "Looking for something in particular? Search the AAHS Web Site using the following search utility." and a search box with a "Submit" button.

CINDY ANN - WWII Aviation Tribute



Want to help your Society?

How about reviewing a book? Just let Hayden Hamilton (webmaster@aaHS-online.org) know and he'll send you a book. The only catch is that you have to write a short book review (as shown in this *FLIGHTLINE*) and send it back to us. Hayden will let you know what titles are available.

Or, if you have read a good book lately, let other members know about it by writing a short book review of it. Again, contact Hayden for details and titles - don't want to have you writing a review of a book that has already been reviewed.

John Ziegler, of North Richland Hills, Tex., recently acquired honors for his one-of-a-kind *P40-mobile*. A snazzy custom vehicle, complete with a sliding canopy cockpit, nose art and wing stubs, based on a 1970 VW Beetle chassis and left over Stinson parts. *Cindy Ann* recently won third place in the Special Interest category, at the huge Texas VW Classic Car Show in Fredericksburg, Texas. "Special Interest" might be a bit of an understatement for this nifty number!

John, an aircraft mechanic for American Eagle, has had a passion for old aircraft all his life, starting with the fleet of models he built as a child. John soloed in a Citabria on his sixteenth birthday, had his license by the time he was 17. He went on to earn a multitude of ratings shortly after that. When he began the *Cindy Ann* car project four years ago, he knew it would be aviation related. He had a backbone of a 1970 VW Beetle that he envisioned as the cockpit of a P-40 Warhawk. He custom built the frame, interior, body, canopy and had Victory Girl (aka, our own AAHS president Jerri Bergen) hand paint *Cindy Ann* to a panel he specially designed to fit just forward of the "cockpit."

The instrument panel includes an airspeed indicator, compass, turn and bank indicator, manifold pressure, tach, voltmeter, vacuum, oil pressure, VW speedometer, and an eight-day clock. All features are functioning including pitot heat, rudder that turns with steering wheel and a two position wing flap with 40-degree maximum deflection. *Cindy Ann* has a steel tube fuselage, is covered with aluminum sheet metal and Dacron aircraft fabric, the paint is Aerothane. The manufacturer's placard on the left rear fuselage says "Convolutated Vultee." If you look up convoluted, the name makes sense.

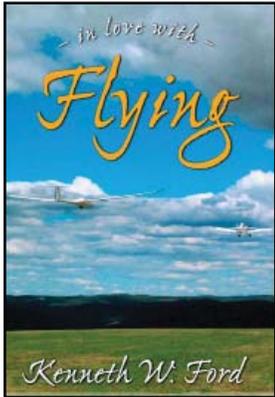
John is very pleased with the results, and so is everyone who gets to see this marvelous machine in action. Maximum speed - to be determined, still in the flight-test stage as far as speed. She does cruise nicely down the road with traffic.



His lovely, patient wife Cathy has put up with the late nights in the garage, the metal chips in the laundry and mutterings of John arguing with himself over the merits of a swept back versus a straight wing. John plans to take *Cindy Ann* on the road, to local car shows, parades and aviation events.

Book Reviews

In Love With Flying, Kenneth W. Ford. H Bar Press, by Kenneth W. Ford. Philadelphia, Pa., 2007: ISBN: 978-0979410413, Paperback, 8.5x5.5, 240 pages. \$14.20.



Well thought-through and written personal histories are great for leaning about how things were, how things were done, and what went through the author's mind when he or she fell into or planned an event, adventure, or life. In this personal history, Ken Ford vividly describes his 50 years of flying various aircraft

with "one engine and no engine," light planes and gliders.

The story begins in 1953. Ken was 20-something years old with a brand-new PhD in physics from Princeton. Surprisingly for someone who'd just finished graduate school, he had \$1,700 in his pocket, and he was determined to fly. How would you go about that? Ken took a somewhat surprising first step, he bought a used Ercoupe. Five weeks later, private pilot's license in pocket, Ken was launched on his 50-year-long flying avocation.

Ken has been a physics teacher, the author of several books on physics, and a college president. That professional background in understanding and teaching technical subjects combined with his clear and engaging writing are on display when he explains such things as the usefulness of "crossed controls" when landing in a cross wind, intricacies of high-performance sailplane flight at 24,000 feet (packing provisions for emergency landings in a desert), and making a 500-km cross-country flight to qualify for the Sailing Society of America's Diamond Achievement Pin.

His ability and personality emerge in a discussion of gliders and lift:

In a glider, it's little help to know where you are if you can't get to where you'd like to go. Lift is everything The challenge, even on a good day, is to go somewhere, to get from A to B. Usually, this necessarily requires flying through a good deal of air that is going down, not up.

[He discusses three kinds of lift, one of which is "ridge lift," in which wind near the ground passes over an upslope and is swept upward.]

In Pennsylvania and extending down into West Virginia and Tennessee there are ridges hundreds of miles long.... When the wind is right These ridges produce lift that can keep glider pilots aloft all day, if they have the endurance for it.... I have never done this kind of soaring but I admire the pilots who do. It entails flying

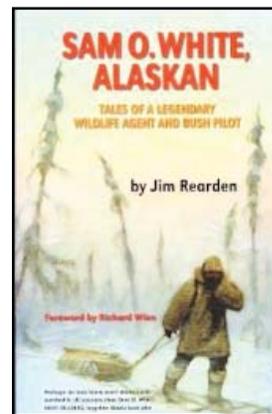
a few hundred feet above the trees in turbulent air hour after hour, vigilant every second for changes in wind or updraft, alert every moment for the possibility of having to turn aside and land in a nearby valley.

Ken writes about airports and glider ports, big and small, more often small. In nine "Profiles," he tells us about denizens of the small installations – pilots, instructors, and airport operators, unknown to the world at large, which made his flying memorable and pleasurable. The subjects of the "Profiles" are great additions to the "characters" that all of us have met or read about and that stick in our minds.

In Love with Flying is an ideal book for someone thinking about learning to fly, for the light airplane and sailplane pilot wanting to compare and contrast his or her experiences with Ken's, and anyone interested in better understanding the seduction and satisfaction of flying. It captures and conveys the fun and adventure along with the demands in carefulness and preparedness involved in flying small aircraft in clear, understandable, and entertaining language.

Michael Gough

Sam O. White, Alaskan: Tales of a Legendary Wildlife Agent and Bush Pilot, by Jim Rearden. Pictorial Histories Publishing



Co., Missoula, Mont., 2007. ISBN: 978-1-57510-130-9. Paperback, 9x6, 410 pages, 50 B&W photos. \$23.95.

Sam O. White was a very well known Alaskan (at least around the Fairbanks area). He was the first Alaskan game warden to use airplanes as part of his work, and later flew as a bush pilot for Wien Air Alaska. Born in Maine in 1891, he emigrated to Alaska in 1922 to work for the U.S. Coast and Geodetic Survey. He fell in love with Alaska and its people - to the extent that when forced to choose between his wife and three sons - living in Maine - and Alaska, he chose the latter. He worked for the Survey until just prior to the U.S. entry into WWII, when he quit to fly for Wien. He continued to fly for Wien Air until 1962, when he retired to spend the rest of his days in Fairbanks. This volume is, for the most part, a collection of stories Sam wrote about his life surveying and flying in the great North, edited by Alaska-based writer Jim Rearden.

I love stories about wild Alaska. I love stories about flying. I've read quite a few stories and books by Jim Rearden, and enjoyed them. I therefore had high hopes for this volume. Unfortunately, those hopes died early.

Good authors do not often make good editors, and this book follows that rule. At more than 400 pages, it is far too long, and filled with anecdotes and diary entries that lead nowhere. The editing is inconsistent - sometimes Rearden lets Sam speak for himself; sometimes Rearden fills the pages with his own stories; sometimes Rearden quotes entries from Sam's diary with no

apparent reason or follow through (one diary entry describes a troublesome character at a native village who threatens to shoot the warden. The entry ends with Sam's promise to arrest the character; but there's no follow through. Did he arrest him? Did he have a fight to subdue the suspect? Did he learn anything from the experience? What was the outcome? Mostly, if the editor doesn't know the end of the story, why include it at all?).

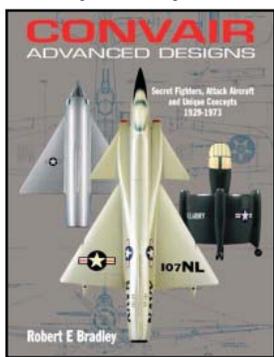
Each chapter begins with a quote. Sometimes it's from Sam, sometimes it concerns something that happens in the chapter, often it's just a seemingly random quote about Sam from someone who knew him.

The book is broken into three sub-books: Early Years, Game Warden/Wildlife Agent, and Bush Pilot; but the organization of stories within the sub-books isn't very well done. A story about Sam trading in his old biplane for a newer Monocoupe is followed by a story about Sam flying the biplane, with no clear explanation that *this* story actually *precedes* the last story. The reader is left to sort such things out. The sub-book about bush flying is about 157 pages long, but its 130 pages into the story before we read about Sam learning to fly. Such hodge-podge organization makes the book difficult and fatiguing to read.

My feeling after reading this book is that it needed much more editing, for brevity as well as organization. Perhaps it should have been published as three separate books, fleshed out with details to better explain the stories. From an aviation-enthusiast's standpoint, only the last third of the volume is entirely relevant. I'd recommend this to friends and family of Sam O. White, and perhaps as research material to anyone learning about life in Alaska's wilderness during the first half of the twentieth century.

Brian Von Bevern

Convair Advanced Designs II: Secret Fighters, Attack Aircraft, and Unique Concepts 1929-1973, by Robert E. Bradley. Crecy Publishing, 2014. ISBN: 085979170X,



Hardcover, 176, numerous color and B&W photos and drawings. \$30.53.

In reviewing any book, one has to keep in mind the author's intent and whether it delivers on that desire. Robert E. Bradley in his *Convair Advanced Designs II* sets out to illuminate the "Secret Fighters, Attack Aircraft and Unique Concepts" of Consolidated Vultee Aircraft in its many incarnations

from 1929 to 1973. The subject matter is fertile ground; few authors have looked at the details of advanced engineering — specifically design studies and proposals, which led to production aircraft.

Bradley does this in style. From the clay-coated, thick, glossy stock of the pages to the subtle tones in watercolor reproductions, this is impressive. The paper choice is an imperative for crisp reproduction not only of the photographs and paintings, but the many line art, 3- and 4-views. Those drawings are, from my point of view, the most important

addition to my library. Disappointingly, they represent the greatest failing of the work — the lack of identifying source information that a reader could use to easily track down the originals if needed.

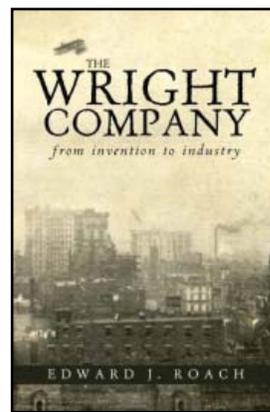
Consider one chapter. The XP-92, which evolved into the XF-92A that eventually led to the F-102 and F-106, is a good case in point. Covered in 21 pages, there are 36 illustrations, six of which are detailed 3-view drawings. All are of adequate size and very good quality reproductions of the originals, they are not redraws. This is a well-illustrated production. Very few are familiar, virtually every turn of the page is an addition to an aviation reader's visual lexicon.

While the focus is on studies and proposals that never saw metal, Bradley does give us enough information about related programs — and even a few competitors — that saw production to give the reader context.

No book can be all things to everyone, and that is the case here. But Bradley touches all the bases he outlines in the introduction. He defines the limits of what he presents and the limits of the information that is available. Within those limits this work is bang-on and a worthy addition to the library of anyone who has more than a passing interest in the genesis of military aircraft.

Jim Caiella

The Wright Company, from invention to industry, by Edward J. Roach. Ohio University Press, Athens, OH,



45701. 2014, ISBN978-0-8214-2051-5, Paperback, 218 pages, 31 B&W photos and drawings, Table of Contents, extensive Notes, Index. \$22.95. This work presents an interesting perspective of the Wright brothers' history, specifically the period covering the formation, development, operation and dissolution of the Wright Company. While much of this history has been covered from other points of view, Roach focuses on the business

development and operations of the company. This includes the challenges of finding and employing skilled labor, operations, promotion and marketing and market pressures of the business. Included are assessments of the strengths and weaknesses of the principals involved and the impact that various actions had on the company.

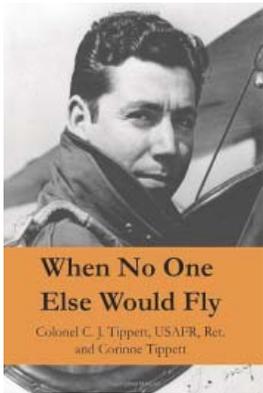
Suffice it to say, that the first airplane company in the United States suffered and eventually failed due to the management skills (or lack thereof) of the Wrights. The company failed because of their focus on patent protection at the expense of engineering development, their management style that was averse to delegation of responsibility and their lack of understanding in basic business operations. For example, the Wrights avoided spending to promote their products believing that their name and reputation was sufficient. Similarly, they backed away from exhibition flying after 1911 while their

competitors “doubled up” with their withdrawal. The real killer was the lack of innovation in design, with an insistence that new designs had to have a traditional “Wright” look (or, stated differently, could not resemble the competition). All engineering was handled by the Wrights themselves.

While not intended as a business management book, it does provide an excellent insight in how not to run a company. At the same time, it provides historians with an interesting picture into what it took in resources (people, facilities and equipment) to manufacture airplanes. For those interested in the early years of aviation, this book is recommended reading.

Leland Pugsley

When No One Else Would Fly, Col. C.J. Tippet, USAFR (Ret.) and Corinne Tippet. The Westchester Press, Portland, Ore., www.thewestchesterpress.com, 2013. Paperback, 9”x6,” 400 pages, numerous B&W photos and maps, Table of Contents and Bibliography. \$17.99.



The semi-autobiographical book on the life of Col. Cloyce Joseph “Tip” Tippet, USAFR (Ret.) documents the life of an aviation pioneer that has been overlooked to a large degree by aviation historians. Overlooked probably because most of his exploits and achievements took place away from the North American and European press – the bulk of his work occurred in South America. To be sure, his flying experiences and capabilities ranked at the top of those

from his period. Most importantly, his work in flight instruction, inspection and certification helped lay the foundation for not only U.S. flight operations, but those of Argentina and Brazil and eventually helping establish and coordinate regional operations for the International Civil Aviation Organization (ICAO).

Among “Tip” Tippet’s accomplishments that the reader will discover are setting up the CAA flight certification inspector’s training and certification program, establishing Argentina’s civilian flight training programs and establishing Brazil’s civilian flight training program. In pursuing the latter objectives, he made three extremely long distance flights over some of the most inhospitable terrain in the western hemisphere. Tippet flew a Fairchild PT-19 from Washington, D.C., to Buenos Aires, Argentina, (11,500 miles in 49 days). He ferried both a Cessna T-50 and a Beech C-45 from Washington, D.C., to Rio de Janeiro, Brazil, (10,000 miles). These all occurred during WWII on routes practically devoid of navigational aids. Tippet also became one of the first civilian helicopter pilots (the first certified in Argentina) being trained at the Bell facility in 1947. Because of his experience and connections, he was tagged to be the first director of the South American office of the ICAO in 1948 – a position he would hold for 11 years – responsible for carrying out the standardization of policies and

procedures established by the ICAO throughout the world.

The book uses an unusual structure in which sections written by “Tip” are interspersed that background information written by his granddaughter Corinne Tippet. For a less versed reader in aviation history, Corinne’s sections provide helpful explanations to the outside influences effecting “Tip’s” life. This extends to information about the people “Tip” met or worked with during the course of his career. Many of these individuals were “movers and shakers” in American aviation – both military and civilian. For the aviation historian, Corinne’s sections become somewhat distracting as a number of factual errors were noted – one of the first being improperly identifying Mitchel Field, L.I., N.Y., (one “L” not two). But this is a common error made by numerous writers. This reviewer found himself merely scanning her sections until late in the book where “Tip’s” personal accounts were less complete and his life broadened beyond aviation activities.

The book is an excellent read and reference for those interested in the development of civil aviation in both the U.S. and South America during the 1940s and 1950s. “Tip” Tippet was definitely a player in this arena and his story provides a fascinating look into a segment of American aviation history not well covered.

Hayden Hamilton



Our Member’s Contributions - AAHS Board Member Jeff Erickson recently completed this exhibit about Allied Airborne Operations on D-Day for the Lyon Air Museum in Orange County, California. The exhibit features a first-hand account of the combat glider mission flown by Capt. Bob Meyer, USAAF, during the Normandy invasion.

Folded Wings

James Goodson

by Adam Bernstein

James Alexander Goodson, known as “Goody,” was born March 21, 1921, in New York City. Mr. Goodson wanted to see the world in the summer of 1939, so he boarded a ship and made his way across the Atlantic to Europe by working as a pantry boy.

A few months after Mr. Goodson arrived, Joseph P. Kennedy Sr., the U.S. ambassador to England, urged all American expatriates to return home because of the looming threat of war.

Mr. Goodson, who died May 1 at 93, booked passage on one of the last ships to leave England before Europe convulsed into world war. The vessel was the ill-fated liner *Athenia*, which on September 3, 1939, was torpedoed and shelled by a German U-boat off the Scottish coast.

More than 100 of the roughly 1,300 passengers and crew members perished before rescue boats arrived. Mr. Goodson and other survivors were taken to port in Galway, Ireland, where children from the ship wept for their missing parents and many adults were inconsolable. One woman said she saw two children fall from a lifeboat as it was lowered into the chilly water. They were never seen again.

Mr. Goodson was on the *Athenia*'s deck when the torpedo struck, and he recalled assisting with rescue efforts as the ship listed and its lights went dark.

“I went to see if there were people trapped in the main section, and I saw dead bodies swooshing around in the water,” he later wrote. “I was plunged into the whole war thing, if you like, in a matter of minutes. I suppose Americans looked at the European war as something that didn’t much concern them.”

The sinking of the *Athenia* — an early victim in the Battle of the Atlantic — helped turn world opinion against Germany. For Mr. Goodson, it was the moment when he decided to do his “bit to stamp out Nazism.” He went on to become a leading Army Air Forces ace in the European theater, with 15 aerial kills and another 15 strafing kills of enemy aircraft on the ground. His success brought him the nickname “King of the Strafers,” said Roy Heidicker, an Air Force historian.

After the war, the newly formed Air Force counted only air-to-air victories in tallying aces. Francis S. Gabreski, with 31 kills (including three on the ground), was the leading Army Air Forces ace in Europe during the war; Richard Bong, an Army Air Forces pilot in the Pacific, was the highest scoring ace overall, with 40 victories.

Mr. Goodson, who was American-born and but raised in Toronto by British parents, was among the first U.S. volunteers to enlist in Britain’s Royal Air Force. He initially flew in one of three “Eagle” squadrons, RAF units made up of American pilots. By the summer of 1942 — many months after the United States entered the war — the Eagle squadrons were incorporated into the 4th Fighter Group of the U.S. Army Air Forces.

Mr. Goodson recorded two kills as an Eagle squadron member, but he had his best-known exploits with the 4th Fighter Group under the hard-driving, taciturn commander,



James Goodson in his cockpit. He shot down 15 German planes in the air and destroyed another 15 on the ground. (U.S. Air Force photo)

Donald Blakeslee.

During Blakeslee’s tenure, the 4th Fighter Group racked up one of the most remarkable records of the war, destroying a total of 1,016 enemy aircraft on the air and on the ground, Heidicker said.

By the fall of 1942, the 4th Fighter Group represented the only operational American fighting units in Europe. Mr. Goodson conducted one of the first American-led, low-level strafing sorties over France and Belgium, a two-man, two-plane mission.

He and his partner considered the results to have been modest. But military publicists, looking for scraps of good news, trumpeted the affair as “the first U.S. fighter raid over the Continent” and “daring low-level attacks on rail, road and water transport in Northern France and Belgium, leaving behind them a trail of destruction.”

He received the Distinguished Service Cross — the military’s highest award for valor after the Medal of Honor — for his actions as a P-47 Thunderbolt pilot on March 16, 1944, while escorting U.S. bombers in a raid over Berlin. In Germany, he encountered an overwhelming number of enemy Messerschmitt Bf 109s trying to pick off the bombers.

According to the award citation, Mr. Goodson dived after the Messerschmitts and knocked out two while weaving in and out of the line of fire.

That June, he was in a P-51 making a strafing run over a German airfield when he was shot down. He fled into a birch forest before collapsing from injuries. He eventually was caught by the Germans and threatened with execution.

He recalled that one captor asked him if he wanted a drink or another indulgence before being shot. Mr. Goodson spied a box of Havana cigars, asked for a stogie and began to blow smoke rings, which he said shocked the German and led



Goodson in the cockpit of his P-51. (U.S. Air Force photo)

to a conversation about their mutual interest in cigars.

“The guy had never seen anything like that,” Mr. Goodson once said in an interview, “and I started teaching him how to blow smoke rings.” Instead of being shot, he was sent to a prisoner-of-war camp.

“People say smoking costs lives,” he said. “It saved my life.”

After being held at POW camps in Poland and in Germany, he was repatriated in April 1945. His honors included the Silver Star, nine awards of the Distinguished Flying Cross, the Purple Heart and 21 awards of the Air Medal. He retired from the Air Force Reserve with the rank of lieutenant colonel.

Following his wartime discharge, Mr. Goodson became an executive with Goodyear, Hoover and the conglomerate ITT. He wrote a memoir, *Tumult in the Clouds*, published in 1983.

His wife of 62 years, the former Gwendolyn Rice, died in April. Survivors include a son, James Goodson Jr. of Marshfield, Mass., and three grandchildren.

Mr. Goodson had pneumonia and died at a hospital in Plymouth, Mass., his son said. Mr. Goodson was a resident of Duxbury, Massachusetts

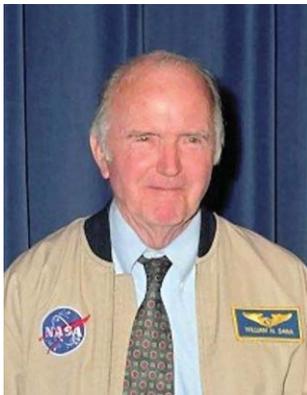
He once told the Boston Herald that, as a POW, he was visited by a group of German aces in a display of respect. “It was a different time,” he said. “That’s all gone now.”

William H. Dana

By Peter Merlin / Alan Brown

NASA Armstrong Flight Research Center

One of the nation’s most respected aerospace pioneers has passed away. Distinguished research pilot and aeronautical engineer William Harvey Dana died on May 6, 2014, after a lengthy illness.



William H. Dana.
(NASA photo)

Dana’s long and illustrious career at NASA’s Armstrong Flight Research Center spanned more than 48 years, during which Dana logged more than 8,000 hours in over 60 different aircraft from helicopters and sailplanes to the hypersonic X-15. Several of the airplanes he flew are displayed at the National Air and Space Museum in Washington, D.C.

Following four years in the Air Force, Dana was hired as an aeronautical research engineer at the NASA High-Speed Flight Station -- now NASA’s Armstrong Flight Research Center -- on Oct. 1, 1958, the very same day that NASA was established. His first assignments included development of a rudimentary performance simulator for the X-15 rocket plane and stability and control research involving the XF-107A.

In September 1959 he transferred to the center’s Flight Operations Branch as a research pilot. Over the next three decades he conducted flight experiments in a wide variety of aircraft including the rocket powered X-15 and the wingless lifting bodies. Dana flew to the edge of space in the X-15,



NASA research test pilot Bill Dana poses with the No. 3 X-15 rocket plane on the bed of Rogers Dry Lake following a hypersonic research flight in 1967. (NASA photo)

attaining a maximum speed of Mach 5.53 (3,897 mph) and a maximum altitude of 306,900 feet (nearly 59 miles). He was then assigned to fly the HL-10, M2-F3, and X-24B lifting bodies to validate engineers’ assertions that such vehicles could be precisely controlled during approach and landing, and providing NASA with the confidence needed to proceed with designs for the space shuttle orbiter.

In addition he flew hundreds of research flights in advanced jet fighters including the F-14, F-15, F-16 and YF-17. He performed a guest pilot evaluation of the X-29 forward-swept-wing technology demonstrator and flew the pioneering F-18 High Alpha Research Vehicle, the first aircraft to use multi-axis thrust vectoring for vehicle control. Because



NASA research test pilot Bill Dana had been on the job at the Flight Research Center for less than four years of his 48-year career with NASA when this group photo of the center’s test pilots was taken in 1962. The group included, front row from left, Milt Thompson, Jack McKay and Dana; back row from left, Neil Armstrong, Bruce Peterson, Stan Butchart and Joe Walker. (NASA photo)

of his demonstrated leadership and extraordinary service in flight research, Dana was appointed chief pilot in 1986 with responsibility for recruiting, developing and training the center's cadre of research pilots. He also served as assistant chief of the Flight Operations Division.

In 1993, he retired from flying to become the center's chief engineer. In this position, he oversaw all of the center's research projects and was responsible for flight safety. Dana held this position until his retirement from civil service in May 1998. He returned to the center seven months later as a contractor employee with Analytical Services and Materials, Inc., to write analytical histories of various programs and to evaluate lessons learned. During a period of budget reductions, he gave up his salary and continued to work as a volunteer with the center's history office.

Born in Pasadena, Calif., on Nov. 3, 1930, Dana was raised in Bakersfield, California.

His numerous awards and honors include the AIAA Haley Space Flight Award (1976), the NASA Exceptional Service Medal (1976), the Lancaster Aerospace Walk of Honor (1993), the NASA Distinguished Service Medal (1997) and the Milton O. Thompson Lifetime Achievement Award (2000). He was honored in the "Salute to Test Pilots" at the Experimental Aircraft Association's annual convention in 1996.

Dana was awarded civilian astronaut wings on Aug. 23, 2005, for two of his X-15 flights that exceeded 50 miles altitude. That honor came nearly 40 years after the flights occurred because at the time of the X-15 program, NASA did not confer astronaut wings on its pilots.

Dana was a distinguished member of the Society of Experimental Test Pilots (SETP). He joined the SETP in 1961 and was elected a fellow in 1998.

Bill Ash

By Matt Schudel, *The Washington Post*

Bill Ash, a Texas-born fighter pilot with the Royal Canadian Air Force, who was shot down over France and made more than a dozen daring efforts to escape from German prisoner-of-war camps during WWII, died April 26 in London. He was 96.

Brendan Foley, the co-author of Ash's 2005 autobiography, *Under the Wire*, confirmed the death. Ash had been in declining health for several years.

Never one to shy from adventure, Ash rode the rails as a hobo during the Great Depression, served in India as a BBC correspondent in the 1950s and later become an avowed Marxist, leading leftist groups in England, where he spent most of his adult life.

But he was best known for his remarkable exploits during WWII, particularly after he crash-landed his British-built Spitfire fighter in 1942 after a dogfight with German planes over France. Tortured by the German Gestapo and marked for execution, Ash was spared the firing squad.

He made 13 escape attempts during his three years in captivity and was able to get beyond the perimeter of his prison camps half a dozen times. But, until his final – and successful

– escape attempt in the waning days of the war, he was always recaptured. Invariably, he would be transported back to camp, where he was locked in "the cooler," or solitary isolation cell.

He first tried to escape through a shower drain before being caught. At different times, he tried to climb over, tunnel under and cut through the barbed wire surrounding his POW camp. He once tried to pass himself as a Russian laborer.

One time, at a camp in present-day Szubin, Poland, Ash helped organize an escape of about 30 prisoners by digging a tunnel that began directly under the latrine. All were eventually recaptured, and Ash went back to the cooler at Stalag Luft III.

After exchanging identities with a fellow prisoner from New Zealand, Ash managed to join a group of prisoners being transferred to a Nazi prison camp in Lithuania. While there, he successfully tunneled out of the prison and made his way to the waterfront.

He appealed to local residents for help in pushing a boat into the sea, where he hoped to row to freedom.

"We would love to help you," he said they told them, "but we are soldiers of the German army and you are standing on our cabbages."

He was sent back to the cooler.

"He was the undisputed American 'cooler king,'" Foley, Ash's co-author, said Saturday in an interview. "To other prisoners, he was just such a legend. He was the last of the great WWII escape artists."

Ash had three separate stints in Stalag Luft III, a POW camp in eastern Germany run by the Luftwaffe and reserved for captured aviators. In 1944, the camp was the site of the largest mass escape of Allied prisoners during WWII, the so-called "Great Escape," which was depicted in a 1963 film of the same name.

Many people suggested that Ash was the inspiration for the leading character in the movie, played by Steve McQueen, but he always denied it – in part because he was in the cooler at the time and was not among the 76 POWs who escaped, if only temporarily.

Although Ash gave up his U.S. citizenship when he signed up for the Canadian air force, he never disguised his American origins. He was known as "Tex," even among prisoners from the British Commonwealth, France and other countries.

"To the day he died," Foley said, "he still had an amiable Texan drawl."

Finally, in 1945, suffering from jaundice and starvation, Ash was among a group of prisoners being transferred to a different camp in Germany. After a fire broke out, he walked away and met a column of British soldiers.

"Don't shoot – he's British," one of them said.

"Actually, I'm American," Ash replied. "And Canadian and British. It's a long story."

Peter Berry, Royal Aeronautical Society

Peter Berry, one of England's most respected aviation historians, passed away on March 23 after a period of illness. He was born in New Zealand on July 19, 1927, and his first sighting of an aeroplane was of Charles Kingsford-Smith's

Fokker VII *Southern Cross*, shortly after completion of the first transpacific flight from the United States to Sydney. It was a notable beginning to what would become a life-long career and interest in all things aeronautical.

Peter's family moved back to the UK in 1931, and in 1941 he joined the Air Training Corps - a move that would provide his first exposure to the world of air traffic control. In 1945, cadets were offered the chance to volunteer either as stewards for BOAC or as airfield controllers with the Ministry of Aircraft Production. Peter chose the latter and was soon training in the control tower at RAF Westcott, before moving to Meir near Stoke-on-Trent and then onto Rawcliffe near York.

National Service called in September 1945, and Peter spent his as a Flight Mechanic (Airframes). After training he joined the "Duty Crew" section, attending to the needs of aircraft visiting the Telecommunications Flying Unit at RAF Defford. Although a "mechanic," Peter often found himself working in the tower. In 1947, after further training, Peter joined 80 Squadron in Germany. The Squadron was initially equipped with Hawker Tempest Vs, although these had been replaced by Spitfire Mk 24s by the time he was demobilized in 1948.

Peter then applied to the Ministry of Supply seeking employment in Flying Control. His application was successful and he found himself working in the control tower at Farnborough. Among his duties there was sorting out the parking arrangements for the aircraft attending the 1948 Air Show. This was the exciting and dangerous time of postwar test flying, and Peter experienced his fair share of incidents and accidents. A particular low was being part of the control tower team on September 6, 1952, when the de Havilland DH110 flown by John Derry broke up during that year's air show, killing 29 on the ground as well as the two crew.

Immediately following the 1955 air show, Peter was posted on to RAE Bedford, to continue his involvement with test flying. He was involved in the maiden flights of many iconic aircraft including the Blackburn Buccaneer and Hawker P1127, the forerunner of the Harrier, and also in the development of blind landing techniques using the instrument landing system, the standard used today throughout the world.

In 1965, Peter gained his Area Control ratings and moved the Scottish Airways and Oceanic Control Centers at Prestwick. Initially working as a sector controller in the Scottish center, Peter gravitated towards the Shanwick Oceanic operation, where the early operation of turbojet types was demanding a step change in the procedures and technology deployed due to higher speeds and increasing traffic levels. Towards the end of his career, Peter was a key player in the team that introduced the advanced Flight Data Processing System (FDPS) into service in Shanwick in April 1987, heralding the beginning of the end for the paper flight progress strips beloved by air traffic controllers. Peter retired from Air Traffic Control in July 1987, but his interest in aviation was not limited to his career.

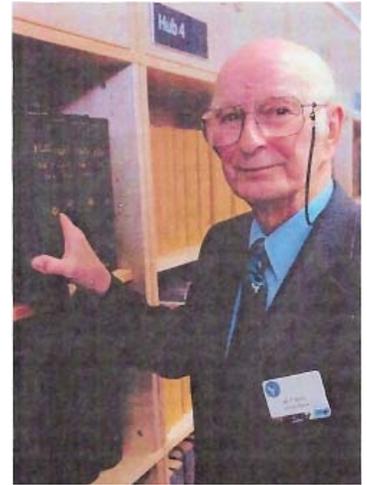
Soon after arriving at Prestwick, he became involved with the Prestwick Branch of the Royal Aeronautical Society. After spells as chairman and secretary he spent 15 years as a very active president before standing down in 2006. Although not a pilot at the time, Peter was instrumental in the establishment of

the Prestwick Flying Group in 1973, and gained his private pilot's license soon after. He was the commentator at the Prestwick air shows of the 1970s and 80s. He was a prolific aviation historian, with many books and magazine articles to his credit.

He was the official historian of the Beech Staggerwing. For a while after leaving NATS, Peter continued to be involved with North Atlantic operations through his work with the U.S. National Business

Aviation Association. He was an early member (#146) of the AAHS and contributed a number of articles to the *AAHS Journal*. His many contributions to the world of aviation are too numerous to list here, but his autobiographical account "Paraffin Pete" is highly recommended reading.

In May 2013, Peter attended the Civic Reception hosted by the Lady Provost of South Ayrshire Council to mark the 50th anniversary of the Prestwick Branch of the Royal Aeronautical Society. He was delighted to have been fit enough to attend. Peter was an unsung giant of the aviation world and his intelligent input and dry humour will be sorely missed.



Peter Berry

Wants & Disposals

DISPOSAL: My father, Herm Schreiner, was an AAHS director and article contributor many years ago. He also authored *Aviation's Great Recruiter*. Since his passing two years ago I have been organizing his large collection of aviation related items for sale. I created a website, www.flyboy45.com, to assist with this monumental task. I am sure that some AAHS members would want to know about this. I hope that after browsing the site you will agree and alert AAHS members via your newsletter or other appropriate means. My father's collection is extensive and currently I have been posting the aviation pulps from about 1,500 collected issues from the 1920s, 30s and 40s. I just finished auctioning the "Air Stories" and next is Flying Aces and War Birds.

Carlton Schreiner

DISPOSAL: Free list of aviation books and magazines for sale. Original B&W negatives photoed in the 1960s to 1980s era at \$3 each. Older negatives priced higher. For further information, contact:

Bob Esposito
email: baesposit@verizon.net

President's Message

Summer has arrived. Time for school vacations, backyard get togethers and pursuing that perfect airplane photograph. When our family vacations, we pick out a small airport with local lodgings, count the number of fuel stops en route, and depending on the number of days available, stuff a duffel bag with jeans and head out!

Invariably, we find unique history in small airfields, cropduster barns and local town cafes. At Marshall Field, Minn., (where we landed to replace a faulty magneto), we were delighted to discover the home of the Red Baron Formation flying team, who flew Stearmans in a four-ship formation for 28 years, before ceasing operations in 2008. We were able to walk through the aviation displays (built by sponsor company Schwan Foods), and admire the big 450-hp Stearmans. Their wonderful aerobatic maneuvers and precision flying are now a part of history that deserves preservation.

Another preservation effort that AAHS is actively supporting is the renovation of the Glendale Grand Central Air Terminal (GCAT) in Glendale, California. Disney Corporation has owned the historic air terminal (built in 1929) since the mid-1990s, and is now working to restore the interior and exterior to the grandeur of GCAT's working days as the 'LAX' of early California aviation. AAHS, in addition to providing reference photos and the support of local historians (such as John Underwood, AAHS member and his excellent book on the history of GCAT), is seeking to connect with aviation buffs that have recollections, photos, or stories of the many aviation firsts that occurred at GCAT during its operations between 1929-1959.

Assisting individuals and organizations in tracking down aviation history for preservation is a key mission for AAHS, and we're looking for ways to improve our support of this vital service. Your knowledge, photos and stories are many times just the missing piece that can help fill out a history that is otherwise incomplete. One tool that we are testing is a working log that will be posted to our Facebook, and our website eventually. Called *The Answer Man* - it is a mechanism for inquirers to post questions to AAHS, and allow our historians and AAHS membership contribute to the answers. Currently, we log inquiries manually, and reach out to 'tap' experts as part of our research. In posting these inquiries we hope to reach a wider audience of other experts who may have more answers. We also have built a web form to allow you to update your member profile with additional information about your aviation knowledge and experience. This online database will assist the Society in identifying key resources with specialized knowledge, and aid individuals and groups in their research projects. Look to our website and Facebook page shortly for more information about both of these tools, or email me at prez@aahs-online.org for details if you'd like to be part of our research team.

Jerri Bergen
President

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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

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

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

Website: www.aahs-online.org

Email: aahs2333@aahs-online.org

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Dirk Van Nederveen
Lynnwood, WA 98037

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Billy D. Higgins
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Hans Pieter Strijbos
De Bilt, NL 3731cl Netherlands

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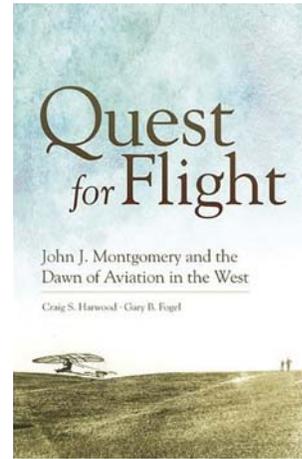
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Proceeds go to support the preservation of the photo archives. Do you have a particular interest or suggestion for a CD in this series? Drop us a line or email the webmaster (webmaster@aahs-online.org). We are currently researching the possibilities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



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