



AAHS FLIGHTLINE

No. 207 1st Quarter 2023

American Aviation Historical Society

Established 1956



Happy New Year

Airshows are back!

The crowd checks out the massive Lockheed C-5 as Aviation Nation returns to Nellis AFB

The Covid epidemic of the last couple of years has upended life as we once knew it, and that certainly goes for anything aviation related.

Thankfully, things have lightened up a bit recently. Air travel is back to pre-pandemic levels, and big venues are open again. That means going back to events like ballgames *and airshows!*

In this issue of *FlightLine*, we feature some images taken at a couple of recent

shows. Ed and John Martin were on the scene in early September when MCAS Miramar hosted its first show since the pandemic shut down. A gallery of John's photos are on page 4.

Your editor happened to be in the LA area just as Nellis AFB prepared to celebrate the 75th anniversary of the USAF with the revival of the Aviation Nation open house and air show.

As the SoCalites will tell you—and which I can now verify—driving the I-15 from LA to Vegas on a Friday afternoon can be a brutal experience. (For the record, I won't be going doing it again!)

I've been to Aviation Nation off and on since 1997 but 2022 was somewhat disappointing. There was the standard Nellis fare, of course, including impressive burner-blasting demos by F-35s and F-22s, along with "older" types like the A-10, F-15, and F-16. Deployment of IR decoy flares, along with dummy strafing and bomb runs, always add a few sparks to the show.

Warbird numbers were decidedly down from recent years, although there was a nice fly-past salute featuring a P-51 in formation with a couple of current fighter types. Page 2 shows a sampling

of the static display birds. As usual, the Thunderbirds closed out the proceedings.

There are many 2023 airshow calendars on-line, but **this one** looks to be very comprehensive. If you attend, think about sharing your comments and photos with us in *FlightLine*. →



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AAHS FlightLine

American Aviation Historical Society

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

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Nellis AFB Aviation Nation 2022





Restorations and Reproductions

A Pioneer Aviator Rediscovered

Even if you're a not-so-frequent flier, you've probably noticed an airplane or two on display in an airport terminal somewhere. Most just hang from the ceiling, sometimes with tidbits of info nearby—maybe enough to encourage a deeper look.

A great example is the beautiful half-scale model of a 1911 Burgess-Wright F biplane in the Burlington, Vt., (BTV) international airport. The replica, crafted under the direction of Mike Turner of Arcana Workshop, LLC, in Barre, Vt., was commissioned as part of the 100th anniversary of BTV.

The aviator who flew the original was George A. Gray. Sources differ as to the "A" and even his date of birth, but his grave marker at Arlington National Cemetery reads George Alfonso Gray, Sept. 23, 1878–Feb. 1, 1956.

All but forgotten today, George Gray was among the first 150 Americans to be certified as licensed aviators by the Aero Club of America. Gray's flying career was relatively short, but he was as interesting a character as any of his better-known barnstorming compatriots.

A Maine native, Gray evidently caught the flying bug while a spectator at the 1910 Harvard-Boston Aero Meet. The following summer, he scraped together the princely fee of \$750 and contracted for 240 minutes of flying instruction at the Wright Flying school outside Dayton, Ohio. For reasons not explained, the course took far longer than anticipated, and Gray was transferred to the newly opened Wright school at Nassau Boulevard, Long Island. His instructor there was Al Welsh, whose previous students included Lt. Henry H. Arnold.

Gray eventually completed his instruction under Welsh but now found himself flat broke. Orville Wright purportedly took pity on the aspiring aviator, allowing him free use one of the brothers' personal machines in which to test for his Aero Club of America aviator's certificate. A mid-flight engine failure led

to a stall and crash. Gray walked away unscathed—but still unlicensed.

License or no, George Gray had learned to fly. Like many a fledgling aviator of the day, he eyed the risky but rewarding business of exhibition flying. But he had no airplane, and no job. Back in Boston, he found work and, by one means or another, in the spring of 1912 managed to get his hands on a flying machine long enough to make some revenue-producing joy rides.

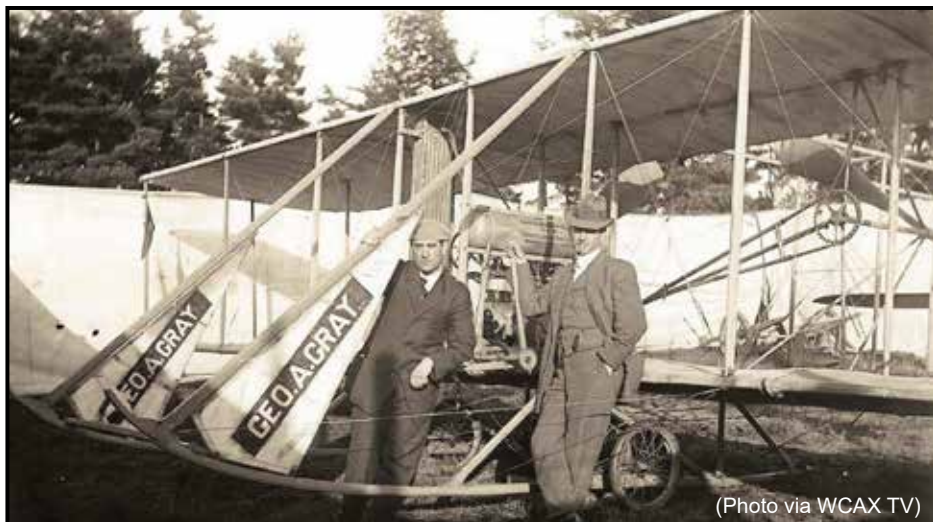


George at the Burgess-Wright controls, ca. 1912.

In late June, he tested again and was awarded FAI-Aero Club certificate No. 142; just in time, he hoped, to compete for the prize money offered in the second Boston air meet. A sanctioning dispute between the Aero Club and the local promoters threatened the whole endeavor, and the shocking deaths of Harriet Quimby and her passenger on day two cast

The pedigree of Gray's airplane is uncertain, but **one source** states that it was Burgess-Wright F-19, indicating the 19th airframe manufactured by Burgess; a Model F. The Model F was a license-built Wright B with minor design changes. (For which Burgess was later sued by the Wrights for violating the licensing agreement calling for *exact* duplication of the B.)

Completed in April 1911, The oft-wrecked F-19 passed through several owners, including pioneer aviators Charles K. Hamilton and Harry Atwood, before George acquired it.



a further pall on the proceedings. George buzzed around the contest periphery but agreed to perform on Independence Day at neighboring Somerville, Mass., which netted enough cash to keep his operation going. Four days later, though, his hydroaeroplane struggled to get airborne then plunged into the water off Nahant Beach. Gray and his passenger were drenched but unhurt, and the damaged hydro was towed ashore.

Never one to let bad luck or a crash get him down, George approached the manager of the H.L. Hildreth Co., the Boston confectioner and manufacturer of candy-making machinery. The company agreed to a loan if the aviator could procure enough advance contracts as collateral. Ever the salesman, George negotiated a contract with officials in Rockland, Maine, to be followed by a gig at Old Orchard Beach, a hundred miles or so south.

As became his custom, George arranged various side hustles, such as charging a minimal fee to view the aircraft and a more substantial fee for short “hops” with a passenger. Duly impressed, the taffy tycoons agreed to bankroll him in return for some airborne advertising for Hildreth Velvet Candy. George Gray was in the barnstorming business for keeps.

Mid-September found George in Montreal but powerplant problems, the bane of all early aviators, prevented him from fulfilling his obligations. He escaped with his hide intact, but his airplane was battered by angry spectators. But George A. Gray was nothing if not persistent. Catching wind of a county fair just across the border in Malone, New York, he scrambled to get himself and his repaired machine through customs and back in the USA—by railroad. He made it to Malone on time, and evidently put on a satisfactory performance.

With the exhibition season closing, George accepted an invitation to hurry down to Saranac Lake for one final payday, only to find that no freight car was available. The straight-line distance between Malone and Saranac Lake is less than 50 miles, but it cuts across the Adirondack mountains, where the winds can be treacherous and emergency landing spots are few. With a deadline approaching and no other option in sight, on October 1, 1912, Gray took off, circled Malone to gain altitude (and collect a \$50 bonus from the mayor) and headed south. Almost two hours later a leaky fuel line forced him down in a farmer's field, lost and considerably chilled but otherwise none

the worse for wear. He had missed his mark by a few miles but soon winged his way on to Saranac Lake, where word of his feat preceded him. Such was the hubbub that many locals gladly forked over the outrageous \$1 fee to view the transmontane flying machine

For George Gray, his stay in Saranac Lake would prove to be a life changing experience. Among the admiring throng was Miss Edith Jacqueline Stearns, a vivacious young socialite from Culpepper, Virginia. “Jack,” as she was known to one and all, was herself a sportswoman of some note; “an accomplished tennis and golf player ... equally at home upon the ballroom



George and Jack in “UP”, evidently at a Florida beach, ca. 1914

floor or in the saddle.” Initially, George brushed off her appeals to fly, but one suspects he was simply playing coy. In any case, after a day or two he gave in and took Jack up for a whirl around the lake. George presented her with his preprinted “certificate of flight,” suitably annotated, dated October 6, 1912. He never cashed her \$50 check.

A few days later the two departed for Plattsburgh, N.Y., where George had cooked up another attention-grabber. On October 17, he took off with his mechanic/assistant W.F. Cooper. Twenty-one minutes later, they landed outside Burlington, Vermont, the first persons to fly across Lake Champlain.

The very next day the motor gremlins struck again, this time in the middle of a demo flight. George managed to avoid the parking lot and spectators by piling headlong into a nearby field. Pulled unconscious from the wreckage, he miraculously suffered only minor scrapes. After patching the plane and finishing the usual round of exhibition flights and joy rides, he and Jack made their way to Farley Plantation, her family stomping grounds in Virginia.

In late 1912, with his bank account now relatively flush, George purchased the Burgess-Wright F that he would fly for the remainder of his barnstorming career. In January 1913, he made a quick trip to Florida, flying in the St. Augustine area for several weeks. April found George back in Virginia, still barnstorming while Jack burnished her image as Virginia's First Lady of the Air. There were, of course, the inevitable crashes, one with Jack in the passenger seat. But neither occupant was hurt, and damage to the aircraft was minimal.

On another occasion, Gray was to land on a Richmond baseball diamond. But as he cut the motor and swooped in, he realized players were still on the field. An attempt to pull up failed to clear the outfield fence, resulting in a demolished soda water stand, a wrecked airplane, and a cracked skull for an 11-year-old boy. George walked away, having used up one more of his nine lives. In between air shows and crashes, the couple were married in Washington, D.C. in June 1913, the storybook ending to a romance that made the papers from coast to coast.

The honeymoon was brief. By mid-month George was back on the barnstorming circuit. With winter coming on, the couple entrained for Florida and better flying weather. Jack nicknamed the Burgess-Wright "UP," in all caps. The husband-wife team alternated seasonally between Florida and the East Coast for most of the next two years.

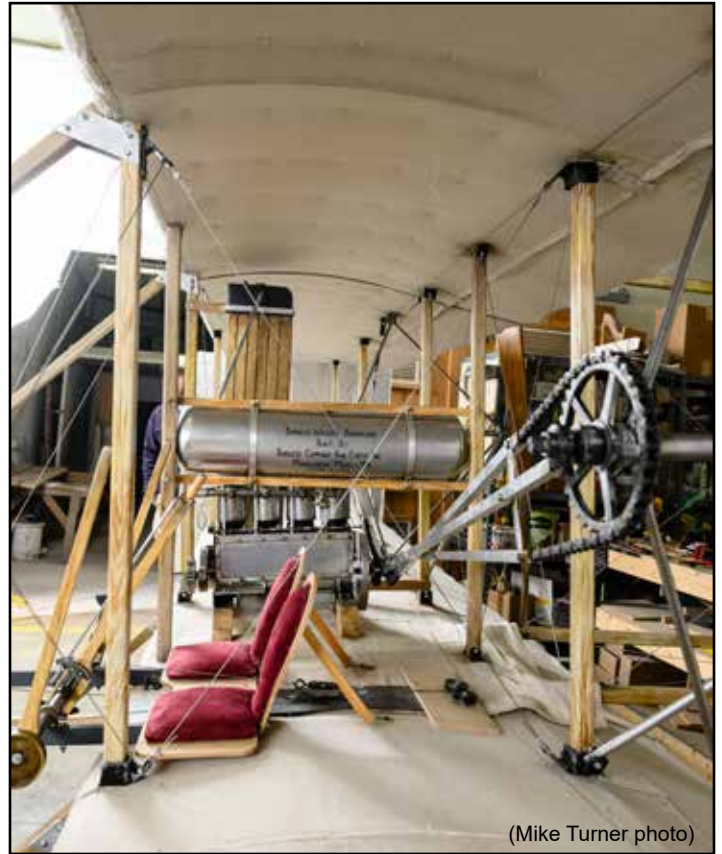
In 1915, George traded barnstorming for less hazardous occupations in the aviation world. When the U.S. entered WWI, he was commissioned in the Air Service. Postwar, he and Jack moved to the D.C. area, where George represented various aeronautical companies and worked as a consulting engineer until retirement. In 1931, Jack wrote a book, fittingly entitled "UP," about their lives as barnstormers. →

The Replica

In 2019, as preparations got underway to celebrate the 100th anniversary of BTV, George Gray's pioneering flights were remembered as the true beginning of aviation in Burlington. A replica of "UP" was chosen as an appropriate memorial, but due to airport space constraints only a half-size replica could be accommodated.

Mike Turner was well equipped for the task, having constructed many TV and movie props, along with sundry advertising and other model projects. The project took four months to complete, but to make the replica as accurate as possible, hundreds of hours were spent beforehand poring over photos and drawings of the rather obscure Burgess-Wright. →

Article by Joe Martin



(Mike Turner photo)

(R) This view gives an idea of the size of the half-scale replica. (Above) In some areas, such as the metal inter-wing struts painted in faux woodgrain, ordinary hardware was "converted."

Other parts, such as the propellers, gears, and various fittings, were 3D printed. But everything, including the control system, engine, wing fabric covering and stitching, is as faithful to the original aircraft as could be reproduced to scale.

Many thanks to Mike Turner for a tour of his shop and to Erin Desautels for all her help.



(Mike Turner photo)

CEO's Message

Our organization, along with the rest of the world, experienced a year full of tumult and promise, successes and setbacks, with more of both certain in the coming year. How we handle the setbacks and capitalize on our successes going forward will set the tone for our survival as an organization. Last year we updated the membership on our growing cost vs. income situation, and asked for your help in supporting our financial position. I want to thank ALL of our members for the many kind words, donations, and thoughts of support you provided in response; it's meant so much to all of us! AAHS has more knotty financial ropes to climb, but we are making inroads to paths that will, with a bit of luck and hard work, stabilize our financial picture.

In 2021-2022 we hired professional skills for our archivist position, as well as administrative support for two offices (both Flabob and Huntington Beach). We took on new expenses to speed up our digitization and decided to attend EAA AirVenture 2022. These additional costs, while modest, were still larger than what our incoming revenues were projected to cover and would not be handily covered by the Society's investment portfolio, which lost significant value in late 2022.

All this will make for a frugal year in 2023. We will continue to cut back or defer costs that are not an operational necessity and look for additional ways to fund our important historical preservation efforts. We are optimistic about our research into upcoming grant proposals, and we are exploring ways we can

make our large digital image database available to the public for a small download fee.

The world of aviation, its manufacturing industry, the airlines, general aviation, homebuilt aircraft, spacecraft, and drones has changed tremendously in the last sixty years. (*Remember the presentation from Zipline at our Annual Meeting in June, automatically delivering critical medical supplies via drone in ten different countries? Unheard of ten years ago---*) AAHS needs to make some serious changes as well in order to adapt to the instant-gratification, content-hungry, automated (*of course!*) world we now find ourselves in.

We always strive to keep our members informed of all our plans and we hope that you will make it clear to us your thoughts about where AAHS should be headed. I'd like to hear what you have to say! We can't act on every suggestion we get, but without your voice we don't know if we're meeting your needs or not. I'm really looking forward to the good we can accomplish this year—lets do it together!

Jerri Bergen, CEO

American Aviation Historical Society

jerri.bergen@aahs-online.org

★ **Folded Wings** ★

Fred Roos, 1940-2022

On Dec. 10, long-time AAHS member Fred Roos passed away peacefully after a brief respiratory illness. Professionally, Fred was an aeronautical engineer, but he was well known in the St. Louis area as an aviation historian and photographer. Fred was a frequent contributor to the *AAHS Journal* and other publications. →

Col. Joseph W. Kittinger II, 27 July 1928-6 Dec. 2022

In 1960, Joe Kittinger made aviation history with a free-fall parachute jump from 102,800 ft. He went on to fly fighters in Vietnam before being shot down and taken prisoner. After retirement from the USAF, he served as advisor on other high altitude ballooning and parachuting projects. →

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MCAS Miramar AirShow

MCAS Miramar also staged an airshow comeback in 2022. These images, snapped by John Martin, were forwarded by long-time AAHS member (and frequent *Journal* and *FlightLine* contributor) Ed Martin.

Thanks John and Ed!



A Century Ago — The Aircraft Year Book for 1923

One of our editorial aims is to urge you, our readers, to explore some facet of aviation history that sparks your interest, then share your discoveries with your fellow AAHS members in the form of an article for the *AAHS Journal* or here in *FlightLine*. We're going to help by searching for aviation history resources that can be easily accessed at little or no cost.

In Nos. 205 and 206, with the Doolittle Raid as an example, we explored the National Archives as an online research tool. In this issue, we'll look a little closer to home—the AAHS website. Among the many benefits of AAHS membership is access to over 60 years of *Journal* articles, plus thousands of aircraft photos and our [e-Library](#) of digitized books and documents.

Within the e-Library are scans of the *Aircraft Year Book* from the initial 1919 edition through 1940. (These and many other historical documents can also be accessed at the [Aerospace Industries Association](#) website.) Although very much U.S.-focused, these annual publications are a wonderful source of information on the state of aviation in general during the years between the word wars. They were published in the early months of the year indicated, which means that most of the material inside concerns the previous year.



The 1923 Aircraft Year Book

Each Year Book contains a detailed chronology of aviation events happening during the previous year. We find, for example, that on Jan. 9, 1922, Grover C. Loening was awarded the Collier Trophy for his Air Yacht design. In Feb., the Army's semi-rigid airship *Roma* exploded, killing 33 of the crew. On July 21, an Aeromarine Airways flying boat carried 7 passengers the 117 miles from Cleveland to Detroit in 82 minutes, one of many notable feats accomplished in 1922 by America's first true airline. (The Fall, 1980, *AAHS Journal* features a great



Katherine Wright christens Wright Aeronautical Corp.'s newest acquisition, a Loening Air Yacht named after brother Wilbur. Orville, hatless, stands behind her. (Sept. 26, 1922)

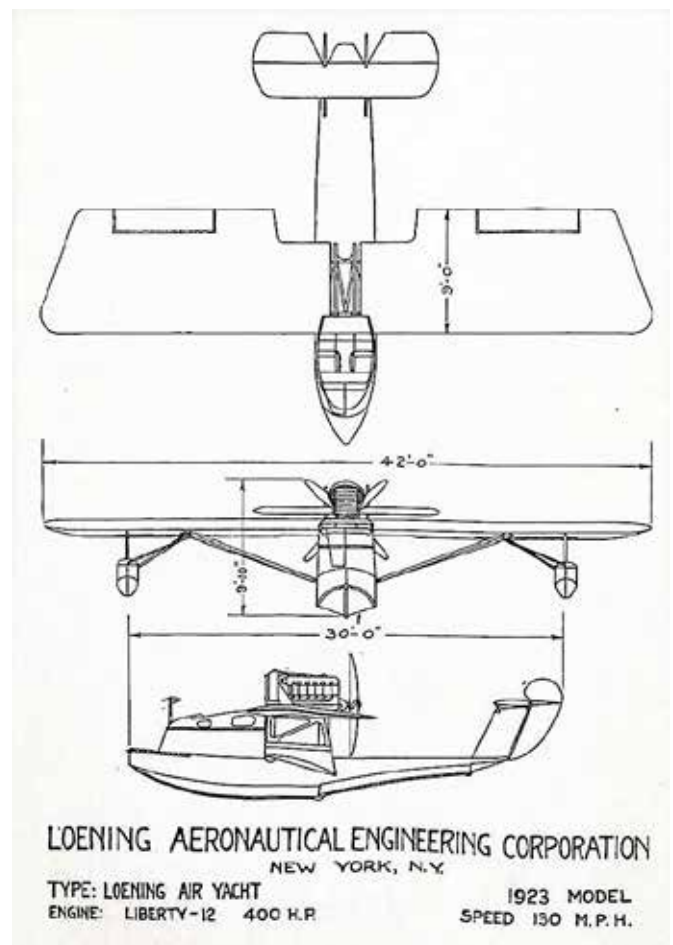
article on [Aeromarine](#); the aircraft company and the airline. Well worth reading!)

Following p.12 of the Yearbook is a photo of Katherine Wright breaking a bottle of something over the bow of what may be the world's first corporate VIP aircraft—a Loening Air Yacht. The Yearbook chronologies are very useful in tracking down details of such events in newspapers or contemporary Aviation periodicals.



This photo of N-ABCF, Loening's Air Yacht demo aircraft, was clipped from the March 27 issue of *Aviation*.

The Aircraft Yearbooks contain a wealth of contemporary information and technical data, although some of that has been superseded by more recent scholarship. Particularly useful are 3-views of the more obscure "Golden Age," including the Loening Air Yacht illustrated below. →





Chino Airport (CNO), one of the best known general aviation airfields on the planet, is home to the Planes of Fame Air Museum, itself well known to aviation enthusiasts all over the world. We stopped by for a Sunday visit recently. On the following pages are samples of what's to be seen on a slow weekend when the workshops are closed and the crowds are sparse.

Many of PoF's aircraft are flyable, and that lineup changes regularly. Others seemingly remain static for years, although those hangars are rearranged from time to time. A relatively new addition is the Korean War memorial at the north (Merrill Ave.) end of the parking lot. The entryway is a reproduction of the well-known "MIG Alley 200 Miles" portal at Kimpo airbase (K-14), Korea.



Below: The real deal, photographed by then-Lt. William Starr of the 336th FIS, 4th Fighter Wing.



The PoF memorial F-86 replicates 52-4539, flown by Lt. Ken Ewing of the 336th FIS.



Below: "Sweet Rose" on the right side of the aircraft honored the girl friend of crew chief A2C Wally Yocum.



Credit: National Air and Space Museum

Rounding out the Korean War Memorial is this MiG-15 hulk, complete with bullet holes, depicted as a Sabre victim. With North Korean national insignia and serial number 711, the aircraft markings are representative of several Soviet-manned MiG units flying from Chinese bases across the Yalu river.



Planes of Fame has its own considerable bone yard, so we decided to give readers a glimpse of this part of the museum. Most of the carcasses have been resting there for years. In the foreground here is an ex-Belgian Air Force F-104G. The inset shows it in its original finish.

(Guy Destrebecq Collection via www.belgian-wings.be)



Below: The North American family resemblance is obvious between the F-86H and FJ-3 Fury. The Sabre was a QF drone mod rescued from China Lake. The history of the FJ-3 is obscure.





A fairly rare Cold War specimen is this RF-84K (52-7625) one of 25 modified as "parasites" to be carried by the GRB-36. Displayed outside for 20 years or more, in 2014 it showed the B-36 trapeze hook in place and extended.



Above: A pair of classic USN jet fighters. Even after retirement, the Crusader was once in pristine shape. What happened?
 Below: This Hun (56-3141) was another QF mod. She took one in the tailfeathers but survived. (All photos by Joe Martin)



Book Reports



Roland Garros, The First Fighter Pilot,

by Lt. Col. Ed Cobleigh, (USAF ret.).
Check Six Books, 3750 Sky Ridge Drive,
Paso Robles, CA, 93446.
ISBN: 978-1629671567, 2019.

Paperback, 9"x6", 326 pages, Bibliography.

Many of us are aware that Roland Garros has been identified as one of the first pilots to arm their plane with a machine gun firing through the propeller arc. His crude use of metal wedges to deflect any bullets that might possibly strike the propeller are also well known.

While many give Anthony Fokker credit for developing the synchronization system for the gun interrupter system, Cobleigh actually provides a case that others might have been involved. What is less well known about Garros are the details about the "beginning, middle, and end" of his story that wrap around his WWI fighter pilot exploits. For example, he was actually born of French parents on Reunion Island in the Indian Ocean – not in France. He spent most of his childhood growing up in Saigon, Vietnam. His father, a lawyer, expected Garros to follow in his footsteps, something that would not happen. Sent back to France to study law, Garros found that cavorting around and eventually selling automobiles (a new-fangled thing of interest to the rich and famous of that time) more suited his interests and personality.

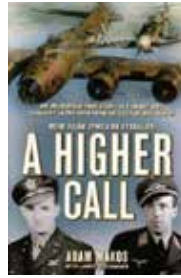
What is little known is that Garros has an American connection and that connection is aviation related. Having taught himself how to fly – a standard practice in 1910 as there were no schools – after an ignominious start. Having purchased a Demoiselle in April 1910, he managed to total the plane by pulling out onto the "runway" front of a landing plane that was unable to avoid him. Throughout the rest of 1910, Garros sharpened his flying skills and was soon performing on the "air show" circuit. This led to a connection with John Moisant, which in turn led to Garros joining Moisant's Flying Circus in November 1910. This group toured a number of cities on the East Coast, and Garros was with them in New Orleans when John Moisant crashed and was killed on December 31, 1910. Garros and the other members of the group would soldier on touring in Texas, Mexico, and Cuba before disbanding in the Spring of 1911.

The book is an excellent and easy read. Cobleigh has developed into an excellent story teller and this reviewer highly recommends this work. It provides not only insight into who Roland Garros was, but also the development of aviation just prior to WWI. *(Reviewed by Hayden Hamilton.)*



Want to recommend a good aviation history book? Please let us know! Thinking about purchasing a book but want to find out more about it first? We can help with that, too. Just [click here](#).

HAPPY READING!



A Higher Call by Adam Makos with Larry Alexander. Dutton Caliber/Penguin Random House, LLC, New York, NY.
ISBN: 978-0-425-25286-4, 2012.

Hardcover & Paperback, 9"x6", 392 pages,
Notes, Bibliography, Acknowledgments,
numerous B&W photos. Paperback, \$14.95.

We do not generally review books that were originally printed 10 years ago, but this one slipped through the cracks. It is noteworthy for a number of reasons. First, it provides an interesting insight into the life of a German fighter pilot on all fronts but the Eastern (North Africa, Sicily, Italy and German) from the earliest days of the war to its end. Second is the parallel view of a young B-17 pilot and his crew as they progress through training and deployment. Learn how these two pilots' lives came together not once, but twice and the circumstances behind this.

This is the story of the German Bf-109 pilot that escorted a mangled, barely flying, defenseless B-17 out of Germany to the safety of the North Sea over one of heaviest flak belts Germany had at the time. How this action was treated and the impact it had on the principals involved. Many of us have heard about this incident without much detail. With the phrase made famous by radio commentator Paul Harvey, now "The rest of the story."

On December 20, 1943, the lives of Lt. Charles Brown and Franz Stigler would cross in a most unexpected way, rticular since both were enemy combatants on opposite sides. On his second mission, and first with his own crew, Brown would take his plane and crew to bomb a Focke-Wulf plant on the outskirts of Bremen. Attacked by fighters and damaged by flak the B-17, flying on two engines with another malfunctioning. was limping home. The tail gunner had been killed, the other gun positions either damaged or out of ammunition, left stabilizer gone, rudder shot to pieces, the B-17 was a sitting duck.

Stigler had just taken off after replenishing his Me-109 when he encountered the stricken B-17. Preparing to shoot it down he became more aware of the plight facing this crew the closer he got. He got so close that he was eventually flying formation with the other aircraft. Somewhere humanity kicked in and Stigler decided not to shoot the plane down, even though an act of treason not to do so. He also made up is mind to escort the bomber through the coastal flak belt they had to negotiate, hoping the gunners on the ground would not fire with him in escort. Eventually, he left them to their own fate of trying to fly the stricken aircraft for more than two hours across the North Sea to get back to England, figuring they had little to no chance of making it.

Fast forward to January 1990 and through a set of fortunate circumstances, the two pilots were able to reconnect. Both had spent the preceding five years trying to find out what had happened to the other. This unique story is artfully told by the author. Furthermore, it provides a very personal glimpse into the lives of two individuals that served their country to the best of their ability during a war-time situation, yet still managed to preserve a bit of humanity while doing so. If you haven't read this book, you should. *(Reviewed by Hayden Hamilton.)*

(cont. next page)



The Aviation Pioneers of McCook Field,

by Jerry Koszyk.

Schiffer Military Press, 4880 Lower Valley Road, Atglen, PA 19310.

ISBN: 978-0-7643-6352-8, 2022.

Hardcover, 9"x6", 192 pages, Bibliography, Index, numerous B&W photos. \$24.99

A number of pieces have been written about the formation and development of McCook Field in Dayton, Ohio (the predecessor to Wright Patterson AFB). Koszyk's approach is different in that it focuses more on the individuals involved than on the planes and testing that went on at the field. The only unfortunate aspect is that it took almost 40 years of research before the finished product was ready. Something the author himself admits is regrettable.

Created by interviewing the principals involved, the reader is treated to a unique perspective of what life and work was like during the post-WWI military aircraft development. You'll read not only the comments by the likes of George Hallett, John Macready, Harold Harris and James Doolittle, but Darlene (Crist) Gerhardt, wife of the "Cycleplane" inventor and long-time employee at McCook and later Wright-Patterson AFB. You get to see a personal side this is often lost in the "historical" works about this period. And, Koszyk interviewed almost all of the major characters, and individuals in the supporting staff that worked with them.

The book makes for fascinating reading and is recommended by this reviewer to anyone having an interest in the Golden Age of aviation where almost every flight set some sort of record (not true, but seems that way since so few records even existed then). *Review by Hayden Hamilton.*

A Pair of Historic Rollouts



On Dec. 2, 2022, Northrop Grumman unveiled the long-awaited B-21 at its Palmdale, Calif. plant. The designation, according to the Air Force, was chosen because the aircraft is the first new bomber of the 21st century, while the name "Raider" honors the WWII Tokyo raid led by Jimmy Doolittle.

Hailed as the world's first Sixth Generation aircraft, not much was revealed, although officials confirmed that five test aircraft are under construction. First flight is scheduled in 2023, with service entry slated for 2027. Production is expected to total a minimum of 100 aircraft.

Click [here](#) to view a 35 min. video of the unveiling, including remarks by SecDef Lloyd Austin and others. →

Meanwhile, on Dec. 6 the 1,574th Boeing 747 rolled out of the Everett, Wash., wide-body plant, bringing to a close a production run of 50-plus years for this iconic aircraft. The last of the line, a 747-8 freighter c/n 67150, will be delivered in January to Atlas Air as N863GT.

First flown on Feb. 9, 1969, the 747 was indeed a game changer in commercial aviation, being operated by virtually all major international carriers. The 747 is now all but done as an airliner, but the cargo birds and the upgraded VC-25B "Air Force One" presidential aircraft are likely to remain in service for many years to come.

A pair of excellent articles on the 747 can be downloaded from the [Spring 2019](#) issue of the *AAHS Journal*—just one of the benefits of AAHS membership! →





Air Piracy!



Oct. 22 was an early trick or treat for kids at Riverside Municipal Airport (RAL). Around a thousand little ghosts and goblins were treated to Halloween goodies, including some air-delivered by *Pacific Princess*, the B-25J (43-28204/N9856C) belonging to AAHS board member Carl Scholl and partner Mike Polley. Mike, with co-pilot Zach Tothe and crew chiefs Larry Scarpa and Tucker Yamada, manned the B-25, taking along a pair of pirate princesses, Christine Scholl and AAHS CEO Jerri Bergen.



The pirates and their loot. (L-R) Jerri Bergen, Zach Tothe, Bailey Black, Christie Scholl, and Mike Polley.



The Pacific Princess crew and PAX prepare to zoom from Chino to a Halloween raid on Riverside.



A-r-r-r-h Matey! AAHS Flabob manager Charlie Shaw encounters the notorious lady pirate **Nobeard**, alias Scary Jerri.



In the nose of the B-25, Navigator/Bombardier "Bone Daddy" wards off evil spirits with a pair of .50 cal. persuaders.



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MEMBERSHIP APPLICATION

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

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

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

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

Enclosed is my check/money order for
\$ _____ (U.S. Funds)

NAME _____

STREET _____

CITY _____

STATE/COUNTRY _____ ZIP _____

eMAIL ADDRESS _____

INTERESTS _____

Charge to: VISA MasterCard CCD # on back: _____

ACCOUNT # _____ EXP DATE _____

SIGNATURE _____ DATE _____

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

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

Make a General Donation

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

Please contact me about:*

- Endowment needs Including AAHS in my estate plan

I can be reached by phone at: _____

I can be reached by email at: _____

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

membership@aahs-online.org or by calling 714 549-4818