



AAHS FLIGHTLINE

No. 200, 4th Quarter 2020

American Aviation Historical Society

www.aahs-online.org



Tri-State Warbird Museum Flying Showcase By David Jackson

Highlights of What's Inside

- **Tri-State Warbird Museum Flying Showcase**
- **Midway Historians**
- **Lloyd Scott Jones**
- **Plastic Wings**
- **Ampaire Flies Longest Route to Date for an Electrified Aircraft**
- **EPA Proposes First-Ever Aircraft Emissions Standards**
- **Where Do We Go From Here?**

Regular Sections

- **Presidents Message**
- **Wants & Disposals**
- **Book Reports**
- **New Members**

I found out about this warbird flying event totally by accident when the Tri-State Warbird Museum historian contacted me the week before the event. He had information for me for my research on the “Arsenal of Democracy,” which resulted in my looking at the museum’s website. To my surprise, the museum was doing a warbird flying event for the benefit of its sponsors. Tickets were available for the public and I did not hesitate to purchase one. While the ticket price was considerably more than a normal airshow, it was also a way to help the museum get through the pandemic. The cost of the guest pass included valet parking and food and drink on the field.

With all of the airshow cancellations due to the pandemic in 2020, being able to visit an air event and watch and hear warbirds fly had been put out of my mind as a possibility. The Warbird Flying Showcase, as the museum labeled it, was for all intents and purposes an airshow. This was a Friday afternoon event, with the flying scheduled for 4:00 to 7:00 pm.

According to the volunteer at the entrance to the event, I was the first person to arrive. It may have been over a year since I have been to an airshow, but I still know to arrive as early as possible to get a good location on the field. The photo on top of the next page shows where I was located, which put me as close as I could get to the front line and air show center. The white marks on the grass were the socially distant locations for each family group to sit. The front line was reserved for the high value sponsors of the museum.

Boy, did these warbirds look good to me!! A year is a long time to go without any warbirds.

This location provided a good spot to watch the C-45, F8F, TBM, B-25, P-51, and FW-190 start up in front of me. There was also a C-47 farther down the taxiway to the right in this photo. Three T-6/SNJ's and an L-17 were staged across the runway.

While several airshows this year have gone to a drive-in concept, this is the only



one I am aware of that has done an assigned location for chairs. This allowed for the guests to visit the displays inside the hangar and visit the food trucks. This worked out well. We kept our spacing and got to watch several warbirds fly. Unfortunately, the pandemic may well be with us for the 2021 airshow season. While most of the shows that cancelled this year plan to be back next year, it may still not be business as usual. Drive-in shows may become more prevalent, and other shows may want to consider something like this. It just depends on how much a show can simplify the event, and keep costs down, while providing a good flying venue at an increased but hopefully reasonable cost for enough persons to purchase tickets.

B-29 "Doc" was not staged at the Clermont County Airport but opened the show. It flew in from nearby Cincinnati Lunken Field and gave us two passes. This photo was taken after the first pass down the runway.

What a great way to start out my first airshow in over a year! While the museum did not promote this as an airshow but as a "Thank You" event for its sponsors, the flying event smelled like an airshow, sounded like an airshow and looked like an airshow. It was an airshow. Normally the museum



has an inside event earlier in the year to thank its sponsors. This year that did not happen due to the pandemic. So, it decided to do the safer outside flying event. This is one of the few things I can think of that is a positive event due to the pandemic.

After the B-29 left, the museum's SNJ was first off.

The SNJ teamed up with two other Texans and a Navion

for multiple formation passes. The Navion was a last minute substitute for a T-6 that could not fly due to mechanical issues. What became obvious very early in the event, is that the pilots came to fly, and the museum wanted its sponsors to see a lot of fly-bys. They kept it simple. They put the warbirds in the air, and then flew the heck out of them. No jet trucks. No civilian aerobatics. No Piper Cubs landing on trucks. Just good old-fashioned warbird passes. As it should be.

I took over 1,100 photos in the four hours I was at the event. Here is just miniscule sampling of what I shot.

[Editor's Note: Things are beginning to open up a little. Tri-State Warbird Museum has similar events planned for November and December. Planes of Flame in Chino, Calif., has implemented monthly flying activities as well. If a museum or airport near you has had flying events in the past, check their web site for possible future events. This may not be all doom and gloom. Key elements for avoiding Covid are wear a mask, avoid indoor events and maintain reasonable social distancing.]





I have never seen this formation before. The C-47 leading the C-45, L-17, and SNJ/T-6s in formation. Not only did they do it once, but they went around, came back, and did it again.

The show was divided into three flying segments. After the trainers and transports landed, there was a 15-minute break. Then the Grummans flew. Tom McCord, in the Tom Wood Aviation's F8F, shows why the Bearcat was built. During WW2, aircraft carriers needed to get their fighters off the deck and to altitude to meet incoming air attacks. The F8F was too late in the war to put its high climb capability to use. After many passes by the two Grumman warbirds, there was another 15-minute break until the final flying segment.

The last segment had the museum's B-25, P-51, and Flugwerk FW-190 fly.

This event was the first time the public would see the FW-190 fly. The livery of the FW-190 in which the plane arrived in from the previous owner was incorrect. The museum did a considerable amount of research and then painted it in this authentic World War Two paint scheme. This was a great warbird event with more flying after this as the P-51 and FW-190 chased each other around the field in simulated dog fight.

In case you hadn't noticed, the weather could not have been better. A nice late summer afternoon with lots of sun and just cool enough for a light jacket or sweater.

Wants and Disposals

WANTED: Katherine Stinson info

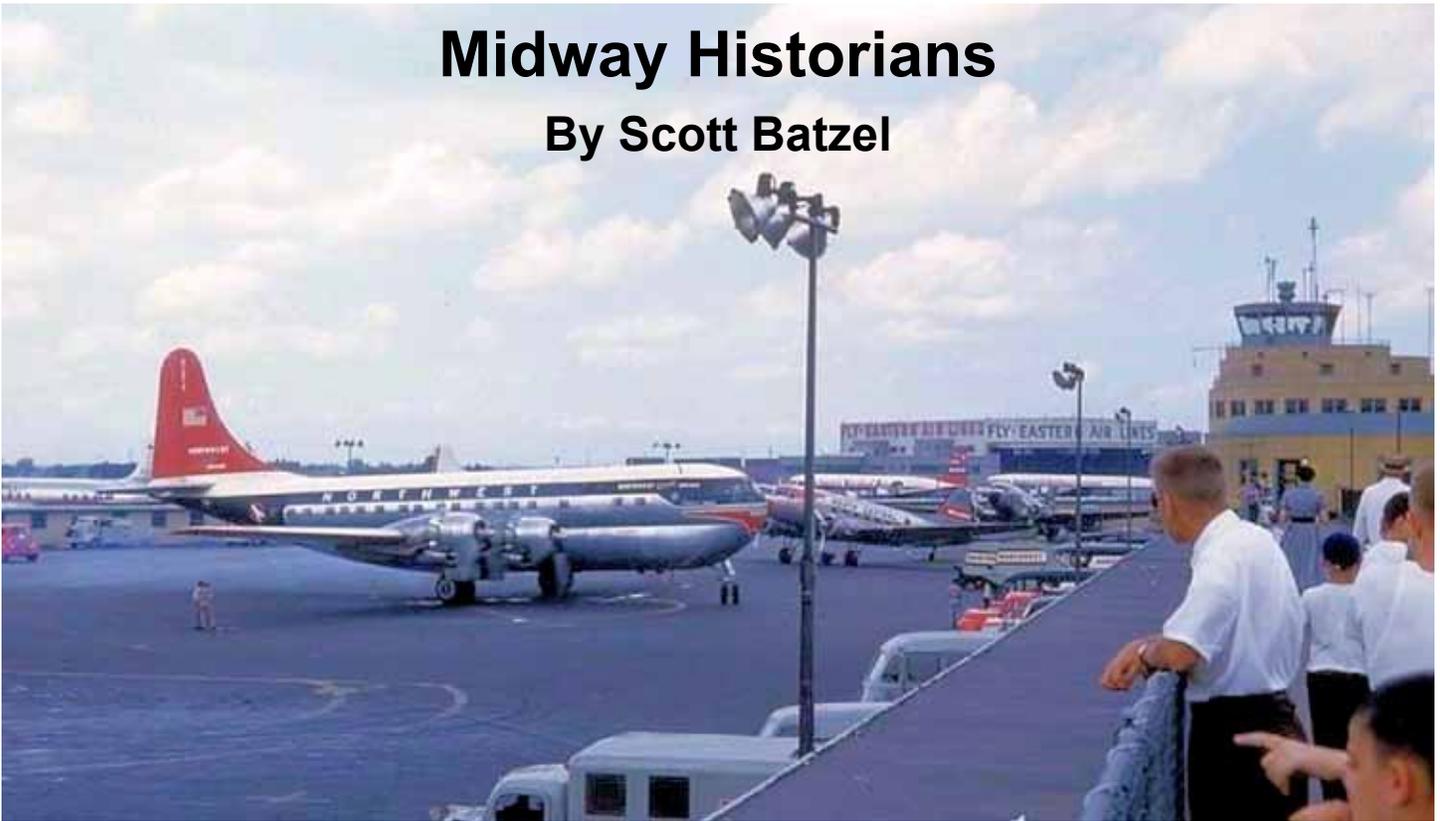
I am ready to start a rough draft of a book on aviation pioneer Katherine Stinson of the Flying Stinson family. I would like to ask if any of you have primary and/or secondary sources on Katherine not available in the Otero-Stinson Papers at the Univ. of New Mexico, Albuquerque, or not in the Marjorie Claire Stinson Papers at the Library of Congress in Washington, D.C.

Also, if any of you can refer me to a Stinson descendent or relative who might be willing to be interviewed either in person or via email, phone, Zoom, etc., I would greatly appreciate that help as well.

David Langley
Asst. Prof. of English, Retired
Db12000@hotmail.com"

Midway Historians

By Scott Batzel



In the 1950s, Midway was a major airtraffic hub before operations were moved to O'Hare. Here we see a Northwest Airlines Boeing 377 preparing to depart from the main terminal building around 1956. (Photo from the Midway Historians collection)

The origins of the Midway Historians can be traced to 1987 when Bob Russo was introduced to Bob Soraparu through a mutual friend who was an aviation slide dealer in Chicago.

Russo, a United Airlines captain, grew up a few blocks northwest of Midway Airport (MDW) while Soraparu, a customer service agent for USAir, grew up a few blocks southeast of the airport. Both men spent their youths hanging around Midway taking snapshots of the terminal and airplanes from the observation deck during the airport's "glory years" of the 1950s

Over the years, both men had assembled a large collection of 8"x10" photos.

Reflecting upon the early years, Russo said: "At the time, I was flying for UAL and Bob was a CSR for Allegheny/USAir. We compared collections and realized our collections were similar, and yet each collection had unique photos we soon combined to complete the other's collection. Bob Soraparu also had the unique ability to find MDW photos in unlikely areas that enhanced our collections. We then started The Midway Chapter of The World Historical Society and began having informal meetings at our homes. Our guests included early MDW historians from the 1930s and anyone who had an interest in MDW or photos to share. Invitations were word of mouth and everyone was welcome. There were no officers, by-laws, or dues; the only requirement was an interest in MDW. In 1989 we published a MDW postcard featuring a Midway Airlines DC-9 departing MDW. Bob and I continued increasing the size of our collections over the intervening years.

"In 2002, at a book signing for his new book, *Chicago's*



Controlled chaos? Another view of the ramp in front of the main terminal building in the mid-1950s. Thank God I don't have to sort all this out! (Photo from the Midway Historians collection)

Midway Airport: The First Seventy-Five Years, we met the author, Chris Lynch, and fellow author Dave Kent. Chris, the grandson of Pierce "Scotty" O'Carroll (the founder of Monarch Air Service, which was the first FBO at MDW) had written the first book detailing the history of MDW and his grandfather, an early pioneer at the airport. We also learned that Dave Kent, a pilot himself, was also researching a book about a TWA Constellation that had crashed shortly after departing MDW. We discussed our similar interests and shortly thereafter, Chris and Dave announced the first meeting of The Midway Historians. The first meeting at a local restaurant was such a success, we had another meeting a few months later, which again was well attended.



Traffic today is close to the same level as the 1950s with Southwest Airlines having made Midway a major hub in their route system. (Photo from the Midway Historians collection)



This aerial shot gives a better overall picture of why Chicago was motivated to build O'Hare. There just wasn't enough room at Midway to expand – either runways or terminal capacity, particularly for the long-haul 707-class airliners or the future wide-bodies jets that would start arriving in the late 1960s. (Photo from the Midway Historians collection)

“Today, the Midway Historians meet 2-3 times a year. We have no officers, by-laws, or dues. The meetings are simply people interested in the history of MDW who come to look at our collection of photos and memorabilia and talk about “the good old days!” We are pilots, mechanics, ground service, and just about anyone who has an interest in MDW. Being an airline employee is not required! Our collection of photos has increased immensely and we now have the largest photo collection covering the history of MDW.

“We now have a website (www.midwayhistorians.com), which is a treasure trove of MDW history. Chris Lynch has



Midway also hosts an Air National Guard unit. Here we see a Boeing C-17 landing at Midway. (Photo by Chuck Belanger)

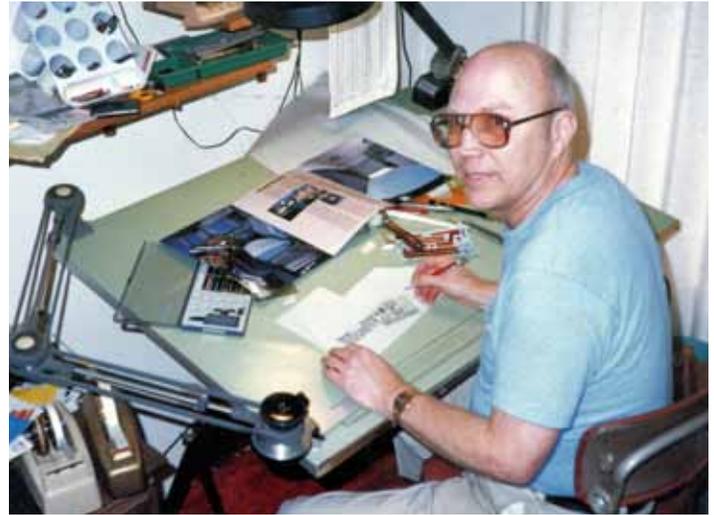
also published his second book on MDW through the unique perspective of MDW's official ‘photographer of the stars’, Mike Rotunno, titled *When Hollywood Landed at Chicago's Midway Airport*. Dave Kent also published a book called *Images of Aviation: Midway Airport*.

“Another valued member of our group, Pat Bukiri, has started downloading our photo collection onto Flickr, which is accessible through the Midway Historians Website.”

For those looking to do some aircraft spotting, club members recommend using the City of Chicago owned green spaces that occupy the four corners of the airport for photographing departures and arrivals. Street parking is free and plentiful near these grassy areas. Taxiing aircraft can be captured through a chainlink fence that surrounds the areas of the airport not blocked by walls.

Lloyd Scott Jones

1931-2020



Lloyd at work at his desk

Lloyd Scott Jones was born in spring 1931 in Los Angeles California. He passed away peacefully at home surrounded by family, aircraft models and many awards for writing and IPMS shows on September 27, 2020, at age 89.

Growing up across the street from Lockheed, this was a man who lived and breathed airplanes his entire life with unparalleled passion.

Lloyd married his first love, Peggy in 1957. They had two sons, Scott and Mark.

He was an accomplished photographer. From the early 1950s through 1963 he was the owner of Clint's Camera; a family owned hobby shop in Van Nuys. Often he would fabricate planes using research from magazines and display them there. Being accurate, and in some cases classified, it prompted visits from the military investigative branches. He never gave up his legal ground when asked to turn them over.

In 1961 he was commissioned to build a collection of 50 airplanes to commemorate the 50th Anniversary of Naval Aviation; all scratch-built mostly from wood in diminutive 1/240 scale. This collection was donated to the Smithsonian.

In 1961-62 he wrote and illustrated the book *U.S. Bombers B-1 to B-70*. Next he wrote and illustrated *U.S. Fighters P-1B to YF-17* and then the *Naval Fighter Book*. He even wrote a novel in 1987. *The Black Rainbow*; a story based on stealth and alien technology. He had an interest in extraterrestrial craft and worked closely with John Andrews at Testors developing stealth aircraft and alien spacecraft kits.

From 1963 through 1973 Lloyd was a Research Analyst at Revell. The title belies the true scope of his work and influence with Revell and the modeling community. He continued to freelance for AAHS FLIGHTLINE No. 200, 4th Quarter 2020



Lloyd used a photo similar to this one to calculate the dimensions of the SR-71 from the grid markings on the ramp at Edwards AFB. He called the PR representative at Edwards and ask if the slab dimensions were classified. Told no, the representative went out and measured them for him. Using this information the resulting model was within inches of being right.



Lloyd was recognized by the membership as the Best Aviation Artist in 2013 with this rendering of a Northrop YB-35 flying over the Southern California desert casting a B-2 shadow on the ground. The painting is also very representative of Lloyd's whimsical nature.

Revell through 2011 creating box art models and decal artwork.

Some of his many achievements at Revell revolve around his attention to accuracy. He was dissatisfied with the practice of "box scale". Since 1/72 was already an established scale from military aircraft I.D. models he made it into the standard. For large scale aircraft, he pressed for 1/32 and came up with the first subjects.

Always on the cutting edge of new aircraft, he figured out the scale and proportions of the classified SR-71 in 1968 using the grid of Edward's AFB concrete slabs (without breaking any laws) to create the first kit of the iconic plane.

He was instrumental in the space themed models, too, by using sheet styrene rings for the Saturn V Rocket he saved thousands in tooling.

He was first to incorporate the Federal Standard Colors into the instructions and decals. This inadvertently caused a run on the books from the government.

Even though he was "the aircraft guy," he was a car guy, too, and knew as much about automobiles, both historically

See Jones on page 15

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PLASTIC WINGS #2001

Bob Rogers' talent takes "plastic wings" beyond the box as shown here. The scratch-built Head Skinner SJ-1 model, pictured here, was inspired by the real deal, built and flown by Earl "Skeeter" and Jerry Adkisson. Bob described his project for FLIGHTLINE.

"I build three-foot models," he says. "Stay back three-feet when you look at them. God bless you super detailers, but I build for enjoyment, not contests.

"In 1957 the best friend I ever had and his brother built a gull wing homebuilt inspired by the PZL line of Polish pre-WWII fighters. The brothers used Luscombe 8A wings, tail cone, and tail surfaces. Working from pictures, a set of Cleveland Models plans and, a copier for scaling, I built this 1/48 scale model. The wings, wheel pants, cowling, and fuselage required resin-cast parts, so I had to learn about making masters, RTV molds and casting parts. If you haven't done it yet, give it a go. It's not as hard as it looks. I used the cowling from a 1/48 Piper Super Cub kit as a molding master, sheet styrene for the tail surfaces, and aluminum for the spring steel landing gear. She is really a multimedia build.

Essential for his build was this focus on this historic model was getting the colors right. "It took me a year and a half to find that the Naples Orange was a side accent color on 1956 Packards, he recalls. "The local NAPA store mixed up a rattle can for me, so I had a perfect match. If you use an airbrush they



can give you any size liquid you need.

Included are pictures of the Head Skinner with a local beauty queen holding some of the trophies won by the airplane and my completed model. The boxer dog even made it into the build. Finding him took some time, too.

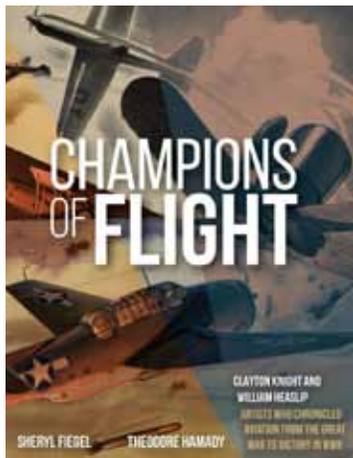
I have more scratch building to do on airplanes my friend built or restored. Waiting in "the wings is a model of a Waco that's in the Smithsonian collection. All my models will end up in the Airpower Museum in Blakesburg, Iowa.

Bob included a picture of an exercise in whimsy, asking, "What if Henry Ford got carried away with 'a better idea?'"



Book Reports

Champions of Flight; Clayton Knight and William Heaslip, by Sheryl Fiegel & Theodore Hamady. Casemate, 1950 Lawrence Road, Havertown, PA, 19083, www.casematepublishing.com. ISBN 978-1-61200-7793, 2019, 304 pages, 12"x9.5" hardcover, 220 color and 220 B&W images, notes, bibliography, index, \$49.95.

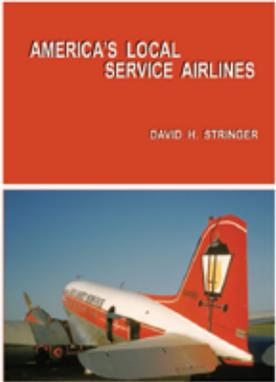


If you are a historian or interested in aviation from WWI to the end of WWII you have probably been exposed without your knowledge to the works of Clayton Knight and William Heaslip. These two aviation artist and illustrators were prolific during this period – everything from comic strips, pulp fiction, book illustrations, company and movie advertisements, recruiting posters, trading cards, training books,

magazine covers and the like. If an aviation illustration was needed, these two artist were the recognized leaders in generating them.

Clayton Knight was a pilot with the U.S Expeditionary Force during WWI, where he was shot down, wounded and captured shortly before the end of the war. William Heaslip trained with the Royal Flying Corps in Canada as an observer and gunner with the war ending before he was deployed in combat.

If you have read any of Elliott White Springs books - War Birds, Diary of an Unknown Aviator, Nocturne Militaire, Balloon Buster, Above the Bright Blue Sky – then you have seen Clayton Knight’s work as he did the cover and illustrations for these books. If you are familiar with the 1929-1930 Aero Digest and Western Flying publications, the Berryloid color advertisements are the creative genius of William Heaslip.



America's Local Service Airlines
by David H. Stringer

\$39.95

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U.S. Shipping & Handling add \$4.25

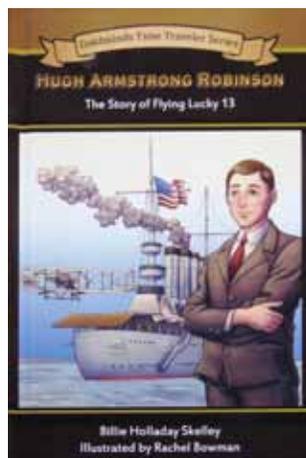
The book chronicles the lives and development of these two artist from supported by period photos and examples of their work. The book, itself, is an excellent chronicle of aviation development during this period. If you are visually oriented, this book would be an excellent addition to your library for all the beautiful aviation color art it contains.

By Leland Pugsley

Primary Reading for Air Kidets

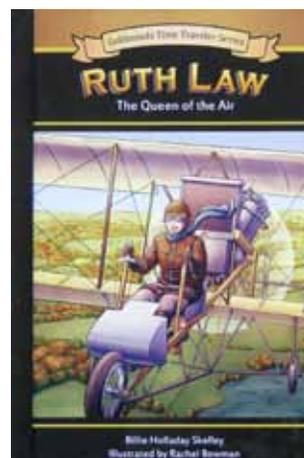
Two books from Goldminds Publishing, St. Louis, MO, amphoraepublishing.com

Hugh Armstrong Robinson, The Story of Lucky 13, by Billie Holladay Skelley, Illustrated by Rachel Bowman, Goldminds Pub ISBN 978-1-946504-4740, 37 pages, color illustrated \$16.95



Two books new to the AAHS library are well-timed for seasonal giving to youngsters whose reading skills are a glider flight advanced from “Dick, Jane and Sally,.” delightfully illustrated and presented in large type fonts for easy reading. There’s even a glossary to help the process. The first added to this reviewer’s knowledge. Hugh Armstrong Robinson, The Story of Flying Lucky 13 Fascinated early by matters mechanical, the Neosho, Mo., native owned a bicycle

shop in Neosho before moving to St. Louis, becoming smitten by matters aeronautical and becoming chief pilot and engineer for Glenn Curtiss during the 1909 Centennial Exposition. He invented the tailhook for arresting airplane landings, demonstrated for the first time January 18, 1911 by Curtiss pilot Eugene Ely. Robinson had an affinity for the number 13, and every plane he flew in hundreds of exhibitions visibly was festooned with that number. He died in 1983. The “Did You Know?” pages near the book’s conclusion feature additional tidbits of nourishment about Robinson and early flight.



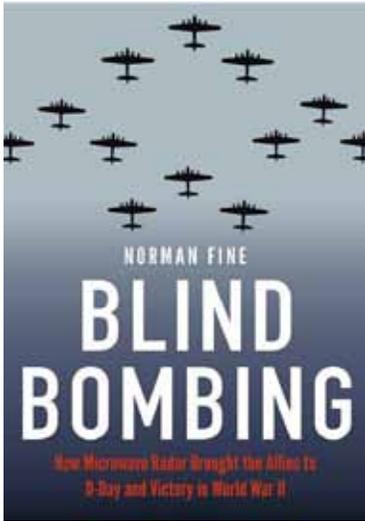
Ruth Law, The Queen of the Air by Billie Holladay Skelley, Illustrated by Rachel Bowman, Goldminds Pub, ISBN 978-1-946504-13-5, 46 pages, color illustrated \$17.99

An imaginary 1916 newspaper interview introduces Ruth Bankroft Law (born 1887) to readers as she prepared for her soon-to-be attempted record flight from Chicago to New York City in one day. The familiar challenge of

a woman proving equal to a man's pursuit follows. Her record-setting flying continued stateside well into WWI. The text makes no pretense of being a biography, and that's fine. Of more importance to the likely readers of the book is the intrepid spirit of a pioneer aviator at a time when bravery and determination transformed dreams unimagined short years previously into glorious reality.

By Job Conger

Blind Bombing: How Microwave Radar Brought the Allies to D-Day and Victory in World War II, by Norman Fine. Potomac Books (University of Nebraska Press), 1111 Lincoln Mall, Lincoln, NE 68588-0630, ISBN 978-1640-1-2208, 2019, 9"x6" hardcover, 230 pages, 10 B&W photos, \$29.95.



The author was an engineer involved in radar development. While researching background material he came across several publications relating to the founding of the MIT Radiation Lab during WWII, coupled with the British development of the resonant cavity magnetron, possibly the single hardware invention that was most influential in winning the war.

Further research uncovered the H2X "Mickey" blind-bombing

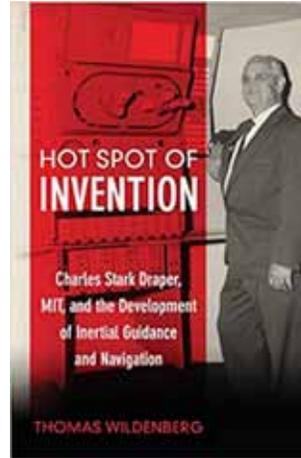
radar development deployed in U.S. Eighth Air Force Pathfinder B-17s starting in early 1944. Following up this research and wanting to learn more about the operational deployment of the H2X, the author contacted his uncle, a highly decorated B-17 navigator. A call to him and asking the question of whether he had ever come across an H2X equipped B-17, or known any Mickey navigators led to a pregnant pause. This was followed by the admission that his uncle had flown the first production H2X radar equipped B-17 to England. The story expands from there.

The author has done a marvelous job of weaving the technological development of the microwave radar with its operational deployment and effectiveness in Europe during WWII. How MIT engineers and scientist took a British invention and further refined it to produce ever increasing resolution of the system. The deployment of airborne radars for deep penetration raids into Europe as well as its use against the U-boat threat in the Atlantic are well covered.

If you have an interest in the role technology played in helping determine the outcome of WWII this book should be high on your list. Well written, well documented with footnotes and bibliography.

By Hayden Hamilton

Hot Spot of Invention: Charles Draper, MIT and the Development of Inertial Guidance and Navigation, by Thomas Wildenberg. Naval Institute Press, 291 Wood Road, Annapolis, MD, 21402. ISBN 978-1682-2474-693, 2019, 294 pages, 9"x6" hardcover, numerous drawings and B&W photos, footnotes, bibliography, index, \$39.00.



Most all of us have heard of Draper Labs, or seen their advertisements on television. This book covers the life of Charles Stark Draper, and the founding, expansion and divestiture from MIT of what is now known as Draper Laboratory. It particularly focuses on Draper's work at the MIT Instrument Laboratory that initially worked on improved aircraft instruments. This work, in conjunction with Sperry, eventually led to gun sight development. While initially these were visual correcting sights for artillery pieces, this eventually

expanded to aircraft gunsights as well. On the artillery side, the Instrument Lab during WWII was engaged by the U.S. Navy on ship-borne anti-aircraft defenses, where the integration of radar for initially ranging and later, elevation determination brought the MIT Radiation Lab (see Blind Bombing review) just down the street into the picture. By the end of WWII almost every USN naval gun would have a fire director control system that was driven by systems developed by the Instrument Laboratory.

The instrumentation lab continued working on aircraft instrumentation, moving on to inertial navigation systems. Draper's team would conduct the first blind transcontinental flight relying on an inertial navigation they had developed and install in a Boeing B-29 loaned to them by the USAF. The 12-hour, 2,600-mile flight from Boston to Los Angeles resulted in about a 9-mile error relative to their aiming point. This work would lead to the first production inertial navigation system used by the USAF and commercial transports. It would lead to later applications in missile guidance systems.

If you are interested in the military-industrial complex relationships of the late 1930s to early 1960s, this book is loaded with the interpersonal relationships of Draper, his team at the Instrument Labs, and U.S. Navy and Air Force procurement personnel, not to mention the focus on Charles Stark Draper's personal life.

By Hayden Hamilton

MOVING???

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

Or, if you change your email address, be sure to let us know so we can contact you if needed.

President's Message

AAHS Moves Office Times Two!

2020 has been noteworthy on many levels, politically and economically, globally and personally, emotionally and physically – both for the positive and negative. For AAHS 2020 will be noteworthy for a very positive reason; our downsize move to a smaller Orange County office AND our simultaneous Headquarters move to Flabob Airport, Riverside, Calif., are essentially complete! We say 'essentially' as there are a host of to do's that will continue into next year to update the Flabob building to our needs, but the phones are in and the lights are on!

AAHS made TWO moves

Back in 2015 the Board of Directors discussed the move out of Huntington Beach, California to find a location with lower rent, and, with luck, in an aviation community that shared AAHS long-term goals. Several alternative sites within 60 miles of the current office were evaluated, with office space at historic Flabob Airport, Riverside, Calif., being the final selected site, by the end of 2017.

Most of the current AAHS volunteers, however, still lived close to the Orange County location, and provide invaluable support to AAHS operations. The Board agreed that we could support our mission and our volunteers by keeping a smaller office in Orange County for operations, while building up our operations at the Flabob Headquarters. Hence, our move plans had to include a simultaneous move to TWO locations!

Flabob Office Improvements

A historic converted WWII 'temporary' barracks building that previously housed the Flabob airport office was updated in 2019 for AAHS, supported by the generous donation of AAHS Member John Turgyan, with reinforced flooring to support the AAHS image archives, updated with new carpets, paint and lights. AAHS also purchased two 8'x20' shipping containers, with electrical hookups and insulation and had them installed behind the AAHS office,

providing room for additional library books and archives.

A Downsized Orange County Location

While Flabob improvements were underway, a search commenced for space in Orange County turned out to be surprisingly close- just 6 doors down in the same business center. 15446 Transistor Lane, Huntington Beach, CA is the new Orange County address of AAHS, a smaller space (1,100) square feet, that now houses bookkeeping and membership desks, part of the photo archives and some of the AAHS aviation book collection.

The mastermind behind the logistics of moving simultaneously to two locations is Bob Palazzola, our Library Manager. Bob created space plans, counted boxes, packed over 400 boxes himself, and worked tirelessly alongside Syndy Resler, our on-site office manager, to determine what would go where. Bob and Syndy teamed up to coordinate all the logistics such as internet and phone service, hiring movers and keeping other volunteers apprised of when they could enter the old (and new) locations safely.

When our move day came, everything went off smoothly, even with a reduced work crew, and COVID-19 safety restrictions in place. Syndy re-located important bookkeeping functions offsite, so we would not lose any operational downtime during the move, while Bob set up effective staging areas that allowed boxes and equipment to be moved to both locations all in one day.

Operations Going Forward

All of AAHS 3-view binder collections, the AAHS 35mm slide collections that have been scanned to the on-line image database (stored in fireproof safes), a large portion of the film and negative archives, and over 400 books of aviation books now reside at the Flabob office. Volunteers like Yesenia Villalobos, and a number of local college and high school students have been recruited to support some of the many projects available at Flabob, including slide identification, VHS tape cataloging, library cataloging and film media digitizing. AAHS members Robert Jordan and Howard Butcher have committed to support operations at Flabob, which will allow the Headquarters office to post regular operating hours 2-3 days per week.

The Orange County office will continue to process daily mail and member inquiries, as well as our image digitizing project. AAHS office hours in Orange County will continue to be Wednesdays, although, due to COVID-19, we have scheduled volunteers to assist in the office on different days, to reduce the number of individuals in the same space at any one time.

Official 'Grand Opening' date for AAHS at Flabob Airport

As noted earlier, there are still planned upgrades to the Flabob facility that are not yet started, that include an update to decking area and improved parking area. These we hope to complete before announcing a 'Grand Opening' of the AAHS Flabob office to the local area and the tenants of Flabob Airport. Currently we're planning for this grand opening event to occur on the second weekend of May 2021. Stay tuned for details on this event as they develop. We'll post updates to our AAHS Facebook page and the AAHS website on Flabob and AAHS Transistor Lane activities. See you there!

AAHS FlightLine

American Aviation Historical Society

President: Jerri Bergen

Managing Editor: Job Conger

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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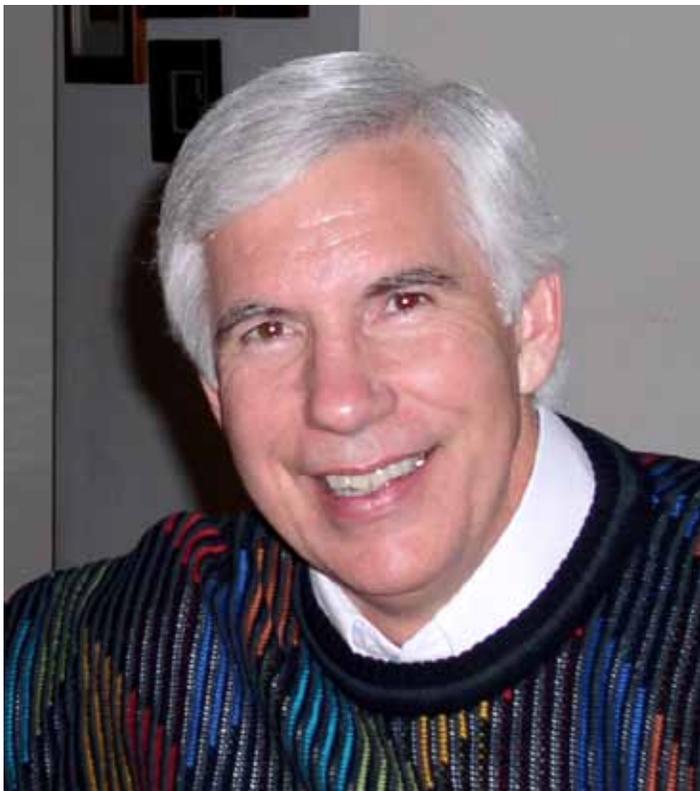
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Authors Well Read: Jack Herris



I was born in Ventura, Calif., and currently live in the forest midway between Reno, Nev., and Lake Tahoe, where I saw a bear family out my office window earlier today.

I have a long history with aviation. My parents started dating while car-pooling together to North American Aviation in Inglewood, Calif., during WWII. My father built P-51s, including parts for the first P-51 Mustang ever built, and my mother built B-25s. With such a heritage I have been interested in aviation since I can remember.

I went to the University of Washington because it offered aeronautical engineering, and graduated in 1971 Magna Cum Laude and Phi Beta Kappa with a Bachelor of Science in Aeronautics and Astronautics. I then served as a Naval Aviator, flying P-3B Orion aircraft. After leaving the Navy I worked in the Laser Fusion Program at Lawrence Livermore National Laboratory, then worked in the high tech industry in Silicon Valley. While working in high tech I started writing marketing collateral.

I hold CFI, CFI-I, CFI-ME, ATP, and Learjet type ratings, so have extensive experience as a military and civilian pilot.

In 1992, while working in high tech, I founded Flying Machines Press to publish *Austro-Hungarian Army Aircraft of World War One* after a discussion with the author, during which he revealed that he could not get his book published the way he

wanted by a name publisher. I wanted his landmark book and realized that the only way to get it was to publish it myself. So my start in aviation history was as a publisher. After publishing a number of titles, I sold Flying Machines Press in 2000. I became a repeat offender by starting Aeronaut Books, which published its first aviation books in November 2010.

When an author failed to deliver a promised manuscript, I wrote my first book on WWI aviation. I am also interested in WWII aviation, but that has been so well documented that I decided to focus on WWI aviation where I could make a significant contribution. I am a long-time member of the League of WWI Aviation Historians, and before that its predecessor the Cross & Cockade Society. So I had a good idea of what still needed to be written about WWI aviation. I got into writing books by first writing more than a dozen articles on WWI aircraft published in their quarterly journal, *Over the Front*. I have also written more than 30 magazine articles published in the UK. I bring insight into these aircraft both from my aeronautical engineering background and my military flying experience.

In 2009 I was contacted by an illustrator who had worked with me as a publisher. He told me that a UK publisher wanted a book on WWI aircraft. At first I was reluctant, partly because of a very tight schedule requirement, but then decided to write the book. It was a good experience and I started my current publishing company to help an author get his book published in English.

After the dean of German WWI aircraft passed away before writing his magnum opus on WWI German aircraft, I realized that no one else was going to write this book. I wanted this book and realized that the only way I would get it would be to write it myself. After much consideration, I decided to commit to the massive project of writing about all 650 types of WWI German aircraft. That really launched me into serious writing. Writing the more than 40 books in this series has been my greatest writing challenge.

I continue to publish books by other authors in addition to the books I write, so I am a publisher first and writer second. Being a writer has helped me develop better rapport with the writers whose books I publish. My greatest reward has been making personal friends of some German authors and publishing their books in English in ways they are very happy about. Perhaps my most popular book is *Aircraft of World War I 1914–1918* published by Amber Books that is in its fourth edition. Second most popular is my *Development of German Warplanes in WWI*, a heavily illustrated discussion of their evolution based on operational and technical issues. Also popular is *Genesis of Fighter Aviation in WWI* that discusses not only operational and technical issues but also tactics and popular culture.



Ampaire Flies Longest Route to Date for an Electrified Aircraft

By Ben Samson

Ampaire, a pioneer in electric aviation, has accomplished the longest flight to date for any commercially relevant aircraft employing electric propulsion, in this case a hybrid-electric propulsion system.

Ampaire's Electric EEL, a six-seat Cessna 337 twin-engine aircraft modified with an electric motor in the nose and traditional combustion engine in the rear, took off from Camarillo Airport just north of Los Angeles at 12:20 PM on October 13, 2020. Test Pilot Justin Gillen and Flight Test Engineer Russell Newman, flew up California's Central Valley at 8,500 feet, landing at Hayward Executive Airport at 02:52 PM. Straight line distance was 292 statute miles, and the route as flown 341 statute miles.

Speed during the cruise portion of the two hour, thirty-two minute flight averaged around 135 mph. "The mission was a quite normal cross-country flight that we could image electrified aircraft making every day just a few years from now," Gillen said.

This milestone in electric aviation took place after four weeks of flight testing in the Camarillo area for this second Electric EEL test aircraft, which first flew on September 10. In that period, the aircraft flew over 30 hours, during 23 flights, in 28 days, with 100% dispatch reliability. "Our success in taking this aircraft in a short period of time from the test environment to the normal, everyday operating environment is a testament to our development and test organization, and to the systems maturity we have achieved with our second aircraft," said Ampaire General Manager Doug Shane. A former president of Scaled Composites, Shane is one of the world's foremost experts on the development and flight testing of new aviation concepts.

"The ability to put innovative electric technologies into

the air rapidly in order to assess and refine them," he added, "is central to Ampaire's strategy to introduce low-emissions aircraft for regional airlines and charter operators within just a few years."

The EEL flown to Hayward is dubbed the Hawaii Bird, as it will take part later this year in a series of demonstration flights with Hawaii-based Mokulele Airlines on its short-haul routes. The flight trials with Mokulele will not only demonstrate the capabilities of the EEL but will help to define the infrastructure required for wide adoption of electric aviation by airlines and airports. These flight demonstrations will mark the first time an electrically-powered aircraft has flown under an FAA "Market Survey" experimental aircraft certificate in order to gain real-world flight experience.

In Hayward, the aircraft will be partially disassembled for shipment to Hawaii. The Hawaii flight trials are funded in part by Elemental Excelsior, a global climate-tech accelerator based in Honolulu.

The Electric EEL can generate fuel and emissions savings up to 50 percent on shorter regional routes where the aircraft's electrical propulsion unit can be run at high power settings, and generate savings of about 30 percent on longer regional routes such as the Camarillo to Hayward flight.

"The Electric EEL is our first step in pioneering new electric aircraft designs," said Ampaire CEO Noertker. "Our next step will likely be a 19-seat hybrid electric retrofit program that will lower emissions and operating costs, benefiting regional carriers, their passengers and their communities." Ampaire, with funding from NASA and others, is in the midst of design studies for such an aircraft based on the popular de Havilland Twin Otter aircraft. Ampaire has named the hybrid-electric 19-seater aircraft the Eco Otter SX.



EPA Proposes First-Ever Aircraft Emissions Standards

The U.S. Environmental Protection Agency (EPA) proposed emissions standards for airplanes used in commercial aviation and large business jets was released July 22, 2020. This action will align U.S. standards with the international carbon dioxide (CO₂) emissions standards set by the International Civil Aviation Organization (ICAO), making domestically manufactured aircraft competitive in the global marketplace. This proposal also sets a precedent with the Trump Administration being the first to propose regulating greenhouse gas (GHG) emissions from aircraft.

“This standard is the first time the U.S. has ever proposed regulation greenhouse gas emissions from aircraft,” said EPA Administrator Andrew Wheeler. “Along with the Affordable Clean Energy and Safer Affordable Fuel-Efficient Vehicle rule, this is the Trump Administration’s third major action to take sensible, legally defensible steps to regulate GHG, while safeguarding American jobs and the economy.”

The ICAO standards were developed with significant input from EPA, the Federal Aviation Administration (FAA), and U.S. and international aviation industries. Typically, three out of four aircraft manufactured in the U.S. are sold overseas. These standards will help ensure consistent standards across the world, and most importantly allow U.S. manufactured planes, such as commercial and large passenger jets, to continue to compete in the global marketplace.

The implementation process provides significant lead-time to designers and manufacturers of aircraft covered by the standard. The proposed GHG standards would apply to new type design airplanes on or after January 1, 2020, and to in-production airplanes on or after January 1, 2028. They would not apply to already manufactured airplanes that are currently in-use.

After EPA promulgates the final rule with the standards, FAA will complete a subsequent rulemaking to enforce these standards. At that point, FAA could begin to certify airplanes

of U.S. manufacturers. This process will take some time, and it is critical that EPA complete this part of the process so that the U.S. standards are in place well in advance of 2028, when the ICAO standards go into effect for in-production airplanes.

Under the Clean Air Act, in 2016 EPA found that emissions of GHGs from engines used in certain aircraft causes, or contributes to, air pollution that may reasonably be anticipated to endanger public health or welfare. These findings triggered a requirement for EPA to promulgate standards addressing GHG emissions from the engines of affected aircraft. Today’s action begins the process of following through on that requirement.

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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5" x 7"	\$4.00
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Each order must be accompanied by a check or money order payable to:

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New Members

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

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Where Do We Go From Here?

The American Aviation Historical Society has given your earnest editor a free hand in sharing news and information of interest to you, the readers. To guide that free hand, I invite your thoughts.

Not long ago, FLIGHTLINE included reader "Wants and Disposal" advertisements? Are you interested in seeing this continued? Readers who are engaged in researching subjects with the goal of publishing articles in our quarterly JOURNAL are welcome to invite assistance here in FLIGHTLINE. If you consider yourself a specialist in any aspect of historical aviation, would you consider becoming a dues-paying AAHS member and being on record as a specialist?

Our Society maintains a growing archive of aviation-related photos we publish in our *AAHS Journal* and offer to authors in connection with their research for publication in

our *AAHS Journal*, FLIGHTLINE and beyond it. If you are looking for a permanent home for your own aircraft photo collection, please consider donating your photographs to AAHS so that future generations may benefit from your "shutterbuggery." Simply contact publications director Hayden Hamilton to describe your resources and how to share them. His address is webmaster@aahs-online.org

The one of the goals of FLIGHTLINE, shared gratis with aviation enthusiasts, is to create awareness of American Aviation Historical Society. Our membership year begins in January 2021 and includes four quarterly journals, free access to back issues of the *AAHS Journal*, searchable photo archives database, and other material that could be of interest and use. See our invitation to join us elsewhere at this site.

Jones from page 6

and functionally. He was particularly pleased to be immortalized by Jim Keeler who came up with the famous fictional racing team on the Revell '55 Chevy.

In 1973 he went to Microscale, the decal printing company. In 1976, and with his wife, he founded Mail Call Models; a mail-order hobby shop specializing in not only aircraft, but cottage-industry kits and supplies. It was run by Peggy with occasional part-time help from son Mark. (In the 1980's it became Model Car Masterpieces and catered to automotive builders.)

During that same time Lloyd started Scale-Master Decals. Revell was an early client and others followed, including aftermarket companies. He created the decal art and instructions that were used in thousands of production kits of all genres. If you build models, odds are you've used Scale-Master Decals. When the technology became available, he began pioneering Digital Art for decals.

He was a highly supportive and lifetime member of IPMS U.S.A. from its infancy, and a tireless advocate of IPMS and

kit manufacturers working together. He and his son were responsible for many of the annual convention decals. But Lloyd was a builder first, and certainly one of the best. He won Best of Show at the 1969 Nationals with his scratch-built Flying Wing.

A longtime contributor to AAHS, he earned the 2013 Best Aviation Artist with a digital rendering of a YB-35 Flying Wing.

Lloyd also earned two Aviation Space Writers Association Book of the Year Awards for his fighter books. (At the time he was only the second person to have earned two of these prestigious awards.)

He also worked with E.R. Buddy Johnson doing his brand of drawings producing over a thousand of them for books spanning 2008 through 2015.

On a personal note, he was an excellent father, husband and friend. He was very supportive in anything his kids wanted to learn about or build. He was one of the most sincere and giving people I have ever known.

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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!

Make it a commitment to **recruit one new** AAHS member this year!

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American Aviation Historical Society

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Please email 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 issue 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 December 31, 2020)

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AAHS Photo Archive CDs Series

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

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

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



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

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