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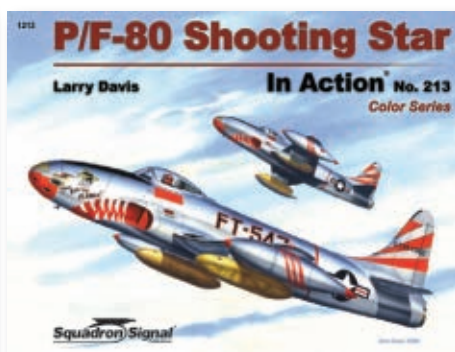
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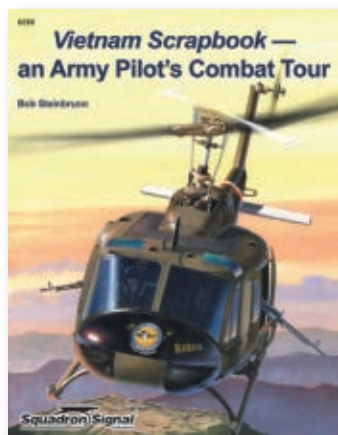
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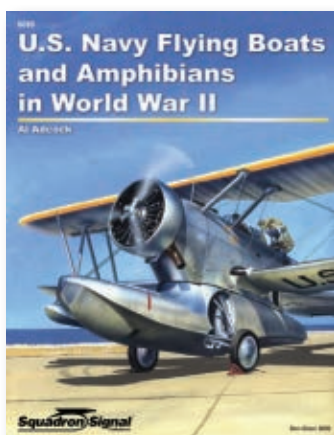
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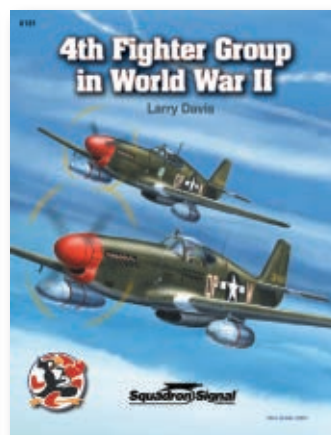
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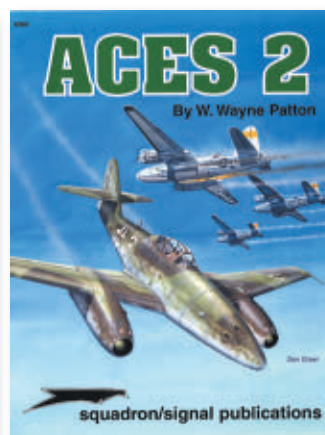
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Flight Journal

Winter 2010

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High-Powered Beauty

When the 2100hp Griffith engine was shoehorned into the lithe Spitfire airframe, a whole new level of performance was realized. Note the size of the radiators required to cool the larger engine.

Photo by John Dibbs

Note From the Editor

There is something hypnotic and, to a certain extent, addictive about photos of airplanes. And when the photos are of the highest quality and of history-making airplanes, we can look at them again and again, never tiring of them. Why is that?

Part of the answer may be in the form most airplanes take: who can deny that the wind-cheating shape of a Mustang or a Spitfire is art, no matter how art is defined. The sensuous curves of a Staggerwing's cowl and windshield, the purposeful lines of an FW-190 rival anything Michelangelo ever sculpted. For that reason, when an airplane's curves are captured in the right light, at the right angle by the right photographer, the resulting portraits are timeless and will be as aesthetically pleasing to generations in the future as they are today.

Another part of the addictive nature of viewing high-quality photographs is that the viewer recognizes that each airplane has its own character, both visually and physically and no two airplanes fly alike: the image quite often says that in line and symmetry. And so the image draws the viewer into the cockpit, letting a portion of his imagination become that pilot for a few moments.

If a picture is worth a thousand words, a lovingly crafted photo of an airplane speaks volumes.



Budd Davisson,
Editor-in-Chief

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WARBIRDS & WARRIORS

World War II was a singular happening in the world's history and, although it is fading in history's stream, its men and machines live on in film and pixels.

Aces All

Captains Obie O'Brien (left) and Bud Anderson (right) listen to Don Bochkay describe his latest aerial encounter. All three were aces and belonged to the 363rd FS, 357th FG. During WW II, the public relations machine worked overtime putting photos like this in papers across the U.S. to aid in bond drives. Today they are invaluable historical documents. O'Brien finished the War with seven victories, Anderson 16.25 and Bochkay 13.83.

Photo courtesy of Maj. Gen. Don Graham via Bill Northrup





Legendary by Any Standard

By any standard, the Mustang was one of the greatest aircraft of its era. The British were so impressed by it that in 1940, they became the first to order the new fighter from North American Aviation. The Americans then caught on quickly, and the AAF ordered nearly 15,000. In fact, the air forces of 24 other nations operated the Mustang at one time or another. The airplane made its in-service debut in early 1942 with the RAF and didn't bow out until 1984 when the Fuerza Aerea Dominicana (the Dominican AF) finally retired its P-51Ds.

Photo by John Dibbs





Lightning at Rest

On January 17, 1944 time stopped for this 49 FS, 14 FG P-38. That morning, Lt. Harry Greenup took off from Triola, Italy on an escort mission to France. A few hours later, an engine in flames, he crash-landed in the Mediterranean off of southern France. He was rescued by Germans and the War was over for Harry. Today, an unbent propeller blade acts as the headstone for a gallant airplane.

Photo by Michel Dune

Fork-Tailed Icon

Over 10,000 P-38s were built, but at any given time there are never more than three to five of them airworthy and currently being flown. They are amongst the rarest, most iconic warbirds flying. During the 1960s and 1970s, seeing an airborne Lightning was a rare sight indeed. This example was restored by Jack Ericksen and is based in Tillamook, Oregon.

Photo by Budd Davisson



Rare Survivor

The Planes of Fame Museum's A6M Zero is not only a rare survivor of a dying breed, but is also still flying with its original engine.

Photo by Budd Davisson

Sayonara

Fearful of reprisals from renegade officers who might ignore their Emperor's command to cease hostilities, immediately after the surrender, Allied commanders sent out orders to disarm the population and to completely eliminate any potential weapons of war. Here, a flame-thrower-equipped Marine M-4 Sherman tank finishes off a bulldozed pile of Japanese Navy floatplanes at Sansebo Naval Base in November 1945.

Photo courtesy of Stan Piet



Classic Duel

Hans Dittes' Bf 109G-10 chases the Old Flying Machine Company's P-51D Mustang across a fall English countryside backdrop. Pilots for the sortie were Brian Smith in the Mustang, and the late Mark Hanna in the Messerschmitt.

Photo by John Dibbs

Hitler's Buddy Takes the Heat

Hermann Goering, Hitler's designated successor and commander of the Luftwaffe, a few days after V-E Day. He was later sentenced to hang but committed suicide by cyanide ingestion the night he was to be executed.

Photo courtesy of Stan Piet





May 1944, South Pacific

Armors of Marine Air Group 14 (MAG-14) are reinstalling this weathered F4U-1's six .50-caliber guns that were so devastating to the lightly armored Japanese aircraft types they encountered in combat. MAG-14 was then detached to Green Island, midway along the Solomon Islands chain. Serving initially as an emergency field for aircraft raiding the Japanese stronghold at Rabaul, Green Island became a major staging area as the island-hopping campaign moved west.

Photo courtesy of Stan Piet





Hose-Nose Ace Maker

Preceding the "Death Rattlers" was the USMC's VMF-124, the first Marine group to receive Corsairs for combat. First Lt. Ken Walsh, the first Marine Ace, flew a Corsair that was painted similar to this restored F4U-1.

Photo by John Dibbs

The Pride of Bethpage

This early -5 model Hellcat carries the markings of Cdr. David McCampbell, who splashed 34 enemy aircraft and received the Medal of Honor, Navy Cross, Legion of Merit, Silver Star, three DFCs and an Air Medal.

Photo by John Dibbs

20 Down and Counting

Cdr. David McCampbell was the first Navy pilot to score 20 victories. Here, his Hellcat has 21 Japanese flags after his mission over the Philippines on October 21, 1944, during which he claimed a Dinah reconnaissance plane and a Nate fighter. His epic nine-kill mission came three days later.

Photo courtesy of Stan Piet







The Big Moment

The wings and fuselage are totally completed on the assembly line before being mated together on the final step of production. It's likely this airplane was test-flown within 48 hours of this photo being taken.

Photo courtesy of Stan Piet

Ferocious Frankie

Lee Proudfoot slides the Old Flying Machine Company's P-51D Mustang *Ferocious Frankie* into line with Tim Ellison's camera aircraft, just north of Duxford Airfield, England, where it is based. The Mustang regularly attends airshows across the UK and Europe, paying tribute to the 361st FG "Yellowjackets," who flew from England during WW II.

Photo by John Dibbs

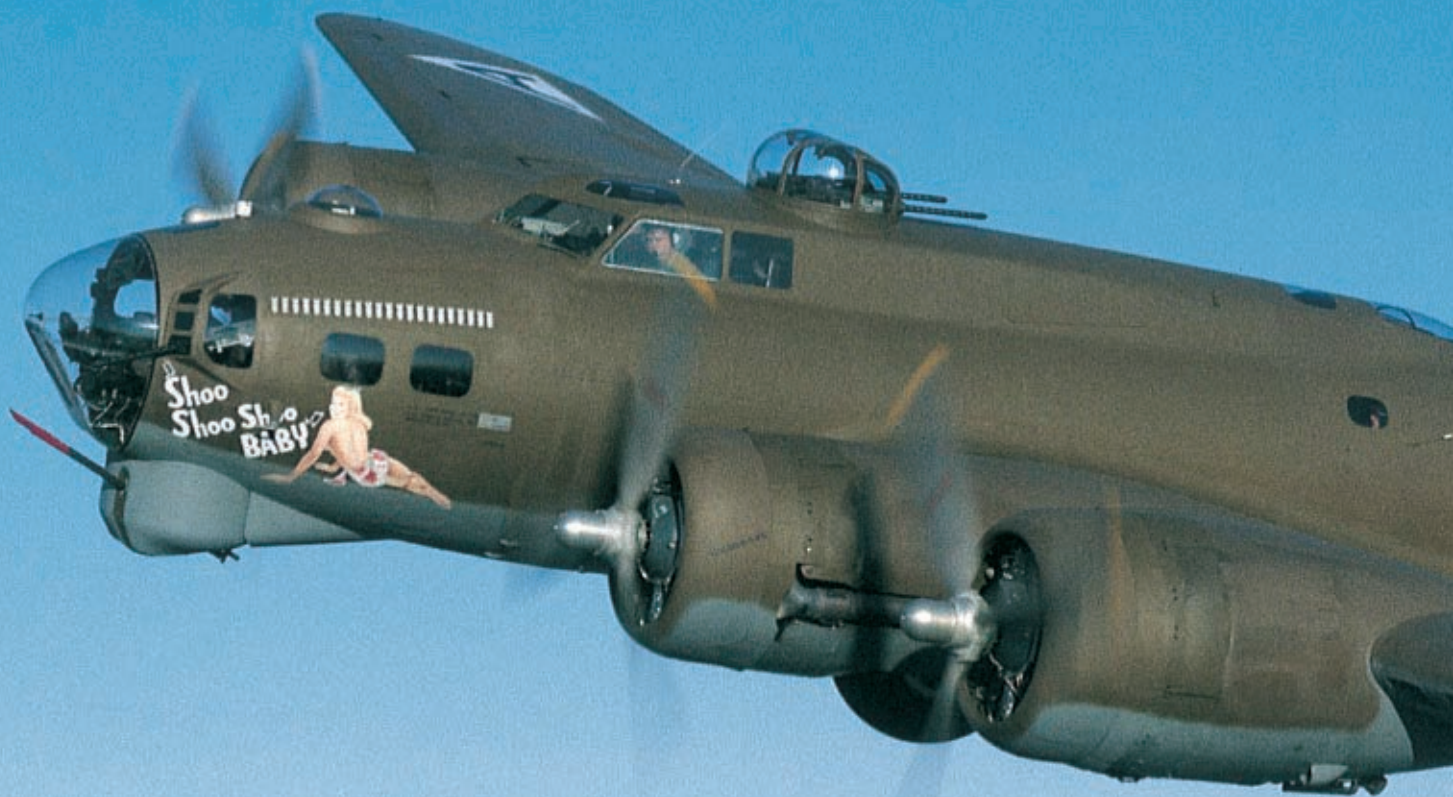






Kitty With Teeth

Rudy Frasca flies his Kittyhawk Mk Ia AK899 (original serial number) from Frasca field in Urbana, Illinois.
Photo by John Dibbs



A Survivor

Seldom a warbird is seen today that has actually seen combat. Such an airplane is Boeing-built B-17G-35-BO, serial number 42-32076, named *Shoo Shoo Shoo Baby* after a popular song. It flew 24 missions before being damaged and crash-landing in Sweden. It was restored in the late 1990s by the USAF and flown only five times before being transferred to the Air Force Museum at Wright-Patterson AFB. It is probably the most complete Flying Fortress in existence. It even has its original chemical toilet on board.

Photo by Budd Davisson



A Busy Crewman

The bombardier on a B-17 was not only responsible for delivering the bombs on target but also for fending off frontal attacks from fighters.

Photo courtesy of Warren M. Bodie

High and Alone

The 91st BG B-17Fs on their way to targets in Germany. Twenty-year-old 2nd Lt. Robert Slane pulled into position on the left wing of the high-element leader in his B-17E to begin a mission that would come to be known as "Black Sunday."

Photo courtesy of Stan Piet





Raiders

Doolittle Raiders in the cockpit of B-25 at the National Museum of the United States Air Force: Travis Hoover in the pilot's seat, and Tom Griffin in the right seat. This portrait was made in 1999. This B-25 was retroactively restored to the model used by the Raiders by North American, and was flown to the Museum by Travis Hoover in the early 1960s.

Photo by Dan Patterson



Last Two Standing

The last two surviving Raiders will open the rare bottle of cognac and drink from the silver goblets in a salute to their fellow Raiders who have gone before them.

Photo by Dan Patterson



Mitchell, Mitchell

Apache Princess is owned and flown by Kermit Weeks and is based at his Fantasy of Flight Museum west of Orlando, Florida. *Ol' Gray Mare* is being flown by Ed and Connie Bowlin and is currently owned by Hans Lauridsen of Carefree, Arizona. Photo by Paul Bowen







Jug!

By any standards, the P-47 was a massive airplane that actually dwarfed its R-2800 P&W engine. The scoop inside the cowl, barely visible below the engine ducts air to the turbo charger in the aft fuselage behind the wing, giving the airplane good high-altitude performance.

Photo by Budd Davisson

Leader of the Pack

Col. Hubert "Hub" Zemke, the 56th FG's CO, came up with the idea of the "Zemke fan"—a tactic in which they flew a bomber formation that often got the Luftwaffe to come up and fight.

Photo courtesy of Warren M. Bodie





Gabby

Francis Gabreski scored 28 victories flying the P-47 as part of Hub Zemke's famous 56th Fighter Group, the Wolf Pack. He later scored 6.5 victories over MiGs in Korea.

Photo courtesy of Stan Piet



The Jug

The P-47D owned by the Kalamazoo Air Zoo is painted as Hub Zemke's aircraft.

Photo by Xavier Méal





Bearcat Sunset
Photo by John Dibbs



Mountain Yak

The Alpine Fighter Collection's Yak 3, photographed in April 1998 flown by Tom Middleton, sits framed against the New Zealand Southern Alps, to the west of its home field of Wanaka.

Photo by John Dibbs





The Hardworking Hurricane

Always overshadowed by the Spitfire, the Hurricane was nonetheless a major player in the Battle of Britain. The Fighter Collection's Hurricane Mk XII RCAF 5711 is based at Duxford, England. Stuart Goldspink is the pilot.

Photo by John Dibbs

The Mighty Merlin

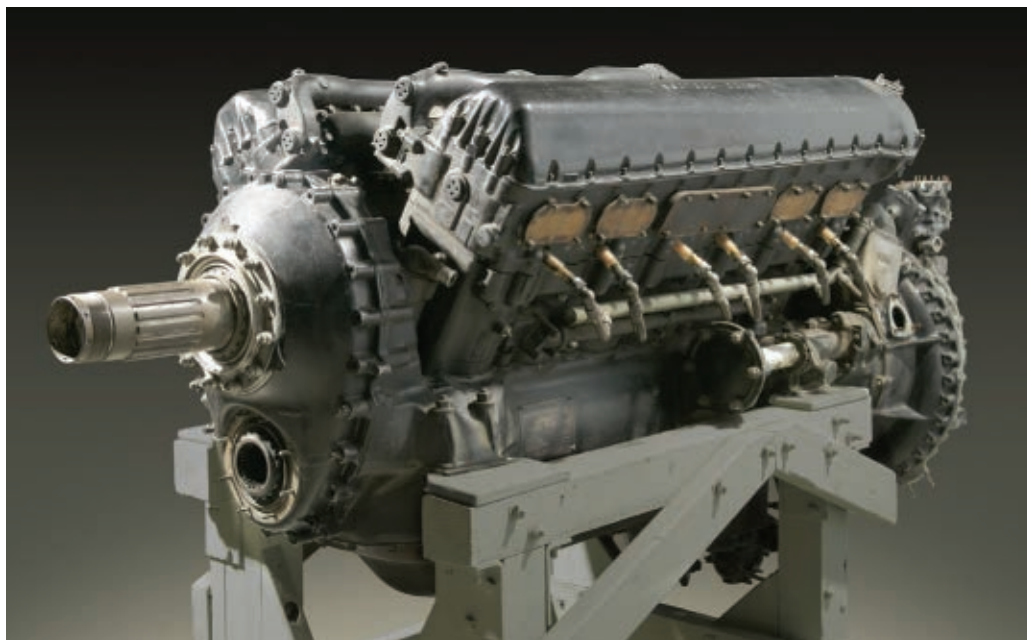
The Merlin's rear-mounted supercharger had two gears so it could be shifted into high blower at altitude, which gave it a decided advantage at altitude.

Additionally, it was inter-cooled—coolant was circulated around the incoming air—which increased power.

The Merlin, however, was very maintenance-intensive.

Among other aircraft, the Merlin powered the Hurricane, Spitfire and the Mustang.

Photo by Heath Moffatt





Mossie!

Jon Davies flies the British Aerospace Heritage Mosquito T.III over Cambridgeshire in 1996. Underscoring the fragile nature of aviation history, the aircraft was lost later that same year.
Photo by John Dibbs



Menacing Marauder

The Marauder had an unearned reputation for being difficult to fly, yet it had the highest mission survival rate of any bomber. Kermit Weeks' B-26 Marauder is the sole flying example in the world.

Photo by John Dibbs

Flak Hit!

An 88mm shell exploded between the right engine and the fuselage of *Flossie's Fury* on August 20, 1944, over Toulon, France. Of the eight crewmen aboard the B-26 Martin Marauder, miraculously, two survived.

Photo by S/Sgt. Peter Holmes courtesy of Charles O'Mahony





MODERN ART

One of the most interesting factors about aircraft is that the aerodynamics required to make them fly efficiently have, from the very beginning, created art forms that were, and are, indicative of the age.

The Beautiful Warthog

The Mighty A-10 Warthog came close to a premature demise, but enter the Gulf War, and it did exactly what it was designed to do — bust tanks. In the photo, a four-ship of armed Michigan ANG Hogs join up in the wild blue yonder.

Photo by Ted Carlson





Boneyard

The horror! The horror! Some B-52 bombers fell prey to the SALT treaty we signed with Russia. They were cut up specifically to make the airframe incapable of ever being used again and were left out in the open for satellite-viewing purposes.

Photo by Ted Carlson







Night Eyes

A U.S. Air Force “Viper driver” models ANVIS-9 night-vision goggles, and his F-16 looks on. Night-vision devices are an instrumental tool for U.S. fighter pilots today.

Photo by Ted Carlson

Tomcats: The Ultimate Hunter

The F-14 Tomcat was arguably one of the sexiest fighters ever made. This lineup of F-14Bs from the VF-11 Red Rippers, VF-143 Pukin' Dogs and VX-9 Vampires cruises over California's majestic Sierra Nevada mountains. The middle two aircraft carry LANTIRN pods, the system that helped bring a precision-strike capability to the jet.

Photo by Ted Carlson



Hustlin' Hornet

Hornet F/A-18C of VMF-125 based out of Lemoore NAS, sweeps across a snow-dusted Sierra mountain range to the northeast of the base. Maj. Joe Sears carries a single AIM-9L practice round on the left wingtip pylon and a single "bag" of fuel on the centerline pylon.

Photo by John Dibbs



The Pilot

The photographer took this self-portrait in the rear seat of a Navy F/A-18F Super Hornet flanked by a few squadron mates.

Photo by Rick Llinares









Light 'em Up!

Lt. Dave Haines of 20 Squadron fires the last of the RAF's SNEB pod unguided-rocket inventory over the Salisbury Plain weapons range in England. The 20 Squadron is the Harrier Operational Conversion Unit based at RAF Wittering in Cambridgeshire, England.
Photo by John Dibbs



Mach 3 Workstation

The only place in the world where you could strap in and “go Mach 3 with your hair on fire!” Yep, it’s the front office in the SR-71A Blackbird. Photography of the cockpit had been off limits for years, and in the end of its operational career, this photo was allowed.

Photo by Ted Carlson

Faster Than a Speeding Bullet

On July 18, 1997, SR-71A number 971 flies over California’s majestic Sierra Nevada mountains during a sortie. From 1995 through 1997, two Blackbirds were returned to USAF operational status and reported to Beale AFB’s 9th Reconnaissance Wing.

Photo by Ted Carlson







The Wing King

Visionary designer/industrialist John "Jack" Northrop stands in front of the XB-35 flying wing in the late 1940s. Northrop's ability to foster unorthodox designs, especially flying wings, culminated in his company's B-2 bomber.

Photo by G.H. Balzer/Northrop via Phil Krause

Lethal Stealth

This 393rd BS, 509th BW B-2A can fly halfway around the world, drop its bombs and return using only one takeoff and landing.

Even though highly automated, such a mission is grueling for the crew.

Photo by Ted Carlson





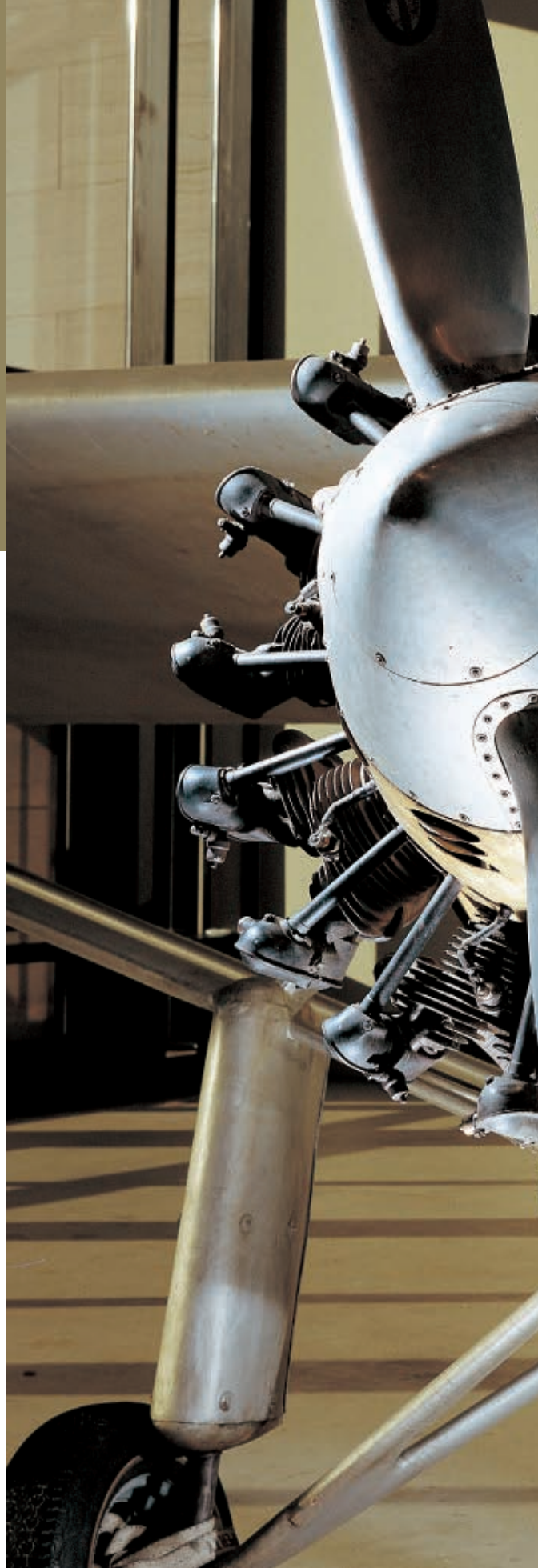
PIONEERS & ICONS

The efforts of aviation's visionary designers have continually redefined the airplane, with some of their efforts going on to become icons that are recognized worldwide.

The Spirit Up Close

In a once-in-a-lifetime opportunity, the *Spirit of St. Louis* was lowered to the floor of the Smithsonian National Air and Space Museum for cleaning and repair, and Dan Patterson was there with his camera to record history up close.

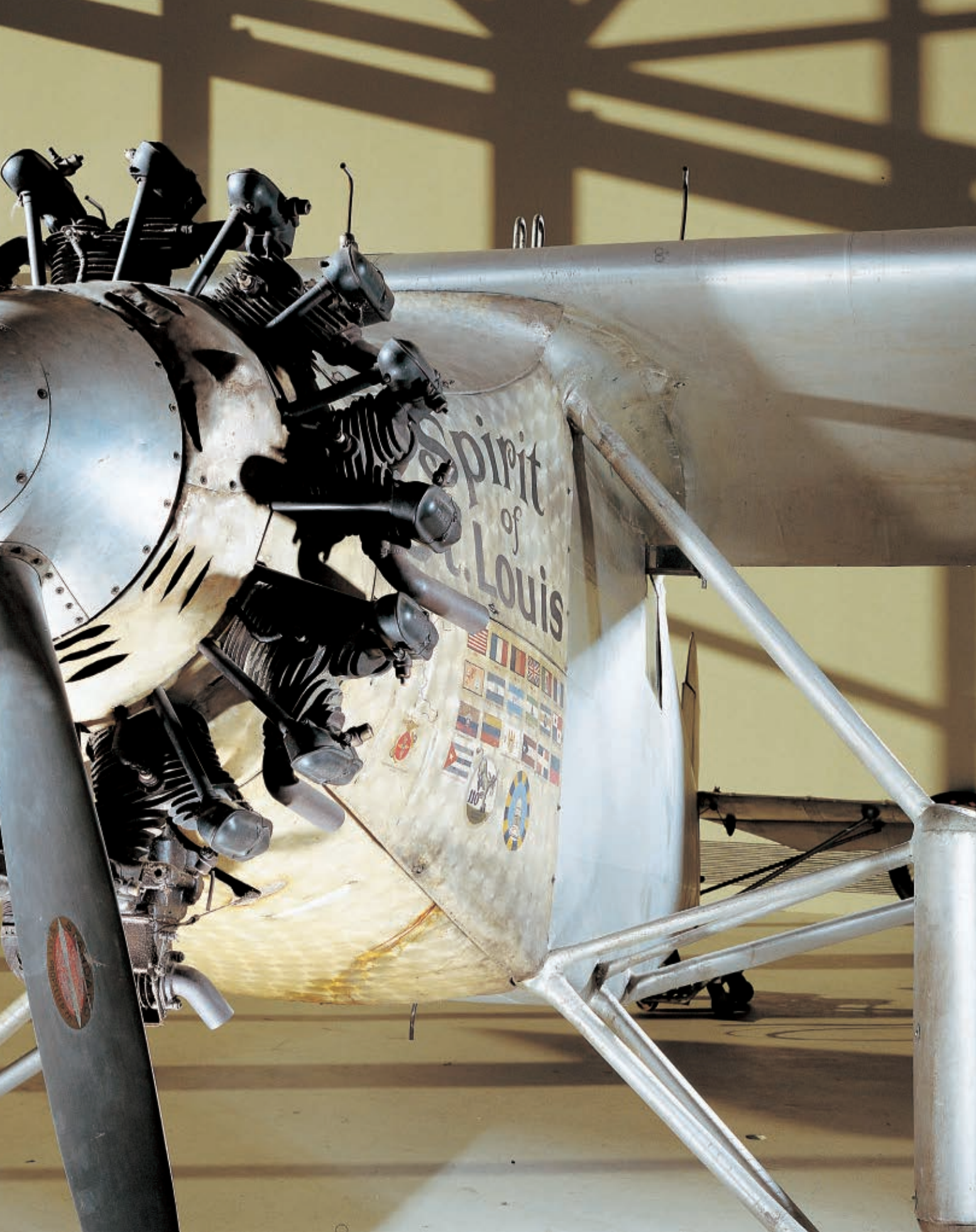
Photo by Dan Patterson



As Lindy Left It

The airplane has not been restored and everything is as Charles Lindbergh left it, complete with pencil marks on the panel recording his fuel use.

Photo by Dan Patterson







American Legends

Shot over Indiana in the summer of 1999, three of North American Aviation's legendary fighters formate for the camera of John Dibbs. These magnificent aircraft are Vlado Lencoch's P-51D Mustang, Mike Keenum's F-86D Sabre and Dean "Cutter" Cutshall's F-100 D Super Sabre.

Photo by John Dibbs



Dawn Patrol

The Sopwith Camel was sometimes as dangerous to the pilot as it was to the enemy; still, it helped usher in the concept of aerial warfare. Rhinebeck Aerodome's Camel reproduction, shown here, uses an original rotary engine.

Photo by Budd Davisson





Boyington's Blacksheep

VMF-214 poses with one of its "birds" for a photo op. At the time, the St. Louis Cardinals sent VMF-214—the hottest fighter group at the time—baseball hats to wear when not flying. The group's aces are in the front row: Robert McClurg is second from the left and Pappy Boyington fourth from the left.

Photo courtesy of Robert McClurg



He Made It!

One of the few bright spots for 8th Air Force crews during combat over Western Europe was reaching that "magic number" and being relieved from combat duty. The 91st BG's "Ragged Irregulars" based at Bassingbourn near London traditionally dunked pilots, who completed that 25th mission, in a utility trailer, as experienced by this hapless, but certainly relieved, combat veteran.

Photo courtesy of Stan Piet





Bent Wing Bird

This F4U-5 belongs to Jim Read and is painted in the "Checkerboard" markings of Korea's VMF-312.
Photo by Paul Bowen



Prey Below!

The tiny Fokker Dr.1 triplane carved out a niche for itself in history that is out of proportion to its size or small production numbers. This was courtesy of the Red Baron himself, Manfred von Richthofen. The last surviving triplane perished in a 1945 bombing raid in Berlin.
Photo by Budd Davisson



Jenny Helped Start it All

The Curtiss JN-4D Jenny was slow, underpowered and rickety, but it and its readily available surplus OX-5 engine formed the backbone for the post-WW I barnstorming era that led to the birth of the U.S. aviation industry. Today, no more than a handful still fly.

Photos by Budd Davisson



USAF Spitfire

This restored Spitfire Mk. XVI is painted to represent 308th FS, 31st FG Lt. Leland Molland's *Fargo Express*. It is owned by Alain De Cadenet and was based at North Weald, UK. The pilot is Norman Lees.
Photo by John Dibbs





Before the Spitfire

It's hard to believe that the Spitfire and the Gloster Gladiator served shoulder to shoulder for a time. In fact, 13 British pilots became biplane aces in the early days of WW II. The top ace, S/L Marmaduke T.S. Pattle, had 15 kills while flying the Gladiator.

Photo by John Dibbs





Sweetie FACE

More Than Just a Pretty Face

Sweetie Face was flown by Lt. Sheldon N. Heyer, who served with the 487th FS, 352nd FG from June 1944 to July 1945. This Mustang should have an "N" instead of a "P" on the vertical fin, and the serial number actually was 44-14151.

Photo by John Dibbs



One More Time

A once-in-a-lifetime sight: an original P-26 formates with an original Boeing P-12, each the only one of their type still flying. And the photographer was shooting from the only O-47 still flying—three sole survivors in a row.

Photo by Budd Davisson





A Sunday Evening in Iowa

Two friends enjoy the sunset in an
Arrow Sport.

Photo by Budd Davisson

Harvard School Marm

A Canadian-built Harvard Mk. IV on
the upline of a loop. The type stayed
in service well into the '60s in many
countries.

Photo by Budd Davisson







Any landing you can walk away from ...

Lt. S. F. Ford walks away from a virtually new Lockheed P-38L-5-LO Lightning that he crash-landed some time after January 1945. His plane on fire, he managed to break away from the combat and pancake the burning fighter somewhere on Mindoro Island.

Although the outer wings were completely torn off as the engines and tail booms were totally demolished, Ford, obviously dazed and certainly in need of medical care, was able to exit the cockpit and stagger away from the burning aircraft.

A sharp combat photographer reacted quickly to take the picture even before others could arrive to give aid to the pilot.

Photo courtesy of Army Air Force via Warren M. Bodie

D-Day Profile

P-38s were the first Allied fighters allowed over the beach-head in Normandy during the epic D-Day invasion of 1944. Its unique profile was deemed the least likely to become victim to friendly fire. The Fighter Collections' P-38L presents a classic belly view resplendent in full D-Day invasion stripes.

Photo by John Dibbs



Nieuport 11 “Bebe”

It isn't known how many rotary-powered aircraft still fly regularly, but it is safe to assume it's only a handful. Note the engine spinning on Old Rhinebeck Aerodrome's Nieuport 11: the propeller and the engine turn as a unit.

Photo by Budd Davisson



Warfare at the Beginning

A true, fly-by-the-seat-of-your-pants airplane, the Nieuport's instruments only tell the pilot the altitude and how fast the engine is turning; the pilot knows the rest by feel. The ignition button on the control stick is used to "blip" the engine and acts as a throttle. The Lewis Gun (below) must be pulled down into the cockpit to be reloaded after firing less than 100 rounds.

Photos by Budd Davisson





The 300 Club

The only members of aviation's "300 Club," Majors Erich Hartmann (352 victories) and Gerhard Barkhorn (301) late in the War. Hartmann was barely 23 when the War ended; Barkhorn was 26.

Photo courtesy of Barrett Tillman

A Long Day Over

Bf 109E Werk Nr. 3579 sits on Niagara South Airfield in Ontario. Flown during the Battle of Britain by Luftwaffe legend Hans-Joachim Marseille, White 14 wears its original battle colors.

Photo by John Dibbs



The Hunter

The Bf 109's DB601 V-12 is mounted inverted in the airframe to help accommodate the hub-mounted cannon. This yellow-nose pattern was typical of the Luftwaffe fighter force from autumn 1940 and helped to identify friend from foe during the melees of the Battle of Britain.

Photo by John Dibbs







An Original Warrior

The Shuttleworth Collection's original SE5a piloted by Chris Huckstep skirts the clouds above its Old Warden base in Bedfordshire, England. Later the same day, Huckstep would get airborne in his No. 1 Squadron Harrier jump jet ... the irony being that 80 years of technology allowed him to fly that frontline fighter both 600mph faster and 137mph slower than his WW I classic. Photo by John Dibbs



Praise the Lord and Pass the...

In what appears to be a staged photo, armorers from the 4th FG prepare to install .50-caliber machine guns and armor-piercing ammo in the group's Mustangs. Note the pierced-steel planking being used as a hardstand.

Photo by Stan Piet



Rosie the Riveter and Mary the Mechanic

June 1942; North American Aviation, Inglewood, California: one of the thousands of women who helped to build airplanes for the War effort connects spark plug wires to the spark plugs on a radial engine for, possibly, a B-25.

Photo by Alfred Palmer, courtesy of Stan Piet



Old Soldiers

Although it's doubtful this formation was duplicated even once during WW II, it's nice to see old warriors forming to pass in review.

Photo by John Dibbs

Osa's Ark

A faithful reproduction of the original Sikorsky S-38 utilized by the Johnsons during their seemingly never-ending treks through Africa, the original proved to be surprisingly reliable transportation.

Photo by Xavier Méal



Amphibious Comfort

The interior of Osa's Ark was probably more Spartan when the Johnsons were roughing it in Africa.

Photo by Xavier Méal









Fortress Reborn

The Yankee Air Museum's stunning B-17G Flying Fortress *Yankee Lady* sweeps through a pure Midwest summer sky, painted in the colors of an 8th Air Force, 538th BS Fortress, a unit that was based in England during WW II.

Photo by John Dibbs

Load 'Em Up!

To feed its 12 Browning .50-caliber machine guns, a B-17 (in this case a "G" model) carried between 6,000 and 10,000 rounds of ammunition.

Photo courtesy of Stan Piet





RP-C2403

Lufthansa
AERO

RP-C2403

Something Very Old, Something Very New

A long way from the hostile European theater, this reborn Dornier Do 24 touches down on Lake Winnebago during the annual fly-in in Oshkosh, Wisconsin. The only flying example left in the world, this Do 24ATT (amphibious technology test bed) displays new technology in the form of a more aerodynamic wing structure and a trio of modern engine and propeller-blade designs.

Photo by Tyson V. Ringer courtesy of the EAA





Mustang Office

This is where legendary aces did their best work. The K-14A compensating gunsight at the top helped the pilot pull lead while making deflection shots. A cable connected a twist grip on the throttle to the gunsight to allow the pilot to set the reticle to the wingspan of his target for ranging. The red handle is the canopy jettison mechanism, and the crank (center right) is used to open and close the canopy.

Photo by Dan Patterson



Look Out Below!

A super-rare P-51B Mustang comes over the back side of a loop, showing us a fighter in its element.

Photo by John Dibbs



Forgotten Trimotor

The Kreutzer light trimotor — called the “Air Coach”— targeted corporate users. But Kreutzer’s plans were thwarted by miscalculations and plain bad luck: two prototypes proved unsatisfactory, and the third, which appeared early in 1929, was destroyed by a fire. NC-612 is the sole survivor of the breed.
Photo by Eric Hildebrandt







Revived Ryan

Although using mostly remanufactured parts, Ryan M-1 N2073, serial no. 7, is registered as a 1926 airplane. No. 7 was used by Pacific Air Transport in 1926 and 1927 to carry airmail and passengers from Los Angeles to Seattle with a number of stops between. A one-way ticket cost \$138.

Photo by Xavier Méal



Only the Basics

Passengers had to have a certain amount of adventure in their soul to travel by air in the Ryan.

Photo by Xavier Méal



Spartan In Name Only

The wide panel allows a full complement of modern instrumentation. The impossible-to-find original Spartan control yoke was an unexpected gift from another Spartan owner.

Photo by Budd Davisson



Before There Were Learjets

At a time when the big biplanes like the Staggerwing and cabin WACOs were the choice of businessmen, the Spartan Executive came on the scene looking as modern as the Space Shuttle.

Photo by Budd Davisson



Guiseppe's Aircruiser

Guiseppe Bellanca was known for producing wildly efficient, unorthodox designs that could carry more than they should, and with every surface designed to lift, the 1930 Aircruiser certainly fit that description.

Photo by Budd Davisson



The Aerial Limousine

The fastest of the fabled WACO line of cabin biplanes, the 450hp SRE was luxury personified.

Photo by Budd Davisson



A Radical Ryan

Employing all the technology of the time: high-aspect ratio, finely tapered wings, aerodynamically sleek cowlings and windshield, Claude Ryan's people put it all into the little SCW but sold very few. People want cheap, not good.

Photo by Budd Davisson





World of the Weasel

During the first Gulf War, Wild Weasel F-4G Phantoms were tasked with B-52 escort missions and drawing SAM fire from the Iraqi ground defenses. Once the enemy SAM site lit up, the Wild Weasels would ram a HARM missile down its throat.

Photo by Rick Llinares



The Warrior's Warrior

When you think about modern fighter pilots and their leaders, only one name comes to mind: Robin Olds. No modern pilot or leader has come close to the nearly fanatical loyalty and respect given to him by his men. And he deserved it.

Photo courtesy of Olds Family Archive



Photo by Ted Carlson

PARTING SHOT

No airplane, no airman is forever. The groundbreaking F-14 Tomcat, for instance, is gone, and soon the F-22 Raptor and Boeing 777 will follow.

That is the character of technological progress. Aviation's mechanical population will, however, live on indefinitely courtesy of hundreds, possibly thousands, of unnamed photographers who began with the Wrights at Kittyhawk and are still with us today. We thank them all.

Need Your Military Aviation



Fix?

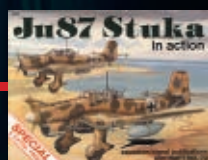
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