

General Instructions for Cataloging AAHS Photo Library Entries

General Instructions

1. **First and foremost, the objective is to identify the aircraft as it appears in the photo. Not a complete history of the plane.** We are **not** looking for when the aircraft was built, who operated it prior to when the photo was taken, etc. Looking at the specific picture, identify what you are looking at. For example. It might be a North American P-51D-15-NA warbird registered a N51DP, painted as “Old Crow”, 44-123454, but is actually 44-343434 at EAA Flyin in Oshkosh, WI, July 2012.

We’re **not** trying to capture that it was manufactured in late 1944 and operated by the USAAF until being sold to the Columbian AF in 1947, brought back to the U.S. in 1967 by Jim Jones who sold it to Billy Bob, etc., etc. There are numerous websites that can provide that information
2. **Enter as much information as possible.** Leave fields blank if you don’t know for certain. If you can’t identify an aircraft by at least make and model, then please just skip it and move on to the next image.
3. In explanation of the image identification number, the Society uses a labeling scheme of aahs_pnnnnnn, aahs_snnnnnn, aahs_dnnnnnn, aahs_gnnnnnn, and aahs_nnnnnn where the “p, s, d, g,” denotes the source type of the image (prints, slides, digital, glass lantern and film (no prefix) and the “nnnnnn” is a six-digit number corresponding to the entry.
4. Your data entered into the form is stored directly in a working database. On completion and verification, this data will be moved into the master photo archive database.

Data Fields

Manufacturer – The manufacturer’s name that would appear on the plane’s data plate. For example, F-4 Phantom IIs prior to 1967 would be “McDonnell”. Post 1967 would be “McDonnell Douglas.” Sorry, but there are **no** Boeing F-4 Phantom IIs. Similarly, there are no Boeing P-51 Mustangs, or Lockheed-Martin L-1011s.

Model – the manufacturer’s or agency’s model designation. Examples L-1011 and KC-135.

*Note: We use these fields for pictures of personalities, facilities, engines and display teams as well. If the photo is of an identifiable person, then the entry in the Manufacturer’s field is specified as “**Personality**” and the Model field is used to specify the individual’s name. For group photos of no more than four individuals, specify each person’s last name separated by commas. For larger groups, specify the group identifier (1st Aero Squadron) or simply “group” if unknown. In the Notes field, provide the complete names of each individual, using “unknown” as a place holder for unidentified individuals. Similarly for **facilities, engines and display teams**.*

Common Name – What we want here is the “aircraft’s official name.” An example would be the Fairchild A-10, which has the official name of Thunderbolt II and not “Warthog.”

Civil # - The civil registration number of the aircraft if it has one.

Mil Id – The military registration number or BuNo of the aircraft if it has one.

(Note: It is possible in some cases for an aircraft to have both – generally found with warbirds. For example a P-51 Mustang may have started life as 43-12345, but is currently operated under the N-number of N51P. The civil registration number can generally be found in the FAA database for civilian warbirds and it may not correspond to the military id shown in the aircraft's paint scheme. Use "Notes" to clarify such situations.). A good source for the actual military id of a warbird can be found in the Warbird Registry (<http://www.warbirdregistry.org>)

c/n – the manufacturer's construction or manufacturer's serial number of the aircraft

Operator/Owner – Organization operating the aircraft at the time of the image. Examples are:

United Airlines, UA or UAL	Royal Air Force, RAF
American Airlines, AA	Canadian Air Force, RCAF
Pan American Airlines, PAA	Commemorative Air Force, CAF
U.S. Air Force, USAF, USAAC, USAAF	Etc.
U.S. Navy, USN	
U.S. Marine Corps, USMC	
U.S. Coast Guard, USCG	

Notes – Use this field to identify general or specific aspects of the aircraft, etc. For example, unit aircraft is assigned to (PA ANG), landing or taking off, aircraft's name (City of Phoenix), crashed, or any other aspect not covered by any of the other fields.

- 1) **Do not include hyperlinks to other websites.** The problem with them is that they tend to change with time and going back, finding and updating them is VERY labor intensive. Broken links don't help your Google position ranking.
- 2) **Please do not use either the TAB or ENTER key in the Notes.** While it looks good on the form, it becomes problematic in migrating the data into the Master database.
- 3) Restrict your notes to comments regarding specifics about the photo of the plane. **We do not need a complete aircraft history**, this information can be found elsewhere on the web. Please limit any extra information to things like "destroyed Oct/10/1968" or "stricken from FAA database Oct/10/1970", "First prototype", etc.

Status (Check when completed with identification) – This is a way to mark your progress. When this box is checked, then a check mark appears by the image on the thumbnail page. You can still go back and edit images that you have indicated you have completed. It is simply a tracking tool.

The following data fields may, or may not, appear in your forms. If they don't appear, don't worry about it)

Photo date – Format is Day-Month-Year (07-July-1949). If only the year or month and year are known, then use 00-00-1949, or 00-Jul-1949.

Location – Site of the photograph. You can use the IATA codes for airports. In the case of airports no longer in existence or that do not have codes, then airport/airfield name and location. An example would be Mitchel Field, Long Island (LI), NY. Military installations can be abbreviated. Example: Bergstrom AFB.

Photographer – name of the individual, company or collection that produced the photograph. If the photo includes an image number, include this as well. Example: Douglas SM-130239, USAAC 17302.

Collection – The name of the individual that contributed the image to the AAHS.

Permission – This field allows us to set a flag on any restrictions associated with use. AAHS administrators will set this field so do not worry about this.

RESOURCES

The resource link on AAHSPlaneSpotter points to a number of resources that we have found from experience as handy in aircraft identification. This list is not intended to be an all-inclusive list. You are free to use whatever resources that you have available in performing the aircraft identification.

AAHS List

AAHS Golden Age Aircraft Registration Database - This is a searchable database useful in identifying Golden Age (1926-1940_ U.S. registered aircraft. You can search for both full and partial information by either the registration number or by Manufacturer and Model. On occasion, you might be able to only make out part of a registration number, say NC12-3C. You can generate a list of possible candidates by specifying the registration number as 12%3C, where the “%” is a wildcard placeholder. You DO NOT need to specify leading or trailing wildcards, e.g. no “%123%” is necessary. Specifying the Manufacturer and model will generate a list of all the registrations for this make and model. Be aware that some of these lists can be quite large, for example, Fairchild 24 generates a list of over 600 aircraft.

Aerofiles - Started by the late AAHS member K.O. Eckland, this site is a listing of almost every aircraft type manufactured in the U.S.

Joe Baugher's U.S. Air Force Serial Numbers –The reference site for looking up U.S. Air Force aircraft by tail number (44-12345). There is a very good explanation of this numbering system as well

Joe Baugher's U.S. NAVY Bureau Numbers - The reference site for looking up USN and USMC aircraft by their Bureau Number (BuNo). Every USN/USMC aircraft is assigned a BuNo and they are sequentially listed here.

Joe Baugher's US Coast Guard Serial Numbers - Same for USCG aircraft numbers

FAA Civil Aircraft Registration Data Base - Good for looking up U.S. aircraft by their registration number. Because the U.S. recycles registration numbers, this source is best for current registrations, but does contain some prior registrations as well.

British Civil Aircraft Register - For aircraft carrying a U.K. registration number (G-xxxx)

Canadian Civil Aircraft Registration Data Base – For aircraft carrying a Canadian registration number (C-xxxx or CF-xxx)

Air Britian Photo Library – This site is pretty good for identifying European registered aircraft and has photos that can be used for comparison.

AirFleets.net (looking up Commercial Transport msn/ln by registration) – This site is useful for getting commercial transport aircraft specific model numbers, c/n and line numbers. It allows lookups by registration number and general model number.

Warbird Registry – This registry is good for identifying civilian owned and operated WWII warbirds