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## **Harold E. Morehouse Flying Pioneers Biographies Collection - Bonnalie, Allan F.**

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the 2nd Army Air Service under Colonel Frank P. Lahm and Lieutenant Colonel John F. Curry. The duties of this unit was a courier service to Coblenz, Germany, which was occupied by United States troops. This assignment included considerable training in navigational and instrument flying.

In May, 1919, Bonnalie returned to the United States, resigned his commission as First Lieutenant and resumed civilian life. He then went into mechanical engineering work in industrial plants, which included estimating, design and construction, followed by about eight years as mechanical engineer, Maintenance of Way Department, of the Southern Pacific Railroad in San Francisco.

[Proofread Mark - Cut paragraph and move below]  
[In 1925 he] Bonnalie had joined the Naval Reserves as a Lieutenant [Delete periods and Close gap mark] U.S.N.R. [Delete periods and Close gap mark] in 1925, and commanded Reserve Squadrons at Oakland, California and Glenview, Illinois until World War II.  
[Proofread Mark - Cut paragraph and move below]

While with the railroad Bonnalie attempted to have them bid on a Government air mail contract for the route from San Francisco to Chicago, but was turned down and Boeing Air Transport [Delete periods and Close gap mark] was the successful bidder [Delete periods and Close gap mark]. Still interested, he joined Boeing in 1929 at the Boeing School of Aeronautics at the Oakland Airport. While there he [Delete periods and Close gap mark] co-authored [Delete periods and Close gap mark] a book entitled "Airplane Maintenance" with Younger and Ward [Delete periods and Close gap mark] which was published by McGraw Hill in 1937.

Shortly after Bonnalie joined Boeing Air Transport Division it became United Air Lines, and he not only assisted in their training program but [Delete periods and Close gap mark] also was [Delete periods and Close gap mark] Assistant [Delete periods and Close gap mark] head of their flight department, [Delete periods and Close gap mark] then [Delete periods and Close gap mark] and later was made President and General Manager of United in Mexico, known as LAMSA. This [Close gap mark] air line [Close gap mark] was sold in 1952 and Bonnalie was moved to Denver, Colorado, as Director of the United Flight Training Center.

About this time the Government Foreign Operations Administration asked United Air Lines for assistance in their overseas aviation activities. [Delete periods and Close gap mark] As a result, Bonnalie was assigned to this project as a part-time duty. This involved foreign travel for the State Department to study training and develop [Close gap mark] air lines [Close gap mark] and facilities.

[Proofread Mark - insert paragraph from above] [Proofread Mark - insert paragraph from above]

At the time of Pearl Harbor [Delete periods and Close gap mark] Bonnalie [Delete periods and Close gap mark] he had been advanced in the Naval Reserves to Lieutenant Commander, Production Division, Bureau of Aeronautics, Navy Department,

the 2nd Army Air Service under Colonel Frank P. Lahm and Lieutenant Colonel John F. Curry. Among the duties of this unit was a courier service to Coblenz, Germany, occupied by United States troops. This assignment included considerable training in navigational and instrument flying.

In May, 1919, Bonnalie returned to the United States, resigned his commission as First Lieutenant and resumed civilian life. He then went into mechanical engineering work in industrial plants, which included estimating, design and construction, followed by about eight years as mechanical engineer, Maintenance of Way Department, of the Southern Pacific Railroad in San Francisco.

In 1925 he joined the Naval Reserves as a Lieutenant U.S.N.R. and commanded Reserve Squadrons at Oakland, California and Glenview, Illinois until World War II.

While with the railroad Bonnalie attempted to have them bid on a Government air mail contract from San Francisco to Chicago, but was turned down and Boeing Air Transport was the successful bidder. Still interested, he joined Boeing in 1929 at the Boeing School of Aeronautics at the Oakland Airport. While there he was co-author of a book "Airplane Maintenance" with Younger and Ward, published by McGraw Hill in 1937.

Shortly after Bonnalie joined Boeing Air Transport it became United Air Lines, and he not only assisted in their training program but also was Assistant Head of their Flight Department, then later was made President and General Manager of United in Mexico, known as LAMSA. This air line was sold in 1952 and Bonnalie was moved to Denver, Colorado, as Director of the United Flight Training Center.

About this time the Government Foreign Operations Administration asked United Air Lines for assistance in their overseas activities, connected with aviation. As a result, Bonnalie was assigned to this project as a part-time duty. This involved foreign travel for the State Department to study training and develop air lines and facilities.

At the time of Pearl Harbor Bonnalie had been advanced in the Naval Reserves to Lieutenant Commander, Production Division, Bureau of Aeronautics, Navy Department, Washington, D. C., from which he retired as Rear Admiral USNR in 1953.

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Washington, D.C., from which he retired as Rear Admiral USNR in 1953.

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