



Up, Up, and Away!

John Slemph took up photography during his career in the U.S. Army, where he won several awards in the annual U.S. Army Europe Photography Competition. Now based in Atlanta, he creates location and studio images for advertising, corporate and editorial clients both nationally and internationally.

It was inevitable that he'd have to figure out how to juggle golf and fly fishing with training to become a pilot, which he is currently working on. He's already looking skyward with a dream of someday building his own plane. "I've always been open to new adventures, and this promises to be no exception."

The planes John photographs were built by people who probably knew they were creating history. Before paved airstrips and passenger terminals, they knew that what they were building would perhaps outlast them.



Ryan ST

Now, *Aerographs* extends their life in archival prints, which express the aesthetics of the aircraft that wrote the history of aviation in the 20th century—in peacetime and in war.

www.aerographs.com

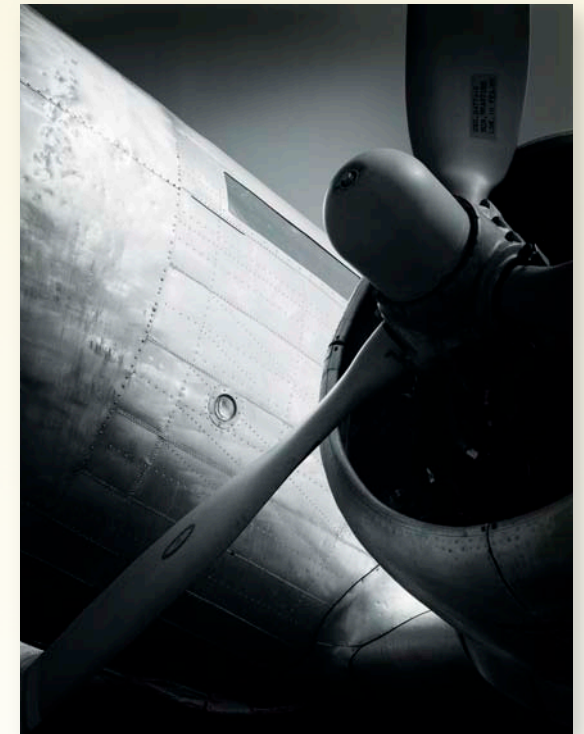
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AEROGRAPHS

AVIATION FINE ART



JOHN SLEMP

As a military brat who early on was exposed to aircraft of all types, John developed an appreciation for their utility.

Today, John is fascinated by the subtle elegance that aircraft present. He focuses his lens on their curves and textures, in order to capture the essence of their form and how it affects their function, flight.

They Flew Into History

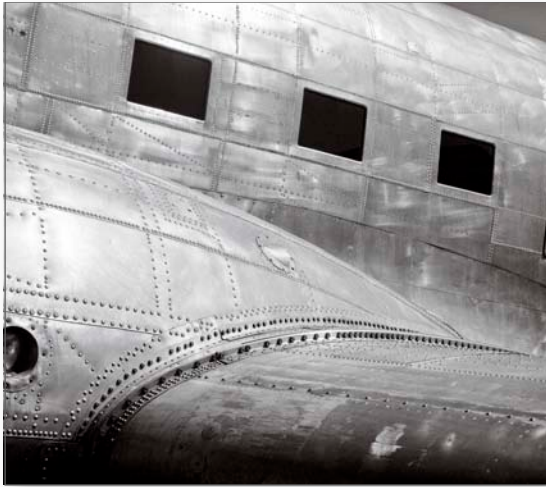
THE FEEL OF THE WIND

The ancients who left their drawings of birds on rocky walls must have wondered what it would be like to fly. But the history of powered, sustained flight by man began a little more than 100 years ago. Since 2001, John has been photographically documenting vintage aircraft. The journey has taken him to a grass airstrip at a country crossroads where a couple of retired airline mechanics hunch over a fabric-covered wing in a hangar. It's led him to former sheet metal workers, ex-military pilots and anybody he can find who's poured their passion into restoring old airplanes or building experimental aircraft. These images include the Ford Tri-Motor, which originally seated the pilot in an open cockpit and pioneered airline travel. The Ryan ST (sport trainer), used mostly as a military trainer, especially overseas. The Douglas DC-3, which popularized air travel and for the first time made airlines profitable.

WHOSE HANDS MADE THESE WINGS?

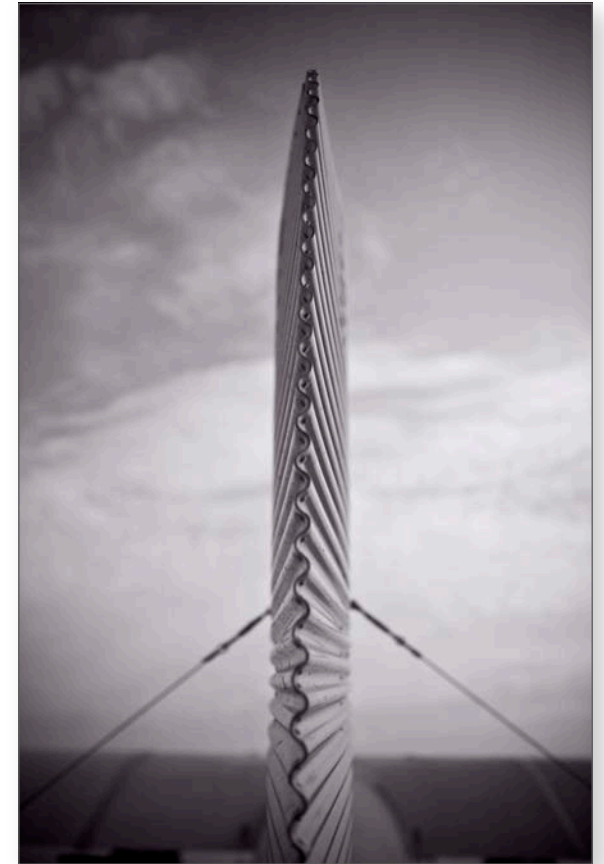
John sees a story behind every plane. He wants to record their consummate craftsmanship — the texture of a corrugated fuselage ... the gentle curve of a rudder ... the grain of a wooden panel. His work concentrates on the interface of human and machine that makes the plane both functional and aesthetically pleasing. "Airplanes

connect people," he says. "Not just literally, but economically and socially. I want to tell the story of the people who designed them, who built them, and who flew them."



FINE ART PRINTS

Aerograph prints are archivally printed on acid-free, 100% cotton rag, Somerset Velvet paper with exceptional contrast. Prints are signed in pencil below and to the right of the image. John's prints hang in the Newark Airport Marriott, the Dulles Airport Marriott, the Miami Airport Wyndham, and FBO's, corporate offices and private collections. Print sizes up to 30" x 40" are available. Our current price list is available at www.aerographs.com.



The rudder of a Ford Tri-Motor. Owned by the Experimental Aircraft Association (EAA), it was restored after being severely damaged in a storm. It now flies about the country, bringing the "golden age" of aviation to the general public.