



News and Comment

ENDURANCE FLYING—ADDENDA

Since the appearance of the article, "Endurance Flying: The Pilots and Planes", in the JOURNAL, Vol 9, No 4, a considerable amount of additional information has come in from the author and others, and a compendium of this information follows.

Early Endurance Records: When the first attempt at a coast to coast flight by the Fokker T-2 was blocked by fog in a mountain pass near Banning, Calif., the pilots, Oakley G. Kelly and J. A. Macready, elected to remain in the air over the San Diego area for as long as possible and on 5-6 October 1922 established an unofficial non-refueled endurance record of 35 hours 18½ minutes--the standing record was 26:19:35 set on 29 December 1921 by Eddie Stinson and Lloyd Bertaud. The record came to the two Army pilots officially on 16-17 April 1923 when they kept the T-2 in the air for 36:04:08 in the vicinity of Wright Field, Ohio. When Charles A. Lindbergh flew to Paris on 20-21 May 1927, he also set a solo endurance record. The 51:11:25 endurance record set by the "Columbia" resulted from an attempt to see how long Chamberlain and Acosta could keep the aircraft airborne with its maximum fuel load--a preliminary test to the Atlantic crossing.

"Southern Cross": This famous aircraft was first operated by Sir Hubert Wilkins as the "Detroiter". It was a Fokker F-VII-3m, and although its wing, less engines and mounts, was used on the single engine Fokker F-VII "Alaskan's" fuselage in 1927, it never flew as a single-engined aircraft. Sir Hubert sold the aircraft to Kingsford-Smith in 1927, and in order to get backing for his first U. S. to Australia flight, Smitty made several attempts at the non-refueled endurance record but was able to remain in the air only a little over 50 hrs, some two hours short of the record. There were no 5-gallon tins of gasoline carried in the fuselage on the endurance attempts. (For further clarification on the aircraft see the JOURNAL, Vol 4, No 3, page 195.)

Sir Charles Kingsford-Smith: Immediately following his world flight success, Kingsford-Smith returned to England, picked up his Avro Avian "Southern Cross Junior" and set a 9 day, 21 hours, 41 minutes record flight to Darwin, Australia. In 1933 he broke his own record with

a Percival Gull named "Southern Cross Minor" flying from England to Australia in 7 days, 4 hours, 50 seconds--not in the "Lady Southern Cross." This was almost two years after he failed in an attempt in the same plane to break Jim Mollison's record between Australia and England. He gave up at Aleppo, Syria due to ill health, and when he finally arrived in England, he parked the plane in a hangar and went home by ship. The Lockheed Altair "Lady Southern Cross" was flown in October 1934 from Australia to the U. S. across the Pacific with Capt. P. G. Taylor and never made an Australia to England flight. An attempt was made in 1934 to get the plane to England for the 1934 MacRobertson race but failed in Australia. In 1935, Smitty was lost with Capt. Pethybridge on a record flight attempt between England and Australia.

"Sally Sovereign": No verification has been found that the aircraft flown by Stinson and Haldeman, 28-30 March 1928, to a new endurance record was indeed named "Sally Sovereign". It does seem certain, however, that it was not the plane of this name illustrated on page 282 (Vol 9 No 4). That "Sally Sovereign" is the aircraft in which Stinson and Randolph G. Page attempted a new, non-refueled endurance record over Saginaw, Michigan in 1929. It was a Special Stinson SM-4 manufactured in 1929 (well after the Stinson/Haldeman record of 1928) with constructor's number X-10 and registration NR-9696. The aircraft had a kind of retracting landing gear, the wheels and struts swinging up in an outward arc (see cutout in forward lifting-strut to clear wheel, photo page 282) so the wheel went to or into the high wing. "Sally Sovereign's" attempted endurance flight came to a premature end with a wheels up landing at Lake St. Clair, Michigan. The airplane then had a new engine installed, cowling removed, a rigid gear replaced the retracting one and (probably) extra fuel tanks were placed in the wings where wheel wells had been. In this form the SM-4 was renamed "'K' of New Haven", registered to H. G. Partridge, and plans were laid for it to make a nonstop, refueled flight from New Haven, Connecticut to Buenos Aires, Argentina, a total distance of 7,700 miles. An attempt on 31 May 1930 went no further than New York, and a second attempt on 15 July 1930 from Roosevelt Field ended when the aircraft became lost in fog and the crew bailed out near Monroe, Georgia. (For further details see JOURNAL Vol 1, No 3, p 104; Vol 3



The "'K' of New Haven" shortly after being rebuilt from its "Sally Sovereign" configuration with Capt. Herbert G. Partridge, organizer of flight, and Lcdr George W. Pond who was the pilot for first Buenos Aires attempt.



The "K" taking off at the beginning of the first flight attempt to Buenos Aires, 31 May 1930. Aircraft now has balloon type tires and some of the external marking has been altered, including a "K" under the right wing.

No 1, p 50; and Vol 4, No 1, p 45.)

Brock and Schlee: The endurance record set by William S. Brock and Edward F. Schlee began at San Diego on 29 September 1928 in a Bellanca "J" Special named "Rosemarie" and not in the Stinson "Pride of Detroit". The latter was owned by Schlee and not by Brock and had been used on their flight from Newfoundland to Tokyo, from 28 August to 14 September 1927, 12,295 miles.

Women's Endurance Records: Bobbie Trout's endurance flight of 2 January 1929 was in the Golden Eagle "Lady Rolph", powered by a 60 hp LeBlond, not a Velie, and the time was 12 hours, 11 minutes. The plywood-covered leading edge of the wing was not to eliminate "flutter" but to smooth out the airfoil. Elinor Smith's succeeding, non-refueled endurance record was made on 20-31 January 1929 in a Brunner-Winkle Bird at Mitchel Field, New York. When Bobbie Trout wrested back the record, 10-11 February 1929, she also set a closed course distance record for lightplanes of 932 miles. The 45 hour, 6 minute refueled endurance mark set by Bobbie Trout and Elinor Smith in 1929 was accomplished 27-29 November, not May, in a Sunbeam cabin plane. The subsequent Trout-Cooper record was made in the Golden Eagle "Lady Rolph" between 4-9 January 1931. A further refueled endurance record was accomplished 14-19 August 1932 at Valley Stream, Long Island by Louise Thaden and Frances Marsalis. They remained airborne for 196 hours in a Curtiss Thrush, NR-9142.

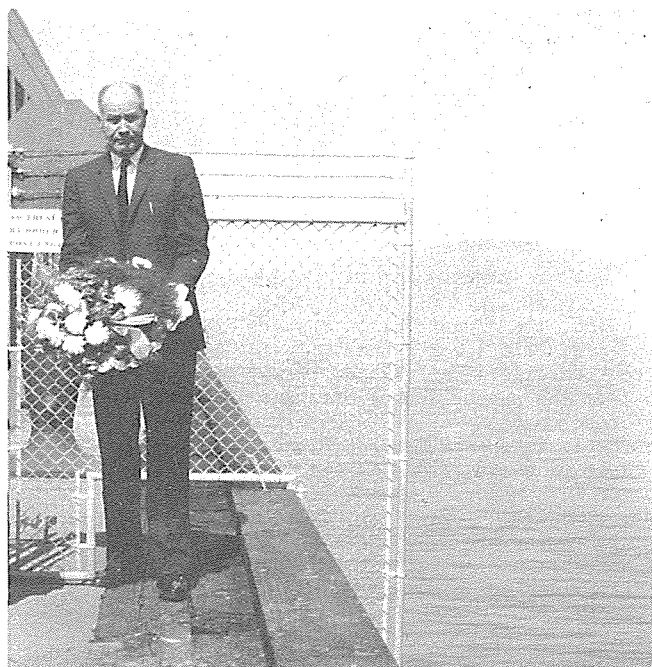
Robbins and Kelly: Reginald L. Robbins and James Kelly set a refueled endurance record of 172:32:01 between 19-26 May 1929 over Fort Worth, Texas.

"The Angeleno": With Loren W. Mendell and Roland B. Reinhart as pilots, the Buhl Airsedan "The Angeleno" set a refueled endurance record (not mentioned in the article) of 246:43:02 between 2-12 July 1929, flying about 19,760 miles and using 4,085 gallons of gasoline and 105 gallons of oil.

Hunter Brothers: The aircraft flown by the Hunter brothers, "We Will" and "City of Chicago", was the same plane with two different names. On the 1930 refueled endurance record flight the plane used 8,405 gallons of gas and 400 gallons of oil, covering about 40,000 miles. There is some question to the number of refuelings made.

Final Note: There were a number of other successful endurance flights in the Golden Years that have not been covered and many unsuccessful attempts were made that deserve comment. It is hoped that at some future time the JOURNAL will be able to present a list of all the important endurance flights, successful and unsuccessful, attempted throughout the world.

A.A.H.S. COMMEMORATES BEACHEY'S LAST FLIGHT



Mr. Willis L. Nye, A.A.H.S., led the commemoration of Lincoln Beachey's last flight, Sunday 14 March, 1965, on the 50th anniversary of the event by casting a wreath on the waters of San Francisco Bay. The wreath floated at the spot where Beachey and his monoplane crashed during a stunting performance for the Panama Pacific International Exposition.

The commemoration was sponsored by San Francisco Members of the A.A.H.S. It began with a mid-morning brunch after which Mr. Nye, who was an eye witness to Lincoln Beachey's last flight, told briefly of the life and times of the great aerial acrobatic pilot. Then the group moved to the pier from which the wreath was placed on the gentle waters of the Bay.

EARLY DAY AVIATRIX INFORMATION SOUGHT

I have recently been assisting the Ninety-Nines in updating their charter membership roster, rounding up current information pertaining to some of the 99 members who banded together to form the organization in November 1929. About one-third of the charter members are still on the "missing list" and we have wondered if A.A.H.S. Members might help in furnishing information regarding some of the following, whose last known address is shown to the right of the name.

Bernice Blake Perry	Manchester, N.H.
Ruth T. Bridwell	Hinsdale, Ill.-Houston, Tex.
Margery H. Brown	New York City
Myrle R. Caldwell	Cleveland, Ohio
Mildred H. Chase	Chelsea, Massachusetts
Irene J. Chassey	Hartford, Connecticut
Marion Clark	Baltimore, Maryland
Helen Cox Cohecy	Hagerstown, Maryland
Jean Davidson	Greenwich, Connecticut
Marjorie Doig Greenberg	Flushing, New York
Sarah S. Fenno	Barrington, Rhode Island
Frances Ferguson Leitch	St. Paul, Minn.-Ponca City, Ok.
Ila Fox	Rock Island, Ill.-Detroit, Mich.
Mary Goodrich	Hartford, Connecticut
Peggy Hall Martin	Santa Ana, California
Ruth M. Halliburton	Toledo, Ohio
Ethel Lovelace	Houston, Texas
Agnes A. Mills	Floral Park, New York



Buhl Airsedan, "The Angeleno", R-3763, taking on gasoline from Curtiss Carrier Pigeon refueling plane, during 1929 endurance flight. (Photo - Piedmonte Coll.)

Sylvia A. Nelson
 Margaret F. O'Mara
 Peggie J. Paxson
 Elizabeth F. Place
 Lillian Porter
 Mathilde J. Ray
 Gertrude C. Ruland
 Hazel Mark Spanagel
 Dorothy L. Stocker
 Margaret Thomas
 Wilma L. Walsh
 E. Ruth Webb
 Alberta B. Worley

Ardmore, Pennsylvania
 Port Washington, New York
 Los Angeles, California
 Colorado Springs, Colorado
 Glendale & Pasadena, Calif.
 Los Angeles, California
 Syracuse, New York
 Lakewood, Ohio
 Chicago, Ill.-Houston, Texas
 Garden City, N.Y.-Ft Worth, Tex.
 Belleville, New Jersey
 Llanerch, Pennsylvania
 Oklahoma City, Oklahoma

Any information regarding change of surname, location, etc. would be appreciated. There is also the possibility some members may be deceased, in which case we would like to have the date and place of demise. Any information forwarded to me will be gratefully relayed to the 99's with proper credit reference given.
Glenn Buffington, 8401 Ranier Pl. So., Seattle, Wash.

MUSTANG PILOT CORRECTION

Mr. Charles B. Mayer's "Mustang Pilot: 352nd Fighter Group" in Vol 10, No 1 of the JOURNAL is a fine account of one pilot's experience in the ETO. It would appear, however, that either some facts or some dates have gotten mixed up somewhere along the line. The author describes in some detail a morning escort mission to Schweinfurt on 13 May 1944. I believe the records will show that on 13 May 1944, the 352nd Fighter Group provided penetration escort to the 1st Bomb Division from Siel Island at 1305 hours to the vicinity of Prenzlau at 1440 hours. The Forts were headed for oil targets in Poland but 10/10 cloud cover forced them to attack T/O's on the Baltic Coast. The 352nd engaged 150-plus single engined, enemy fighters in the Tribseens-Semmin area that were making head-on passes at the bombers. The Group claimed 16-0-1 for the loss of one Mustang. On the way home they strafed an unidentified airfield in the Wangerooze area, claiming one e/a destroyed on the ground.
Allan G. Blue, 6515 Marywood Road, Bethesda, Maryland

PASSING OF FAMOUS AVIATION PERSONALITIES NOTED

Walter Henry Barling, Sr. passed away on 2 April 1965 at Santa Cruz, California. A native of England, Barling designed and developed a variable pitch propeller, a hydraulic landing gear and a rotary supercharger during World War I. He was also one of aviation's first test pilots. While employed at Farnborough, he met General William "Billy" Mitchell, and Mitchell later asked him to design "the world's largest plane that would shock the people into realizing that the airplane was here to stay." The Barling Bomber of 1923 was the result. Barling continued in aviation until he retired to Santa Cruz in 1955.

(Information contributed by: Mr. E. T. Smallwood)

Capt. Raymond F. Tylor, USN (Ret), died after a long illness at Los Altos, California on 22 April 1965. He served in U. S. Naval Aviation from 1917 until 1946 and was recognized as an outstanding authority on lighter-than-air craft. He was a member of the original crew of the Shenandoah and was also a crew member of the Macon, being transferred before these two airships were wrecked. On 2 January 1942, he was assigned to command the first naval airship squadron to be formed and a year later took command of an airship group.

(Information contributed by: Mr. Creig O. Peterson)

Samuel R. Bigony was killed on 1 May 1965 in a plane crash in Limerick Township, Pennsylvania. Flying for Pittsburgh Airways Co. in 1930, he was the first pilot of an air passenger service between Pittsburgh and Chicago.
 (Information contributed by: Mr. Roger F. Besecker)

SUMMER - 1965

New Members

Harry B. ADAMS, 246 Indiana, #6, Corpus Christi, Texas
 In USAF from 1956-60 with two years at Wheelus AB. Interested in commercial and USAF aircraft from 1950.

James G. ALEXANDER, 464-C Pinecrest Circle, Marietta, Ga
 Interested in early flight history and the development of aircraft and equipment.

Leonard J. BAKER, 15554 S.E. 9th St, Bellevue, Wash.
 Particularly interested in aviation in the 1920s and 1930s. Building aviation library for Boy's Club.

J. T. BAUGHMAN, 857 Via Somonte, Palos Verdes Est., Cal.
 Design engineer for North American Aviation, 25 years. Interest in histories and aircraft, 1928-40.

Norwood J. BERNARD, 610 Colorado St, Davenport, Iowa
 Licensed pilot, graduate of Spartan School of Aeronautics and member of E.A.A. and A.A.A.

Gordon E. BLAKE, 3 Grant Place, Waltham, Mass. Collector of WW I material since 1930. Member of Mass ANG since 1948; went to France with unit in 1961.

Clinton D. BOWERS, 1420 Cambridge Ct, #23, Manhattan, Kansas. Primary interest in United States' war history and aircraft built before 1945.

Lee C. BOYD, 22706 Ronan Ave, Torrance, Calif. Pilot of B-24s in 538th Bomb Squadron, 380th Bomb Group, SWPA from 1944-45. Now copilot American Airlines.

Katherine A. BRICK, 820 Blanch Ave, Norwood, N. J.
 Served as a WASP with the 6th Tow Target Squadron and 207 AAF BU in 1st, 3rd and 4th Air Forces.

Charles H. BROMAN, 5450 E. 8th, Tucson, Arizona. Was pilot in India in WW II with 2nd Weather Reconnaissance unit. Now general manager, Tucson Airport Authority.

Philip M. BURNS, Box 20124, Denver, Colo. Holder of an A & P mechanics license and interested in information on old or unusual aircraft.

Robert E. BURROWS, 106-A Bard St, China Lake, Calif.
 Interest emphasizes markings, camouflage and finishes on aircraft up to and including WW II.

Robert E. CARLIN, 10523 Eddystone Dr., Houston, Texas
 Was pilot of B-24 in Italy with the 456th Bomb Group during WW II. Does paintings for private collectors.

Leo M. CARROLL, Woodland Drive, RFD-2, Reeds Ferry, N.H.
 Technical writer in electronics. Working on history and development of bombing systems and airborne electronics.

A. William CLOCK, 1009 Angelina Road, Schenectady, N.Y.
 Some experience in gliders and light powered aircraft. Interested in WW II aircraft and their finishes.

Thomas H. COOKE, 2527-A Tantalus Drive, Honolulu, Hawaii
 Flew many Golden Years single engine aircraft; flew AM 28 and 35 early 1940s and did Army Cargo contract flying; trained pilots for Hump flying; now President of Trans-Air Hawaii, Ltd, a cargo carrier.

Thomas C. COPE, 15611 S.E. 9th, Bellevue, Wash. Model builder since 1937 and collects antique model engines and model kits. Is a private pilot.

Carmelo COSENTINO, 271 Ellen Drive, Cheektowaga, N.Y.
 Interest in Lighter-Than-Air information and old a/c.