



News and Comment

PHOTO DATA QUESTION

What kind of data should be recorded when taking photographs of an aircraft?

When I started, the vogue basically was "get the picture", peek into the cockpit and get the model designation, get the engine designation and takeoff power, and that was it, for civil types. Naval aircraft carried the designation and BuNo on the tail, so that solved those problems and you could read them off the print. Army Air Corps types had them in a block near the cockpit.

Now it seems the data that aviation historians collect on individual aircraft includes the date the picture was taken and where, the aircraft's color scheme (in varying detail), insignia detail, the aircraft's manufacturing date, the constructor's number, the pilot's name and address and, in the case of military aircraft, the wing, the group, the squadron, the flight, the base and so on ad infinitum.

Perhaps some of the experts could let us in on the system they use, the data they record when they take a picture (or "read off" a picture), and how they keep their records--in notebooks, on filing cards, etc. For example, I generally record, in an 8 x 11 notebook, the type of aircraft, date taken, location, special markings and, in the case of military aircraft, the unit and base.

I realize systems depend upon the degree of individual interest, but there must be some basics that should be recorded and which others would find useful information. Although it would be impossible to please everyone, it might be possible to improve the level of what is being recorded by exchanging ideas on systems. And the sooner the better....

How about it, JOURNAL readers? What kind of data should be noted by an aircraft photographer?
Erwin J. Bulban, 10425 Westlawn Dr., Dallas, Texas.

XBT2D-1 IN PENNSYLVANIA



Enclosed (above) is a full length shot of a Douglas XBT2D-1, BuNo 09103, as it appears today sitting in a junk yard on Route 1 in Fairless Hills, Pennsylvania, near Langhorne and in back of a place called, Hide Away Hut. Too bad I forgot to pull out the dive brakes, before the picture was snapped. They are huge things taking up the area from the bottom of the upper white bar

of the national marking to the bottom of the fuselage. They extend from near the trailing edge of the wing to the "Y" in "NAVY".

Names on the cowling are, Raczkowski C. Lt and Menefee JN AD3. A plate I removed from the wing stub says AD-2 and it may be possible this aircraft used some AD-2 parts.

Bernard Mallon, 518 Runyon Ave PT, New Brunswick, N.J.

"PATHFINDER" AS "NORTH STAR"



I have enjoyed the article in the Spring JOURNAL on the Bellancas, and in it the Bellanca "Pathfinder" is mentioned in which Williams and Yancey flew the Atlantic. It is probably not generally known that this aircraft was earlier christened the "North Star" and was flown by Thea Rasche, the well-known German aviatrix, who intended to make a trans-Atlantic flight in it. She brought it to Montreal in the Spring of 1928, apparently intending to take off from there, but I understand she also looked into the possibility of using Three Rivers, Quebec, as a takeoff point. The flight did not materialize and the aircraft was returned to the United States to become the "Pathfinder". I enclose a photograph of this aircraft (above) taken at Cartierville Airport in May of 1928.

By complete coincidence, Cartierville Airport is now the home of Canadair Limited. Immediately after World War II they produced a Merlin-powered version of the Douglas DC-4 that was christened the "North Star".
K. M. Molson, 447 Roger Road, Ottawa, Ontario, Canada.

HISTORY OF NORTH ISLAND TO BE WRITTEN

The Fiftieth Anniversary of the Naval Air Station, North Island, California, will be celebrated in 1967 and will recognize the contribution made to Naval Aviation by this base. In order to prepare for this event, a Historical Committee has been formed to compile a written history of North Island, and to collect historical data, relics and mementos for display. The history of North Island is well documented from the beginning of World War II to the present, but many important events occurring during the 1920s and 1930s were not recorded in official records, or records were not preserved.

It is hoped that persons able to contribute histor-

ical data in the form of records, pamphlets, photographs, accounts of participation in significant events and similar material will contact the Historical Committee. Records and photographs will be returned.
Cdr H. C. Hollandsworth, Chairman, Fiftieth Anniversary Historical Committee, USNAS North Island, San Diego, Cal.

CAN SOMEONE IDENTIFY IT?



Enclosed is the print of an aircraft (above) which I photographed at Norfolk, Virginia on September 19th, 1964. There were no marks of builder identification to be found on the aircraft, and the FAA Civil Aircraft Register lists the plane as being in the Home-Built category, c/n SRX-1001, manufactured in 1953, N-2903B.

I would like to see if anyone can identify it more fully.
Ralph I. Brown, 1337 N. Edward St, Decatur, Illinois.

SOLENTS AND RAUSCH STAR



After reading Mr. Sherlock's letter in Vol 10, No 1, I have uncovered more information on the Short Solents he mentioned as being at Oakland and San Francisco. All three aircraft were owned by South Pacific Air Lines who intended to operate them on trans-Pacific flights to Tahiti via Honolulu and Christmas Island.

The Solent parked at Oakland with N9945F is N9947F, and the one at San Francisco is N9946F and is painted in SPAL markings. The latter, aircraft, by the way, is tied down next to the Slick Airways hangar along with the prototype Rausch Star (above), a highly modified Beech 18, c/n 5111544, with its fuselage lengthened by about four feet and made higher, a main landing gear from a P-51D and the nose gear from a T-28A. At one time it was intended to re-engine the aircraft with turbo props, but this was not done.

The c/n's of the Solents are:

N9945F, S.1303, ex-G-AH10, ex-VH-TOD

N9946F, S.1295, ex-G-AKNP, ex-VH-TOB

N9947F, S.1298, ex-G-AKNT

The aircraft were used under their British registrations by BOAC and by Trans-Ocean Airlines in Australia.

John P. Stewart, 7289 Hansen Dr., Dublin, California.

WARBIRDS OF AMERICA

In December of 1964, a group called the Warbirds of America, Inc. was enthusiastically put together by dedicated people interested in preserving WW II combat type aircraft. Walter E. Ohlrich, Jr., is president and Bob Love is vice president. (The writer is secretary.) We have other ideas for the club. However, keeping these aircraft from the furnaces is our prime objective. Other objectives are helping people locate hard-to-find parts, overcome problems in licensing their aircraft, learn safety items and learn good, safe operating techniques.

At this writing, we have 49 paid members representing 40 aircraft. Some of the members have more than one ship. Ed Maloney and Frank Tallman are in the club, but we can hardly include all of their planes. Our first, official fly-in will be at Rockford during the annual EAA show in August. I hope to fly my F6F-3 Hellcat to the show, and Bob Love will fly his F-51D, if all goes well. Our next get together will be at Las Vegas during the Inter-National Air Races.

John W. Church, P.O. Box 1149, Alameda, Calif. 94503

(Ed. Note: With the above letter, John sent copies of the first two issues of the Warbirds' publication, "Warbirds Newsletter." Newsy and to the point, the issues also carry some lovely photos of WW II type aircraft. For those who would be interested in joining this group, annual dues are \$5.00.)

MARTIN 167 CORRECTIONS

In the article, "Martin 167 in French Service", JOURNAL, Vol 10, No 1, there were a few slips and mistakes which took place in the final translation from French. At the bottom of the second paragraph of the article it should be noted the Browning machine guns were of the French Standard caliber: 7.5 mm. On page 36, second paragraph, the second sentence should read, "These four Groupes, equipped with 12 to 18 planes each and made up of eight Escadrilles...." Each Groupe was made up of two Escadrilles, numbered 1 and 2 for Groupe I, and 3 and 4 for Groupe II.

The photo at the top left of page 37 shows the 167 "Sergent Tardival" not "...Cardival" (editor does not read script too well). Photo at the bottom of page 37 should be captioned "1941 or 1942" not "1940 or 1941". Under the headings for "Markings Drawings" on page 41, under B, the second sentence should read, "This plane crashed in West Africa", not North Africa. Finally, the name General LeClerc should be corrected so that it reads "Leclerc", bottom of page 41, first column.

FIRST WOMEN'S AIR DERBY STORY

Further research of the 1929 Derby results (see article in JOURNAL, Vol 9, No 3, page 222) leaves some question as to the second-place winner in the CW class. A majority of the results credit Edith Foltz with finishing behind Phoebe Omlie, and a few others specify Mrs. Keith Miller. However, an article in Aviation indicates Thea Rasche as the winner of second. A recent letter from the renowned German pilot mentions she was entitled to second honors inasmuch as Edith Foltz overflew the Cincinnati stop and was disqualified. After the air race, the officials wrote Thea Rasche correcting her time-lost, during a forced landing at Holtville, California, from 48 hours to 20 hours. Mrs. Keith Miller made a forced landing at Xenia, Ohio during the next-to-last leg of the race, thereby giving Thea Rasche the second best flight time in the light-weight class. With three contestants vying for second, it is little wonder the women requested representation on the air race committee the following year.

H. G. Buffington, 8401 Rainier Pl. So., Seattle, Wash.

CAMEL CARAVAN TO BERLIN

Here is the story behind the "Camel" C-47, JOURNAL, Vol 10, No 1, page 60, which I think will prove interesting. During the late 1940s, when I was with the 86th Fighter Group in Germany, it was customary for the Group to go to Wheelus Field, Tripoli, or to Malta, for its gunnery training, etc. Sometime in mid-1948, while one of our B-26s was down there, some of the troops (possibly under some liquid influence) bought a camel and a small donkey (or ass) from the local populace, hoisted them into the B-26's bomb bay (not without difficulty I suspect) and flew them back to Germany. Later, another camel may have been brought up, but my memory is fuzzy on that. Still, that must be some kind of a record; I don't know of any other camels ever crossing the Alps in a B-26! The camel was named Clarence and was the Group mascot for some time, appearing at football games and so on before being turned over to the Munich zoo. And that is the origin of Clarence, the Neuibiberg camel, depicted on the Group C-47.

Merle Olmsted, P.O. Box 1409, Wichita Falls, Texas

THOSE MAGNIFICENT YOUNG AAHS MEN AND...



Just a little snapshot enclosed (above) to make you drool...providing you're the type to enjoy flying around in antique airplanes. I never know what to expect when I attend an antique aircraft show. Flew with friends in an H-35 Bonanza, N341B, on Saturday, 5 June 1965, from Hanford up to the 8th Annual Antique Aircraft Fly-in at Merced, California. Ran into Pete Bowers who flew down from Seattle in his homebuilt, "Flybaby I". Later, up drove Bill Larkins in his car, from the Bay Area.

Jim Appleby, who built that 1915 Fokker monoplane fighter reproduction, was hopping passengers in the Tallmantz "Vega" from Santa Ana at 3¢/pound! (I knew they did this sort of thing in their Ford 4-AT-E trimotor, but never dreamed they were flying that priceless 1929 Vega.) Well now, Bowers/Reed/Larkins (left to right at nose of Vega, above) are nothing if not free-loaders, and believe it or not, we were courteously given a wonderful :20 minutes flight together in N965Y. Antique aircraft research would have been set back years, had we "gone in!" First time all three of us had been flying together.

Rev. B. C. Reed, 516 West Low St, Hanford, California.

357th FIGHTER GROUP NOTE

In the JOURNAL, Vol 1, Nos 2 and 3, T/Sgt Merle Olmsted wrote the story of the 357th Fighter Group. Recent-

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ly I came across the following information on one of the Group's pilots.

Lt George A. Behling was over Berlin when he was shot down by a FW 190 on 14 January 1945. He made a dead stick landing in a clearing on the outskirts of Berlin. He overshot the field he picked to land, finally coming down on the edge of a woods. In his haste to leave the airplane, which ended up in an inverted position, he became entangled in his safety harness and hung upside down from the cockpit fearing the circling FW 190 would strafe him.

He finally got his feet untangled and left the airplane. Lt Behling was captured by the civil militia and was about to be shot when a German Army Major intervened. He became a prisoner of war and was released from prison on 15 May 1945 when the Allies went into Berlin.

Today he is a practicing attorney in Chicago, Illinois and has not been in an airplane since 1945. He has the film from his gun camera recording the dates of any equipment he destroyed--his combat record was confirmed as four FW 190s, 5 locomotives and 4 tanks.

(The photo of a P-51D flown by Lt Behling appears above. The plane is G4-J of the 362nd Fighter Squadron of the 357th Fighter Group.)

Chester J. Klish, 7624 S. Laramie, Oak Lawn, Illinois

KINGFISHERS ON WHEELS

It was a great thrill to see the article on the Kingfisher OS2U under repair for the USS Alabama in the JOURNAL, Vol 10, No 1, page 67. The author is in error, though, on the matter of wheels.

I was a ferry pilot at Floyd Bennett Field, New York, attached to Aircraft Delivery Unit 1, and after Pearl Harbor, practically all OS2Us manufactured by Vought-Sikorsky in Stratford, Connecticut were delivered on wheels. We flew them to Norfolk, Philadelphia or San Francisco where the floats were installed.

I also delivered planes on floats to scouting squadrons in Puerto Rico, Trinidad, British Guiana and Panama. Some of the planes we took to San Francisco were ferried to Alaska after float installation.

I lived in Cuba for many years until Castro, and the pre-Castro Navy operated several OS2Us on wheels from the Naval Station at Mariel.

Giles S. Gianelloni, 500 E 77 St., New York, N.Y. 10021.

A BEAUTIFUL HISTORICAL MODEL

(It has been proposed that in each issue of the JOURNAL an historical model aircraft, constructed by a Member, should be featured with a photo and description by the modeler. In view of the many modelers in the Society, this seems a very good idea, indeed, but if it is to become a regular feature, we will need many more photos and stories like the one following. So,



how about it, modelers? Can you give us a hand? Just send the photo and text to me for future running, and they will appear in Comment at an early date. Editor)

The original S-39, from which the model (above) is copied, is probably the most famous of all S-39s built. Martin and Osa Johnson, in the "Spirit of Africa", winged their way to fame over the jungles of Africa and Borneo from 1932 to 1936. Leading a more normal life from 1937 to 1941, the plane was pressed into service by the CAP at the beginning of WW II. On 11 November 1942, NC-52-V went to the aid of a Fairchild downed off the Texas coast, and in the high seas after the rescue attempt, the "Spirit of Africa" was sunk while being towed back to port, thus ending a long and eventful career for the fine airplane.

The model of the "Spirit of Africa" was constructed from a combination of plans by Warren Eberspacher, which appeared in the JOURNAL, Vol 7, No 1, and William Fleming. Immeasurable help was obtained through pictures and information from Mitch Mayborn, well-known Sikorsky historian.

Scale to which the model is built is 3/4" to 1". The hull and floats are built up of basswood stringers and formers, then covered by .012 aluminum which is bonded by contact cement. Rivet lines are simulated by a blunt punch on reverse side of skin. Wing and tail surfaces are built up of basswood ribs and silk covered. Fifteen coats of clear and colored dope were used for the finish. Engine is built of basswood and .006 aluminum used for cooling fins. Prop blades were made from aluminum with hub of brass rods. Main gear and tail gear were fabricated from brass tube and soldered. Gear retracts manually; all struts are brass rod flattened

to proper thickness, filed to shape, wet sanded and steel wool used for final finish.

The color scheme, from information supplied by Bill Fleming, is as follows: hull and floats background color; Diana Cream with brown giraffe spots and black bottom. Wings are same brown as spots on hull with chrome yellow color panel; empennage, tail booms, all struts are silver.

Further information may be obtained from writer. Richard H. Howe, 32 Stearns Ave., Leominster, Mass.

PASSING OF FAMOUS AVIATION PERSONALITIES NOTED

Paul Mantz was killed in the crash of a plane built especially for a motion picture on July 8, 1965 at Winterhaven, California, 14 miles west of Yuma, Arizona. The plane had been built for \$90,000 to represent a single-engined machine created from a Fairchild Flying Boxcar which was called for by the script of the movie, "Flight of the Phoenix". Paul Mantz, with Bobby Rose seated beside him, was flying low over the desert in front of the cameras, filming the climax of the movie, when the plane struck the ground, broke in two and cartwheeled. Rose was seriously injured.

The loss of Paul Mantz, although he died in the air, will be mourned by all those in aviation and many others. He had taken his first flying lesson in 1919, at age 16, and in 1927 became a flying cadet at March Field. He was washed out by his instructor, however, but since that time had flown over 25,000 hours. Many of these hours were spent in flying for the motion picture industry, beginning with the film, "Wings", in 1928. Shortly thereafter, for the film, "Air Mail", he started

flying through hangars and this stunt became his trademark.

Along with his stunt flying (or "precision flying" as he preferred it), Paul Mantz has piloted many famous Hollywood personalities, including the flying of stars who were eloping to Nevada. After World War II, he purchased nearly 500 surplus warplanes and so found himself with the seventh largest air force in the world. In 1946, 1947 and 1948, he won the Bendix Trophy race in a modified North American Mustang to become the only three-time winner of the famous race. In 1963, he and Frank Tallman opened the aviation museum at Orange County Airport, California known as "Movieland of the Air". Including many of his planes, the museum will continue to stand as a tribute to Paul Mantz who gave so much of his life to aviation.

(Information contributed by: A. J. Bibee)

Lt Col. Herschel J. McKee died on April 13, 1965 at Indianapolis, Indiana, at the age of 67. On April 12, 1917 he enlisted with the Lafayette Flying Corps, and served with Escadrille N.314. He was credited with shooting down 12 German machines and was himself shot down by ack-ack on February 8, 1918 and captured. He escaped and fled to Switzerland, rejoining his unit shortly before the Armistice. Between the wars, his interest turned to motorcycle and auto racing, and he was a riding mechanic at the Indianapolis 500 for several years. He also flew mail runs to and from Chicago until 1936. During WW II he served with the 44th Bomb Group in England and one source credits him with flying on the Ploesti raid of 1 August 1943. He served for a time at Wright-Patterson AFB experimenting with parachutes and is credited with the perfection of the drag chutes now used as brakes for supersonic aircraft in landing.

(Information contributed by: Royal D. Frey)

Grahame M. "Ted" Bates, executive director of the American Society of Internal Medicine, died May 30, 1965 at St. Francis Hospital, San Francisco, California at age 69. He was a military pilot along the Mexican Border, during World War I and during World War II. He was a member of the Quiet Birdmen and the Order of Daedalians.

(Information contributed by: E. T. Smallwood)

Clinton Jones, San Francisco's only WW I ace, died on June 22, 1965 in Sacramento, California at the age of 73. He was awarded two Distinguished Service Crosses for action in France in 1918 and had eight enemy planes to his credit. He served with the 22nd Aero Squadron. He left flying after the war but kept in touch with his comrades through membership in the Order of Daedalians.

(Information contributed by: E. T. Smallwood)

New Members

Chesley B. AGEE, 1169 Hillview Way, Chico, Calif. First soloed J3 Cub in 1942, pilot of B-24 in 330th BS of the 93rd Bomb Group, 8th AF, currently flight instructor.

Edward P. AKIN, 10373 Landsdale Ave., Cupertino, Calif. Soloed December 1952 and presently a Second Officer on United Airlines.

Gerald G. ALLEN, 1775 Broadway, New York, N.Y. 10019. Father an Army pilot from 1917 to 1939. Served with SAC from 1953 to 1956.

Col. C. E. ANDERSON, 5309 Palo Verde Dr., Edwards, Calif. WW II combat fighter pilot. Now an experimental flight test pilot at Edwards AFB.

Edward A. BARSDITIS, 1112 Harvard Rd, Monroe Hts, Pitt-

cairn, Pa. First flight with barnstorming Clarence Chamlerlain in 1932. Served with 301st Bomb Group in 12th & 15th AF, became POW in February 1944.

John W. CARD, 23 Morningside Rd, Presque Isle, Maine. Served at B-47 crew chief for 6 years. Interest in pre-1940 commercial and military aircraft.

Sherwood S. CORDIER, Western Michigan University, Kalamazoo, Mich. Asst. Professor of History, specific interest in military aviation, WW II and present era.

Arthur L. CRAWFORD, 5-B, 2920 E. Bijou, Colorado Springs, Colo. Modeler and member of IPMS with primary interest in WW II. Non-flying member RCAF.

Harry R. DELLICLER, P.O. Box 746, Strathmore, Calif. In aircraft maintenance and repair, emphasis on antiques. Owns a Champ and a half, and a JN-4 Jenny.

Eugene J. DeVRIENDT, 3612 So. Meyler, San Pedro, Calif. Senior pilot in AF Reserve and holds commercial license. Collector of photos and data for fourteen years.

Robert N. DODGINS, 105 Bamburgh Ave, South Shields, Co. Durham, England. Main interest in 8th AF and looking for copies of 389th and 390th Bomb Group histories.

John M. DORMER, 90 Round Meadow La., Hatboro, Pa. Interested in all phases of aviation; unit histories of WW II and photos of individual planes are favorites.

Jack H. DOUGLAS, 1160 Stansbury Way, Salt Lake City, Utah Collector of aviation drawings, books and articles for 40 years, has built and designed scale models, 40 years.

Kenneth C. DUNNING, 5057 Leavenworth St, Omaha 6, Neb. Commercial artist with lifelong interest in aviation. Modeler with interest in WW I thru WW II period.

Roger W. EISINGER, 12311 Stony Creek Rd, Potomac, Md. Student pilot with interest in aircraft camouflage and color schemes, evolution of Army aircraft, 1918-46.

Peter V. EMANUEL, 119 Carroll, Shreveport, La. Flew combat with 41st Bomb Group, 7th Air Force, in WW II. Now member of 917th TCG as reservist. Interest, all phases.

Morton FINKEL, 147-11 68th Ave, Flushing 67, N.Y. In USAF Medical Corps from 1962 to 1964.

Jose T. FLOREZ, Jr., Pan American-Grace Airways, Inc., Casilla 683, Lima, Peru. Has built collection of 600 plastic models--devotes four hours a day to research, investigation and hand work on models.

Paul A. FOURNET, Box 2726, Lafayette, La. Fixed Base Operator, Lafayette Municipal Airport and confined to wheelchair for 15 years from a/c accident. In WW II served with 25th Photo Recon Sqn flying Lightnings.

Donald H. FYOCK, RD #2, Airport Rd, Johnstown, Pa. Served at Wright-Patterson during WW II. Interest to perpetuate our aviation heritage through A.A.H.S.

T/Sgt Willard J. GARNER, Box 2812, 48 Supply Sq., APO New York 09179. Aircraft Armorer in WW II, Med theatre. Recalled to USAF in 1951, now stationed in England.

Bruce GOWANS, 43-1011 Corydon Ave, Winnipeg 9, Manitoba. Engineer in rocket work, private pilot and interested in civil aviation and Canadian bush flying.

Joseph R. GRIMARDI, 149 Dolington Rd, Yardley, Pa. Licensed aircraft, airframe and powerplant mechanic, and also private pilot. Twelve years in aviation, with four of those years being in the USAF.