

FOOTNOTES:

- ① Admiral Taylor to Captain Craven, 26 May 1919, National Archives, Record Group 72, CNO files.
- ② General Menoher to Captain Craven, 3 June 1919, National Archives, Record Group 72, CNO files.
- ③ Colonel Chandler to Chief Training and Operations Group, 11 June 1919, National Archives, Record Group 18, Central Decimal Files.
- ④ Director of Air Service to Colonel Hensley, 7 June 1919, National Archives, Record Group 72, CNO files.
- ⑤ Colonel Hensley to Director of Air Service, 14 April 1920, National Archives, Record Group 72, CNO files.
- ⑥ Colonel Davis to Milstaff, 15 Sept. 1919, National Archives, Record Group 18, Central Decimal Files.
- ⑦ Colonel Davis to Milstaff, 17 Sept. 1919, National Archives, Record Group 18, Central Decimal Files.
- ⑧ Colonel Chandler to Administrative Executive, 19 Sept. 1919, National Archives, Record Group 18, Central

Decimal Files.

⑨ Colonel Davis to Milstaff, 3 October 1919, National Archives, Record Group 72, CNO files.

⑩ Adjutant General to Military Attache, The Hague, 14 October 1919, National Archives, Record Group 72, CNO Files.

⑪ Newton D. Baker, Sec. War, to Secretary of Navy, 17 June 1920, National Archives, Record Group 72, CNO Files.

ABOUT THE AUTHOR: Charles Keller, of 3615 East 2945 South, Salt Lake City, Utah, 84109, has been studying the history of the rigid airship for the past ten years. A past contributor to the JOURNAL on LTA history, he has recently had a booklet on the U.S.S. Shenandoah published. Much of his time in recent years has been spent working on an extensive history of the U. S. Navy's first three rigid airships, and the article here on Col. Hensley is but one chapter of the book.

Society Project Progresses

Since the announcement of the first Society Project in the Fall JOURNAL, the response and help have been almost overwhelming, and some great strides have been taken toward the final goal of a complete history of aircraft flown and operated by U. S. oil companies up to World War II. Several dozen Members have helped in one way or another, with photos of oil company planes or just notes on one such aircraft from their memories. The result is that some 180 oil company planes, out of a total number of over 300, have been identified. Of the 180, photos have come to light for over half.

Leadership of the Project is in the capable hands of Technical Editor, Walter M. Jefferies, Jr., and he is being assisted by the Editor and Mr. Joe Sorokin, JOURNAL Research Coordinator, who will handle the voluminous correspondence involved. When all aircraft operated by oil companies have been listed, the total information will be collated and arranged into a major article which will appear in the JOURNAL. Tables will list the aircraft of each company, and the different

types, in their company markings, will be illustrated.

But much more help is needed! Photos, data, little news items, magazine and book pictures that show the fleet numbers of such an aircraft can be a great help. If you know of anyone, pilot, mechanic, executive, office personnel, who was concerned with these planes and can let the Editor know of him, he can be contacted to further help the project. If you can't send some bit of information (such as from a publication or oil company house organ), it will be just as helpful if you can note the information down and send that.

An indication of progress can be seen below--a markings work sheet drawing of Texaco's No. 17 which the Editor sneaked off Walt Jefferies' drawing board one dark night. Besides text, tables and many photos, the final oil company article will contain a good number of completed renderings like the one into which this drawing will evolve. Complete success of the Project, however, depends on everyone giving whatever assistance he can. Can you help?

