



News and Comment

ROBERTSON SKYSHARK IDENTIFIED

The aircraft for which identification was asked in the JOURNAL, Vol 10, No 3, p 220, has been pinpointed by two Society Members, Treasurer Harry S. Gann, and Member John P. Stewart. Licensed N 2903B, c/n SRX-1001, the plane is the Robertson Skyshark which was developed as a STOL type for the U. S. Army in 1962. Based on the Cessna 180/182 airframe, the Skyshark was evolved by aeronautical engineer Jim Robertson at Fort Worth, Texas. It has ultra-low speed control surfaces positioned in the propeller slipstream, full-span, double-slotted Fowler flaps, an 11 inch extension of the vertical fin and rudder, and vortex generators atop the outboard wing panels. Engine is a 6-cylinder Lycoming GSO-480 experimentally overboosted to 450 hp at 62.5 inches of manifold pressure.

Developed with some small amount of U. S. Army funds, the aircraft apparently was found not to meet Army requirements and in 1963 was undergoing Federal Aviation Agency certification flight testing. The Skyshark has the capability of stopping in about 25 feet, taking off in as little as 65 feet and getting over a 50 foot obstacle in under 400 feet.

1965 MODEL MEET NOTES

The 1965 National Model Airplane Championships were held at N.A.S. Willow Grove from July 26 to August 1, 1965. The air show featured dazzling performances by the Navy Blue Angels, the Army Golden Knights Parachute Team, a visiting RAF Avro Vulcan, Bill Fornof's F8F Bearcat, Paul Maguire's Great Lakes Trainer, and Dick Schram's Piper Cub. A number of Atlantic Fleet and Willow Grove Naval Air Reserve aircraft were on static display. Among the most interestingly marked Fleet Aircraft was a VA-76 Douglas A-4C Skyhawk (BuNo 148485) deployed on the new super-carrier USS America but carrying the USS Enterprise's "AE" fin letters. Also of great interest was the Grumman A-6A (BuNo 151793) of Attack Squadron 65 from the USS Enterprise. The "NG" fin markings stand for the USS Ranger. Nominally, the nose numbers "103" indicate the number "3" aircraft in the 1st squadron, in this case VA-65 aboard the home carrier, USS Enterprise--hence, the great interest in these mark-

ings. (For information on fleet markings, my thanks to Jim Freidhoff and Dick Sullivan.)

Bob Esposito, 1505 Porter St., Philadelphia, Pa. 19145.

A.A.H.S. NEGATIVE LENDING LIBRARY

Since the JOURNAL, Vol 6, No 2, carried the first announcement of the Negative Lending Library it has grown from approximately 250 negatives to over 1500. The subject matter, while not every type of aircraft is represented, does cover such items of wide interest as WW I restorations and the beautifully restored civil "antiques" of the 1930s. The majority of negatives, however, cover the WW II period and modern types. It is the aim of the Library to have only good quality negatives, but this is often waived to cover those aircraft that could not be offered otherwise. This is one case where the clash of copy vs original negatives does not apply. In the Library a good copy negative is worth as much as a poor original and even more valuable if the originals are impossible to obtain. There is a small attrition rate due to poor handling by Members, loss in the mail and at times by poor commercial photo shops. This leads to one thought. If Members could send in copy negatives of older types, rare experimentals, and in fact, those types that are not common, it would give the Library a more varied selection. Remember this is for the use of our Society Members only! Naturally we are still seeking good original negatives when possible.

The Library is primarily an aid to those who are not photographers themselves but many photographers do borrow negatives and are themselves most generous in donating negatives. Air Britain sells prints to its members. The Library was set up with the main thought that Members would prefer different size prints and could in most cases do the printing themselves. Another advantage in this method is the lower cost.

The hardest part of operating a service such as a Negative Lending Library is time. The negatives that are received must often be identified and sorted. Then, when time does permit, listed for future use. The Library started out with a committee of four very willing and enthusiastic Members, but the problem of distance has made the Library a one man operation. This is not offered as an apology, but as an explanation of why do-



Douglas A-4C Skyhawk at NAS Willow Grove. (B. Esposito)

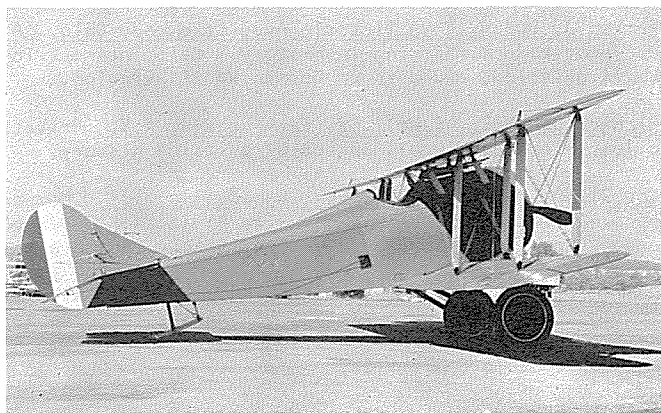


Grumman A-6A of VA 65 at NAS Willow Grove. (Esposito)

nated negatives are not acknowledged, wanted negatives are not mailed promptly or frequent lists issued. There are at least 300-400 more negatives yet to be sorted.

No comment on the Library should be made without thanks being given to those who have donated or loaned negatives. The Society owes them a hearty thank you! Roger F. Besecker, 1346 N. Wahneta St, Allentown, Penna.

STANDARD E-1



This Standard E-1 was found in a barn near Dayton, Ohio, in 1952, by Sidney L. Shannon, Jr., owner and operator of Shannon Airport in Fredericksburg, Virginia. It was in excellent condition and practically complete. He spent the next 8 years restoring the plane to the condition as shown above. The craft, according to Shannon, is in flying condition, but he is reluctant to have it flown. He does not have information on the serial number, but the following was obtained from a plate on the engine: "LeRhone, 80 horsepower, Serial B-123. Accepted by Signal Corps July 2, 1918." The airplane was shown publicly for the first time during the recent Maintenance Forum held at Reading Airport, Pennsylvania, in June 1965. Mr. Shannon also has, at his airport, a Curtiss Robin with Challenger engine and a Pitcairn PA-5. These three aircraft are assembled at his field and may be viewed by interested persons. His E-1 is, to my limited knowledge, the only other one in existence besides the one in the Air Force Museum. Warren D. Shipp, 185 Wortman Ave, Brooklyn, N.Y. 11207

GLENN H. CURTISS MOTORCYCLE

I write to--hopefully--improve the record on a small detail mentioned in E. D. "Hud" Weeks' excellent article in the Fall 1965 JOURNAL, "Curtiss Reims Racer". In the paragraph at the top of page 189, there is mentioned "well over 100 mph at Daytona, Florida". Such printed material as I have confirms the "well over 100 mph" as 137 mph (a mile in 26 2/5 seconds) and the place as Ormond Beach, a few miles north of Daytona.

I forward a copy of a magazine sheet describing this machine and the speed event. The magazine is not identified but is probably in the 1907-1910 era. I also have a set of tear sheets from the Century Magazine, November 1910, entitled, "The Evolution of a Flying Man" by Augustus Post, in which an excellent reproduction of the same picture as in the unnamed magazine is shown and which supplies additional detail plus quotes from Glenn H. Curtiss.

Inasmuch as I had the pleasure of rescuing this "motorcycle" from possible oblivion at the closing of the Curtiss-Wright Airplane Division in 1950 and later shipping it to the National Air Museum in Washington, I have a fair "cousinly" interest in it. I trust these few remarks are of interest. George A. Page, Jr., Rt 1, Taylor Rd, Reynoldsburg, Ohio

GOODYEAR AMPHIBIANS REVISITED

Here is some additional data in regards to the final chapter on the Goodyear Amphibians, reference my article in the JOURNAL, Vol 5, No 2.

The last of the Goodyear GA-2B's has been scrapped. Goodyear GA-2B, Goodyear serial 4024, N 5505M, was assigned to the scrap barrel by a company letter dated April 19, 1965. Both engine (Franklin 6A4-165-B3, serial 33057) and airframe had a total of 508 hours, propeller was a Koppers-Aeromatic, serial F-200.

The only Goodyear GA-22A, N 5516M, has been retired from active flying and indications are that it will be placed on exhibit in the proposed Goodyear Tire & Rubber Company museum. Total hours on the airframe were 1074 hours and 15 minutes.

There are some illegal Goodyear amphibian parts floating around and rumors of at least one almost complete airframe. Goodyear Aerospace will not condone the use of these parts nor are there any spares available. Any airframe made up of these components is strictly illegal.

N. H. Hauprich, P.O. Box 268, Cuyhoga Falls, Ohio.

BRIGHT OR DULL RED?

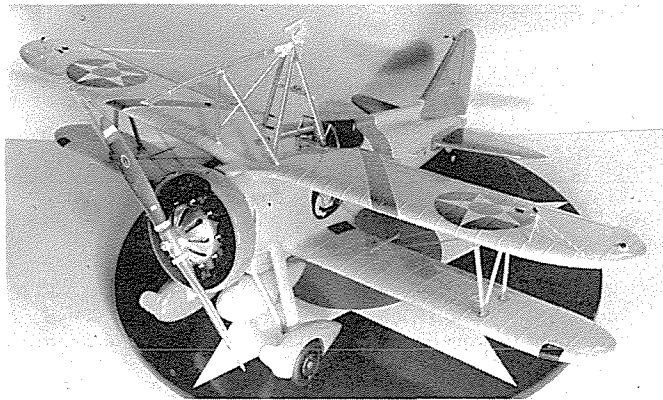
As those who have read the review of UNITED STATES CAMOUFLAGE WW II in the last JOURNAL know, there is a little discussion going on about the color of Insignia Red 45. I don't know WHAT the color of Insignia Red 45 is. All I know is that all the sources I have say THAT (Dull Red--Ed.) is Insignia Red 45.

This was the basis of the book as published. No opinion and as little supposition as possible--just the absolute official information.

I believe that the source for Kenn's statement is the printed color reference in the original T.O. 01-1-1. I am told that it is exceedingly difficult, if not virtually impossible, to get an accurate color match with printing. The original swatches in the T.O. were printed, those in UNITED STATES CAMOUFLAGE were painted.

If there is room for a little conjecture, I believe that this (Dull Red--Ed.) would be the color used for insignias on all camouflaged aircraft, AAF and Navy. Now whether it was used for any other markings, I simply don't know, maybe not. It would be interesting to know whether Bright Red (which is the current Insignia Red) was used on non-camouflaged trainers, etc. Jay Frank Dial, 1313 West Abram, Arlington, Texas 76010.

CURTISS SPARROWHAWK HISTORICAL MODEL



The sole surviving Curtiss Sparrowhawk is in the Smithsonian Institution. The model (above) of the F9C-2 was first inspired by an article on the type, by Willis L. Nye, in the JOURNAL, Vol 3, No 2. Further research at the Air Force Museum uncovered Curtiss files (photos, pamphlets and performance data) which resulted in con-

struction of the finished model.

The model of the Curtiss F9C-2 is built of corsia wood (pattern maker's wood) with solid wings, tail, stabilizer and hollow fuselage, including complete cockpit details. Scale is 1" to 1'. In preparation for painting, the model was covered with Japanese tissue to cover all grain and consequently eliminate the long tedious process of filling the grain prior to painting. Engine is built of aluminum, plastic and corsia wood. All insignia and markings were made in decal form and silk-screened. Colors are: top wing--yellow; fuselage, range tank, lower wings--silver gray; engine cowl, wheel pants, band aft of cockpit, tail, stabilizer--red. Insignia taken from original JOURNAL article. The model won the Theodore Ellyson National Award for Best Naval Aircraft Model--given by Smithsonian Institution, Aviation Section, in 1962.

Ernest F. Vagi, 4091 West 161 St., Cleveland, Ohio.

New Members

Arnold C. ALBRECHT, 5012 Lockhaven Ave, Los Angeles, Cal. Former Lockheed employee in inspection and final assembly. Main interest in Lockheed P-38 and Constellation.

Victor L. ANDERSON, 901 W. Lincoln Ave, Wheaton, Ill. Member of E.A.A. and plastic model builder.

William W. ATTERBURY, Jr., 160 Woodbridge Rd, Palm Beach, Fla. Soloed 1937. Pilot for Pan American Airways--1941-1947 Atlantic & Latin American Divisions.

Merlon W. BAILEY, 42 Lawrence Ave, Portland, Maine. Served 15 months with 464th Bomb Group in Italy. Interested in photos of this and other 15th AF groups.

Duane E. BAKER, 918 Falls Building, Memphis, Tenn. Interest began in 1920s; has hobby of collecting newspaper clippings of famous flights and fliers; many notebooks.

Fred BECKER, 3021 S.W. 27th Ave, Coconut Grove, Fla. Has been private pilot for 10 years, working for master's degree with thesis on German aviation through WW I.

Theodore R. BENNETT, 15 Lee Ann St., Blackburn, Victoria, Australia. President IPMS, Australia. Flying Officer RAAF (Res) instructor with cadet unit. Researching AAF fighter markings in WW II, emphasis on 8th Air Force.

Lt Col Frederick C. BLESSE, National War College, Ft McNair, Washington, D.C. Over 5000 hours tactical fighter time. Double jet ace in Korea. Now flying F-4s.

James K. BREWSTER, Box 370, Taylor, Texas. Model builder for 15 years with primary interest in aircraft of the WW II period.

Kenneth V. BRUGH, Jr., P.O. Box 8237, Greensboro, N.C. Active in aviation since 1935, 3½ years active duty with Air Corps, Major. Chairman, Governor's Aviation Committee, North Carolina.

M. Warren BUTLER, 155 Justin St, Shreveport, La. Pilot since 1942, in WW II, co-pilot with 388th Bomb Group, in Korea, co-pilot on KB-29P of 91st Air Refueling Sqdn.

Edward C. CHENEVEY, 185 Martin's Way, N. Plainfield, N.J. Especially interested in aviation history and WW I aircraft; seriously considering building a replica.

Clyde COLLIER, 2999 Woodlawn Terr., Memphis, Tenn. Model builder and collector of three-view drawings.

Buford R. DANZEY, 4310 S.W. 40 St, Hollywood, Fla. Main

interest in fighter planes of USAAF and USAF and their color schemes as a scale plastic modeler.

Allan A. DEVERICK, 417 Forest Lane, Sierra Madre, Calif. Active pilot for 26 years, commercial license with instructor and instrument ratings. Airplane owner.

Lt David B. DIXON, VA-25 FPO, San Francisco, Calif. A Naval Aviator since 1961, presently flying the "SPAD" (AIH-J) in the Far East. Building WW II scale models.

Warren J. DOMEN, 1499 Victoria Ave, Lakewood, Ohio. A college student majoring in history. Main interest in WW II aviation, emphasis on German WW II aviation.

Richard DONOHUE, 46 Wall St, Farmingdale, N.Y. Private pilot interested in all phases of aviation history.

Lou DRENDEL, 835 N. Ellsworth, Naperville, Ill. Member of 82nd Airborne Div, 1955-58, with 41 jumps. Hopes to expand hobby of recording aviation history on canvas.

Robert S. EDINGTON, P.O. Box 388, Mobile, Ala. Air Intelligence Officer with VF-194, USS Boxer, in Korea 1953. Member of House of Representatives, Alabama, and USS Alabama Battleship Commission.

Leif L. FREDIN, Orrskogsgatan 7, Gavle, Sweden. Studying to become mechanical engineer; main interest is in military aviation.

Walter H. HAHN, R.F.D. #1, Arlington, Ill. Flying for 26 years as charter pilot, company pilot, spray pilot, etc. Interest in early flights, general aviation.

K. W. HAMILTON, 29432 Quailwood Dr, Palos Verdes Peninsula, Calif. Aircraft engineer and scale model builder. Particular interest in wood, fabric, stick & wire types.

Robert S. HANES, 7001 Palmetto St, Houston, Texas. Jet aircraft mechanic with 147th Fighter Group, TANG. Interest in WW II and Golden Years aviation.

Leif Boel HANSEN, Rosenvang, Lunde, Jylland, Denmark. Very interested in aircraft of Second World War, their camouflage and markings, their history, etc.

Frederick K. HARRIS, 1889 Granada Dr, Concord, Calif. Started in aviation in 1943, has private pilot's license and has worked as mechanic and ground instructor.

Eric H. HART, 3119 North Bremen St, Milwaukee, Wisc. Lone hobby for over fifteen years has been the collection of data and photos of the Curtiss P-40 Warhawk.

George E. HEIDE, Jr., 620 E. Walnut St, Palmyra, Penna. Commercial pilot with 1000 hours total time. Building a homebuilt Pazmany PL-1 Laminar.

Iver IGELSRUD, 563 White Oak Place, Worthington, Ohio. Learned to fly in Army Air Service, 1921-22, at Mather Field, flew forest patrol over Pacific Coast mountains.

C. A. JOYCE, Jr., 1018 Duncan Ave, Sunnyvale, Calif. Photographs (stills and movies) aircraft with special interest in markings. Has 600 photos, all types.

Joseph R. KAMINSKAS, 2033 Ostwood Terr., Union, N. J. Private pilot. Commissioned as USAF pilot in 1956, flew F-86 and F-84 types with 141st FIS, NJ ANG.

John P. KENNEDY, 1809 Cliff Dr., Columbia, Mo. Was production engineer at Boeing, in USAFR, and interested in WW I aviation and 1920-30s fighter development.

John L. KNECHT, 42 Kendal Ave, Maplewood, N. J. As Naval Air Observer (Air Controller), has particular inter-