

SPECIALISTS

Beginning in 1965 the JOURNAL established a policy of naming Aircraft Specialists. Members who have offered their services to gather all available information on one type of aircraft. As a center of information on his type, each Specialist will advise the JOURNAL on all matters related to his aircraft. He is not bound to answer other requests for information, but he will attempt to answer responsible requests for information as his free time will allow. His main purpose remains that of being a focal point for everything pertaining to his type, and it is hoped that each and every Member will assist the Specialists by sending or loaning him any relevant data or photos on the particular aircraft.

Each Specialist will gather all pertinent data on his type, keeping tab of each serial number or constructor's number by a ledger or a file card system. In this way he will note all license or military numbers carried on each plane, names, paint finishes, owners or organization assignments and final disposition. This information will be supplemented by as large a photo file as can be developed, one that will hopefully contain a picture of each aircraft of the type.

Specialists who have been assigned up to this time are the following:

Beechcraft 17 -- Robert T. Smith, 209 Highland Drive, Smyrna, Georgia 30080.
Boeing B-17 -- Stephen P. Birdsall, 35 Waters Road, Cremona, Sydney, Australia.
Boeing B-29 -- Kenn C. Rust, P.O. Box 3692, Glendale, California 91201
Boeing B-47 -- Capt. William T. Y'Blood, 20 N. Duke Drive, Topeka, Kansas 66619.
Boeing F4B -- Jess C. Barrow, 24313 Hanover Street, Dearborn Heights, Michigan 48125.
Boeing P-26 -- Walter M. Jefferies, Jr., 3825 Fredonia Drive, Hollywood, California 90028.
Brewster F2A -- James V. Sanders, 22 Berwick Drive, Rt 2, Carmel, California 93921.
Consolidated B-24 -- Allan G. Blue, 6515 Marywood Rd, Bethesda, Maryland 20034.
Convair 240/340/440 -- Thomas A. Cooney, 4218 Lincoln Road, Indianapolis, Indiana 46208.
Curtiss P-36 -- Howard C. Cagle, 328.5 Stanford Way, Sparks, Nevada 89431.
Curtiss P-40 -- Vincent J. Camardo, 724 S. Myrtle St, Vineland, New Jersey 08360.
Grumman G-164 Ag-Cat -- William T. Larkins, 175 Clarie Drive, Pleasant Hill, California 94523.
Lockheed F-80 -- Robert Esposito, 1505 Porter Street, Philadelphia, Pennsylvania 19145.
Martin 8-26 -- Bernard Mallon, 518 Runyon Avenue, Piscataway, New Jersey 08904.
North American F-100 -- S/Sgt David W. Menard, 3 FMS, Box 1169, APO San Francisco, California 96227.
Republic F-84 -- Norman E. Taylor, 1203 Ardmore St, San Angelo, Texas 76902.
Ryan ST -- Ev Cassagneres, 52 Ridge Road, Hamden, Connecticut 06517.
Thomas Morse Scouts -- Frank Strnad, Box 173, Newport, Long Island, New York 11768

SOCIETY PROJECT

Progress on the Society Project, to record the complete history of all aircraft flown and operated by U. S. oil companies up to World War II, continues at a brisk pace. A great many aircraft have now been identified as being in use by this oil company or that oil company, but gaps still remain in the record. Especially needed is information on the aircraft and fleet assignments of the Standard Oil Company's many divisions. In better shape is the list of aircraft operated by The Texas Company in the Golden Years, but even here blanks exist and must be filled. The list of Texaco aircraft, as it now stands, is given below by Fleet Number with the aircraft identified where known. Blank spaces are points where further assistance is needed. Can you help?

Fleet No.	Registration	Name and Model	C/N
1	NC 3443	Ford 4-AT-A	4-AT-14
2	NC 7162	Lockheed Vega I	12
3			
4	NC 373E	Curtiss Robin	164
5	NR 7955	Lockheed Air Express 3	EX 2
6	NR 842K	Great Lakes 2T1A	106
7	NC 608N	Waco 220	4S3070
8	NC 402M	Stinson SM2AC	1127
9			
10			
11	NR 12265	Northrop Gamma 2A	1
12			
13	NR 1313	Travel Air R	
14	NC 563Y	Stearman 4-D	4027
15	53Y	Curtiss Wright 14	
16	NC 16W	Lockheed Sirius 8A	146
17	NC 155Y	Waco UBF	3618
18	NC 13577	Waco UIC	3829
19	NC 14156	Stinson SR-5	
20	NC 13759	Northrop Gamma 2D	10
21	NC 15167	Stinson SR-6	9643
22 through 24 (Unknown)			
25	NC 17470	Waco ZPF-6	4383
26	NC 2215	Stinson SR-9F	5700
27	NC 17157	Stinson SR-9E	5224
28 through 35 (unknown)			
36	NC 13758	Northrop Gamma 20	9

Additionally, twelve aircraft are known to have been operated by The Texas Company, but identification of their Fleet Numbers is needed. They are:

NC 435E	Lockheed Vega 5	51
NC 16222	Lockheed 10A	1064
NR 162)	Lockheed 10E	1140
NC 2072	Lockheed 12A	1208
	Franklin Eaglet	
	Mahoney Ryan Brougham	
NC 17103	Stinson SR-8E	
NC 18478	Stinson SR-10E	5-5802
NC 2218	Waco ZQC-7	4557
NC 19494	Beech D-17S	264
NC 20648	Grumman G-21A	1018
NC 22424	Howard DGA-15	

CURTISS P-6E EVALUATION

One of the most glamorous of all U. S. military aircraft of the 1930s was the Curtiss P-6E Hawk which is depicted on the cover of this issue. Photographs and drawings which are plentiful for this aircraft do not, however, tell the full story of this airplane. To

do that would be to combine many things, company design and construction history, Army Air Corps evaluation and service experience, to name a few. On the following two pages the JOURNAL presents a brief look into one of these items—the service evaluation of Curtiss Hawk P-6E 32-233 as carried out on April 19, 1932 at Wright Field, Ohio. Reproduced from very old copy are two pages of the evaluation which include the Official Performance Test of the type and the Description of Airplane.

SERIAL NO. 3637

PAGE 2

OFFICIAL PERFORMANCE TEST

SUMMARY OF RESULTS.

For Official Use Only

Date of Issue April 19, 1932

D00.12W
3637

I. (a) Airplane Curtiss Type R-6B A.C. No. 32-333 Signature of Pilot R. C. Moffat Date
 Ins. fuselage area
 Total Wing Area 261.7 Sq. Ft. Span 31.23 ft. 6 in. Curve Clark "Y" Date
 Wing Loading 15.13 Lbs./Sq. Ft. Lbs./Ft. Span 109.1
 (b) Engine Curtiss Type V-15700 A.C. No. 32-188 Factory No. 19026
 Rated H. P. 600 @ 2400 R. P. M. Rated Power Loading 5.72 H. P.
 Standing R. P. M. 2000 @ 2400 Temp. 90 C-Strut Temp. +7 C. 29.510 Inches Hg.
 (c) Propeller Mfr. 3-bladed Dwg. No. 321365 Diameter 7 ft. 9 in. Pitch 18° at 42"

II. (a) Weights: As tested Installation Ballast
 Weight Empty with ~~XXXX~~ Prestone 2745.0 Lbs. 0.0 Lbs.
 Armament 10.5 Lbs. 131.1 Lbs.
 * Equipment 30.0 Lbs. -9.0 Lbs.
 Crew (One) 200.0 Lbs. 0.0 Lbs.
 Gasoline 30 Gals. @ 6.0 lbs./Gal. 304.0 Lbs. -4.0 lbs.
 Oil 4 Gals. @ 7.5 Lbs./Gal. 30.0 Lbs. 0.0 lbs.
 * 9 lbs of test equipment Total 3317.5 lbs. 118.1 lbs.
 not specified Gross Weight 3436 lbs.

Signature of Loadmaster

Edward L. Pratt

(b) Armament and Items affecting parasite resistance in place during test? Yes

If not, what was omitted? --

CONVERSION BASED ON N. A. C. A. INTERNATIONAL STANDARD.

III. (a)

Standard Altitude	LEVEL FLIGHT		CLIMB			
	Speed M. P. H.	R. P. M.	Speed M. P. H.	R. P. M.	Rate Ft./Min.	Time Min.
0	193.0	2400	108.5	2070	2480	0
3,000	191.5	2370	109.0	2080	1960	2.3
10,000	188.0	2320	112.0	2080	1460	5.8
15,000	180.5	2235	115.0	2010	970	9.4
20,000	167.0	2160	116.5	1975	480	16.8
~~25,000~~						
Service Ceiling 23,900	140.0	2010	117.0	1935	100	32.6
Absolute Ceiling 24,900	116.5	1920	116.5	1920	0	-

(b) Landing Speed 61 M. P. H. Speed of Min. Power 64 M. P. H. Max. Path Angle of Climb 16° 08'
 Distance to take off -- Ft. Distance Rolled on Landing -- Ft.
 Endurance, Full Throttle, Sea Level -- 10,000 Ft. inc. Climb -- Service Ceiling --
 Operating
 Maximum Speed (RPM 12% Less than at High Speed) 167.0 M. P. H. @ 2100 R. P. M.
 Endurance, Cruising Speed, Sea Level -- Cruising Distance -- Miles
 Endurance entered only when actually accomplished
 Average Timed Speed 193.1 M. P. H. @ 2400 R. P. M. Inches Hg. 29.510
 Temp. +7
 Equiv. Alt. -500 ft.

Signature of Computer

Louis H. Sibilsky

DESCRIPTION OF AIRPLANE

DIMENSIONS

Overall Span 31 ft. 6 in. Overall Length 23 ft. 2 in. Overall Height 8 ft. 10 in.
 Height at C.G. of Propeller Hub, Flying Position 5 ft. 0-1/8 in. At Rest --

AIRPLANES

Wing Curve Clark "Y" Sweepback Tapered Upper - 0°
 Dihedral, Degrees Lower - 1 1/2°
 Stagger 38 1/2 in. Gap 32 1/2 in. L.W. Butt Total Area including Ailerons 261.7 Sq. Ft.

UPPER PLANE
(Inc. Center Section)

Span 31 ft. 6 in. Chord 8 ft. 1 in. to 3 ft. 9 1/2 in. Incidence -2° Area, with Ailerons 158 Sq. Ft.

LOWER PLANE

Span 25 ft. 11 1/2 in. Chord 4'10 1/2" to 3'2 1/2" Incidence -2° Area, with Ailerons 94.0 Sq. Ft.

AILERONS

Number Two Attachment Tips trailing edge upper wing
 Upper Length 8 ft. 3 1/2 in. Upper Chord 8 1/2 in. Upper Area 14.3 Sq. Ft.
 Lower Length -- Lower Chord -- Lower Area -- Sq. Ft.
 Span of Aileron Balance -- Balance Area -- Total Aileron Area 14.3 Sq. Ft.
 Length of Control Horn -- Control System Ratio --

CENTER SECTION

Dimensions 6'1" x 6'8" Contents None Area Approx. 40.5 Sq. Ft.

STABILIZER

Max. Chord of Horizontal Stabilizer 2 ft. 10 in. Incidence Degrees +3 to -1 1/2 Area 17.2 Sq. Ft.
 Angle Between Neutral Position of Stabilizer and Thrust Axis Not measured Degrees

ELEVATOR

Span 10 ft. 6 1/2 in. Chord 1 ft. 5 in. Total Area 12.6 Sq. Ft.
 Area 0 Sq. Ft.
 Distance from Main Wing Hinge to L. E. Lower Wing 13 ft. 8-5/8 in. Balance Span -- Ft.
 Length of Control Horn -- Control System Ratio --

RUDDER

Vertical Span 5 ft. 1 in. Chord (Not Inc. Balance) 1 ft. 11 in. Total area 9.4 sq. ft.
 Area 0.72 Sq. Ft.
 Distance from Main Wing Hinge to L. E. Lower Wing 13 ft. 11-7/8 in. Balance Span 9 1/2 in.
 Length of Control Horn -- Rudder Bar Ratio --

FIN

Vertical Fin Area 5.1 Sq. Ft.

FUSELAGE

Maximum Cross Section of Fuselage Area -- Sq. Ft. -- Ft. Rear of Prop. Hub 32-2017

PROPELLER

3-bladed Inset No. -- Prop. No. 32K363 A. No. 32-2018
 Diameter 7 ft. 8 in. Pitch 18° at 48" Character. P. st. -- Flying Position 13-0/8 in.
 Remarks Pitch adjustable on ground

UNDERCARRIAGE

Type Split axle Shock Absorbing System Oleo
 No. of Wheels Two Tread 7 ft. 1 in. Size of Tire 8.50 x 10
 *Packing D.V. Mechanical Dept. L. E. Lower Wing to C.G. of Aile (Flying Position) Aile fore 22-1/8"
 *Automotive fan and Bearing Co.