



NEWS

AND COMMENT

THAT DOUGLAS XBT2D-1

I read with extreme interest (the) article in the Fall JOURNAL, "XBT2D-1 In Pennsylvania". I was stationed at NAAS Mustin Field from May 1950 until May 1953.

We had two XBT2D's, BuNo's 09086 and 09097, used by the aeronautical engine laboratory to test and evaluate engine accessories and components. The Bureau Number 09103 (in the JOURNAL) seemed familiar, so I examined my old flight records and sure enough, I picked up old 09103 at NAS Norfolk October 2, 1950 and ferried it to Mustin Field.

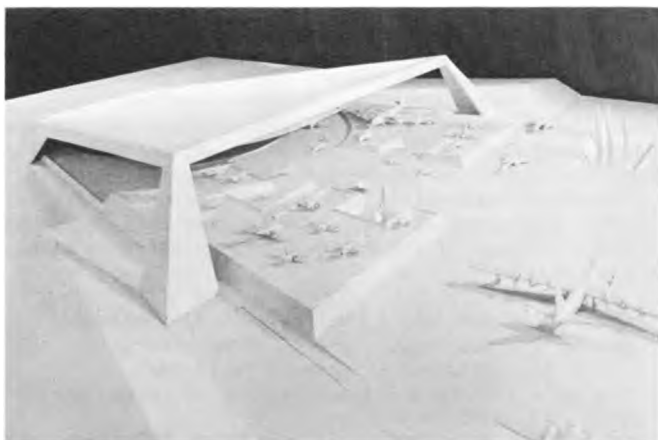
The XBT2D being a prototype of the AD series was hand made so to speak, and few production parts could be used for airborne operation. So, 09103 was to be cannibalized to support 09086 and 09097. However, 09103 was in better shape than the other two, so its life was spared to fly a while longer. One unusual fact in relation to all this was a message received by Mustin from Norfolk between the time I departed and arrived, stating that 09103 was not considered airworthy and would be trucked.

I also knew both the men whose names (were) mentioned, but don't know of their current whereabouts. Although I was attached to the aeronautical instruments laboratory, I flew 09103 for the engine laboratory on three subsequent occasions. Each one of the XBT2D's varied in its cockpit arrangements and equipment, for example, 09086 had a Curtiss electric propeller, but they all flew much the same as the production AD models.

(Letter to Bernard Mallon from:)

George E. Kenison, 80 Shadyside Road, Ramsey, N. J.

NEW AIR FORCE MUSEUM



The proposed new Air Force Museum, to be erected on a 190 acre site at the western edge of Wright-Patterson Air Force Base, Ohio, is drawing nearer to actuality. Phases II and III, final design development/working drawings and bid documents, got under way in September 1965 with an expected completion date of September 1966. Thereafter, actual work on the structure will begin with completion for the entire new facility and opening ceremonies expected late in 1968.

Canopy for the new structure will be of about 320,000 square feet with the highest point to be 130 feet above

the ground. The arch at the open end will measure 700 feet across, and the total area under roof will be some eight acres.

Besides a large and varied number of aircraft the Air Force Museum includes a great quantity of priceless research material and a good many other forms of aviation history. Virtually all of its aircraft are shown and described in a fine 64-page booklet that can be obtained postage paid for \$.68 from: The Air Force Museum, Box 2586, Wright-Patterson AFB, Ohio 45433.

MACCHI M.C.200 SAETTA ACQUIRED

The Connecticut Aeronautical Historical Association has recently made a rare and interesting addition to its collection of historical aircraft in the form of a Macchi M.C.200 Saetta, an Italian World War II fighter. The aircraft was found in the Museum of Antique Autos in Princeton, Massachusetts where it had been on display for several years. It is the only plane of this type in the United States.

The Saetta has remained relatively obscure over the years compared to many of its contemporaries. It was designed by Mario Castoldi of Schneider Trophy race fame but due to lack of an adequate inline engine, conducive to low-drag design, and military visibility requirements which dictated a humpback effect in the fuselage, the end-product bore little resemblance to its famous predecessors. In spite of these disadvantages, however, the Saetta won considerable praise for its excellent handling characteristics, maneuverability, stability and rate of climb. It could out-turn all contemporary fighters and out-climb all but the famous Spitfire.

After acquisition by CAHA the Saetta was transported to their facility at Bradley Field, near Hartford, in October. Efforts are now under way to restore the aircraft to its original condition preparatory to display at the planned New England Air Museum.

Philip C. O'Keefe, Box 44, Hebron, Conn.

THE BURGESS STORY AND HOWARD GILL

It has been a great pleasure on my part to read in the recent issues of the JOURNAL, The Burgess Story by Mr. Bartlett Gould. This story has been a monumental piece of research and has left an indelible mark for the early aviation engineering of the Burgess group. Also, good recognition was also made of the early pilots who flew the Burgess Biplanes.

Particularly good mention was made of Howard Gill, early Burgess pilot. It may be of interest to know that Early Bird Harry P. Christofferson signed for a course in dual flight instruction from Howard Gill in a Burgess-Wright Biplane at Dominguez Field. Christofferson paid the \$300.00 tuition fee in advance. However, the accident which befell Howard Gill, and which is discussed in Part II in Vol 10, No 4, put Howard Gill in the hospital and wrecked the airplane. To the lasting credit of Mr. Gill, he returned nearly all of the fees he had collected from his students and charged them only the prorated amount for the time he had instructed them. Harry Christofferson had about three hours dual with Howard Gill. Mr. Gill, was, indeed, a fine individual, and all of his students spoke highly of him. It was

stewardess, and later she ran a training program and wrote a manual that was considered the bible for stewardess training.

Lt Comdr John Francis Perry died in San Diego, California at the age of 53 on September 3, 1965. Commander Perry, who was acquitted in 1959 of charges growing out of the use of an assumed name, was in the Navy 19 years as Lt Comdr Edwin Stanley Conant. In 1939 he became an air cadet at Randolph Field, Texas but was dropped over what he called a "difference of opinion" with an instructor. He then enlisted in the Navy as a flying cadet in 1940, using the name Conant. In 1941 he resigned and joined the Flying Tigers in China, being said by some to have been one of the 14 original Flying Tigers. He rejoined the Navy in 1944 and was credited with shooting down seven enemy planes. During the Korean War, still using the Conant name, he was a helicopter pilot.

Lt Gen. Delos C. Emmons died in October 1965 at San Francisco at the age of 76. He was named One of the first seven military pilots qualifying for flight in 1917 when the U.S.'s air strength was only 10 airplanes. In 1939 he was appointed commander of the Army Air Corps, then earned his third star becoming the youngest Lt General in the Army. Ten days after the Japanese attack on Pearl Harbor he was named Governor of Hawaii and held that post until 1943 when he took over the Western Defense Command.

Col. William A. Robertson died at the age of 75 in San Francisco on December 18, 1965. He was an Air Service flying instructor in France during WW I and also flew combat missions, being decorated twice. Earlier, in January 1917, he was one of a pair of military aviators forced down in the Sonora desert, surviving nine days without food. He set an altitude record of 17,000 feet in a military plane, and in November 1919 set an economy record for gasoline consumption in a de Havilland DH-9 biplane at Mather Field, California. During WW II he commanded the Santa Ana Army Air Base.

CAN SOMEONE IDENTIFY THIS AIRCRAFT?



Mr. S, Paul Johnston of the Smithsonian Institution has asked if any Member of the Society might be able to help him in identifying the "Green River Whiskey" aircraft above. The information requested is the name and model of the aircraft and details and location of the company that constructed it.

WALDO WATERMAN REMEMBERED

Many thanks to Ernest L. True and his splendid article concerning Waldo Waterman (Vol 10, No 3), whose 56 consecutive years as an active, continuously licensed Commercial Pilot attest to the degree to which his life spans and is deeply entwined in the history of aviation in our country.

Waldo Waterman is a real gentleman, an outstanding aviator and one of the truly great Americans of our time. Busy as he has always been in a multitude of activities, he was never too busy to give understanding and encouragement to youngsters who were interested in

flying. I doubt if even he knows how many boys he was instrumental in helping into a career in aviation, throughout the years.

I was one, and I will be looking forward with great interest to the coming story which will cover his rich and productive life in detail.

Lt Gen. James V. Edmundson, USAF

MODERN NAVAL AIRCRAFT MARKINGS

Some additional comments on the A-4C and A-6A photos in the JOURNAL, Vol 10, No 9, p 298, may be in order. The key to interpreting the markings of modern U. S. Naval aircraft is the realization that the tail letters designate the Air Wing and not the carrier to which the Wing is attached. Air Wings do change carriers, especially when a new carrier is commissioned or an old one undergoes an extensive refit. Below is a list of Air Wings and their present stations.

Carrier Air Wing(Attack) Tail (CVW-)	Letters	Carrier (CVA-)	Fleet
1	AB	F. D. Roosevelt (92)	Atlantic
2	NE	Midway (41)	Pacific
3	AC	Saratoga (60)	Atlantic
5	NF	Ticonderoga (14)	Pacific
6	AE	America (66)	Atlantic
7	AG	Independence (62)	Atlantic
8	AJ	Forrestal (59)	Atlantic
9	NG	Ranger (61)	Pacific
10	AK	Shangri-La (38)	Atlantic
11	NH	Kitty Hawk (63)	Pacific
19	NK	Enterprise (65)	Pacific
15	NL	Coral Sea (93)	Pacific
16	AH	Oriskany (34)	Pacific
19	NM	Bon Homme Richard (31)	Pacific
21	NP	Hancock (19)	Pacific

Further, there are two Combat Readiness Air Wings (RCVW).

These are: 9 with tail letters AD not assigned to a carrier, Atlantic; and 12, NJ, no carrier, Pacific.

There is no mystery in the A-9C photo. The USS America has carried CVW-6 since she deployed with the Atlantic Fleet in early 1965. The A-6A photo is intriguing however, since VA-65 was flying Spads as part of CVW-6 aboard the Big "E" before she began an extensive overhaul in late 1964. A plausible "explanation" is that VA-65 was detached from CVW-6 and earmarked for CVW-9 after breaking in on the A-6A, accounting for the tail markings. The squadron would have been ready for carrier qualifications at about the time the Enterprise left Newport News after her refit - July 1965. The carrier would not as yet have received her new air wing. Therefore, VA-65 found itself back aboard the Big "E" for CarQuais-accounting for the fuselage marking. Donald L. Caldwell, 309 Pine St, Lake Jackson, Texas.

DULL OR BRIGHT RED?

Re the hassle on "Insignia Red #95" in the JOURNAL, Vol 10, No 9, p 299, the color swatch in question is in fact a perfect match for AN 618 Dull Red. The swatch entitled "Bright Red" could be considered AN 619 Insignia Red. In comparing the swatches found in UNITED STATES CAMOUFLAGE WW II with those in official Army-Navy Aircraft Camouflage Standard Colors (two volumes, dated May 1993, and a non-camouflage volume, dated March 1943) the following discrepancies were also noted, for those colors shown in the book. Glossy Sea Blue is not the same shade as AN 623 Glossy Sea Blue. Light Gray is not the same shade as AN 602 Light Gray. Semi-Gloss Sea Blue is not the same shade as AN 606 Semi-Gloss Sea Blue.

The intent of this letter is not to nitpick, rather to impress upon would-be authors the responsibility that

is owed to future generations who will read a publication and take its contents as gospel. The very generous review of this booklet (Vol 10, No 3) overlooked much "grammatica". For example, "Forward" is a direction; "Foreword" is an introduction to a book. However, the booklet is a start in the right direction. Photos would have been a big help in clarifying the painting document reprints.

Bude Donato, 16800 Saticoy, West Van Nuys, Calif, 91406

NEW MEMBERS

Robert ADRIEN, 2038 N.E. 40th, Portland, Oregon. Interest in scale building began in days of the wooden Storm-becker kits. 1/72 Navy display for 1940-50 period.

David A. BARROW, 66 Chaucer Ave, Cranford, Middlesex, England. Interest in exchanging information, photos and negatives of USAF aircraft.

John R. BEAMAN, Jr., 1246 Pamlico Dr, Greensboro, N. C. Practicing Landscape Architect, hobby is WW II, and is a scale builder of aircraft with 260 at present.

Waldo E. BIXEL, Jr., 2108 S.E. Taylor, Portland, Oregon. Interest in aviation began with Lindbergh, mechanic in AAF in WW II, main emphasis--aviation WW I thru WW II.

James I. BLALOCK, 3194 Shallowford Rd, Chamblee, Ga. USMC and USAF senior jet engine mechanic, 12 years. Interest in scale military a/c. Member of AOPA.

Ralph S. BLOCK, 604 Stamford Dr, Neptune, N.J. President of Wingfoot Lighter-Than-Air Society for five years with interest in all phases of LTA history.

H. R. BOJENS, 19025 Brookview Dr, Saratoga, Calif. With Lockheed since 1938 in engineering. Built biplane hang glider 1925, Marvin Northrup Ziegler glider 1927 and own Hetalplane with 28 hp Lawrence engine 1929.

B. Paul BOWERS, 425 Feme Ave, Palo Alto, Calif. Learned to fly in 1939. Now flying DC-8s for United Air Lines.

Thomes M. BOYLE, P.O. Box 129, Bennett, Iowa. Interested in ace's aircraft for WW I, Spain, WW II, Holy Land, Korea, etc.

Scott L. BROWN, Jr, I358F Monomoy St, Aurora, Ill. In U.S. Naval Reserve, aviation engineering duty, since 1942. Solid scale modeler since 1949.

Donald J. BULUCOS, 1761 W. Arthur Ave, Chicago 26, 11 I. Still photographer, photo lab, Air National Guard Reserve. 126th Air Refueling Wing Combat Support.

David A. CAMERON, 2106 34th St S.E., Washington 20, D.C. Interest in fighter aircraft of both World Wars, markings with Luftwaffe emphasis, and antique flight instruments.

L G- CLARK, 24421 Belvoir Dr, Los Altos, Calif. Interest dates back to 1920 when living near Crissy Field. Special Interest in history up to WW I.

Tom \$, CLINTON, 2001 San Sebastian g14, Houston, Texas. Interested in all WW II aircraft.

Phil CONNER, 428 W. Buckeye, Naperville, 111. Main interest in WW II aircraft (P-51), old manuals and photos.

Douglas COPLEY, 9216 Las Tunas Dr, Temple City, Calif. WW II USAF pilot with Western Training Command, 3 years.

Janes G. CRAIG, 370K Pecan Grove Dr, Huntsville, Ala.

Model builder since 1938, 41 years in AAF in WW II, main interest in forgotten incidents and a/c of WW I/'20-30s.

Harold B. CRANSHAW, Nason Hill Rd, Sherborn, Mass. Worked on the Navy "Bat" bomb program extensively and on other projects such as the XP-77 with Bell Aircraft.

David R. CROWDER, 20701 Vanowen St, Canoga Park, Calif. Private pilot interested in anything with a propeller. Collects models of WW II a/c and air liners.

Loren \$, DAHL, 1957 Rockwood Dr, Sacramento, Calif. Navigator in AAF in 'M II, presently aircraft pilot and owner. Attorney at Law.

Ronald S. DAHLE, Aad Gjelles Cate 20, Bergen, Norway. Long aviation interest, builds plastic models with main emphasis on WW II and U.S. biplane fighters.

L. William DILTS, 5506 Bittern Ave, Ewa Beach, Hawaii. Carrier based photo and fighter pilot in WW II, presently at Bureau of Naval Weapons. Interest--WW I/'20-30s,

Sam BUONADONNA, 2778 Chicago Rd, Chicago Hts, Ill. Became interested in aviation history through building scale models of WW II aircraft.

George C. DRAKE, 1127 Freni-1 in St, Moberly, Mo. Pilot with VPB-147 from Mar 1944 to June 1945 and Naval Air Transport Service VR-3 and VR-1 Oct 1945 to May 1946.

Edward DREKSLER, 367 Birchwood, Elk Grove Village, 111 Main interest in aviation is the WW II period.

Frederick C. DURRANT 111, 109 Grafton St, Chevy Chase, Md. Model builder in 1930s, Naval Aviator, test pilot and instructor from 1941 to 1946.

H. L. ELMAN, 48-D Nanel Dr, Glastonbury, Conn. Research engineer (helicopters) and former USAF missile officer. Model builder and member of CAHA.

Thomas M. EMMERT, 2368 Victory Parkway, Cincinnati, Ohio. Helped rebuild Air Force Museum's P-6E, member EAA and most interested in Howard cabin aircraft.

Osborne J. FAGAN, 1117 Elderglen Lane, Harbor City, Cal. Graduate aero engineer with collection of painted scale models. Life long general aviation interest.

Gary R. FARRAR, 6682 37th Ave N, St. Petersburg, Fla. Aerial gunner with VPB-136 and VP-44, 1945-49. Interest in flying and solid scale models.

Don K. FITZGERALD, 250 S. Virginia St, Fayetteville, Ark. Library of aviation still and motion pictures and also builds scale model airplanes, display and radio control.

Nils H. FLEMING, Jr, 994 W. Iowa Ave, St. Paul, Minn. Mechanic for Northwest Airlines and in WW II, Interest in reading of aircraft of the past.

Edmund L. FONG, 300 Avalon Ave, San Francisco, Calif. Interest in aviation since 1930. Particular interest in WW I aircraft and aces. Jet engine mechanic.

David M. FORREST, 1057 Hess Dr, Avondale Estates, Ga. Particularly interested in WW II, holds single and multi engine ratings, and owns P-51D Mustang.

Patrick GARDINER, Fallowfield Rd, RR I, Bells Corners, Ontario, Canada, interested in bush aircraft and Golden Age. Made special study of high-speed photocopying techniques for rare aviation material.

W. H. GARLINGTON, Jr, 4462 Knodel Dr, Mobile, Ala. Interest in research of past years of aviation.