

SOCIETY AFFAIRS

PRESIDENT'S MESSAGE

During the past decade the A.A.H.S. has conducted many meetings at which people, who have themselves made important contributions to the science, technology and history of aviation, have been the featured speakers. These, and the Regional Meetings, sponsored jointly with the Connecticut Aeronautical Historical Association, Society of WW I Aero Historians, Wingfoot Lighter-Than-Air Society, Long Island Early Flyers Club and others, have provided many opportunities to tape record the voices and the eye-witness accounts of pioneer aviators. It appears that the remaining time-span in which this can be continued is rapidly dwindling. In the rough draft of this message we mentioned the names of several pioneers, and to illustrate the point, Robert Fowler, who was with us at the Annual Meeting in January, died in June.

Even now the modern technology of the tape recorder has not been fully utilized. There exists the need. The means are at hand. But for a very limited time only, there exist the actual participants in aviation of the past sixty-odd years, the opening era in the growth of powered flight.

Two major obstacles to a suitable program of oral history are: (A) the lack of live volunteers to obtain the interviews, to search out the person whose account is needed, and to do the recording, and, (B) transcribing and putting into written, usable form the corrected interview.

The A.A.H.S., in cooperation with several organizations, is stepping up the campaign for oral history, long-talked about in these pages, and is on the verge of making a very satisfactory arrangement for the transcription, editing, cataloguing and reproduction of interviews for an oral history library. Thus, obstacle "B" is melting away.

Obstacle "A" is less soluble. It takes persons who have, first of all, the gumption, the grit, the courage to get out and ask for that interview. One needs to do a little research into the area chosen for discussion so as to be able to ask the right questions in drawing out his subject. It takes a little bit of equipment which can be borrowed or rented if not already owned. It takes a little time. But the results are exciting, and the worth of the first-hand account is inestimable.

Opportunities do yet exist. For instance, there are many persons extant who had a part in the developments from 1920 to 1930. That was the hard period, the years in which the men were separated from the boys, in which the far-seeing career officers, business men and the flyers, mechanics and builders stuck it out to create an industry. That same industry is today the fountainhead of ideas and technology which is again revolutionizing the world's commerce and power structures.

Although the deeds of the Lindberghs, Byrds, Doolittles and Mitchells are well known, the more prosaic stories of inventions, hard-won commercial enterprises, extensions of air routes, and so on, are not so well documented. At the risk of becoming boring, we repeat that now is the time to obtain oral history - tomorrow is too late.

In the next few months information will be made available to aid the would-be interviewer. Coordination will be given to the program, names ferreted out, interviews set up and tape recordings made, transcribed and

reproduced. But as with any civic endeavor, the success of the program depends on you, the Members.

Gerald E. Wheeler, President.

2nd NORTHEAST AERO HISTORIANS MEETING

LaGuardia Airport will be the site of the second meeting of aero historians from all of the Northeastern states on October 28th and 29th. Again, as at the first one held in Hartford last year, the A.A.H.S. will coordinate the program with the major sessions sponsored by:

Long Island Early Flyer's Club (LIEFC)
Connecticut Aeronautical Historical Assn. (CAHA)
Society of WWI Aero Historians (Cross & Cockade)
New York State Aviation Historical Society (NYSAHS)
Wingfoot Lighter Than Air Society (WLTAS)

The conclave will begin Friday evening at 7:30 in the Sheraton Tenny Inn and end Saturday night after a full schedule of exhibits, luncheon, banquet, motion pictures and major lectures given by well known guest speakers. All members of the participating organizations and their guests are invited to attend.

FRIDAY EVENING, 28 OCTOBER

- 7:30 PM Welcome by Meeting Chairman, Robert Grooms
- 8:30 Lecture "Calbraith Perry Rodgers and the First Transcontinental Flight" by Paul Edward Garber. Sponsored by LIEFC. Mr. Garber is Asst. Director for Education and Information Services, National Air Museum, Smithsonian Institution.
- 7:35 9:30 - Motion pictures, "Goblin on the Doorstep", "The Blue Angels" and "Twelve O'Clock High."

SATURDAY, 29 OCTOBER

- 9:00 AM Registration, social hour, Exhibit viewing.
- 10:00 Lecture - "Flight at Marblehead - The Work of Starling Burgess" by Bartlett Gould. Mr. Gould has given long study to the work of this important pioneer and the aircraft developed by his company. Sponsored by CAHA.
- 10:45 Lecture - "Development of Submarine Borne Aircraft" by David R. Winans. Member David Winans, longtime specialist in WW I naval aviation history, will discuss results of his research into these unique craft developed between 1915 and 1945.
- 11:30 Lecture - "Octave Chanute and New England Aeronautics" by Pearl I. Young. Miss Young, recently retired physicist and professor, is the foremost researcher into the work and life of Chanute. Sponsored by LIEFC.
- 12:15 PM Discourse - "Reminiscences of an Aviator in France" by Capt. Arthur Raymond Brooks, U.S.A.S. Capt. Brooks was one of the best of the fighter pilots with the 22nd Aero Squadron.
- 1:00 PM Luncheon - Guest speaker, Col. Claudius H. M. Roberts, USA (Ret), "Bombs and Battleship Bombing." As armament officer, Col. Roberts' study of ordnance provided Gen. William Mitchell with guidance and recommendations that contributed to the success of the 1921 battleship bombing trials.

off the Virginia coast. Sponsored by NYSAHS.
 2:30 PM Tour - Behind the scenes of John F. Kennedy Airport.
 6:00 Hors d'Oeuvres. Cocktails. Social hour.
 7:00 Banquet - Guest speaker, Vice-Admiral Charles E. Rosendahl, USN (Ret). "The Role of the Airship in WW II." Admiral Rosendahl, a dynamic speaker and authority on lighter-than-air craft, will relate some little-known aspects of anti-submarine warfare and convoy protection.

Plan now to attend. Advance reservations are requested. Meeting brochures and registration forms, hotel/motel accommodations, and airport information are available from the meeting chairman, Robert Grooms, 59 Lynn Ave, Hampton Bays, N.Y. 11946.

WASHINGTON, D.C. CONCLAVE, 14-15 OCTOBER

October will also be the month for the Middle Atlantic Regional Meeting under joint sponsorship of the National Air Museum, A.A.H.S., A.I.A.A., C & C, SETP, WLTAS and possibly more. The theme will be built around aviation history in those States, and several program sessions have already been committed.

Of particular interest will be a tour of the Silver Hill aircraft rebuilding and storage facility of the National Air Museum. However, because of government budget limitations the tour will be available only to those who have made advance registrations for the meeting. The tour will be conducted on Friday afternoon, 14 October. Information can be obtained from Robert M. Taylor, 8512 Cottage St, Vienna, Virginia 22180.

The Meeting will officially open at 7:30 P.M. Friday, with registration, social hour and an informal program of motion pictures in the Arts & Industries Building of the Smithsonian Institution.

The Saturday program, 15 October, will feature three types of sessions--technical, operational and personality. John Attinello will be the Session Chairman for the technical program, sponsored by the American Institute of Aeronautics and Astronautics (A.I.A.A.). Dr. Michael Waters will give the little-known history of stainless steel aircraft developments. A paper on flight testing at Anacostia is in preparation by the Society of Experimental Test Pilots (SETP), and a review of behind-the-scenes developments of the Liberty Engine Program will be presented by Col. Dickey, USAF (Ret.).

The "operational" program, sponsored by the Washington Chapter of Cross & Cockade, under the direction of Session Chairman Don Dwelle, will provide interesting historical sidelights on Bolling Field and Annapolis. Because of the great Civil War background of the Middle Atlantic Region, the Wingfoot Lighter Than Air Society (WLTAS) will probably present a paper on the balloonists of that era at this session.

The "personality" session will present some extremely interesting accounts of and by aviators from all periods.

A.A.H.S. Regional Vice-Presidents, Harold Andrews and Ernest W. Robischon, and Director Louis Casey are acting as coordinators for what promises to be an outstanding meeting. Information will be mailed to all Region Members as final arrangements are made.

NORTHERN CALIFORNIA C & C RECORDS WW I AIRMEN

The tape-recorded interviews by the Northern California Chapter of Cross & Cockade have continued at the steady pace of one each month for nearly two years. Recent guestspeakers were Dr. Smith DeFrance, Col. Paul Winslow, Col. Livingston G. Irving and Lt Robert W. Peel, RNAS, all flyers in combat during WW I.

Dr. DeFrance recently retired from NASA, having served for many years as the Director of the Ames Aeronautical Laboratory at Moffet Field, California. Col.



Regional V-P E. T. Smallwood pulls Col. Livingston Irving and Air Mail pilot Burr Winslow together during the Seventh Annual Meeting, January 1966. (Hal Rosenquist)

Winslow's career in WW I was spent mostly with the Royal Air Force; as U.S. Air Service officer he served with crack fighter squadron No. 56 from June to October 1918. Col. Irving was with the 103rd Aero Sqdn, USAS, and has been active in aviation ever since. Lt Peel served with the Royal Naval Air Service, flying from the world's first aircraft carrier, H.M.S. ARK ROYAL, in the Dardanelles Campaign. Experience gained by the Chapter in these records has been very effective in bringing out the best factual information concerning events in WW I.

Col. Irving is seen in the accompanying photo with veteran airman (U.S. Air Mail pilot and retired United Air Lines Captain) Burr Winslow, and E. T. Smallwood, Regional Vice-President A.A.H.S., at a recent meeting. These are held on third Fridays in Hayward, California.



The late Robert Thomas Grant Fowler, who passed away on June 15, 1966 at the age of 82, is shown speaking to the Seventh Annual Meeting of the A.A.H.S. in January 1966. Willis L. Nye is on the right. (Hal Rosenquist)



NEWS AND COMMENT

LINDBERGH'S SIRIUS

Referring to the excellent article on the Lockheed Sirius (JOURNAL, Vol 10, No 4), it might be interesting to add that the Wright Cyclone installed during 1930 in Col. Lindbergh's aircraft was one of the new R-1820 Cyclone models with cylinders of 6 1/8 inch bore, but it was modified for Col. Lindbergh to receive a supercharger running at ten and a half times crankshaft speed and capable of 680 bhp at 2100 RPM.

The 575 hp was the rating of the normal R-1820 service engines with 1900 RPM rated maximum speed and lower-ratio supercharger. Col. Lindbergh could be trusted with the highly-supercharged engine which would have proved dangerous in the hands of a less-experienced pilot, as supercharging was then only coming into use. Hugo T. Byttebier, Casilla de Correo 3031, Buenos Aires.

ROBERT G. FOWLER PASSES AWAY

It is with much regret that we must record the passing of one of aviation's great pilots. Mr. Robert G. Fowler, a student of the Wright Brothers, passed away suddenly at his home in San Jose, California at the age of 82 on June 15, 1966. He was a member of the Early Birds organization and hoped to attend the forthcoming convention this year in San Diego. Mr. Fowler recently attended the last meeting of the San Mateo Historical Society held at the old Mills Field administration building at San Francisco International Airport and gave a talk on some of his early exploits.

He was the first pilot to fly an airplane from west to east when he flew from Los Angeles to Pablo Beach, Florida in 1912, taking more than 35 eventful days on the air route and making 66 landings and takeoffs. He was also the first pilot to fly across the Isthmus of Panama and the first to take moving pictures from the air. Mr. Fowler also made many exhibition flights at

the Marina of the Old Fair Grounds prior to the opening of the Panama-Pacific International Exposition in San Francisco in 1915. His twin floatseaplane was on display in the Transportation Hall at this Exposition.

Robert G. Fowler was one of the original founders of the L. W. F. Engineering Corporation at College Point, Long Island, New York, and the organization built planes for the U. S. government during World War I. He also was the founder of the Fowler Airplane Corporation which held contracts for building Curtiss JN-4's. Following WW I, Mr. Fowler became an automobile dealer and remained in that business until his retirement. Willis L. Nye, 1719 Grove Way, Hayward, California.

DAYTON-WRIGHT FP-2 IDENTIFIED

The extremely rare and exceptionally good photos of the twin engine pusher float-equipped biplane appearing on page 145 of the Summer JOURNAL (Vol 11, No 2) are of the one and only Dayton-Wright FP-2 of 1921. Immediate recognition can be gained by referring to the 1922 AIRCRAFT YEARBOOK. These photos, dated August 20, 1921, should be correct for the initial trials, and Lake Erie in Monroe County, Michigan would be the most plausible location, since the Dayton-Wright Company was located in Dayton, Ohio and the machine's ultimate destination was in Canada just across the Lake.

For those without the above-mentioned reference source, the following may be of interest. The FP-2 was designed specifically for forest patrol in Canada and was equipped for extensive aerial photographic work and map making. The Dayton-Wright designation, FP, was for Forest Patrol, type Photographic. Wing span was 51 feet 5 inches, overall length was 36 feet 10 1/4 inches and overall height was 13 feet 11 1/2 inches. Power was supplied by two 400/420 hp Liberty 12 engines. Estimated performance was listed as a speed range of 63 to 130 mph and a climb to 5,000 feet in 10 minutes. I personally



Thought you might be interested in a one-of-a-kind picture I ran across in our old-plane archives. At least it is a little out of the ordinary, showing the first STOL airplane, the Vought V-173 "Flying Pancake",

pancaked on its back on a Connecticut beach after a forced landing. The incident occurred on Lordship Beach about the year 1943.

Arthur L. Schoeni, Ling-Temco-Vought, Dallas, Texas

appreciate Mr. Karl Bergey's presentation of photographic proof through the JOURNAL that this machine got beyond the initial flight test stage.

Paul R. Matt, 5220 Camellia Ave, Temple City, Calif.

GLENN CURTISS' LAST INVENTION?



The photo above is one of the snags in my research on Curtiss. It appeared in Air Trails, April 1939 (with caption--Glenn Curtiss' last invention was this pioneering light plane), accounting for the poor print.

It really is a difficult one, for the FAA has this number (104057--Ed.) attributed to a Lincoln S/N 72, which is quite improbable for this machine. Louis S. Casey, National Air Museum, Washington, D.C.

REMEMBRANCES OF W. H. EMORY

The article "On To Cleveland Race", by Lesley N. Forden in the JOURNAL, Vol 11, No 1, mentions W. H. Emory of Bradford, Pennsylvania and the fact that he placed 4th in the race. In the Author's Notes, Mr. Forden mentions what has become of most of the pilots who participated, and I can clear up some of the missing information by stating that Emory was killed in an airplane crash near Bradford. I do not recall the exact date but do know that it was in 1929 or 1930. In the late '20s, Emory was the hero of all of us boys in Bradford, and I can recall many times when we would watch him flying over the city. One time in particular stands out in my memory. It was the time he flew over in inverted flight. Another time a group of us boys were flying kites, and Emory came over. When he spotted the kites he began to buzz them with all of us winding down our kites as fast as possible. Emory may have had something to do with the beginning of the present day Piper Aircraft Co. because the Piper began as the Taylor Cub at Bradford in the late 1920s. I recall the first Taylor made being displayed in an auto showroom in downtown Bradford. Emory was indeed a great hero to all of us who knew him, and his sudden death was a great tragedy to me. I was only in the 3rd or 4th grade of school at that time. I want to thank Mr. Forden for refreshing some long lost memories.

CMSgt William A. Johnson, 303 Basin St, Navarre, Ohio.

BILL GARY'S HOOPLE AND THE RING WING

The Gary aeroplane, the Hoople, and Bill Gary (see the JOURNAL, Vol 10, No 4, page 250) himself deserve posthumous enshrinement in the hall of genius. In 1920 Ludwig Prandtl reported the second installment of his celebrated "Flugel Theorie." In it Prandtl generalized Munk's biplane and multiplane theory and investigated the problem of what the wing configuration should be which has least drag--induced drag. He put the following constraints upon the problem: All compared wings

should 1) not anywhere protrude out of a sphere with Diameter b, 2) have the same lift, 3) fly at the same dynamic pressure into undisturbed air far upstream. Prandtl identified the solitary ring wing--i.e. the Hoople--as the wing configuration with least drag.

Now comes the strangest of inexplicable consequences. One would think that Prandtl would compute the drag of the ring wing and check how much lower it would be than the drag of, say, an elliptical monoplane wing spanning the same sphere, etc. He had the test tunnels available in that era and the cream of the international crop as his students and assistants. But did he have a ring wing tested or computed? No. Did the aviation industry take note of that prominently-exhibited and carefully proved theorem? No. At least nobody built a ring wing from 1920 to 1950. Not until 1954 did Plaskowski of E.T.H. in Switzerland show that the ring wing has precisely half the induced drag of the elliptic wing under the restraints 1, 2, 3.

To Bill Gary goes the palm. He did not wait for Prandtl's theorem but anticipated, by means of an uncanny intuition, what all educated aero engineers, including me, were too blind to perceive. I knew the history of the ring wing and knew the picture of the "Gary Aeroplane" from Eaton's euphemy. I did not know if "Gary" was the name of a town or of the genius who conceived that ring wing airplane. Thanks to the article by John W. Clarkson, Jr. I now know something of a great man. Albert Gail, Rt 2, Box 19, Edgewater, Md 21037

AVIATION POSTAL CARDS IN COLOR

Here is a field comparatively unexplored by the average aficionado and a means to procure fairly good size ($3\frac{1}{2} \times 5\frac{1}{2}$) photos at the low cost of 5¢ each in color. I recently received a set of 40 at a cost of \$2.00, and they ran the gamut from Montgolfier's Balloon to the early jets. These particular colored photos were taken from exhibits at Wright-Patterson AFB, the Air Force Museum, and here is a partial listing--Wright Flyer 1909, Spad VII, Jenny, Kettering Aerial Torpedo, PT-1, Douglas World Cruiser, P-6E, P-26A, PT-13D, C-47A, Kawanishi NIK2-J, P-40N, P-47N, P-63A, Spitfire XVI, P-38L, B-50, A-20, Ju 88D-1, B-17, B-24D, RB-36E, B-25B, C-124, SM-62 Snark, X-1B, P-59B, B-52, etc.

The above can be ordered from Joseph F. Morsello, 405 Paper Mill Road, Philadelphia, Pa. 19118. I've noticed quite a number of ads in antique publications on buying and selling old postal cards, these could be a good source to locate some real gems on early aircraft. E. T. Smallwood, 938 Rosemount Rd, Oakland, Calif.

NEW MEMBERS

B. L. ANDERSON, Jr, 26317 Birchfield Ave, Palos Verdes Peninsula, Calif. Former USAF A & E mechanic 1947-52, model builder, interest in WW I and II aircraft.

Major James D. ANDERSON, U.S. Army ROTC, V.P.I., Blacksburg, Va. Professional Army officer with main interest in old airplanes, especially those of the 1930s.

Robert ANDREWS, 45 Collingbourne Rd, Sheperds Bush, London W.12, England. Three years service as RAF instructor with interest in light and military aircraft.

D. Brian BAIRD, P.O. Box 10235, Stn 1, Houma, La. Ex-military pilot, commercial pilot and owner of Hawker Sea Fury. Member EAA and Warbirds of America.

Robert L. BASELER, Rt 2, Box 356K, Saugus, Calif. AAC/AAF officer and pilot for 25 years and former commander of the 325th Fighter Group.

John F. BELL, 104 James Rd, Broomall, Pa. Interest in historical and technical data on military aircraft for model making and aviation library.

Max R. BELL, 1118 Berkshire, Wayne, Michigan. Interest in WW I and WW II aircraft.

Edward F. BEYER, Jr, 171 Ponus Ave, Norwalk, Conn. Model builder since 1935, interest from WW I to present.

Charles W. BING, 2052 Kirby Rd, McLean, Va. ATC flying The Hump and ferrying fighters WW II, flew at air shows and at National Air Races 1946-48, corporation pilot since 1947, hobby sailplanes and holds Gold "C".

Ken BLAKEBROUGH, 2823 Village Rd, Lakewood, Calif. Pilot with 457th Bomb Group, 8th AF, and is now preparing a history of that group for publication.

Martin W. BROWN, 301 State Rd, Croydon, Pa. Model builder with general interest, especially in pre-war period.

Waterman F. BROWN, Jr, RD 1, Box 75, Michigan City, Ind. One of original founders of Military Aircraft Pilots Assoc; part owner and manager Allied Aviation Corp.

David W. BRUCE, 935 Taylor St, State College, Pa. Modeler for 25 years presently concentrating on radio control of scale aircraft.

Vincent F. BRUNO, 8606 Chestnut Oak Rd, Baltimore, Md. Interest in aviation from WW I to 1930s.

Christopher BUCK, 39A Coldharbour Lane, Harpenden, Herts, England. Interest in naval aviation and RAF, any period. Particular interest in squadron/unit histories.

T. F. BUSINGER, 811 Val Vista, Pomona, Calif. Interest in air racers and record flights.

George F. CAKE, 240 Willamette Ave, Berkeley, Calif. Flying lessons 1927, owns Bonanza and interested both in current and historical aviation.

Roger CARATINI, "Le Versailles", 4 rue Pasteur, Cannes, 06, France. Main interest in air transport from 1930 to present, interested in exchanging negs and photos.

Ricky CASTRO, 311 Excelda Ave, Tampa, Fla. Interest in WW II aircraft, ballooning and biplanes.

Joseph W. CECI, 126 Willow St, Roslyn Heights, N.Y. Fighter pilot, 318th FG, in WW II, presently captain on airline, interest in early air races.

Luis R. CELERIER, 1203 East Pine St, Longview, Texas. Advertising supervisor to oil equipment company with keen interest in aircraft, especially older types.

Thomas E. COMEY, 910 E. Buffalo Ave, Santa Ana, Calif. Interest in LTA and aircraft built from 1928 to 1940.

John P. CONANT, 5 Herbert Rd, Chelmsford, Mass. Pilot with 325th FG at Lessina Italy in WW II.

Frederick H. COOMBS, 26 Trinity Church Sq, Borough, London S.E.1, England. Worked for Short Bros, including Sterling bombers and then as airframe mechanic for BOAC.

Harley F. COPIC, 3639 Wallwerth Dr, Toledo, Ohio. General interest in air warfare, emphasis 8th and 9th AF's.

Robert CORREIA, 243 Tremont St, Fall River, Mass. Aircraft electrician at Quonset Pt NAS.

James M. CUTRIGHT, Goldsberry Bldg, Chillicothe, Ohio. Main interest in aviation of WW I period.

Herbert G. DeBRUYN, 3023 165th Place NE, Bellevue, Wash. Longtime modeler, private pilot, engineer for Boeing.

Lowell O. DIXON, 6588 Devonshire Dr, San Jose, Calif. Interest in WW I, military and sport aircraft of the 1930s and is radio control modeler.

D. W. DODSON, Caribbean Bechtel Ltd, c/o Texaco Trinidad Co, Point-A-Pierre, Trinidad. Interest in WW I aircraft and armament, particularly Fokker D VII.

Wayne E. DOWNING, 968 Sheffield, Thousand Oaks, Calif. USAF pilot 21 years, 416th BG in WW II, 43rd of BW of SAC, Command Pilot having flown many types, A-20 to B-52.

Jacques DOYER, 65 rue Boucherville, CR 131, Mont-Joli, Co, Matana, Prov de Quebec, Canada. Interest in aircraft and pilots of WW II and the jet age.

John F. DOYLE, 11143 So Lowe, Chicago, Ill. Modeler of plastic WW II types and interested in WW I and WW II a/c.

Steve J. DUBICZ, 8032 W. Giddings St, Chicago, Ill. Has general aviation interest, WW II and modeling.

Ivan H. DUNTON, 18700 Harleigh Dr, Saratoga, Calif. EAA Chapter 62 President 3 years. Building Pietypos-Air Camper and has lifelong interest in all aircraft.

Ray F. DURANT, Box 1094, Lakeside Dr, Felton, Calif. Served with 27th Aero Squadron, First Pursuit Group in WW I. Interested in other comradeship associations.

Frans N. M. EMMINK, van Speykstraat 142, Amsterdam-W, Holland. Ten years interest, specializing in U. S. military aircraft from the early days to 1950.

Andrew G. FALTUM, Jr, 6649 W. Foster, Chicago, Ill. Has collection of customized plastic models and is interested in markings and camouflage of WW II units.

Lawrence L. FLEMING, 2421 Emerson Ave So, Minneapolis, Minn. Interested in aviation in general and the aircraft of WW I and II in particular.

Richard FLUKE, 24 Bonfoy, Colorado Springs, Colo. Interest in military aviation from WW I to the present.

John H. GARRETT, 10132 Bismark Dr, Huntington Beach, Cal. Interested in scale modeling and air racing.

Henry GAURUDER, 81 High St, Manchester, Conn. Interest in WW II aircraft and those from 1928 to 1945.

Capt. William A. GERICKE, Jr., Quarters 4206G, USAF Academy, Colorado 80840. Eight years in USAF in B-52D's, B-58s. Presently instructor Navigation Division.

David GLOVER, 207 Shrewsbury Rd, Forest Gate, London E7, England. Favorite aircraft is the Grumman Hellcat and is interested in WW II fighter group histories.

John R. GRAY, 803 S. Henderson St, Seattle, Wash. Has worked for Boeing for 25 years and has been a model builder for 35 years. Interest in fighters 1916-45.

Capt William C. GRIMM Memorial Library, Racine, Ohio. Library in honor of WW II pilot for Civilian Air Transport Command and later United Airlines' pilot who died in 1965 after 7½ years of amyotrophic lateral sclerosis.

Richard HALL, 1916 17th St NW, #402, Washington, D.C. Asst Director of the National Investigations Committee on Aerial Phenomena. Interest in pre-Wright flight.

William G. HAWKE, 2717 24 Ave, Kenosha, Wisc. Collector of early model airplanes, books and pictures.

Tarant L. HOBBS, 26 Atherstowe Rd, Canvey Island, Essex, England. Member of the RAF, writer with recent project of publishing complete British Civil Aircraft Register.

William J. IKEMIRE, 1307 Pembroke St, Effingham, Ill. Particular interest in aircraft of the WW II era but also interested in those of WW I, mainly fighter types.

Lt Clinton B. JOHNSON, 104 Tiger, NAS Lemoore, Calif. Became Naval Aviator in 1961 and has served with VU-1, VA-122 and VA-25 on USS Midway, became first A1H pilot, with wingman, to shoot down a MIG 17--Viet Nam.

Lennart JOHNSON, Lordagsgrand 9, Halmstad, Sweden. Has collection of data, photos and information on 8000 types, from 1925 and from all corners of the world.

Linton J. KEITH, Jr, 3657 Debra Way, San Jose, Calif. Avid scale model builder with preference toward WW II military aircraft. Now building Lancaster.

Francis J. KLAISS, 6789 Siebern Ave, Cincinnati, Ohio. Interest in military combat aircraft from WW II to present, engaged in aviation color photography as hobby.

J. William KNEPP, 132 W. Market St, Middleburg, Pa. In U. S. Navy 1938-45 mostly in aircraft carriers, Aerographer on Yorktown (CV-5) and Lexington (CV-2).

Joe KUCHLER, Philadelphia Electric Co, 2301 Market St, Philadelphia, Pa. Biplane fancier who would like to obtain photos of Keystone Bombers and Gotha Bombers.

Richard D. LAYMAN, 50 Mohawk Ave, Corte Madera, Calif. Interest in all phases of naval aviation 1911-39 with emphasis on the period to 1919.

Walter F. LEE, 1049 Brookwood Rd, Oakland, Calif. Main interest in WW I aviation plus interest in postwar Bay Area aviation.

Vernon P. LEWIS, P.O. Box 1291, APO San Francisco 96555. A & P mechanic worked for Global Associates on Kwajalein Island. Interested in early airline development.

William R. LEWIS, P.O. Box 3278, Inglewood, Calif. A & P mechanic and model builder, interested in German aircraft of WW I and WW II.

Capt. Joseph R. LITTLEPAGE, Jr, 157 Kentuck Circle, Jacksonville, Ark. With ICBM missile launch crew in SAC and interested in all planes, especially WW II fighters.

Harold B. LOOMIS, 1635 18th St, Manhattan Beach, Calif. Pilot, mechanic, photographer and aircraft photo collector. Enthusiast in historical and antique aircraft.

Glenn E. LUDGATE, 171 Given Terr, Paddington, Brisbane, Queensland, Australia. Modeler interested in aircraft from earliest types to pre-WW II, also early jets.

Eric C. LUDVIGSEN, 1796 Burns Ave, Detroit, Mich. Interest in military aviation from 1930 to 1950 including aircraft color schemes and markings.

John L. LULL, 5460 55th St, San Diego, Calif. Former USAF mechanic, presently structures engineer with Convair. Interest in history of WW I aircraft.

Elof S. LUNDH, 756 Bittersweet, Chicago, Ill. General interest with concentration on German and Allied WW II aircraft. Served with 118th AvCo in Viet Nam.

Joseph LUSTYK, 96 Ashwood Dr, Rochester, N.Y. Main interests are WW I and WW II aviation.

Joseph L. LUTY, 101 Wiley Ave, Toronto 6, Ontario, Col-

lects aviation books, scale drawings and is modeler.

Simon D. MANONIAN, RD 2, Chester Springs, Pa. French. Interested in American aviation, WW I and WW II.

Ed MANULKIN, c/o Sterling Models, Sterling Models Bldg, Belfield Ave & Sister St, Philadelphia, Pa. Model plane flyer and designer since 1929.

Jack L. MARTIN, 23384 Ostronic Dr, Woodland Hills, Calif. Pilot for 27 years, System Chief Pilot of The Flying Tiger Line, Capt in command of the "Polcat", first airplane to fly around the world over both poles.

William C. MATTHEWS, 325 Berkeley Ave, Tacoma, Wash. Has library with about 300 volumes, interested in aviation from WW I thru WW II.

Robert S. MAYER, 5242 Hyde Park Blvd, Chicago, Ill. Active in aviation for 20 years; has owned 8 planes including Vampire Jet; President, American Compressed Gas Corp.

Howard L. McCLAY, 1529 N. Ogden Dr, Los Angeles, Calif. Served with AAF in WW II, interested in historical aviation research.

David H. McCONNELL, 375 Park Ave, New York, N.Y. Owner of Southeast Airlines in Miami. Uncle, James McConnell, was one of the original men in the Lafayette Escadrille.

Edward P. McLAUGHLIN, 5405 Middlecrest Rd, Rolling Hills, Calif. Was B-17 pilot with 99th BG, 15th Air Force and has been pilot with United Air Lines since 1945.

Wm C. MEAD, 87 Day St, Granby, Conn. Has been with Curtiss Propeller Div and Hamilton Standard and is interested in aviation from 1930 to the present.

Lloyd A. MILNER, 6629 Dakota Trail, Minneapolis, Minn. Started in aviation in 1928, mechanic for 12 years, pilot for last 26 years with Northwest Airlines.

Henry C. MOLTER, 450 Bedel Terr, W. Hempstead, L.I., N.Y. Saw Lindbergh take off for Paris, served as armorer/clerk with 361st FG in WW II, member 2nd Air Div. Association.

Allen E. MORGAN, 8950 Kittyhawk Ave, Los Angeles, Calif. Naval Aviator, flight manual writer N.A.A., modeler.

O. G. MORRIS, 130 Driftwood Dr, Seabrook, Texas. Was with NACA Langley Research Center in experimental supersonic aerodynamics for 13 years, now with NASA.

Paul M. MULHOLLAND, 7638 Buist Ave, Philadelphia, Pa. Main interests are World War I and II.

Lt Warren C. MUNKASY, 14 Somerset Dr, Willingbord, N.J. Naval Aviator in Naval Air Transport Squadron Three, modeler with interest in all periods aviation history.

Richard L. NEUBAUER, 7901 S.W. 67th Terr, Miami, Fla. Pilot for Eastern Airlines, served with RCAF, USAF in First Arctic Search & Rescue Squadron, captain for Scandinavian Airlines and test pilot on Boeing B-47 project.

Paul D. OGAN, 1078 Westphal Ave, Columbus, Ohio. Scale modeler for ten years with interest in WW II and Korea.

Steven J. ONDREJCEK, 148 Elm St, Newark, N.J. Plastic modeler with main interest in aircraft of the '20s and '30s, up to World War II.

Harold A. OSBORNE, 1932 Conejo Lane, Fullerton, Calif. Interest in pre-WW II aircraft, including racers.

Capt Ronald A. PATTERSON, 17 Hultin St, Kincheloe AFB, Mich. Pilot of F-106 and member JPMS and EAA.

Loweil J. PETERSON, P.O. Box 6, Heron Lake, Minn. Aircraft electrician with 18th FBW in Korea, subsequently with 51st FIW and 43rd and 303rd BW's.

George W. PIERSON, 404 Madison Ave, Sinclair, Wyo. Was with First Marine Air Wing on Guadalcanal and also served in Korea. Now with Sinclair Oil Company.

C. R. PRICE, 4744 Kilpatrick, Fort Worth, Texas. Private license holder working on Commercial License.

William PUHA, 199C No Beverwyck Rd, Lake Hiawatha, N.J. Modeler currently building 1/4 inch plastics, was with U. S. Navy in World War II.

Michael G. RETTKE, 2435 Chapman Springs Rd, College Park, Georgia. Flying for 8 years, 6 years in Air Force Reserve, and co-pilot for Delta Airlines.

Martin A. RIEHL, 1164 Yuill St, Medicine Hat, Alberta. Solid scale modeler, planning to be aerospace engineer.

Eugene RODDENBERRY, 539 S Beverly Glen Blvd, Los Angeles, Calif. Civilian pilot in 1940, AAF in 1942 and pilot with Pan American Airways.

Major Lane ROGERS, Qtrs 805, Marine Corps School, Quantico, Va. Ground officer primarily interested in 1/72 scale aircraft with extensive library and photo coll.

Wm D. ROGERS, 444 S Madison St, Hinsdale, Ill. Pilot with 361st FS, 8th AF, now serving as dental officer in Illinois ANG.

Christer SANDSTROM, Edeforsgatan 34, Lulea, Sweden. Private pilot with interest in WW II aviation.

Robert E. SCHLOSBERG, 629 Wellesly St, Weston, Mass. Plastic scale and balsa scale modeler for 15 years, interested in WW II bombers and fighters.

Philip H. SCHNECK, 1460 Highland Court, Ontario, Calif. Actively engaged in aircraft design since 1926.

Lt Max L. SCHUERMANN, Box 469, 28th ARS, Ellsworth AFB, S. D. Navigator on KC-135s, active contest modeler with main interest in radio control scale. Owns Ercopeu.

Wm T. SEARBY, 14847 Parthenia St, Panorama City, Calif. With 487th BG and 3rd Scout Force of 8th AF in WW II.

Raymond J. SENEAL, 13911 Yockey St, Garden Grove, Calif. Marine aircraft mechanic 1941-46. Presently at Douglas. Interested in data, photos and drawings of F3F-3s.

James M. SHIMER, 40 Quarter Turn Rd W, Levittown, Pa. Aviation technical writer/illustrator for 25 years and interested in all periods of aviation history.

Christopher F. SHORES, 104A Sunningfields Rd, Hendon, London N.W.4, England. Main interest in military aviation and joint author of forthcoming book, ACES HIGH.

Edward J. SIMPSON, 16910 Bulger Ave, Hazel Crest, Ill. Employed by North Central Airlines, rebuilding a 1940 J3L65 Cub, modeler and interested in prop aircraft.

Ronald D. SNOOK, 2349 La Loma Dr, Rancho Cordova, Calif. TSgt gunner on B-29, B-36 and B-52, presently with 320th BW flying against Viet Nam from Guam.

Neil SPEERS, 920 Holbrook, Plymouth, Mich. Main interest in WW II fighters, also aircraft from 1938 to 1966.

Charles E. STEWART, 106 Norman Dr, Coraopolis, Pa. Owns and flies Fairchild 24, takes color slides and builds plastic aircraft models.

Maurice L. STRONG, Jr, 28 South Erie St, Mayville, N.Y. Interested in plastic model collection of WW I and WW II aircraft and private flying.

William H. TANTUM IV, 23 Summit Rd, Riverside, Conn. Interested in aircraft armament and is a technical writer on subject and military small arms and ammo.

Sam ULRICH, 157 Hillcrest Ave, Pittsburg, Calif. Main interest is in aircraft of World War II.

Glen W. UNDERWOOD, 1214 Las Olas, Miamisburg, Ohio. 98th Bomb Group and Ploesti mission pilot.

Marvin G. WALLIS, Rt 4, Box 660, Fairfax, Va. Pilot since 1946, at NASA Hdqtrs since 1963, and interested in WW I period and in the later sport biplanes.

Barrett WARREN, 21 Westover Rd, Tray, N.Y. 12180. Interests in current aviation and the space program.

James R. WARRINGTON, 134 Pierce St, W Lafayette, Ind. Student pilot, interested in WW I and WW II aviation, also the beginning of U. S. airlines.

Donald WATSON, 51 Crest Rd, Piedmont, Calif. Early interest in flying around 1928 at the Oakland airport.

Trevor de V. WEBB, 162 First Avenue, Royston Park, South Australia, Australia. Over 7000 aircraft photos since 1955, interested in homebuilt, vintage & replica flying.

Burt W. WEIDENKOPF, Dept of Aviation, D. B. Hancock Airport, Syracuse, N.Y. Witnessed every national air race in Cleveland since 1929. Learned to fly in 1940. Now Commissioner of Aviation for City of Syracuse.

Robert A. WEINBERGER, 7721 Cayuga Ave, Bethesda, Md. Head, Combat Aircraft Unit, Airframe Design Div, Bureau of Naval Weapons. Prime interest, carrier aircraft WW II.

Charles F. WEST, 2900 Jordan Rd, Oakland, Calif. Actively engaged in aviation as either a pilot or mechanic since 1911. Presently operating hydraulic hose shop and servicing all large freight lines at Oakland airport.

G. WHITEHEAD, Jr, 20 Chauntler Rd, Custom House, London E.16, England. Storekeeper interested in WW II aircraft with the favorite being the P-47.

John A. WHITTLE, 8 Walsingham Mansions, Fulham Rd, Fulham, London SW.16, England. Interested in airliners, DC series and 707 series, and seeking DC-3 material.

Thomas E. WHITWORTH, 435 Ralston St, San Francisco, Cal. Model builder interested in all types of aircraft.

Maj Harry L. WINBERG, 2018 LaGrange Rd, Dayton, Ohio. Flew 66 fighter-bomber missions with 35th FBS in Korea and has been with 41st, 42nd and 62nd FIS's. Now Development engr manager (crew station) F-111, at Wright-Pat.

Reginald D. WOODCOCK, 13 Blackburn Lane, Haverford, Pa. Chairman of the Benoist Group.

Richard W. WREDEN, 395 Hill St, San Francisco, Calif. A & P mechanic with United Air Lines, was with ATC in South Pacific in WW II, and model builder since 1933.

James M. WRIGHT, Jr, 641 S. Gordon Rd, Austell, Ga. Aero engineer, model builder since 1937 and private pilot.

William T. Y'BLOOD, 628 E Kelso St, Inglewood, Calif. Main interests in WW II aviation and history of B-47.

James A. ZIMMER, 519 Cedar St, Syracuse, N. Y. Main interest is in aviation of the pre-World War I period.

WANTS

The WANTS Section is open to all Members to aid them in obtaining or trading material. WANTS are limited to six lines and one per Member per Issue; those received before the 10th day of January, April, July & October will run in the succeeding issue. As a part of this Section, RESEARCH PROJECTS are listed. Each is a request for information and help, for a Project being specifically prepared for the JOURNAL. It is hoped each Member will make a special attempt to assist the authors in these Projects.

RESEARCH PROJECT NO. 6402 - Lockheed Turboprop Electra. Robert Bogash, 275 Victory Blvd, New Rochelle, N. Y.

RESEARCH PROJECT NO. 6403 - U. S. Gypsy Moth Aircraft Co. Milton Sheppard, 617 Stanbridge Rd, Morton, Pa. 19070

RESEARCH PROJECT NO. 6405 - Sikorsky S-40 to S-43. Mitch Mayborn, P.O. Box 6701, Dallas 19, Texas.

RESEARCH PROJECT NO. 6407 - Barkley Grow T8P-1 aircraft. Robert F. Pauley, 111 Highland Ave, Highland Park, Mich.

RESEARCH PROJECT NO. 6501 - Lockheed 10 Electra. Warren Woolman, 1132 W. Harding Way, Stockton, Calif.

RESEARCH PROJECT NO. 6502 - Travel Air Models 2000, 3000, 4000, 6000, 8000, 9000 and B. R. H. Schepler, 2645 Fillmore Lane, Davenport, Iowa.

RESEARCH PROJECT NO. 6504 - McDonnell F-101 series. Paul D. Stevens, Box 183, Little York, Ill. 61453.

RESEARCH PROJECT NO. 6506 - Boeing 377 Stratocruiser. H. J. Nash, 47-42 44th St, Flushing, N. Y. 11377.

RESEARCH PROJECT NO. 6507 - Lockheed L-49/L-1649 Constellation. Louis Barr, 7221 W. 93rd Pl, Los Angeles, Calif. 90045.

RESEARCH PROJECT NO. 6508 - Brewster F2A series. Dr. James V. Sanders, 22 Berwick Dr., Rt 2, Carmel, Cal.

RESEARCH PROJECT NO. 6509 - A comprehensive study of all U. S. airports, past and present. Harry Miller, 11809 S. Alburdis Ave., Norwalk, Calif.

RESEARCH PROJECT NO. 6510 - Seversky P-35 type aircraft with the Swedish Air Force. Lars E. Lundin, Lindogatan 2, Vastervik 3, Sweden.

RESEARCH PROJECT NO. 6511 - Detailed history of Corpus Christi Naval Air Station. Harry B. Adams, Del Mar College History Department, Corpus Christi, Texas 78404.

RESEARCH PROJECT NO. 6601 - Detailed study of the Army Air Corps Flying the U. S. mail in 1934. William T. Larkins, 175 Clarie Dr, Pleasant Hill, Calif.

RESEARCH PROJECT NO. 6602 - Definitive study of all pre-DC-3 TWA, and predecessor companies, flight equipment. Edward Peck, 214 Lynwood Dr, Jeffersonville, Indiana.

RESEARCH PROJECT NO. 6603 - A total study of the air effort in the Alaska-Aleutian area during WW II. R. F. Arnold, 4508 Jay Ave, Tucson, Arizona 85705.

RESEARCH PROJECT NO. 6604 - Complete history of the Ryan Company to 1941. Ev Cassagneres, 1210 Avon Blvd, Cheshire, Conn. 06410.

RESEARCH PROJECT NO. 6605 - History of the Luscombe com-

pany and its aircraft. Robert T. Smith, 209 Highland Dr, Smyrna, Ga. 30080.

RESEARCH PROJECT NO. 6606 - Agricultural aviation--pre-war, wartime and postwar dusters and sprayers. Brian R. Baker, 642 E. Speedway, Tucson, Arizona.

RESEARCH PROJECT NO. 6607 - A tabulation and description with mechanical data covering all U. S. aircraft sent to, sold to or planned for use in China, 1910 to Nationalist China, 1966. Need help of any kind in the way of notes, clippings, photos (before and after delivery to China) and personal experience accounts. China was a major U. S. aircraft customer between 1929 and 1947, and later, yet very little data is available regarding the purchase and use of the aircraft. Richard W. Bueschel, 414 N Prospect Ave, Mt Prospect, Ill.

RESEARCH PROJECT NO. 6608 - A history of the old Framingham, Massachusetts Airport, also known as "Teddy Gould's Farm Airport." Can use personal accounts of flying there, but mainly need photos of the field, especially an aerial view, and photos of aircraft operating there from 1929 through 1936. Wallace L. Smith, 1 Wood St, Southville, Mass. 01774.

RESEARCH PROJECT NO. 6609 - A special study in text and photos of the 1925 Air Races at Mitchel Field in October of that year. Need any accounts of participants and events and would welcome the loan of any photos taken during the races. Thomas G. Foxworth, 192-208 67th Ave (3C), Flushing, N.Y.

WANTED - Any and all information on the P-39 Airacobra, especially information on photos, etc. of operational aircraft in the South Pacific. James J. Grygier, 13629 Manor, Detroit, Mich. 48238.

WANTED - Information to whereabouts of any flyable F4U Corsairs and/or tech manuals for restoration project to have a completely operational U Bird. Would prefer F4U-1A. Please list condition and price, first letter. Barrett Tillman, Box 135, Athena, Oregon 97813.

WANTED - Photographs of parachute jumpers and their equipment, especially during the early ballooning era 1887-1900 for book soon to be published on the history of the parachute. William R. Puglisi, 2930 W Imperial Hwy, Inglewood, Cal.

SALE - WW II Army Air Force artifacts--leather flight jackets, clothing, books, etc. Send for list. Peter J. Gallagher, 499 Isabelle, North Bend, Oregon.

WANTED - Color slides of AJ-2 Savage, F-1 Fury, F-9 Cougar, F-10 Skynight, F-11 Tiger, Lockheed C-121. Originals or good duplicates welcome. Will purchase or exchange for same. N. Hare, 1881 Ferry St, Niagara Falls, Ontario, Canada.

WANTED - Information on differences between the Douglas M-1, M-2 and M-4 for historical files, Western Air Lines. Sid Albright, 6060 Avion Dr, Los Angeles, Calif. 90009.

WANTED - Information or plans for Bucker Jungmeister. Recall seeing notice offering plans about 1962, but cannot find it. Skip Graham, 22449 Westchester Rd, Shaker Heights, Ohio.

WANTED - Maintenance manuals or photos of structure, engineering drawings on Nakajima Ki 43 (all series) Hayabusa, Oscar. Will purchase or just borrow to copy. Willis Lewis, P. O. Box 3278, Inglewood, Calif. 90304

SALE - C-47 Flight Manuals March 1963, \$8 each, stock lists, stock catalogs. Write for list. Also want to