

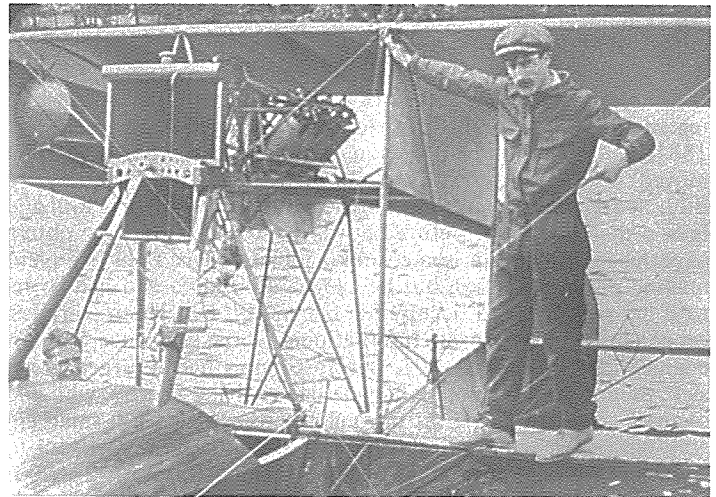
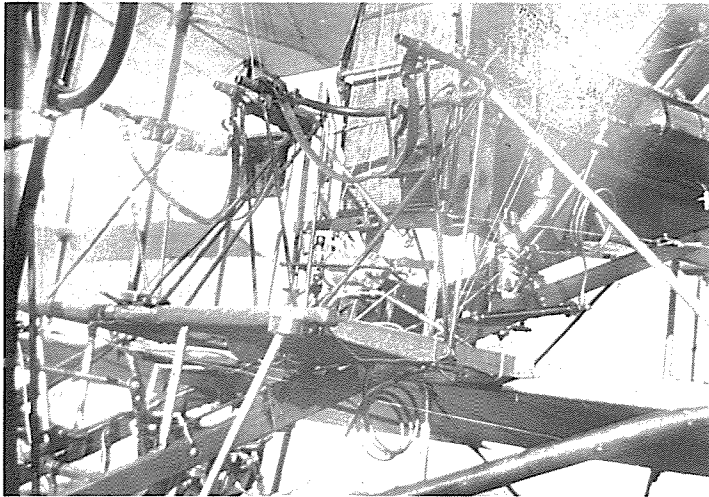


ONE OF THE MANY FALLEN. . .

Juraj Rajnivec, Trencin, Czechoslovakia

Still burning, this Consolidated B-24H Liberator believed to be of the 451st Bomb Group, is examined by local inhabitants. The

bomber was hit by flak over the Vienna area on October 17, 1944, and crashed near the village of Zohor, on the west territory of Slovakia. Two crew members are buried in the cemetery at Zohor. I am seeking information on the identity of the crew and bomber; if anyone knows, would appreciate their writing me at: DLhe Hony 1923B, 911 Ol Trencin, Czechoslovakia.



AUTOMATIC PILOT, 1913 VERSION

Elmer A. Sperry 111, Pompton Plains, New Jersey

I was pleased to see Charles Keller's article on the automatic pilot in the Summer 1975 Journal. The two accompanying photos will probably be of interest to your readers. Please note that the photograph showing Emil Cachin demonstration of his stance on the

wing has been reversed left for right. You can see the vane anemometer mounted on the strut under the radiator. The other photo is of the 1912 autopilot in a Curtiss pusher mentioned in Keller's article. One of the servos is shown under the seat.

EXCALIBUR

John M. Davis, Wichita, Kansas

Regarding the fine article entitled "The Excalibur" by Peter Berry in the Winter, 1975 Journal I wish to add the following:

The XPBS-1 is likely to have been designated the VS-44 and carried c/n. 4400.

c/n. 4401 was NX41880, later marked NC41880. Some sources put the site of the takeoff crash as Gander Lake, Newfoundland.

c/n. 4402 was NC41881. During 1950 to 1957 it was owned by Hughie Wells, who owned Condor pre-war, and planned a Lima to New York service. He died about 1954 and NC41881 sat around after that.

c/n. 4403 was NC41882. TACI was Transportes Aereos de Carga Internacional, and this aircraft was officially registered as CX-AIR, but it is doubtful if these marks were applied before it crashed.