NEWS AND COMMENT

D.S.C TWENTY-TWO YEARS LATE

On 19 December 1944, Capt. Kenneth H. Dahlberg was a flight commander with the 354th Fighter Group on an armed reconnaissance mission near Trier, Germany. During the mission 90 German fighters were encountered and promptly attacked by Dahlberg and his mates. In the ensuing dogfight he lost contact with his wingman but continued to relentlessly attack the enemy, destroying four of their aircraft and damaging another.

A few days later Dahlberg was shot down by flak and spent the rest of the war as a POW. Thus he was not around in January 1945 when an award came through in his name, bestowing on him the second highest award that can be given to a pilot--the Distinguished Service Cross, for his actions on 19 December 1944. In fact, he never knew about it until a few months ago. The Minneapolis Tribune told of the final chapter in its January 23, 1967 issue.

"The former P-51 Mustang pilot found out about the D.S.C. when a writer for the American Aviation Historical Society visited him recently while doing a story.... A short time later, the writer called Dahlberg to ask: 'Why didn't you tell me you had the Distinguished Service Cross?' 'I didn't know I had it', was the reply. The writer had checked Dahlberg's records and found he had the award."

That writer is William N. Hess, and he has now completed the story of ace fighter pilot Kenneth Dahlberg (14 aerial victories) for presentation in the Summer 1967 issue of the JOURNAL.

The happy ending to the final chapter of the story was written in Washington, D. C. on January 24, 1967. In a ceremony there, Vice President Hubert Humphries pinned the Distinguished Service Cross on Kenneth Dahlberg. Also present were his wife and daughter, Nancy, and Mr. and Mrs. Dennis Baudoin, the French couple who live on an estate near Paris, France and who hid Dahlberg from the Germans when he was shot down in August 1944.

Kenneth Dahlberg is now president of one of the nation's leading electronic firms, Dahlberg Electronics, Inc.

NATIONAL AIR MUSEUM MICROFILM

As many of the Members know, the National Air Museum of the Smithsonian Institution has microfilm copies of the individual aircraft record cards. These are cards on which were recorded all of the pertinent information on every USAAF airplane, chiefly changes in station. The NAM will make page copies of any card, but this can be very expensive if any considerable number of cards are desired.

Those of us who are seeking to record the life history of each of the aircraft of our specialties have taken to purchasing reels of film containing the serials we want. The copies cost about $4.50 a reel, and each reel has roughly 2000 serials. Naturally we wind up with a lot of information on other types that we cannot use (the cards were filmed in strict serial order, without reference to type, and you must buy the entire reel).

I propose that the A.A.H.S. Members who plan to buy the microfilmed cards exchange pieces of the film with one another, and thus save everyone money. To do this, each Member would submit a list containing the serial range of his particular aircraft to the others, and, hopefully, each Member would accommodate the others and snip the desired piece of film from his own reel in exchange for the record card film he wants. The only thing required, beyond a cooperative spirit, is something with which to read the microfilm. It is 16mm, and I'd welcome suggestions as to a cheap piece of equipment that would do the job.

Bernard Mallon, 518 Runyon Ave, Piscataway, N. J. 08904.

"BOSTON AVIATOR TO CIRCLE GLOBE"

That is the headline of an article datelined Atlantic City, N. J. and found in the Hanford (California) Daily Sentinal of Monday, May 8, 1916. The article goes on to report:

"Porter Atwell Adams, a Boston millionaire, is going to circumnavigate the globe in a specially built aeroplane with a crew of six men to help him. The young man expects to fly from San Francisco westward to San Francisco.

"Adams, who is a descendant of John Quincy Adams, is staying at the Hotel Traymore here, making out his itinerary. His preliminary plans call for thirteen stops in his 25,000 mile air journey.

"In a year the modern Magellan expects to be ready to start. There is now building under his direction a great aeroplane, which will carry seven men. This will be driven by eight motors of 125-horsepower each."

Can anyone shed more light on this? Who was Porter Atwell Adams? His name does not appear in the 10 Year Index to the A.A.H.S. JOURNAL. "...is now building...." Was construction actually started? Seven seats and eight engines? Even the plane and specifications are of great historical interest. This outclasses the great Sikorskys of WW I. Did the plans fall through because of the war, or were there other reasons?"

Rev. Boardman C. Reed, 1212 W. Neville St, Hanford, Cal.

BURGESS-DUNNE POWERPLANT

After enjoying the third part of Mr. Bartlett Gould's very interesting history of the Burgess aircraft (Vol 11, No 4), I would like to point out that the powerplant of the Burgess-Dunne No 3 Army plane, indicated on page 276 as a Salmson or a Canton-Unne is in fact one and the same engine.

Messrs Canton and Unne were two engineers who had most of the patents involved in their joint name, while Emile Salmson was the business promoter of the group. In fact, this is one more of the usual teams one meets continually in the history of engineering, starting with Boulton and Watt and covering such famous names as Daimler and Maybach, Rolls and Royce, M.A.N. and Diesel, Curtiss and Kirkham and, to name one of the latest discoveries, Fokker and Platz. One invents, experiments and studies, often tucked away in some small office, while the other manages, sells and makes the publicity noises and thus is usually better known, but both are equally important.

The Burgess-Dunne in question was equipped with the Salmson M-9, also known as the Canton-Unne M-9 of

about 120/135 hp. The 200 hp Canton-Unne was a 14-cylinder engine but may be ruled out for the Burgess as it weighed some 900 lbs which would have been prohibitive for installation in an airplane with a net weight of 1214 lbs. The author of "U. S. Military Aircraft Since 1909" must have mistaken it for the 200 hp Anzani of the Model I Flying Boat.

It is unlikely therefore that the Army tried more than one engine on their Burgess-Dunne, more so because the Salmson was quite a good engine for its day.
Hugo T. Byttebier, Casilla de Correo 3031, Buenos Aires.

PROGRESS REPORT ON RYAN RESEARCH

(The following is a report from Ev Cassagneres on his Research Project No. 6604, a complete history of the Ryan Company to 1941, and is typical of the work being done on the various Research Projects. Ed.)

A card file and master serial number and registration number list has been established. Photographs and histories of many of the aircraft have been documented and filed away for quick reference. Many new contacts for historical material have been made with good to excellent results. Also, a clearing house for those seeking to purchase or sell Ryan airplanes or parts or seeking to find technical information has been established. Many technical questions remain to be answered. Much research still has to be done before a full story can be written as a true and accurate documentation.

At this writing (December 1966) there are the following Ryan aircraft in existence in various parts of the world:

M-1	One in the United States
B-1	Five in the United States
B-5	One in the United States
B-7	One in Alaska
C-1	One in the United States
SCW	One in Australia, 10 in the U. S.
ST	Thirty-one in the U. S., 12 in Australia, maybe three in Brazil and possibly one or two in South Africa.

I would like to hear from pilots and instructors who flew in the Air Corps' STM Ryans at the Ryan School of Aeronautics around 1941 and also from people connected with the Boeing School which used Ryan Broughams back in the early 'thirties. I would further like to hear from anyone who was employed at the Ryan plant in San Diego up to WW II and those people who may have been connected with the company when it was Mahoney-Ryan and part of Detroit Aircraft at St. Louis in the early days. Photographs would be of special interest.

In regard to overseas information, airline pilots who make regular runs to various countries and would be interested in doing a bit of research on their off time would be welcome. I could supply some leads to them,

Can anyone identify C/N and registration number of this Ryan Brougham? Sam C. Breder, Sales Manager of Mahoney-Ryan (r) wishes bon voyage to George B Fredell, Flying Sales Manager for Texas Pacific Aero Oils. (LeRoy S. Robbins)

which I am sure they'd find extremely interesting.

Aircraft in this country on which I am lacking information--such as name and address of latest owner, and location and present status--are listed below:

STA	NC14957	
	NC10535	(near Tarpon Springs, Fla.)
	NC14982	(near Minneapolis, Minn.)
	NC17367	(near Rome, New York)
	NC17359	(near San Diego, Texas)
	NC17369	(near Pottsville, Penna.)
SCW	NC17372	(near Brownsville, Texas or Mexico?)
PT-20A	-------	(near Red Bluff, Calif.)
B-1	NC5554	(near Redondo Beach, Calif.)
C-1	NC558N	(at Tallmantz Aviation, Calif.)

Ev Cassagneres, 1210 Avon Blvd, Cheshire, Conn. 06410.

IPMS AIR NATIONAL GUARD PROJECT

The International Plastic Modeler's Society has been commissioned to provide upwards of 58 models for a permanent display of the various types of aircraft flown by the Air National Guard since 1908. The first showing will be at the National Guard Convention this September. Thereafter the display will be housed at the new National Guard Association Building, 1 Massachusetts Ave, N.W., Washington, D. C.

While IPMS members will be expected to provide most models made from plastic kits, scratch builders' services will also be needed. Due to the vastness of the project, help is being asked from all interested parties. Any A.A.H.S. Member who would like to take part in this project should contact James H. Sage, Director-IPMS, 3813 Durango Dr, Dallas, Texas 75220 for additional information. All models are to be as close to 1/72 scale as possible, in full detail and finishes will be to National Guard specifications for the proper period.

27th PURSUIT GROUP - 1939

I am deeply involved in researching the camouflage colors and schemes used on the 23 Curtiss P-36 aircraft of the 27th Pursuit Squadron, 1st Pursuit Group during the summer of 1939. Work has reached the point where it is imperative that as many of the Squadron's pilots of this period as possible be contacted. Therefore, I would appreciate any information leading to contact with these officers or, in the case of those who are deceased, with their families.

Pilots of the 27th Pursuit Squadron during 1939 are:

Colonel Willis R. Taylor
Brig Gen (ret) Robert S. Israel, Jr.
Lt (1939) Allen T. Bennett
Lt (1939) John L. Brownewell
Lt (1939) John S. Chennault
Lt (1939) W. T. Feallock
Lt (1939) Frederick C. Grambo
Lt (1939) W. W. Harker
Lt (1939) Jenkins
Col H. E. "Pappy" Kofuhl
Lt (1939) W. W. Korget
Lt (1939) K. R. Martin
Lt (1939) P. L. G. Moore
Lt (1939) R. L. Mathews
Col (ret) H. Ward Randall
Lt (1939) L. M. Sanders
Lt (1939) K. W. Sprankle
Maj Gen Jack T. Taylor
Col B. D. "Buzz" Wagner (Deceased)
Lt (1939) B. Ward (Deceased)
Lt (1939) Don L. Wilhelm, Jr.
Lt (1939) John C. Kilborn

At the completion of this project a model in the full and proper colors for each aircraft will be made. Thomas M. Barnett, RFD 2, Box 43-B, East Delaware Trail, Medford, New Jersey 08055.

A.A.H.S. MEMBERS AIR NASM

A note on "activities" of A.A.H.S. Members may be of interest. The Washington, D. C. group has been working with the National Air and Space Museum over the last two years, sorting the vast backlog of documentary material. It is "fun" but also back breaking. One day their efforts will pay off in better service to all the aviation researchers, amateurs or professionals.

Above is a photo of some of the "Volunteers" which shows them at work. In front, from left to right, are Ed Wischnowski, Bob Tarcza and Bob Wood, a staff member of NASM. In the back, also from left to right, are Dick Wasicko, Al Blue, Rho Bee Robischon (Northeastern Regional Vice President of the A.A.H.S.) and Roger Bentley. Behind Al Blue, hard at work and bent over, is Jack Freeburger.

Louis S. Casey, Curator-Aircraft, National Air Museum, Washington, D. C. 20560.

THOR POLSON REMEMBERED

It is always with regret that I hear of the passing of one of the Early Birds, as I read of the death of Thor "Smokey" Polson in the JOURNAL.

As a matter of record, Thor Polson was a student of Harry P. Christofferson and was taught to fly in the Christofferson-type biplanes. The Christofferson Flying School at this time was located at the foot of Sloat Boulevard and the Great Highway at the beach in San Francisco, California. The runway consisted of heavy planks laid on the sand to provide a solid takeoff surface for the early pusher biplanes. The planes took off over the breakers at the beach and circled around and then landed on the improvised runway. Needless to say, although a strong wind from the ocean usually prevailed, it required much skill on the part of student pilots to make a good landing on such primitive air strips.

Thor Polson originally had salt water in his veins, having migrated from Scandinavia at an early age and joined the U. S. Life Saving Service which pre-dated the U. S. Coast Guard Service. The station where Thor Polson served was close to the Christofferson Flying School, and he soon became acquainted with the two Christofferson brothers, Silas and Harry. The life saving station has long since vanished along with the Christofferson pusher biplanes, but the memories still remain in those of us old timers who knew these courageous pilots.

Thor Polson was also a competent airplane mechanic and in later years built several planes of particularly original and what may be considered good aerodynamic

Thor Polson and his Hisso powered Travel Air biplane at Mills Field, San Bruno, California, 1928. (Nye Coll.)

design. He flew all of these. In the '30s he performed smoke writing with his own plane and smoke education equipment. After his flying days were over, he was employed at San Francisco International Airport as a maintenance mechanic.

The writer made three flights as a student with Thor Polson in his Hisso-powered Travel Air biplane, which by the way, was what Ben Howard used to term a damn good airplane.

Willis L. Nye, 1719 Grove Way, Hayward, Calif. 94546.

PASSING OF AVIATION PERSONALITIES NOTED

Thanks to the interest and help of Members E. T. Smallwood, Jesse Davidson, Harold Rosenquist, Willis Nye and S. H. Kleiser (through Admiral Edwin Parsons) the JOURNAL has received word of the passing of the following aviation personalities.

Guy Fowler, a veteran newsman and veteran of the Air Service in WW I, died at Eureka, California on January 20, 1966 at the age of 73. At the time of his death he was a columnist for the Humboldt Times and was fond of calling himself the last of the Tramp Reporters. He was noted in aviation circles as the author of the books on WW I flying, DAWN PATROL and LILAC TIME, which were later made into motion pictures.

John E. Trunk, an A.A.H.S. Member, was killed at Clarion, Pennsylvania on July 20, 1966 when his Piper J-3 plunged into a wooded area shortly after takeoff. Mr. Trunk was a member and past president of the Pennsylvania Wing of the OX-5 Club. During WW II he joined the RCAF and later transferred to the USAAF. He was a troop-carrying glider instructor, later instructing on B-25s and B-17s.

Leslie L. Irvin, builder of the first free-fall parachute, died at his home in Bel Air, California on October 9, 1966 at the age of 71. He worked with Major E. L. Hoffman of the Army's Air Service Technical Division of McCook Field, Dayton, Ohio on the design and incorporated ideas from Guy M. Ball, James M. Russell, A. Leo Stevens, Glenn Martin and Floyd Smith. Leslie Irvin built the first model and designed the harness. After tests at high and low altitudes, in rainstorms, blizzards, night and fog, it became the Army's Model "A", the first free type parachute.

Air Commodore Patrick Huskinson died in his sleep at his London home on November 24, 1966 at the age of 69. A WW I flying ace, he was blinded by a bomb during one of the German Blitz Raids on London in April 1941. Before losing his sight, however, he designed the 12,000 pound "Block Buster" bombs that helped cripple Germany. He was Director of Armament Development at the Aircraft Production Ministry from 1940 to 1946, when he retired.

George B. King passed away at Oakland, California on December 5, 1966 at the age of 58. He was a graduate of the Boeing School of Aviation, 1929. He worked for the Oakland International Airport from 1934 to 1966, being a supervisor in recent years.

Joseph C. Sandorf died on January 10, 1967 at the age of 89. He was an aeronautical engineer associated with the development of the USS Akron and USS Macon. His engineering skill contributed to the design of the Lakehurst Naval Air Station mooring mast and also the trapeze mechanism used to recover the Curtiss F9C-2 Sparrowhawks aboard the Akron and Macon. Mr. Sandorf was a native of Austria and a naturalized citizen of the United States.

COMING EVENTS

4th Annual Central States Aero Historians Meeting, Henry Ford Museum, Dearborn, Michigan, April 28th-30th.

Joint Southern California Aero Historians Meeting, A.I.A.A. Bldg., Los Angeles, California, June 10th.

Fiftieth Anniversary of Selfridge Field, Selfridge AFB, Michigan, July 8th.

Fiftieth Anniversary of North Island Naval Air Station, San Diego, California, various dates from April.

Full accounts of these coming events will be found in The Quarterly Newsletter.