

NEWS and COMMENT from the MEMBERS

The NEWS and COMMENT section is open to all Members of the Society for statements on any aspect of aviation history or for expressions regarding the affairs of the Society. The chief purpose is to bring forth the facts, including the airing of controversies. It serves to present information in brief form which Members might not feel moved to contribute as complete articles. Opinions are welcomed but such opinions, and the accuracy of the information contained therein, are the responsibility solely of the contributor.

RACING CONFUSION

Milan Kusenda, Cleveland Heights, Ohio

Although quite a lot has been written in various periodicals on air racing, too many of the articles are incomplete or are based on erroneous information. For example, the famous Gee Bee racers, probably the most popular subject for journalists through the years, has been jumbled and distorted into a hopeless state of confusion. Mandrake's work¹ on the subject goes a long way towards dispelling the fog as dates and events are concerned, but the subject warrants closer examination.

For instance, where did Robert Hall's design influence start and end? Were the R-1 and R-2 completely Howell Miller concepts or were they started by Hall before he left the company. What were the circumstances that caused Hall to destroy his "Bulldog" racer immediately after the 1932 Thompson Trophy Race?

¹Mandrake, Charles G. The Story of the Gee Bee Racers.

WRIGHT-PATTERSON

Greg C. Kohn, Milwaukee, Wisc.

In one of the first Journals appeared a picture of a Republic P-47 with a sign on the side of the fuselage "WRIGHT FIELD" "CLEAR AREA" quite visible. The question was if anyone had an explanation as to the reasons behind this particular ship, and its message. At least seven years ago, I had a reasonable answer to this identity, but it got bogged down in my files and was just rediscovered. My note to myself says this' "Charles Hodge, former administrative assistant to the Chief of Civilian Personnel, Col. Norman D. Brophy based at Wright-Patterson field immediately after Pearl Harbor has this to say: "It is possible that the P-47 was used to keeping trespassers away from Wright field. He says that the air traffic from nearby Vandalia Airport, northwest of Wright-Patterson field included some private aircraft, still flying, some commercial planes and National Guard and Air Re-

serve planes would stray over Wright-Patterson at times and the Wright field personnel, who did not want this traffic would send up a plane to "shoo" them away. This P-47 must have been one of the later planes, powerful enough to pull alongside any wandering aircraft to carry the message to the pilot who probably could not be reached by radio. This traffic was considered dangerous not only to any wandering aircraft in the area but because of the experimental Culver PQ-14 radio controlled drones that were being flown at Wright Field at that time.

The former Safety Officer at Wright-Patterson during this time backs up the story on the P-47 "Clear Area" subject.

AMERICAN FLAGSHIP NAMES

Jean E. Publicover, Boston, Mass.

The naming of aircraft by American Airlines goes back to the early days, circa 1936.

American was the first airline to put the DC-3 in service. The date was 25 June 1936 and on that day American's flagship came into being. All propeller driven airplanes in American's fleet were named after cities, such as FLAGSHIP DALLAS, FLAGSHIP CHICAGO, etc. The flagship name continued through the DC-1, DC-6, DC-6B and DC-7. Of today's airliners in American service only the Lockheed Electra retains the flagship name after cities such as FLAGSHIP SAN ANTONIO and FLAGSHIP BOSTON.

Initially, when American introduced the Boeing 707 jet service on 25 January 1959, the 707s were named after states, the FLAGSHIP VIRGINIA, FLAGSHIP NEW YORK, etc. When, in 1962, the 707s were modified to accept the fan-jet engine among other changes, the flagship name was dropped and "Astrojet" came in. Today all of American's jets are "Astrojets."

American Airlines has a few Electras still flying on the East Coast. When the last of these aircraft are sold the flagship names will be gone forever.

CAHA AIR RACING MATERIAL

Harvey H. Lippincott, Connecticut Aeronautical Historical Assn., Hebron, Conn.

In reply to Mr. Kusenda's previous comment (JAAHS, Vol. 13, No. 3, p. 222) about CAHA air racing material and his query as to why some of this had not appeared in the JOURNAL, I would like to say that it is basically a matter of motivation. As a strictly volunteer organization, with never enough workers to go around, the historical research effort has been devoted to early New England aeronautics. The recording of this is most vital while the few pioneers and observers are still alive to help. The major effort has been to develop CAHA's aircraft collection and museum.

In the air racing area CAHA has the following material:

- a. The Laird SOLUTION racer.

b. The Gee Bee Model A Sportplane (restored).

c. The original factory drawings and tracings that survive, including those of Models R and Y (90%) and Models A and B (about 50%) complete plus some other lesser drawings of Gee Bee items.

d. Memorabilia including the airspeed indicator from Lowell Bayles' CITY OF SPRINGFIELD Model Z picked up at the crash site, the aileron horn from TIME FLIES which ripped off and caused the destruction of the airplane while Earl Ortman was dive testing it as the military fighter, many photographs, bits and pieces.

e. A replica of the Thompson Trophy.

Outside of this Gee Bee activity, CAHA is not a source of air racing information. Such A.A.H.S. Members as Charles Mandrake and Truman Weaver are superior sources.

What is CAHA's air racing program? Largely museum oriented, it consists of:

a. Restoration of the Laird SOLUTION (drawings almost completed).

b. Construction of the Gee Bee R-1 replica (funding required).

c. Reduction of the Gee Bee factory drawings into study drawings to be reproduced and available to all at reasonable cost.

d. Publication of a book on the Granville Brothers (undertaken by Richard S. Allen, funding required).

e. The collection of another racing type of later date to illustrate further racing airplane development.

f. Development of a permanent museum exhibit on air racing and speed in aviation.

MASS FLIGHTS-FIGHTERS OVER ATLANTIC

Cass S. Hough, Rogers, Ark.

Seldom I feel compelled to correct statements that are made in good faith, but when the history of aviation is concerned, errors must be corrected. On Page 157 (JAAHS, Vol. 13, No. 3) appears the statement "It was unprecedented. Previously fighters were transferred to Europe by surface craft." This is not true. Months before the mass flight of the P-47s there had been two mass flights of P-38s. Admittedly, in the last line of the same paragraph, the author is quoted as saying, "This was to be the first time in history that a single engine military plane is ferried across anybody's ocean." This is true.

The very first flight of military fighter aircraft to cross the Atlantic Ocean was begun in late April, 1942. The story of this was written a few weeks after the flight under the title "Bolero" (the code name for the flight) and was syndicated by NEA under that name. It was written by then Capt. Bernard Crandell. I now possess the manuscript of this story and I participated in the flight, so I know whereof I speak.

DIARY OF A FIRST FLIGHT

Frank D. Schwikert, Col. USAF (Ret.), Washington National Airport.

I read with interest the article by Capt. Barry Goldwater, "Diary of a First Flight in Aviation History," (JAAHS Vol. 13, No. 3). I am the Capt. Frank D. Schwikert, pilot of the B-24E, 42-7341.

The flight, and the elaborate rescue system we devised to assist a ditched fighter, are very well remembered. It consisted of seven-man rafts, tied together with long lengths of rope, very similar to the system used by the Rescue Service today. Thankfully, we did not have to use it.

Kenneth "Pappy" Turner is with Western Air Lines. S/Sgt. Ken Stauffer retired to a town in Pennsylvania. Capt. Matt Windhausen has the Winn Air Service at Inlet, NY., a seaplane charter service. Lt. Col. Jack Gibbs, later Gen. (Ret.), now lives on the West Coast. Lt. Mai Greenfield is a stockbroker with Bache & Co., New York City. Lt. Lee Tannenbaum, now Col. is still in the Air Force. I used to keep track of Rigney through Jack Gibbs.

1st AIR COMMANDO GROUP AT BARRACKPUR

Kenneth M. Sumney, Pittsburgh, Pa.

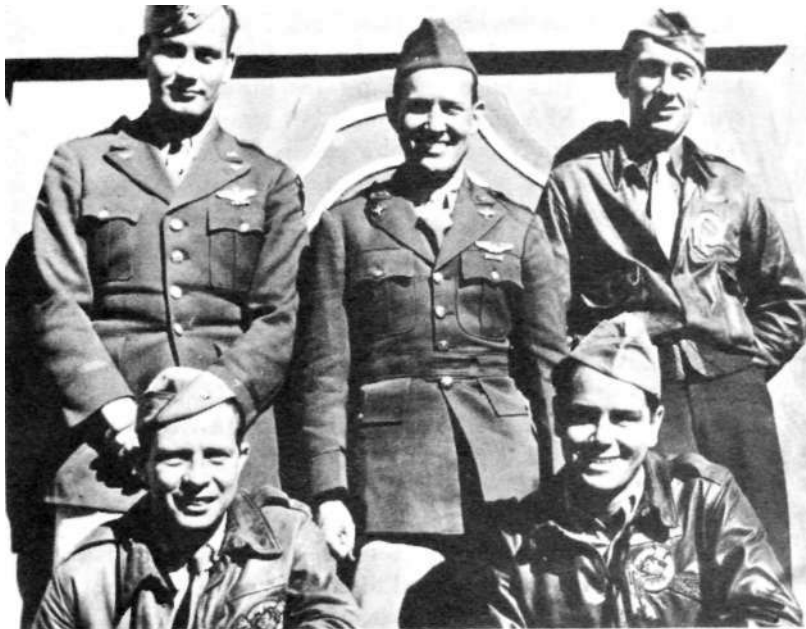
I was with Gen. Caleb Haynes' India Air Task Force as a photography and laboratory man at Barrackpur, India when the First Air Commandos arrived, and I watched the gliders arriving and being assembled, and the first "test pickups." Jackie Coogan, the movie star, was one of the glider pilots, although I never saw him in any of them. I did get some pictures of them (gliders) but I wasn't at all welcomed when they saw my camera.

I got to talk with a few of the "survivors" later on, and from what they told me I always thought it was a disaster. I have never read anything about it until I saw Mr. Sciutti's article.



Ken Sumney submitted this photograph of P-38 fighters of the 94th F.S., taken at Mateur, No. Africa. He states, "Some of the first fighters to fly the Atlantic . . . just about a year before the P-47s did it."

(Photo - Ken Sumney)



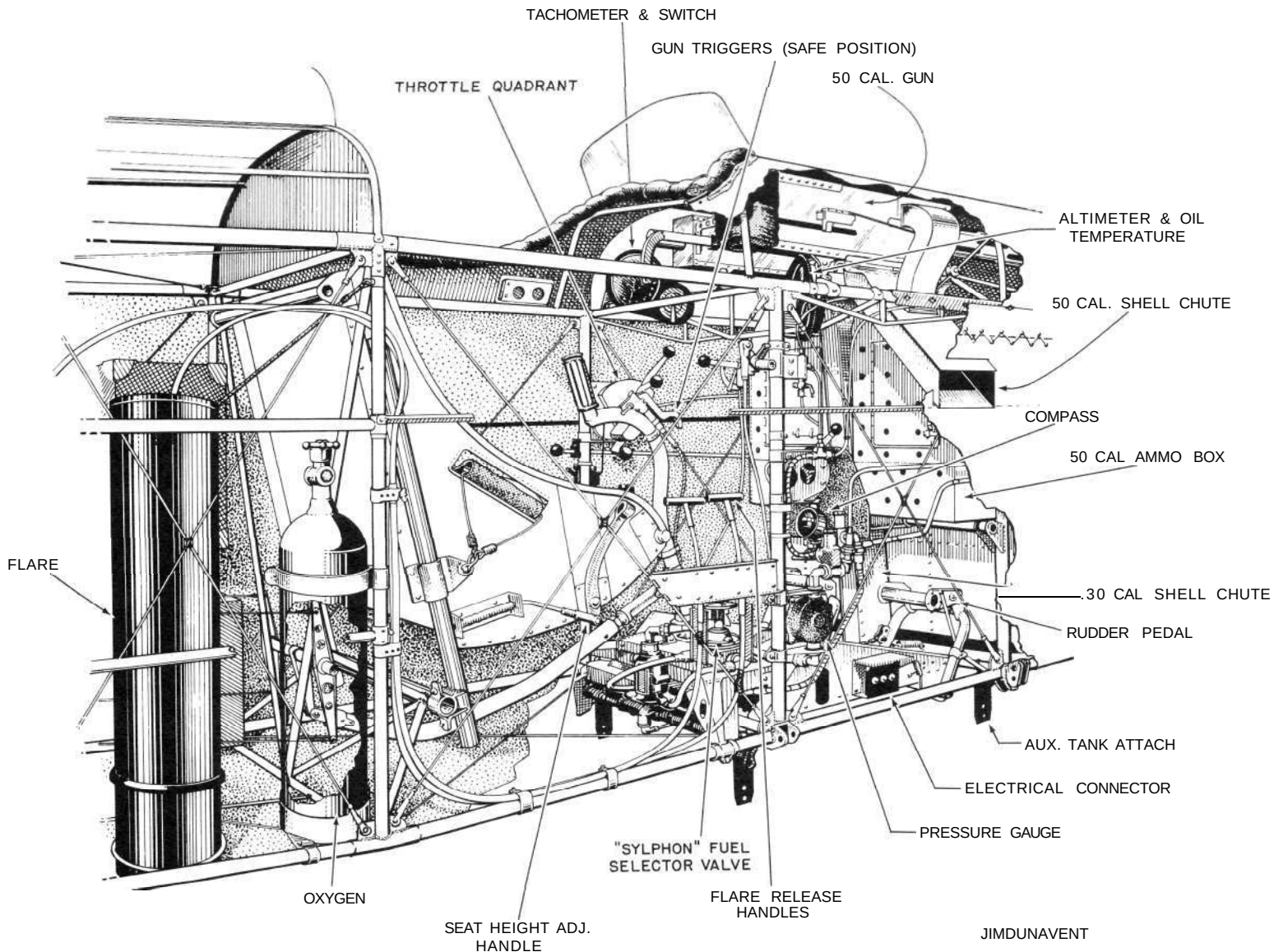
14th Air Force Officers in China. Standing, Gen. Casey Vincent, Maj. John Alison, Gen. Bruce K. Holloway. Kneeling, Maj. 'Ajax' Bauml, mentioned in K.M. Sumney's comment below, with Maj. Grant Mahoney. (Photo — USAAF)

Also, I always thought it was John Alison and not 'Ailson'. I dug out some of Gen. Robert L. Scott's letters and he calls him Johnny Alison; since he was with Ajax Bauml, it must be the same person. The enclosed picture of Alison and others is an Official AAF photo.

ADDENDUM Re: CURTISS P-1 COCKPIT DETAILS

James E. Dunavent, Sacramento, Calif.

Unfortunately the photographs on Page 307 of the Winter issue (Vol. 13, No. 4) did not show enough of the full cockpit. After much study of other pictures and available drawings I have shown a typical Curtiss "Hawk" cockpit. It should be understood that there were many minor variations of this, depending upon the intended usage



TYPICAL P-1 COCKPIT ARRANGEMENT



Lockheed F4C at Barrackpur (Calcutta), India, 1943. It was dubbed FOTO JO, numbered A45. Crates in background held Waco Gliders. (Photo - Kenneth M. Sumney).

of the airplanes. In fact, the Air Service made numerous revisions at pursuit and school squadrons after delivery and reassignment to subsequent units.

RANDOLPH F. HALL and B.D. THOMAS

Karl H. White, Seaside Park, New Jersey

The article in the Summer JOURNAL, page 152, "More On Early Racing" by Thomas G. Foxworth, Flushing, N.Y. recalled to my mind my first job in industry at the Thomas Morse Airplane Plant in Ithaca during the fall of 1917. Because of the war, I left the University of Kansas in my junior year to enlist in the army as "aviator." This was my dream. It did not take long for me to find out that my poor eyesight and puny physique made me unacceptable for this service.

Determined to get into aviation in one form or another, I located a job in the metal department of the Thomas Morse plant at the inlet in Ithaca, N.Y. As a "war worker" I located a small room in a rooming house, and soon learned that a noted aircraft designer by the name of Randolph Hall roomed upstairs. I was too backward to approach him and worked diligently from early morning to late at night punching eyelets in metal fittings with a hand eyelet punching press. It was a bitter winter and the temperature in the metal shop often went below freezing so we worked part time with gloves on. The water which dripped from a leaking faucet in the sink soon froze and formed ice on the floor around the sink.

With other workers I attended night school at the YMCA outside of working hours to learn blue-print reading. The teacher immediately found out that I already could read blue-prints quite well and the next day I was sent to the Experimental Metal Department to work for a Mr. McComb. This restricted shop was on the top floor and could be approached only by climbing up three flights of rickety wooden steps.

One night after a long day's work hammering out experimental metal parts from blue-prints furnished by Mr. Randolph Hall and associates, we four experimental workers relaxed on our high stools at the bench for a rest. Soon we heard steps creaking and the boss said "Get to work." The hammering started again as Mr. B.D. Thomas

with pink cheeks entered the old wooden loft floor. I was frightened and kept my eyes pointed toward the Randolph Hall blue-print as I hammered away at the streamline wing fitting I was making. B.D. Thomas stopped at my place, looked at the blue-print and then at my partially finished fitting and said in his lovely English accent "You are doing a fine job," and then he passed on. I was in heaven.

The next day I was sent to the factory superintendent's office. To the best of my memory, after 51 years, his name was Mr. Brown. He offered me a job as draftsman in his office. I asked if I would be making drawings of "airplanes." He said the drawings would be of "jigs and fixtures." As I could not see myself deviating so far from airplanes, I refused the job! I preferred to hammer out airplane fittings rather than work on "jigs and fixtures." Such is the ignorance of youth.

OLDEST COMMERCIAL MAILPLANE IN U.S.

David R. Fox, Kingston, N. Y.

Although air mail in the United States started before World War I, Earle Covington's September 24, 1911, air mail drop at Mineola, L.I., was a one-shot proposition. Since Texas Congressman Morris Shippard's 1913 bill to investigate the cost of air mail service was stopped by the war, and the Army's worthy effort at mail carrying was an abortive try, it wasn't until August 12, 1918, that air mail really got off the ground when the Post Office Department took it over. (JAAHS, Vol. 13, No. 2, page 79).

Postmaster General Burleson was proposing four major routes: (1) Boston to Key West, with feeders from Pittsburgh to Philadelphia, Washington to Cincinnati, and Atlanta to New Orleans; (2) New York to San Francisco, with feeders from Chicago to St. Louis and Kansas City, Chicago to St. Paul and Minneapolis, and Cleveland to Pittsburgh; (3) Key West, via Havana, to Panama; and (4) Key West, via West Indies, to South America. The schedule from New York to Chicago was to be 9 hours.

This grandiose plan was backed by 6 pilots: Dana DeHart, Robert Shank, Max Miller, Edward Gardner, Louis Gertson, and Lawton Smith. An example of 1918 operations was the 184 hours and 2 minutes these men flew in November. Miller was high with 32 hours, and Gertson low with 4 hours. Gardner was the only one to have any trouble; he had 2 forced landings during the month.

Of course, the only route in operation was from New York to Washington, via Philadelphia. The New York to Chicago run had been tried earlier by the Army, and the western Pennsylvania mountains had created sufficient problems for the run to be discontinued.

Using surplus DH 4's, the first Western route - Chicago to Cleveland - started May 15, 1919, and the second route - New York to Cleveland - started July 1, 1919. Bellefonte, Pa., was the midway refueling stop. However, because too many pilots quit due to dangerous equipment and poor management, contracts were let to beef up the DH4's. The first transcontinental air mail was flown in February 1921. The Chicago to Cheyenne segment was flown at night. The transcontinental trip took 34 hours — shades of the Pony Express.

The Post Office finally decided, in 1926, to contract the different routes to civilian contractors on a flat rate basis. The most expensive to the Government, according to a 1927 study, was a short route with a cost of \$3.00 a pound, \$0.99 per airplane mile, or \$49.59 per ton mile. The lowest priced route was the Ford Motor Company's \$1.08 a pound for Detroit to Cleveland.

The first commercial air mail flight (CAM) was from Detroit. Two of Ford Motor Company's tri-motored Fords took off on February 15, 1927, one to Chicago and one to Cleveland. The second commercial operator was Varney Speed Lines in early 1927 and the third operator was Ball Air Lines (Cliff Ball and David Peat) on April 21, 1927, with three Waco 9 mail planes, under CAM 11. They used Waco 9, N2574, Serial No. 349, MISS PITTSBURGH, for the first run, Pittsburgh to Cleveland, via Youngstown, Ohio. The other two Waco 9's were christened MISS McKEESPORT and MISS YOUNGSTOWN.

The second amendment to the Air Mail Act, in 1928, starting with the Kelly bill in January was designed to lower customer postage charges, to increase air mail use. Up to then, only two contractors had managed to make a profit. With postage charges cut in half, but Post Office payments to the contractors remaining the same, several enterprising operators helped increase the air mail ton mileage. With the postage rate of \$1.55 a pound, the contractor might decide that he needed a crankshaft at some field along his route and he'd air mail it. If, by some miracle, the problem was solved without the shaft, it would subsequently be mailed back. If enough crankshaft problems were solved, the operator might even show a profit for that month.

During the 1929 Congressional investigation of the Post Office, the Ball Airline was again reviewed with all the airlines. Postmaster General Brown's proposal in his January 14th speech in Cleveland, asking that payment be made on the basis of reserved space in airplanes, regardless of the day-to-day fluctuations in weight carried, was heard by several operators.

The Post Office Department was open-minded to a proposal that the Cleveland-Pittsburgh route be extended to Washington. The portion of the Watres Act that allowed contract awards without bidding forced a rewrite and it was finally approved April 29, 1930, so that most air mail contracts expired in May 1930. At this time, contracts were exchanged for route certificates. Passenger service had been started back in 1928 on some lines. The negotiations, after the Watres Act was passed, set up two transcontinental routes; one through Ft. Worth, Texas, the other through Kansas City, Mo. On the Northern route, Western Air Express serviced Kansas City, west; Transcontinental Air Transport serviced Kansas City to Pittsburgh; and Cliff Ball's Pittsburgh Aviation Industries took care of Pittsburgh and east. Air mail had first priority; passengers were carried on a "space available" basis.

By 1933 there had been route exchanges, route consolidations and route extensions. There were now 10 carriers of air mail and passengers. One of these was Pennsylvania Air Lines, a subsidiary of Pittsburgh Aviation

Industries. It was seventh in gross air mail income in 1933. Pennsylvania Airlines now had the Cleveland to Pittsburgh to Washington route. Its subsidy rates were much simpler then than later. There was a rate per mile for a given weight and space, such as 200 lbs. and 12.5 cu. ft. paid \$.55 per air mile. There were additional amounts for: night flying, fog, bad terrain, radio equipment, passenger capacity, multi-engine.

Remember that in 1926 the U.S. had 5782 airline air passengers for a total of 1,445,500 passenger miles. 1930 it had risen to 375,000 passengers for 84,000,000 passenger miles. The passenger count remained fairly static until 1938, but the miles per passenger continued to increase.

This synopsis of the start of airline history is only the prelude to a greater expansion. Ball Airlines became Pennsylvania Airlines, then Capitol, and has been absorbed by United Airlines. With so much of the history of commercial air carrier development centered in the Pittsburgh area, it was natural for the old timers there to be foremost in founding the OX5 Club.

All three of Cliff Ball's original Waco 9 mail planes still exist. One is flying and the other two are being rebuilt. When MISS PITTSBURGH was retired, Merle Quelle of Milwaukee resurrected her and finally sold her to Col. Earl Adams of Miami, FLA. Adams sold the plane to Martin Horan of New York City who still owns and flies her from Cole Palen's Old Rhinebeck Aerodrome, a fitting home for the oldest commercial mail plane in the U.S.

The original three Waco 9's were flown by Kenneth (Curley) Lovejoy of Pittsburgh; Merle Moltrup of Beaver Falls, Pa.; John P. Morris, of Washington, D.C.; and, of course, Dewey Noyes, a New Hampshire native who married actress Blanche Wilcox.

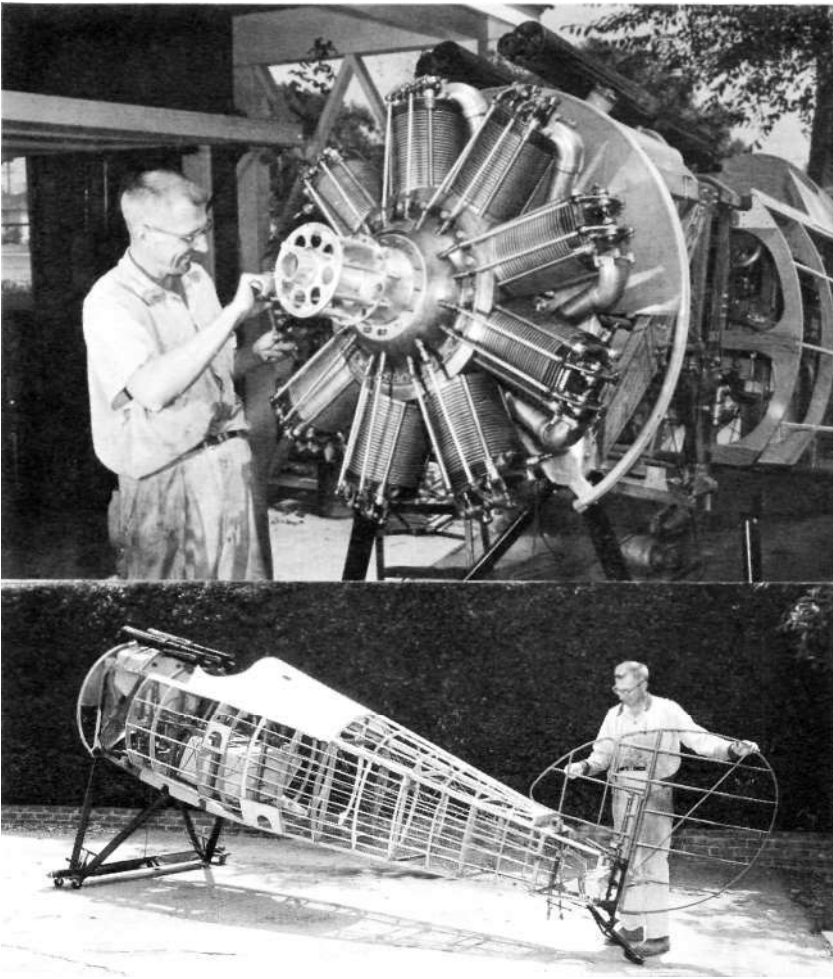
During April 1967 MISS PITTSBURGH re-created her original flight, 40 years later, with most of the same people in attendance. Cliff Ball, D. Barr Peat, Johnny Evans, Paul Costman, Dixon Markey, Hugh Dugan and Frank Kinnard. Clayton Brukner, President of WACO when MISS PITTSBURGH was built, was there to see the re-enactment. The man on the "armstrong" starter for the OX5 was the same Johnny Evans who, as a 16-year-old boy, pulled the prop for some of the early flights. The pilots on the re-creation flight were Bill Rhode and Martin Moran. They flew that old bird from Rhinebeck, NY., to Pittsburgh, Youngstown, Cleveland, and return, with only one forced landing from an overheated radiator.

SNIPES HUNTING

James J. Sloan, Palos Verdes Peninsula, Calif.

In the early 1950's I was privileged to help in a minor way with the restoration of a WWI airplane. Although the obituary of A.A.H.S. Member Jack D. Canary was reported in NEWSLETTER No. 8 it did not tell of the perseverance and dedication to aviation history that characterized his life, and that was typified by his effort in restoring the Sopwith Snipe.

The job of rebuilding an airplane built thirty seven years before might have been an impossibility. But not to Jack. This story is appropriately entitled "Snipe Hunting" since



The Bentley Rotary engine, 230 hp, hadn't been run for about 27 years. Canary gave it a complete overhaul, cleaning and reconditioning it part by part. Missing parts were scrounged, traded, or manufactured, and when finally started once again, it ran as smoothly as ever. Likewise the airframe was restored to 'as new' condition. Here it is just before final assembly and covering.

his quest for authentic parts soon assumed the proportions of a major research effort.

The Snipe was, in aviation circles of the World War I and the early Twenties, a famous airplane. As successor to the Sopwith Camel, it was placed in service by the Royal Air Force in Mid-1918 and within the few months following to the Armistice several pilots made a very distinguished record for themselves and for the machine. The most famous was Major W.G. Barker of Canada who shot down six enemy airplanes in a single day, winning the Victoria Cross. Later, at the Hendon races directly after the War, Capt. Frank Courtney took top honors in a Snipe. Several squadrons of the postwar RAF were equipped with this famous single-seat fighter until almost the end of 1927 which, in longevity of service types, compared favorably with later aircraft.

This particular airplane, Ser. No. E.6938, was, through a fortunate set of circumstances, held over from WWI in sufficiently good shape to permit rebuilding without having to go to actual factory drawings, although when Canary first took it over it looked like a lost cause. Truth is, old airplanes are quite perishable. They must be kept inside for protection from the elements; the sun rots away the rubber and fabric and the moisture destroys the metals, glue and eventually the wood itself. This Snipe had not always enjoyed the luxury of shelter.

E. 6938 was brought to Hollywood in 1926 by Reginald Denny, a famous motion picture star. It was used in several movies and ultimately in the epic film "Hell's Angels." Following this it was loaned to the Los Angeles County Museum where it resided for several years in the basement as part of the Science Exhibit Section.

The Museum fell on evil days about 1942, coming under the spell of directors whose main passion was the collection of 'art' and such and the Snipe was put out at Norton Air Force Base, ostensibly as an exhibit in the science of war where it remained under the 'care' of the PIO until after WWII was over. Part of the time it was set up and partly it was in the crate built to haul it around. The tires rested on some 4x4's and eventually as the rubber hardened each tire took a permanent set, with a couple of very large notches. For some reason, due to the chemistry of the rubber, they also began to smell. (When Jack brought it home his first act was to get the tires off the wheels and dispose of them far, far away.) The last time that the airplane was put on public display was at the California Orange Show in 1949. And it was here that several Los Angeles men began to take an interest in it.

Having an interest in an old airplane, and actually getting one's hands on it to do something with it, are two points in history widely separated by frightening quantities of red tape. How to obtain custody of this particular Snipe became a major problem and it was ultimately solved by

accident as much as hard work. Thinking that it belonged to the Museum, the aforementioned enthusiasts propositioned the officials of that worthy institution with the expected result, months of waiting. When no answer was ever received, the Air Force was approached. Again, no answer. But sometime around early 1953 it so happened that there was an air show at Los Angeles International Airport. Some Air Force officer had it within his power to order the Snipe to the airport. And here it was that Jack Canary, with a few well chosen words in the proper place, obtained custody before it went on display. He got permission to haul it away (to his house) and with the help of a local chapter of the Air Force Association in so doing. But official help from any source ended there. Jack began the task of rebuilding it and also trying to establish the legality of his custody. Subsequent conversations with Reginald Denny established beyond all doubt that he, Mr. Denny, still owned the airplane and his loan to the Los Angeles County Museum was revocable at any time and extended to any further persons or institutions to whom it was sub-loaned.

After he brought the Snipe to his home in Pacific Palisades Jack received many offers of help for his project from his well-wishers. A few came through; the wings and control surfaces were completely refurbished and covered. Some came to get parts to carry home and clean, repair and paint and brought them back later. Worse, however, some kept the parts at home until Canary had to round them up when needed and do the job himself.

Laboriously, over several years, Jack rebuilt the airplane until it was like new. He wanted to fly her just once, and everything was made completely airworthy; he had the talent and capability. He scrounged parts from anyone he could get to support him (North American Aviation gave generously though unofficially) until he had it all there. One day, after having brought home from the Mockup Shop a set of wooden machine guns that looked like the real things, a friend walked into his garage with a set of the real things. Through Frank T. Courtney and Sydney Camm, of Hawker Aircraft, a set of tires were obtained, mounted on the original wheels that had been newly respoked. Magnetos were obtained by trade with the Air Force Museum.

Finally Jack did fly it, from the grassy side of the Torrance Municipal Airport. Then he arranged for the Snipe to go to the Air Force Museum, from whence it was traded to the Canadian National Aviation Museum in Ottawa. I think my most typical recollection of Jack is shown in the accompanying photograph of him beside the airplane engine, pleasure and pride showing all over his rugged countenance.

EARLY WRIGHT HYDROPLANE SINGLE PONTOON

Retta E. Ewers, Riverside, Calif.

The enclosed picture of the Wright Hydroplane was given to me by old-time aviator/mechanic Charles Newcombe. I believe it was one flown by Lt. B.D. Foulois at North Island about 1913. Mr. Newcombe had been mechanic for Lincoln Beachey at one time, later did exhibition flying with Ralph DePalma, but after he married his wife made him give up flying and he was a taxidermist until he died a few years ago. I would like positive identification of this photograph. Can Members help?

"MUSEUM & DISPLAY AIRCRAFT OF THE WORLD"

Alex Reinhard, Zurich, Switzerland

I should like to contribute to an already fine book, (Stephen Muth's). I found some omissions in the Latin American section. At Buenos Aires Aeroparque, three new aircraft are on display:

Avro Lincoln, No. B-010 on forward fuselage.

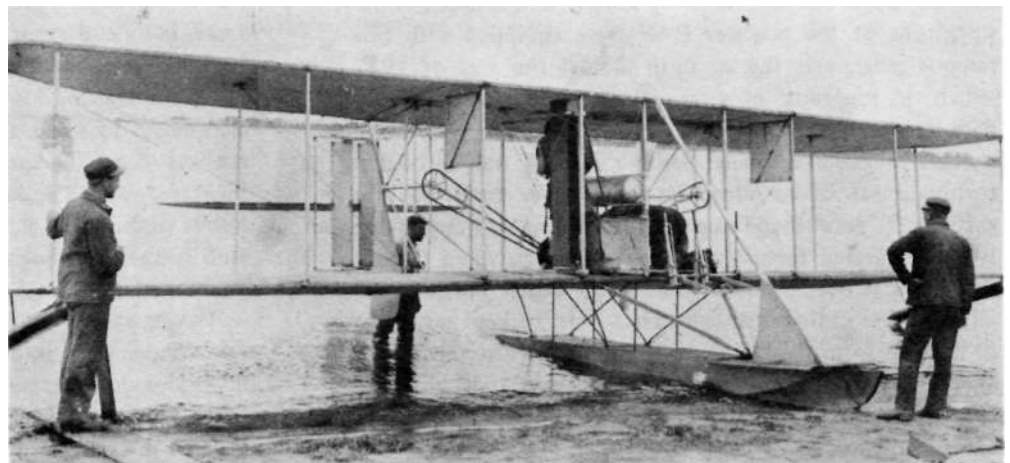
Bristol 170 Freighter, TC-330.

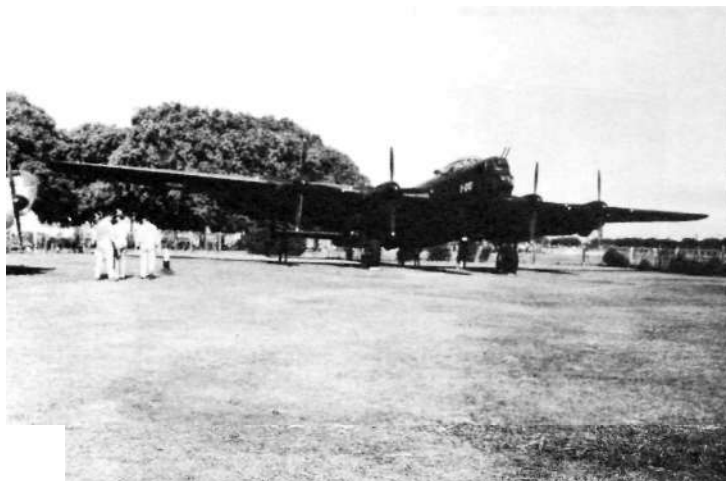
North American T-28, E-608

At Buenos Aires Moron AFB a Gloster Meteor F.4 is mounted in flying attitude in front of the main entrance. The number was quoted as being I-025, but is more likely C-025.

At Tigre, in the delta of Rio Parana (50 miles outside of Buenos Aires), I discovered a Vought F4U-5 Corsair, No. 3-A-204, with wings folded, in the backyard of the marine and navy museum.

Single float Wright Hydroplane. Possibly at North Island, or at Washington Barracks. This is postcard-type photo, courtesy of Retta E. Ewers.





Avro Lincoln at Buenos Aires



Douglas A-20K at Sao Paulo

(Photos — Alex Reinhard)

In Brazil I discovered, at Sao Paulo Cumbica AFB, a Douglas A-20K, with number 6085 at the base of the vertical fin. It has been recently repainted. The upper surfaces are olive brown, lower are grey-blue; markings are yellow and the roundel is badge red. In downtown Sao Paulo there is a P-47, mounted in flying position, with bombs and rockets. Although Peru is not mentioned by Mr. Muth I found a Faucett-Stinson F-19 stored at Lima Jorge Chavez in the hangar of Aerolinias Faucett. (Not on display.)

ADDENDA: MUSEUM & DISPLAY AIRCRAFT

Harry B. Adams, Del Mar College, Corpus Christi, Texas

I have seen during the past few months: Matador Missile, town of Flagler, Colo., on Route 24. Grumman F9F-8B, behind Chamber of Commerce Bldg., Aurora, Colo., marked WF0250, no BuNo evident. Longren Biplane (pusher-type), with Hall-Scott 8-cyl. engine, 60 HP, water-cooled, on top floor of Kansas State History Museum, Topeka. Billy Parker Replica 1912 Curtiss Pusher, at Tulsa, Okla. Airport Museum.

I also found an issued share of stock dated 1910 for the Goodland Airplane Co. in the small town of Goodland, Kansas. Was anything in fact produced by this firm?

Frederick W. Roos, St. Louis, Mo.

There is on permanent display at the Battle Creek, Mich. Nat'l Air Guard Base an F-86 (probably an "E") with BLACKPOOL BAT IV on the left side of the nose.

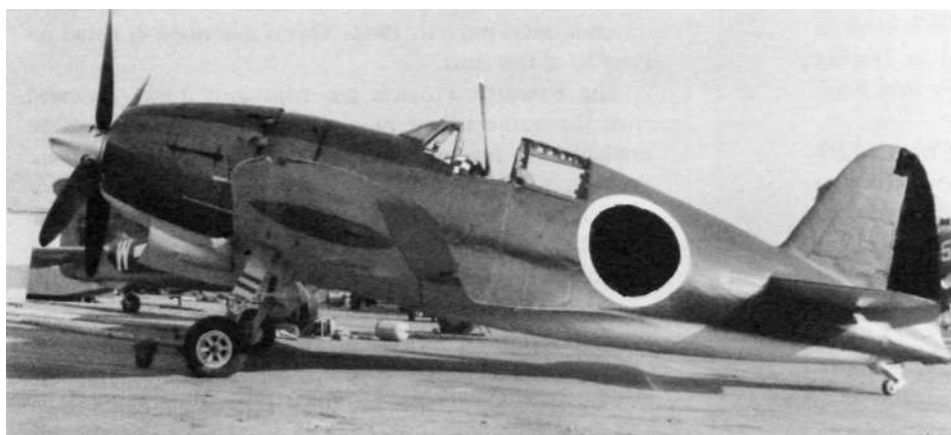
Robert E. Farrell, Pemberton, N.J.

Ironworks Park, Mount Holly, N.J. has an F9F-8P for the children to play on. It is marked 141708 (under stabilizer on fuselage), NAVY, and under this, VFP-62. On the Nose is 951.

M. Jali, Marina del Rey, Calif.

South America seems to be rich in this respect (aircraft on display, Edit.) In La Paz, Bolivia, at El Alto Airport, a P-47, probably a "D", in Bolivian markings with number FAB-007. And another VA1 in the Museum de Ciencias, Folclorico y Aeronautica, Ibiripuera Park at Sao Paulo, Brazil.

Editor's Note: Museum & Display Aircraft of the World, by Stephen Muth, a Society publication, is available from the AMERICAN AVIATION HISTORICAL SOCIETY, 418 Avenue "E", Redondo Beach, California, 90277 at \$2.50 per copy. It is an invaluable aid to travel, as seen by the above information. 8.5 x 11, 70 pages, soft cover, illustrated, indexed.



Newest addition to the Air Museum at Ontario, Cal. is this Jack 21, code name for the Mitsubishi J2M-3 "Raiden," s/n 3014, and believed to be the last of 500 made during WWII. It was formerly at L.A. Int'l Airport, then Frank Wiggins Trade Tech. College. Authentic souvenir will be given to any person who can supply history of it prior to 1946. Write: Edward Maloney, c/o The Air Museum.