

<u>ITEM</u>	<u>AIRCRAFT</u>	<u>REG.</u>	<u>C/N</u>	<u>ENGINE</u>	<u>OWNER & REMARKS</u>
74	Thomas-Morse S4-C			80 LeRhone	L.A. Milner, Minn. Being rebuilt.
75	Thomas-Morse S4-C	NR502		80 LeRhone	Paul Mantz - Stored. A.S. 38898.
76	Thomas-Morse S4-C				E. M. Freeman, Calif. Stored.
77	Voisin				Smithsonian - Stored.

JENNIES, STANDARDS, AND CANUCKS

by

Peter M. Bowers

There is a great tendency today among non-specialists in aeronautical matters to refer collectively to the several World War I trainer designs that saw civil use in the postwar years as "Jennies". Thanks to recent appearances in several movies, even Paul Mantz' DH-4 and Orenco F have been referred to as such!

Best-known, of course, was the Jenny itself. The name did not apply to one specific model, but to all models in the JN series except the Canadian-built version of the JN-4, which became the "Canuck". "Jenny" was the entirely logical corruption of the JN symbol, which itself had been created by combining the best features of the Curtiss models J and N into a new design. This series reached JN-6 by the Armistice, although not every intermediate model was produced in series. The JN-5, for example, was the JN-6 prototype, having been converted by the Army from a JN-4H. The numbers were assigned in simple sequence of development, with the following letter designating minor changes. This applied through JN-4D, when a jump was made to JN-4H to identify models fitted with the 150 HP Wright-Hispano engine in place of the 90 HP Curtiss OX-5.

Slightly over 4,000 Curtiss JN-'s were built, the majority of them JN-4D's. In the postwar years, the JNS-1 appeared as a result of Army depots rebuilding JN-4H's and 6's with steel tube fuselages. The Army didn't scrap its last Jennies until August of 1927, and the Department of Commerce managed to ground most of the several hundred still surviving civilian models in 1928 by adopting airworthiness requirements that the Jennies couldn't meet. Most of the approximately two dozen that exist today are either recognized museum pieces, Hollywood restorations, or in the hands of antique airplane enthusiasts who have searched them out of old barns, basements, and the like, where they have been stored for the past 25 years.

Similar in general appearance, but an entirely different ship as far as pilots were concerned, was the "Canuck", officially the JN-4Can. The C indicated Canadian

manufacture, and not sequence of modification. The Canuck and the Jenny were easy to tell apart, the former generally having a more squat appearance, more rounded tail surfaces, and ailerons on both wings connected by struts. Other than the prototype JN-4D, ailerons didn't go on Jenny lower wings until the JN-6H.

The third trainer to see wide wartime and postwar use was the Standard. The first Army models were called Model J, but were soon replaced by the SJ, powered by a 125 HP Hall-Scott engine. After the war, most of the SJ's were bought up by the manufacturer, Standard, and Curtiss, and were considerably remodeled before being sold to civilians as the J-1, either with the 90 HP Curtiss OX-5 or the 150 HP Hisso. A few other engines such as the Curtiss C and K-6 were used, and very few, if any, of the original Hall-Scott installations saw postwar service. Less than half the number of Standards were built as Jennies, but they were fairly equal in numbers on the 1927 and 1928 civil registers. However, the Standard is not as well known today to students of history, nor are there as many actual aircraft preserved as in the case of the Jenny. Of the three designs, however, the Canuck is by far the rarest today.

A detailed story on the Standard will appear in an early issue of the A.A.H.S. Journal.

IN THE NEXT ISSUE

Chalmers Johnson is preparing a monumental effort on the Lockheed "Vega" for the next issue, and this will be complete with a production record of all Vega's, some individual life histories, and photos of many of the rare and unpublished planes.

Larry Smalley, and the editor, are preparing a similar, but less detailed, production listing of the Fleet bi-plane trainers for the next issue. This will be similar to the excellent Stearman listing in this issue which represents many, many hours of research. It should be pointed out, for those that may not be aware of the fact, that this listing was put together the hard way, and is not just a copy of a factory press release as some have insinuated. In the meantime, for those of you interested in Fleet's, we recommend a most interesting illustrated article titled "The Fleet Story" on pages 4-6 of the October 1956 Antique Airplane News.

BRITISH BOOKS ETC.

As several members have indicated that they were not aware of the advisability of buying books directly from England this note is published. We suggest that you ask for the periodical listings of aviation books from W. E. Hersant Ltd., 228 Archway Road, Highgate, London N.6, England. Hersants informs us that the new book "Aircraft Camouflage and Markings 1907-1954" may be purchased from them for \$6.75 post-paid. They also list several Jane's, such as 1941 for \$8.82 (Aeroplane Photo Supply: \$22.50), 1945/46 for \$17.64 (APS \$40.00), and 1949/50 \$8.82 (APS \$30.00). Money can be sent by International Postal Money Order, Bank Check, and sometimes by personal check. Roughly 1s (1 shilling) equals 14 cents; 1 £ (pound) \$2.80. Hersants List No. 206, or "Aeronautics", lists 123 different aviation books.