

"PROJECT OILWINGS"

PROJECT OILWINGS is moving into second gear, with some committee assignments made and with many Members and other persons hearing of it. Project Leader Dave Winans has compiled a list of domestic petroleum producers, oil drilling, oil tool and pipeline companies who have operated aircraft in the period with which we are concerned, 1919-1941. Ron Neal supplied a list of oil companies who purchased airplanes from Beech; Theron Rinehart sent one from Fairchild. Hal Rosenquist made available the Standard Oil of Calif. bulletins of the pre-WWII period. And many Members have already sent in photos, or listings of same, from their files. All this provides the basic source data from which additional research must stem.

Some fascinating sidelights in history are coming to the Project. Typical is this anecdote from Jerry Sloniger concerning the Lincoln-Standards of Lincoln Oils. Lincoln was not actually a producer of petroleum, but a company owned by Bill Malloska, who later backed the Buhl Airsedan, MISS DORAN, that was in the 1927 Dole Hawaii Flight. Sloniger relates:

"I don't know if the idea of selling space on a Lincoln-Standard suggested itself to Malloska because his filling station network was called Lincoln Oils or not, but I doubt if anybody noticed. The whole deal got started when Ray Page of Lincoln-Standard sent two five-place LS-5's to Flint (Mich.) for a big air show. The pilots were Eyer L. "Slonnie" Sloniger, and Bill Atwell. After the show, business was so good that they stayed on until the weather got rough. They met Malloska at this show, an ex-carnival man buying gasoline cheap and selling it in his cut-rate chain.

"Business was so good that they went back the next Spring (1927) with Bob Cochran as second pilot, again with two airplanes, and painted "Lincoln Oils" on the sides to get free gas and oil. Every flight tried with four passengers, at \$25 total, and they made as many as 100 flights a day. On week days one of them would go out at 9 - 10:00 o'clock in the morning and do a few loops over the town and people would start drifting out to the field. Later they bought two Wacos with OX-5's.

Winter came on and Sloniger got a call from Robertson Aircraft in St. Louis, and since there would be no winter flying in Flint he went. About then Cochran stalled one LS-5 on top of the other in landing, wiping out half the fleet, and that largely ended the flying operation. Cochran went back to Nebraska, George McCabe, who had joined later, kept the operations alive for a while but soon joined Robertson. He went on to be an American Airlines Captain.

As of this time 220 airplanes have been identified as operated by, sponsored by, or used in advertising cam-



Oil company advertisements appeared on aircraft all through the 1919-1941 period for various reasons. Lincoln Oils was advertisement for a Flint (Mich.) cut-rate gasoline outlet. The LS-5 was an Otto Timm "stretch" of a Standard Biplane with a half-roof over the front cockpit. Two passengers faced rear, two front.

paigns by the above oil companies. This is of course nowhere near complete. Members are requested to provide further identifications and to supply pictures wherever possible. Further, more than just picture is required. Leads to the owners, usages, and dispositions are necessary in order to follow up and obtain the necessary data for ultimate inclusion in this history of oil company aircraft. The list of aircraft presently identified as being within the scope of PROJECT OILWINGS was printed in the May NEWS LETTER, No. 10.

Some assignments have been made. More are being accepted by the present Committeemen. Still more are awaiting willing volunteers. As a for instance, James Duna-vent offered to trace the history of the six airplanes used in the Lincoln Oils advertisements, two LS-5's, two OX-5 Wacos (model unknown) the Lincoln-Page Sport Biplane, and the Buhl Airsedan which eventually became MISS DORAN. T. Gordon Sollman has been assigned the task of sorting out the aircraft histories of Standard Oil of California and Associated Oil Co. and certain ramifications of Shell Oil in California. And Dave Winans, as Project Leader, has taken on the job of unscrambling all of the Standard Oil companies' and affiliates' aircraft operations.

But the task is very large, even though limited to the period from 1919 to 1941. It is anticipated that there will ultimately be between 300 and 400 aircraft involved, and perhaps 200 different firms. The Committee is not limited by either expertise or by number of members. Especially desired are Members of the Society who will undertake to follow up on specific bits of research as requested, or as volunteers. Write and let PROJECT OILWINGS know of your capabilities. Write to P. O. Box 99, Redondo Beach, California 90277.

It becomes increasingly difficult to limit the scope of the project to 1941; so much history has occurred since that had its beginnings within the time-span set. In a recent letter from Mr. Talbert Abrams, Board Chairman of Abrams Aerial Survey Corp., he stated, "Down through the years we have made many aerial photographic surveys for geologists, mining companies, engineers, pipelines . . . throughout the world but we have never thought of our work as being precisely for "Oil" as such." But these surveys, begun in the early 1920's, have led step by step into the electronic technology that has developed into the Lunar surveys and world-wide weather mapping by radar from satellites in use today. Our cutoff point was arbitrarily set at 1941, and we believe rightly so.

One of the chief difficulties, at this time, now thirty years and more later, is to trace the oil firms through mergers, name changes, and discontinuances. The following list is incomplete, but is the sum of present information concerning the firms who operated aircraft in the period from 1919 to 1941:

OIL COMPANIES (Domestic U.S. only)

American Liberty Oil Co.
Andian National Corp.
Arabian American Oil Co. (Aramco)
Associated Oil Co.
Atlantic Refining Co. (now Atlantic Richfield)
Bapark Oil Co.
Barnsdall Oil Co.
Cities Service Co.
Carter Oil Co. (now part of Humble Oil Co.)
Columbian Petroleum Co.
Continental Oil Co.
Creole Petroleum Corp.
Crusader Oil Co.
Dickey Oil Co.
Empire Oil & Refining Co.
Empire Cities Service
Ethyl Gasoline Corp.
Gelco Oil Co.
Gilmore Oil Co.
Gulf Oil Co.
Herbert Oil Co.
H. F. Wilcox Oil Co.
Humble Oil Co.
Humphreys Petroleum Co.
Independent Oil & Gas Co.
Illinois Oil Co.
Imperial Oil Ltd.
Julian Oil & Royalties Co.
Kendall Oil Co.
Kerr-McGee Co.
Kessler Oil & Gas Co.
Lincoln Oil Co.
Lion Oil Co. (now owned by Monsanto)
Mac Millan Oil Co. (now Mac Millan "Ring-Free" Oil Co.)
Marathon Oil Co.

Maryland Product Co. (now Continental Oil Co.)
Mohawk Petroleum Corp.
Mobil Oil Co. (was Socony-Vacuum Oil Co.)
McClannahan Oil Co.
Netherlands New Guinea Petroleum Co.
Pan American Petroleum Co.
Penn Oil Co.
Pure Oil Co. (merged with Union Oil Co.)
Phillips Petroleum Co.
Republic Oil Co. Inc.
Richfield Oil Co. (now Atlantic Richfield)
Rio Grande Oil Co.
Samedan Oil Corp.
Sequoia Oil Co.
Skelly Oil Co.
Shell Oil Co.
Socony-Vacuum Oil Co. (now Mobil)
South American Gulf Oil Co. (Sago)
Standard Oil Co. — California
Standard Oil Co. — Indiana
Standard Oil Co. — Kentucky (now part of Standard—California)
Standard Oil Co. — Louisiana (now Humble Oil)
Standard Oil Co. — New Jersey (now Humble Oil)
Standard Oil Co. — Ohio
Standard Oil Co. — Pennsylvania (now Humble Oil)
Standard Oil Devel. Co. (now ESSO Research and Engineering)
Sun Oil Co.
Superior Oil Co.
Texas Co. (now Texaco, Inc.)
Tidewater Assoc. Oil Co. (now Getty Oil)
Union Oil Co.
Viking Oil Co.
Vacuum Oil Co. (see Mobil — Soc-Vacuum)
Wadhams Oil Co.
Westland Oil Co.
Warren Oil Co.

PIPELINE COMPANIES

Texas Pipe Line Co.

OIL DRILLING COMPANIES

Fain Drilling Co.
Hall Drilling Co.
Lander, Moellindick & Cooper Drill Co.
Moran Drill Co.
Noble Drill Corp.
Parker Drill Co.
J. C. Shaffer Drill Co.

OIL TOOL COMPANIES

Baker Oil
Baker Oil Tools Co.
Mac Clatchie Mf. Co.
Halliburton Oilwell Cementing Co.
Hughes Oil Tool Co.

Forward your information concerning oil company aircraft operations to PROJECT OILWINGS, P.O. Box 99, Redondo Beach, CA 90277.