

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.

ERRATA

We know the Travel Air Model R of Texaco, No. 13 Race Number, NR1313 Registration, is in the Museum of Science and Industry in Chicago, Illinois. Ye editor can't explain how the caption on Page 177 (Fall 1969) placed it in the National Air & Space Museum.

MISSED PHOTO CREDITS

One cardinal rule we try to observe, as important as any other, is that of credit lines for photographs. The policy was laid down very succinctly in an early JOURNAL, namely Volume 2, No. 2, Page 109 & 11. In a letter to the editor (then founding member William T. Larkins) from one of the most widely known collectors, Peter M. Bowers expounded the whys and wherefors of giving credit where properly due. Larkins confirmed it as policy to be observed in all future publications of the Society in a summary statement, "The editorial policy ... to credit the original source whenever it (is) known. If the original source, or the photographer, is not known the immediate source of the print is used . . . Our policy has also been to include the negative number and date taken."

Thus not only common courtesy and good manners dictate this policy it is also the only factual method that should be used. The editor will endeavor to affix proper credit wherever possible, but it is really the responsibility of the person who submits the photograph to so identify his prints. The full text of Bowers' letter is repeated below for the benefit of those who do not have Volume 2. As a correction and apology, brought to our attention by Frank Strnad, the photo on Page 21 of NEWSLETTER No. 10 for May 1969, of the Crusader Oil Company's Vultee V-1A was taken by A.A.H.S. Member George Haddad.

THE PROBLEM OF CREDIT LINES

(Reprinted from Vol. 2, No. 2, Page 109, 110)

Peter M. Bowers, Seattle, Washington

One problem that writers have to deal with constantly is that of giving proper credit for the pictures used in various books and articles. One would think that it is simply a matter of crediting the picture to the person that supplies it, but it is not always that easy.

In cases where the person that supplied the picture is also the photographer, or at least owns the negative, there is no problem. It has long been the custom among airplane photographer-collectors to give the rights to a picture along

with the negative when trading. The person who obtained the negative on a trade has every right to sell prints from it and to insist that they be credited to him. In many cases, however, the credit is split with the original photographer as a matter of courtesy, with the credit line appearing as "Doakes-Jones" for a photo taken by Doakes and supplied by Jones.

In the case of older photos and copies thereof, things get more complicated. Many collectors have prints of photos taken by official government agencies of various countries. Ordinarily, the governments do not object to reproduction of their released photos, but frequently they insist on a proper credit line, such as "Official Photo, U.S. Navy."

At times, the question of whether or not it would actually be proper to credit the photo to the original source comes up. An example is a case of a factory photo of some World War I vintage airplane. A collector has an original print, and wants to use it in an article or book. The manufacturing company is no longer in existence, and no one else could possibly obtain prints from the original source. Crediting the company would certainly not benefit it, and since it no longer exists, the company couldn't care less if it were not credited.

In such cases, where the collector has the only known original print, he is the source of any subsequent prints that will get into circulation, and should be credited. However, it would not be truthful to say "Photo by Doakes" in such a case when he obviously could not possibly have taken the picture. The proper thing to do in this case is to credit it "Courtesy of ..." or "From the Collection of . . ."

In a great many cases, the original, source is unknown, and the last-mentioned method is the only ethical way of giving credit. Multiple sources bring up other problems. For example, most government files contain many copy negatives of manufacturer's photos, yet many collectors have original prints obtained directly from the manufacturer. Someone wanting to use one of the photos in a book might be able to get one free from the manufacturer, at cost from the government, or for whatever price a collector thinks he can get. If he doesn't know that it was originally a manufacturer's photo, he would unwittingly be crediting either the government or the collector as the source rather than the originator of the photo.

Giving proper credit is quite a problem, and the approach to it must depend to quite an extent on the type and format of the book involved, the most general sources used, whether manufacturers, government, or collectors, the degree of formality in the presentation, etc. The best guide to accuracy in the matter is the author's knowledge of his subject and his contributor's sources.

NIEUPORT 28's WERE HATED

LeRoy Prinz, Los Angeles, California

Regarding the story on Page 213 (Vol. 14, No. 3, Fall 1969) quoting the Gorrell Report on Nieuports as "highly respected by all the pilots": That's not exactly correct. We hated them. You couldn't bank to the right. When we got out of the airplane after a flight, we leaned to the left all the rest of the day.

And referring to Lt. Hudson's victories, Major Hartney was persuaded to accept the claims of three because he wanted the victories for the squadron. (Page 214).

Page 215 states that Hunt and McElvain were "veteran pilots of the 27th." Baby pilots! None of us had any more than about 24 hours flying time at the time we got to the squadron.

XF-92A RETURNED TO USAF

James C. McCracken, Cleveland, Tennessee

The Convair SF-92A is listed on Page 47 of Stephen Muth's *Museum & Display Aircraft of the World* as being at the University of Tennessee at Sewanee, Tenn. This airplane, -6682, has been removed. An article in a local newspaper said that the Air Force discovered this was the only XF-92A to have flown so they took it back.

The airplane had been on display, sans engine and instruments, at the Franklin County Airport at Sewanee. Incidentally, the University of Tennessee is at Knoxville; the University of the South, at Sewanee, is a small private college.

MORE OF SLOVAK STINSON

A. Ie Nobel, Aerdenhaut, The Netherlands

Over here we have a famous case of the problem that more research poses more problems. In the Dutch correspondence on the Stinson (Ref. Vol. 14, No. 2, Summer 1969, Page 70) it was assumed that its c/n was 5904 and that it was a 1939 type. On further search for data on this type and this particular airplane I came upon more conflicting data. In Air Britain's *Impressment Log*, Vol. 3, number 5904 is said to be a Stinson Reliant SR-10, G-AFRS, impressed on 21 Feb. 1940, and allotted British military serial number W7978 and surveyed after a crash on 28 April 1942. This is probably correct since the Dutch information is based on personal reminiscences.

It seems now more likely that PH-ATZ/OK-ATZ was possibly c/n 9504 and an SR-7. Since I am not a specialist on Stinson matters perhaps someone else within A.A.H.S. knows the solution.

ALASKAN FIREFIGHTERS

TSgt Norman E. Taylor, Elmendorf AFB, Alaska

The current rash of forest fires in Alaska have taken heavy toll of the timberlands, but brought out two venerable airplane types for the fighting this Summer. The B-17 is a B-17G-85-DL, 44-83542/n9324Z belonging to Aero Union Corp, of Anderson, California. The Privateer is an ex-USCG P4Y-2G, N2870G, from Avery Aviation Co. of Greybull, Wyoming. These were based at Ft. Wainwright Field near Fairbanks. Aviation activity is booming there because of the great oil exploration work on the north slope near the Arctic Ocean.



CBY-3 - WHY NOT TOW IT?

Frank Strnad, Northport, Long Island, New York

The photograph below was made at Beacon Field, Alexandria, Virginia in June 1958 and it seems apparent that the airplane had been towed there: there was a "Wide Load" sign and a trailer near it at the time this picture was taken. It also seems probable that the airplane was towed to Friendship Int'l Airport at Baltimore, Maryland, since it has not been airworthy in the last 11 years and Baltimore is some 50 miles from Alexandria. Would it not be practical to tow it to the museum of the Connecticut Aeronautical Historical Assn, at Bradley Field?

ARTHUR BURR STONE, PIONEER AVIATOR

E.P. Wixted, 16 Dickens St., Norman Park, Brisbane, Queensland 4170, Australia

In pursuing the history of Arthur Burr Stone (1874-1943) for the Queensland Museum, we found that Stone had two main connections with the State of Queensland; he was the first to fly a powered aircraft over the capitol, Brisbane, and he provided the Queensland aviator, Bert Hinkler, with what might be termed his first aerial employment. According to the National Air & Space Museum, Stone apparently spent the last years of his life in the Los Angeles area. No information was held concerning his family and it is on these that I wish to concentrate attention.

We are particularly anxious to obtain information relating to his demonstrations in Queensland, his association with Hinkler, and how his Bleriot monoplane, used in the 1912 flight over Brisbane, was disposed of. It seems a fair chance that it did not leave Australia when Stone returned to the U.S.A., in 1917.

Also, Hinkler visited the United States on several occasions, the last in 1932. Information concerning his visits would be appreciated here.

The Editor passed this request on to our Researcher WWI, Member J. J. Smith. Following is his reply, resulting from a tortuous investigation beginning with only the name A. B. Stone. Knowing of his flying activity of 1910-1914 he checked the Early Bird list first and determined, that he had died in 1943. A telephone call to the Secretary of the Early Birds, Mr. Forest Wysong, obtained the information that Stone's EB records were not available, but that Stone had attended a reunion in Los Angeles in 1940 and had died here. The County Hall of Records revealed the record of his death and a visit to the county courthouse resulted in a look at the will. This in turn provided names of the next of kin. However, the addresses of that date, 1943, were no longer current, so a name by name check of the telephone directory was instituted. This finally resulted in a personal call upon the daughter of the late A. B. Stone and a review of his album of clippings.



Arthur Burr Stone died at his home in Santa Monica 8 June 1943 and is buried in Inglewood, California. The daughter of Mr. Stone, as referred to in his letter resides now in California and has all of the newspaper clippings concerning the theatrical career of Stone and his wife, Irena, or Irene, from 1899 - 1916. They engaged in motorcycle and bicycle racing and performed inside a large steel globe. Their theatrical contracts took them to all of the major cities in the U.S., Europe and South America.

While in Paris Stone became interested in learning to fly, and he qualified for his F.A.I. Certificate, No. 15, at Etampes Airdrome. Upon returning to the U.S. in 1911 he joined the Queen Airplane Company at Waltham, Mass., as test pilot. He appeared as exhibition flyer and contestant in most of the aviation meets during 1911, along with many other now famous Early Birds.

The *New Zealand Sport & Drama Review* announced the arrival of Stone and his family on Wellington, N.Z., on 7 April 1912, with his "Queens-Bleriot Monoplane," to "... make exhibition flights in Auckland, Victoria and Western Australia." The airplane had been built at Waltham and he brought along two sets of wings, for exhibitions and for racing. Subsequent news accounts in Australian newspapers recorded that he flew over Brisbane on April 17th, 1911, and many other flights and exhibitions throughout 1911 to 1915. The oncoming World War I took most of his competitors off to the armed services and he was unable to continue exhibition flying profitably. In 1915 and 1916 he associated with Ford Motor Co. in Sydney and in late 1916 he returned with his wife and two daughters to the United States.

The Bleriot monoplane was left with Mr. Schaefer, who had been the impresario for the aviation events of 1912 to 1914.

Stone was engaged by the Army Signal Corps and Air Service until 1922 when he went to Curtiss, Buffalo, N.Y., then to Douglas Aircraft Company from 1923 to 1935, and to North American Aviation in 1935, from whence he retired and passed away from a heart attack in 1943. He was inspector of airplanes during all of his later career in the U.S., and had his personal signature on documents accepting each of the Douglas "Round the World Cruisers" including the CITY OF CHICAGO now at the National Air & Space Museum.

No reference was found in any of the newspaper clippings concerning Bert Hinkler (in the Arthur Stone albums). Stone attended the Early Bird Reunion in Los Angeles in 1940 and the Early Bird records concerning him are now in the custody of Mr. Paul E. Garber, recently retired from the Smithsonian Institution.

WHAT IS NC7885?

Editor, P.O. Box 99, Redondo Beach, CA 90277

The photo below of biplane NC7885 was probably taken



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at Burbank airport (judging from background and source). It was among negatives made by the late R. R. Martin and was referred to W.T. Larkins for identification. Result, it is unknown here, and does not appear in any of the civil registration lists. It is normal to lose a one-only NX design, but not normal to lose an NC registration.

THAT IS NOT THE LEXINGTON

Gus Morfis, Torrance, California

The illustration on Page 153(J-AAHS, Fall 1969) is *not* of the carrier LEXINGTON. No doubt about it at all. The ship shown unloading the F2A-3 is an aircraft ferry and is either delivering new or reconditioned aircraft to a forward staging base or returning damaged (ones) to a repair depot, probably the former. Aircraft ferries were converted train ferries which served the pre-War East Coast to Cuba. Loaded boxcars could be hoisted aboard and tied down to the railroad rails on the main deck. Large, clear-bay, enclosed holds (were) ideal for carrying aircraft.

Although I cannot definitely identify the ship it may be the U.S.S. KITTYHAWK, AKV-1.* She was in the South Pacific about that time: I have photos showing her delivering F4F and TBF (airplanes) in the New Hebrides area in August 1942.

*Other records of James V. Sanders, author of "The Brewsters of Fighting Two," show that the KITTYHAWK was indeed used to transfer aircraft to the LEXINGTON while in Pearl Harbor.

STEARMAN RESTORATION

Barrett Tillman, Athena, Oregon

The Stearman C3C in the enclosed picture was a basket case, rescued in 1961 by Mr. E.D. "Skeet" Carlson, of Spokane, Washington from a trade school in Couer d'Alene, Idaho just a day before it was to be scrapped. He did a fine job of restoration and some 200 hours later the Hisso still functions beautifully if not regularly. What a marvelous sound to ride behind!

The airplane was originally NC3440, now N6433 and was in the Pacific Northwest almost all of its operational life. It is painted overall aluminum, with blue cowling and turtledeck to rear cockpit and the upper surface of the wing is yellow-orange, a Varney practice to facilitate search and rescue operations in snow-bound areas. The insignia has white Varney Air Lines; the rest is red and blue.

The ad in the last NEWSLETTER brought good response to my Research Project 6909, putting me next to ex-Varney employees. The Air Mail Pioneers have been most helpful, contacting other ex-Varney employees. Photos are still very rare; I doubt that many high-quality Varney pictures remain unpublished at this late date.



4TH FIGHTER GROUP HISTORY

Gary L. Fry, Elgin, Illinois

Response has been good to our own Group news-sheet, *The Eagle Eye*, and to the AAHS NEWSLETTER in regard to the collection of diaries, photographs and information about the 4th F.G. Among squadron and group diaries we found pictures made by a pilot who wasn't afraid to use his camera from his cockpit and we have several other large collections on loan. We are in the process of looking for a publisher for a really *great* book on the Group's history. Enclosed is one of the pictures, that of the P-51D, 44-13984, of the 334th Fighter Squadron. Named MEG, it was flown by Lt. Clarence L. Boretsky, one of the pilots to fly the first England-Russia-Italy-England shuttle missions.

INTELLIGENCE MEMO:

Possible Enemy Operated P-51s

1. Following report has been received from 356th Fighter Group on operation of 9 February 1945:

"At 1230 hr. 20 miles N.E. of Meiningen at 27,000 feet, 4 of our A/C were bounced in a vigorous manner by 3 U/I P-51s. Our flight of 4 was headed east when they sighted and easily identified 3 P-51s headed west in a sloppy V formation. These U/I P-51s passed our A/C to the North and slightly above and should have had no difficulty in identifying our planes. After passing our A/C, the lead aircraft turned and started a 6 o'clock high attack on our flight. Lt. Switzer, Flight Leader, noticed this and began a gentle turn to the left to enable the attacking P-51s to identify his flight as friendly. Up to this point no unfriendly maneuvers were undertaken by our pilots. When the 3 U/I P-51s pressed home the attack in a vigorous manner, the flight leader gave the order to break and tanks were dropped. The lead U/I A/C went after the Flight Leader and the other 2 went after the other 3 men in the Flight. When our pilots broke into them, they broke away in a hurry, one heading S.W. and the other two South. They were not observed to fire their guns. One of these A/C had a black and white striped nose resembling that of the 20th Group. But none of these A/C had tail markings. One of these A/C, observed at close range, had no squadron markings on the fuselage where standard required USAAF insignia should be. All A/C had U.S. natural metal finish. These 3 U/I P-51s forced our ships to drop tanks and abandon the mission and also, most important, definitely acted in a hostile manner. If these planes were friendly they had all the opportunity in the world to identify our planes as friendly and as P-51s. Group Leader desired to inform all concerned that next time we shoot first and ask questions later."

Copied by G.L. Fry from Daily 8th F.C. Intelligence Memo.

Editor's note: Garry Fry is historian of the Association of the 4th Fighter Group, at 174 Pauline Dr., Elgin, IL 60120.

STINSON RELIANT MODEL LIST

Richard A. Davis, John Crerar Library, Chicago, Illinois

In Volume 1, No. 1 (Spring 1956) page 10 in my copy is missing. According to the index for the issue this page was "Stinson Reliant Model Designation List."

This was referred to William T. Larkins, founder and first Editor of the JOURNAL. He replies that (in our then more primitive method of reproduction), "The list was not printed on page 10 because the mimeographed text showed through the paper used for the offset photo page and we had to run the photos on one side only. It was printed later on Page 64 of Volume 1, No. 2 (Summer 1956).

TRIVIA AND MINUTIAE

Frank Strnad, Northport, Long Island, New York

The correspondence about "Trivia and Minutiae" has been enjoyed, and I must admit I am in favor of it to some extent since an insignificant number can be very important in identifying an aircraft. I have helped a number of Thomas-Morse owners trace the histories of their airplanes by tracking down airplane and engine numbers in old civil air registers.

WRIGHT FIELD "P" NUMBERS

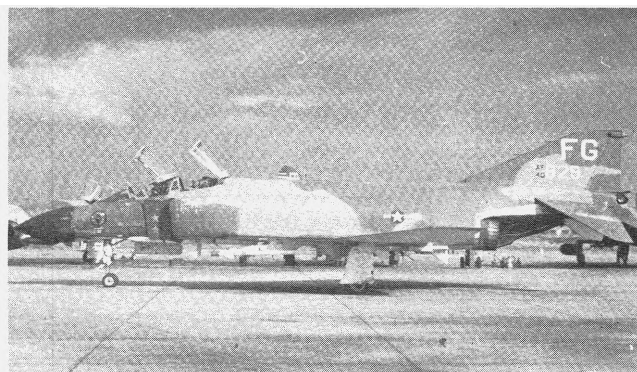
Robert Casari, Chillicothe, Ohio

Member Robert Cavanagh's comment re "the Wright Field "P" Numbers in the Fall 1969 JOURNAL, Page 203, should be confirmed, particularly since Mr. Lippman's comments on the meaning were not documented. Mr. Cavanagh's logic is correct. A memorandum dated May 22, 1918, about five months after McCook Field opened, is headed as follows: "For convenience in identification, the following numbers have been assigned to *planes* at McCook Field." I have not seen any document that shows this meaning was ever changed to represent "project."

CONCLUSION OF CONFUSION
(over tail numbers)

Frank R. MacSorley, Jr., Glen Burnie, Maryland

A good conclusion for the serial controversy, in which Brig. Gen. Olds finally set the record straight is to publish this photograph of his assigned airplane, nicknamed SCAT XXVII, serial number 64-829. The two stars indicating two victories over enemy aircraft are on the intake duct, for the action on 20 May 1967. The then Col. Olds was the Aircraft Commander and Lt. S. D. Croker was the pilot.



THE LANDING STRIP - "SKYHOOK"

Joseph H. Wubbold, LCDR, USCG, CO., USCGC INGHAM

The caption under the photo of the Fairchild UC-123B on Page 135 of the Summer JOURNAL states that the gear on the nose is a "deflector apparatus." I believe that this is in fact a part of the Skyhook rig, developed by All American. Several years ago, while a student of the pilot class at the Search & Rescue School, operated jointly by the Coast Guard and the Air Force at Governor's Island, N.Y., we were shown films of the entire system whereby a man on the ground flies a balloon, attached to himself by cable and harness. The airplane, equipped with the rig shown in the photo, flies right into the cable which is snagged, and attached to a winch in the belly of the airplane, which must have a stern ramp such as on the C-123 or C-130. The man is then reeled in as the airplane flies along gaining altitude.

I do not know what the current status of the project is, but the SAR School students, all professionals in the Search & Rescue business, were very impressed. Perhaps some of the other Members could tell of the fate of this very ingenious device.

SCHWARZ AIRSHIPS

Don Woodward, Los Altos, California

George Wright's article on the Schwarz Airships is enjoyable but leaves a few untied ends as he points out. However, I think his last paragraph is definitely mistaken in ignoring Tsiolkovskiy's all-metal airship designs, which were published in Europe prior to WWI, in fact, in Moscow in 1892. The material is conveniently available in a 1965 NASA Technical Translation. NASA TT F-238, *Collected Works of K.E. Tsiolkovskiy, Vol. III — Dirigibles*. The translation is based on the 1959 edition of the USSR Academy of Sciences, and is available from the Clearinghouse, x plus 509 pages, numerous illustrations,*

There was also a prior American metalclad airship project, the Stanley airship which was under construction in San Francisco in 1903. A photograph of the framework and an artist's rendering of the proposed finished airship appear in the Wingfoot ETA Society *Bulletin*, v. 11, n. 4, p. 3 (Feb. 1964).

Also, I think R. K. Smith has the right of it (regarding George E. Smith's News & Comment item, Page 202 of the Fall JOURNAL) - the CITY OF GLENDALE was most bizarre in aerodynamics and propulsion. Until George Smith makes available the unpublished Slate material on design and strength tests, his comparison with Upson's ZMC-2 cannot well be argued.

Clearinghouse for Federal Scientific and Technical Information,
Springfield, VA 22151. Price \$3.00.



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HELP FOR DECORATION NEEDED

E.A. Jurist, Nyack, New York

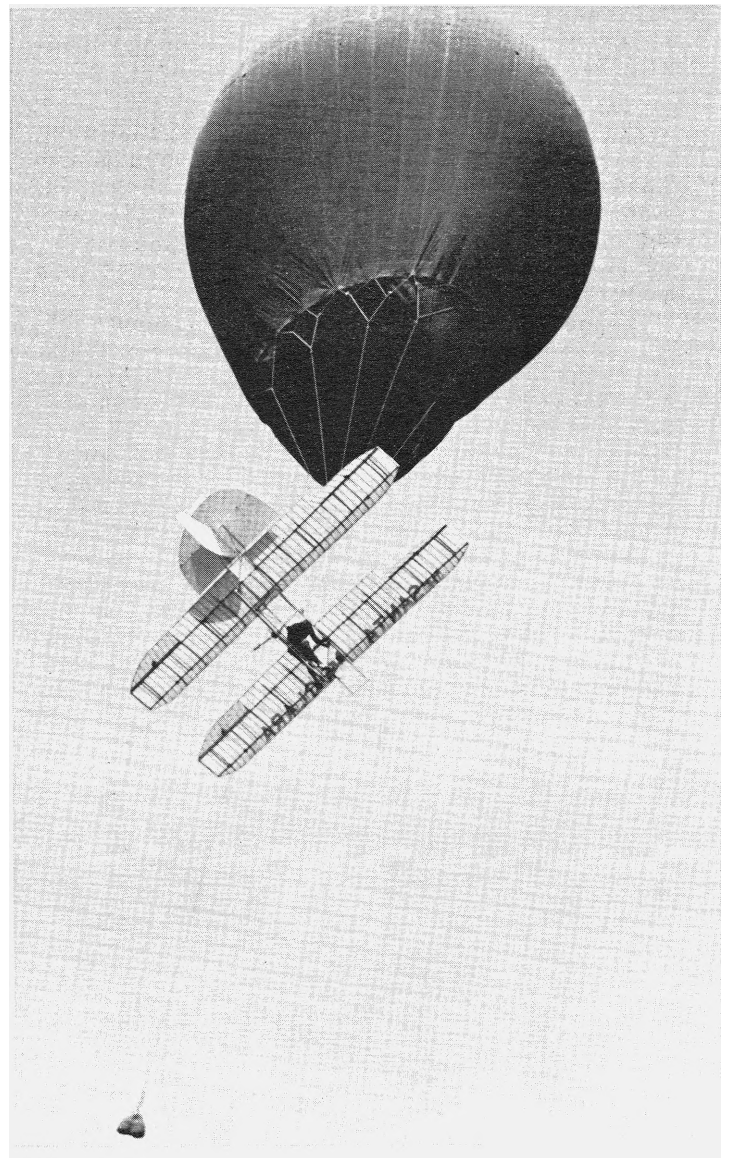
We have obtained a DeHaviland Moth Minor (DeH-94) and are trying to determine the correct color scheme and markings for an RAF unit that used this type during WWII. Although not built specifically for the RAF a number were impressed in service as communications aircraft at the start of the War. Any Member who could assist is requested to write to E.A. Jurist, Vintage Aircraft International, 93 S. Broadway, Nyack, NY 10960.

It might also be of interest to know that we have obtained six P-47 Thunderbolts from South America which we now have with the Confederate Air Force in Texas for refurbishing.

DANIEL MALONEY'S GLIDER DESCENT

Frederick Gardner Freeman, Flushing, New York

In regard to the Fall 1969 issue and (the painting of John E. Crone's for) "The Flying Pioneers," I enclose a photo of the recreation of Daniel Maloney's glider descent from a balloon. It is from the 1946 motion picture, *Gallant Journey*, the biography of Prof. Montgomery. The pilot this time was Paul Tuntland.



PEARL HARBOR - DECEMBER 7TH, 1948

Meyers K. Jacobsen, Oceanside, California

At 0800 hours, Tuesday morning, Dec. 7, 1948 a B-36B roared off the runway at Carswell AFB, Texas and headed west toward California. This B-36B, piloted by Maj. John D. Bartlett, was one of the fully combat-equipped airplanes recently assigned to the 7th Bomb Wing, and carried a crew of 15 men, a dummy 10,000 pound bomb, and tons of equipment including three six-man life rafts for overseas flights.

Around mid-day the B-36 passed over San Diego and continued westerly out over the Pacific Ocean. Its mission then became the forerunner of the long distance over water flights to be made by the Strategic Air Command for years to come. As it approached a point off the Hawaiian Islands the bomb load was dropped and the airplane flew over the lights of Honolulu and proceeded to the north west point of Oahu. Major Bartlett then turned around and headed back to Carswell, by way of San Francisco.

Major Bartlett and his crew had flown a little more than 8,100 miles in 35.5 hours, averaging 236 mph, and had fuel enough left in the tanks, 2800 gallons, to go another several hundred miles. It was the longest B-36 mission to that date and the first away from the U.S. mainland. It was also done without in-flight refueling, a capability now beyond the controversial theory stage, although the next year, 1949, brought the theory and the B-36 airplane itself into bitter debate in a special Congressional investigation.

The B-36's flight would be a typical routine event for later aircraft of SAC, but in 1948 it caused quite a stir and apprehension in Hawaii on that December 7th and the following days. It was the 7th Anniversary of Pearl Harbor day, and again, the B-36 appeared to have made a penetration of the Hawaiian Islands without radio or radar contact by the various military commands there.

The commander of the forces directly responsible for the defense of Hawaii against air or surface attack replied "No answer" to a question as to whether unexplained aircraft were detected near Hawaii during the B-36's flight and again to a question asking what action, if any, had been taken on the "possible" contact reports. These were among a series of written questions submitted by the Honolulu *Star-Bulletin* to the commanders. The Headquarters said it had not been informed that the B-36 flight was to be made.

The Air Force Wheeler Field detachment was responsible for detecting unannounced airplanes, and the commander indicated that his radar screens may have picked up the B-36. Radar plots of 21 airplanes were made between 9:30 and 11:30 P.M., bracketing the time that Major Bartlett's B-36 dropped its dummy bomb. The commander said that it was not known if the B-36 were one of these, and

emphasized that under peacetime conditions there was no way to keep a single aircraft from slipping through Hawaii's defense network.

Attempts had been made by the Air Force to have all commercial aircraft carry IFF equipment (Identification Friend or Foe) and most did not, and those which did failed to show it in their approach to the Islands. Thus, if a hostile airplane followed the normal commercial airline routes at the usual altitudes and speeds, it would not be challenged and no alert would be called.

Pacific Air Command HQ stated that almost certainly the B-36 was detected and that no aircraft could enter the area without being detected. Yet, on Thursday morning, December 9th, the Headquarters was still attempting to determine if the B-36 was picked up on the radar screens. In Washington, D.C., an announcement was made that the B-36 reported into a military radio station on Oahu. Personnel at the radio station said no such conversation appeared on their log. Back in Hawaii, Hickham Field reported that the B-36 had not given them a flight plan, and Strategic Air Command HQ at Offutt AFB, Nebr., was tight-lipped under strict silence orders from Gen. LeMay. A statement was made that the flight was experimental and that exact statistics of speed, range and altitude of the B-36 was restricted.

In the week after the flight the Air Force Headquarters in Hawaii was besieged with requests for information on reports that radar had failed to pick up the B-36, and in the absence of reassuring answers, the civilian population tended to assume that the lone bomber made a sneak attack on the islands, but without disastrous results.

Editor's note: Meyers Jacobsen is pursuing his Research Project, the B-36, with avid interest. The article presented here is one more important illustration of the fact that historical facts should be gathered while the events are happening, since they are difficult to reconstruct and compile years afterwards. Documentation of the post-WWII period is particularly elusive.

AAHS NEGATIVE LENDING LIBRARY
RECEIVED DONATION

The photos below are a series of duplicates from the extensive collection of Arthur I. Schoeni, donated to the AAHS Negative Lending Library. The Library was begun in 1961 by Roger Besecker, and a catalog was issued at that time, with later additions being reported in the Journal from time to time. More recently the managing of the library took more time than was available to Roger and the task has now been taken over by a group of Members in San Diego, headed by Ray Wagner. The catalog is being updated and will be ready for publication in early 1970. Additions are still welcome, and the list has grown to well over 2,000 negatives through such donations as Arthur Schoeni's. Further details will be provided in the Newsletter when the collection is ready for use.

