

CHARLES A. LINDBERGH on ENVIRONMENT'

Editor's note: In today's realization of the environmental conditions surrounding us all it is worth noting Mr. Charles A. Lindbergh's recent remarks, given at the Awards Banquet of the Society of Experimental Test Pilots in Beverly Hills. Sept. 1969. The following is repeated here by permission of *Air Force & Space Digest*:

"... We cannot escape the fact that while science, industry, and commerce are progressing, the environment of life is breaking down. We pilots have had a unique opportunity to watch this breakdown- the stripping of forests, the erosion of land, the pollution of water and air, the destruction of cities at one time and place, and their megalopolizing at another. Year after year, we have looked down on such phenomena. The surface of our earth is changing fast, and certainly not for the better.

"Probably no devices of science and technology are more responsible than the airplane and the rocket for this revolutionizing of the environment of life all life, not only man's. They impinge heavily on the politics, economy, and tempo of all major nations. They have made the remotest corners of the world immediately accessible to commerce, and immediately vulnerable to war. Our profession has helped to remove possibly the greatest safeguard of life aeons past: the buffering effect of relatively slow travel. . . .

"To what degree can life adjust to the commercial and military impacts that eventuate throughout our profession? This, I think, is the greatest test we, and everyone who works in professions of space and air, must face. . . . What I would like to emphasize is that the crucial test, now, is of aviation and astronautics as a whole, rather than of aircraft and rockets individually, and that the prime measure of our success will not be economy, speed, or power, but the quality of life that results.

"Personally, I believe the mind that leads into experimental test-flying is well able to extend its leadership to broader fields. The experimenter is a pioneer. He works on an ever-expanding frontier. We started doing this when we first entered this profession. We now find that the expanding frontiers of aviation have overtaken the evolving frontiers of life, and that failure to integrate the two would almost certainly be catastrophic.

"In air and space, we have met successfully challenge after challenge until man has landed on the moon. But the challenge now confronting us is orders of magnitude more formidable than of the past; and our civilization, as well as our professions, depends on meeting it successfully. Speaking, I am proud to say, as a member of the Society of Experimental Test Pilots, I hope and believe that we will be able to contribute our part to a solution."

'PROJECT OILWINGS'

The "Vega" is not a Vega. William A. Kelly was also one to spot this on Page 233 of the JOURNAL, Winter 1969. He states:

"JOURNAL of AAHS, Winter 1969, Page 233, the larger of the two airplanes is Lockheed Air Express NR-3057, not a Vega. The NEWSLETTER of AAHS, (No. 11, August 1969) lists the same Air Express NR-3057 as a Vega. . . . JOURNAL Winter 1968, Page 300, Denham Scott, writing in "Where Are They Now?" about Roscoe Turner, states, 'He flew for Gilmore Oil in a plush chrome yellow Vega with red and gold trim.' and 'On land they travelled in a huge Packard painted to match the Vega.' Actually Scott is referring to the Air Express, NR-3057. The basic paint was not yellow but a creamy white and the red was called crimson.

William Kelly recently retired from the editorship of the *IPMS Quarterly*. He forwarded a copy of the *Quarterly* Vol. 3, No. 3 (July-Sept. 1968) and further identified NR-3057 as:

"Winner Los Angeles-Cleveland race NAR (pre-Bendix) 1929, pilot, Henry J. Brown. Full payload record. LA-NY 18 hr 55 min (3 stops) Aug '29; Non-stop trans-US 18 hr 44 min May 1930: Set various inter-city records, pilot, Lt Col Roscoe Turner."

Our front cover this issue also takes on overtones of association with Project Oilwings. Edward Peck's article "The Ancestor Aircraft of TWA" describes some of the airplanes in TWA service. One of the most famous airplanes in history was the WINNIE MAE, flown by Wiley Post, and TWA was involved briefly in 1935. We appealed to Charles G. Mandrake for a photograph of the WINNIE MAE, with the requirement that it show the TWA emblem on the forward fuselage and the Phillips 77 emblem on the cowl and rudder, which is an extremely difficult parameter. One of the only known pictures of the famous WINNIE MAE in these markings was rendered unsuitable years ago by (someone unknown) cutting around the airplane and superimposing it on a field of clouds.

Lockheed Air Express, C/n 75, THE GILMORE LION, (later ROSCOE TURNER'S RING-FREE EXPRESS.) (Photo - Art Kreiger)

