

NEWS & 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.

GET RID OF "DERELICT" AIRCRAFT

Ted J. Gibson, Long Beach, California

The enclosed F.A.A. proposal was recently published in several magazines which should be brought to the attention of A.A.H.S. Members and I propose official comment from the A.A.H.S. to the F.A.A. and Secretary John Volpe (Dept. of Transportation).

I have no objection to removal of the removing of some derelicts and eyesores (such as partially stripped and chopped up piston-engined airliners, but it does not require much imagination to foresee the overzealous implementation of this program by FAA types and airport managers, resulting in the loss of many valuable rare or antique aircraft which may happen to be unairworthy through lack of funds or time for restoration. It is doubted that removal, "at owner expense" would be given TLC, or that the agencies concerned would hesitate to chop them up in more easily removed pieces!

Following is the report, quoted from *Naval Aviation News*, September 1970:

THE FAA has implemented a program to persuade airports to get rid of derelict aircraft. In announcing the program, Secretary of Transportation John A. Volpe said junk aircraft are becoming an eyesore at many airports, just as junk automobiles are cluttering the American landscape.

"The FAA program is aimed at improving the appearance of airports and maintaining public confidence in aviation," FAA Administrator John H. Shaffer says. "These junk aircraft not only degrade the appearance of airports but tend to convey the erroneous impression, to both the flying and non-flying public, that aviation is inherently unsafe."

Agency field offices have been instructed to establish procedures for periodic checks of airports to identify derelict aircraft and bring them to the attention of airport management.

Taking the lead in the drive, FAA's Bureau of National Capital Airports, which operates Washington National and Dulles International, has entered into an agreement with fixed-base operators at both airports to provide for the removal of non-airworthy aircraft. Under the agreement, owners of aircraft exceeding a 60-day parking limitation will be given 30 days' notice to remove the aircraft or return them to airworthy condition. Non-compliance is considered grounds to remove the aircraft at owner expense.

ERRATA

The "B-26B" in photo No. 9 on Page 159 (*JOURNAL of AAHS*, 1970) is an A-26A, AF number 64-17660. It was one of a group of B-26's modified by On-Mark Engineering to the K version. At that time they were assigned new serial numbers in the fiscal 1964 range and, upon deployment to South East Asia, they were redesignated A-26A. The

diagonal stripes signify that it was a unit leader's airplane, probably Wing Commander of the 56th Special Operating Wing (S.O.W.), the TA signifying the 606th SOS (Special Operating Squadron). Also, the A-4E shown in photograph No. 2 on Page 158 is from VA-155 based at Lemoore (not LeMoore). Its colors are two-tone greens and brown, with insignie gloss-white under sides. (Ref. Harry S. Gann)

Our sincere apology is expressed to Mr. Frank T. Courtney for one of those ridiculous, but embarrassing, typographical errors. Mr. Courtney's good nature made it amusing of course. He wrote: "I should point out that my lying flicense was refused when I tried to join the Red Baron Munchausen's Circus." He pointed out that our V-P in charge of typos had accused him of doing "an amazing amount of lying as a military pilot." (*JOURNAL*, Fall, 1970, p. 165.)

KOREAN ACES

Lt. Colonel James M. Howerton, Honolulu, Hawaii

To correct an otherwise excellent article, "The Paper Tiger of MiG Alley" (*JOURNAL*, Fall, 1969, page 193), inadvertently omitted were the names of four "Ranking Jet Aces of the Korean War." These were Col. James K. Johnson, Col. Vermont Garrison, Maj. Lonnie R. Moore, and Col. Ralph S. Parr, Jr., all four with 10 enemy aircraft credited. Colonels Garrison and Parr are still on active duty, Col. Johnson is retired and Major Moore was killed in an F-101 takeoff accident at Eglin AFB in the mid-1950's. I particularly enjoyed the article since I was a member of the 4th FIW when Fischer was in our arch-rival 51st FIW.

REWARDS FOR THE "LOST"

Arthur L. Schoeni, Dallas, Texas

Sometimes war isn't all that serious. An F4U Corsair landed aboard the U.S.S. BOXER when I was there once in 1952 during the Korean fracas. The only thing wrong with that



was that the airplane was from the PRINCETON. As a reward to the pilot for landing on the wrong carrier by mistake, the deck crew splashed paint all over his airplane. Everyone laughed, except the pilot, who tried unsuccessfully to wash it off before returning to his home ship. It is shown here after his return, somewhat chagrined.

MERCY FLIGHTS AIRCRAFT

Charles L. Smith, Ithaca, New York

A couple of comments are due Martin Cole's most interesting article concerning the Mercy Flights, Inc. of Medford, Oregon. (*Journal*, Fall, 1970, page 194). First, for the sake of accuracy, the Piper is a Piper PA-12 Super Cruiser, and not a "Cub" or "Cub Super Cruiser."

Having been flying since 1920, when I received my first instruction on a Curtiss JN-4B (not D) I have been frequently asked what were my most exciting moments. There were two such events. During WWII, as Flying Safety Officer for the Air Transport Command, North African Division, I witnessed an Air Force instructor do a beautiful job of landing a C-46 while on fire. The excitement came when I learned later that he was a C.P.T. student I had taught to fly at Glendale, California. The other great thrill came when I read Mr. Cole's article, because George Milligan, the founder of Mercy Flights, Inc. was also one of my students.

Editor's note: Captain Smith, now retired after many successful years with American Airlines, has owned and flown a beautifully restored Piper PA-12 Super Cruiser for 23 years, and wages a continuous campaign against tower operators and airport hangers-on who call his airplane a "Cub." He just doesn't answer the tower operators, and for the hangers-on he says, "It would make as much sense to call a Cherokee a "Cub Cherokee" because Piper makes the Cherokee." As Editor, all we can say is "Guilty."

DUTHEIL-CHALMERS ENGINE

Richard L. Laymon, Lincoln, Nebraska

In regard to the question raised by Mr. Hugo T. Byttebier as to whether the 8 horsepower Dutheil-Chalmers engine was able to make one of Mr. Sellers' aircraft fly (*Journal of AAHS*, Summer, 1970, page 129), the following paragraph appears in an old book, *Aeroplane Construction and Operation* by John B. Rathbun, Stanton and Van Vliet Company,

1918, 3rd edition, which may shed some light on this subject. It states on pages 19-20:

Quadraplane. The use of four superposed surfaces has not been extended, there probably being only one or two of these machines that can be said to be successful. The small "quad" built by Mathew B. Sellers is probably the best known. The power required to maintain this machine in flight was surprisingly small, the machine getting off the ground with a 4 horsepower motor, although an 8 horsepower was afterwards installed to maintain continuous flight. The empty weight was 110 pounds with the 8 horsepower motor. The span of the wings was 18'-0" and the width or "chord" 3'-0", giving a total area of about 200 square feet.

WHERE WAS FIRST MID-AIR COLLISION

Mrs. Suzanne Osborne, Librarian, Flight Safety Foundation, Inc. 1800 N. Kent St., Arlington, VA 22209.

The Flight Safety Foundation has been doing research in an attempt to find out where and when the first fatal mid-air collision took place. We gather from different sources that it may have happened at the Air Meet in Rheims, France in 1909, but this is unconfirmed. The Library of Congress suggested that you may be able to help.

Editor's Note: Henry Villard records this first mid-air collision as of 12 June 1912, in which two French flyers, Captain Dubois and Lt. Peignan of the French army met death when their machines collided at an altitude of about sixty meters and fell locked together to the ground. (Ref: Villard, Henry. *CONTACT - The Story of the Early Birds*. See "Aviation Literature," Page 280).

FIRST FLIGHT OF DC-10

Editor

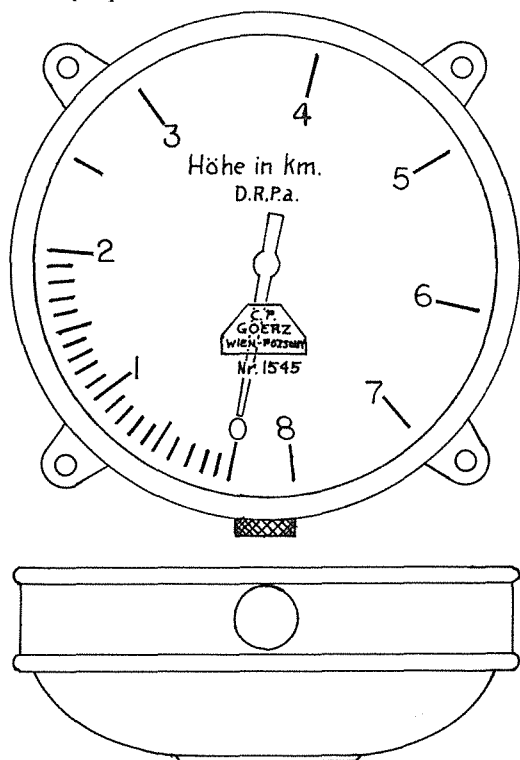
In a day when first flights of newer and larger airliners are becoming more significant to the world's economy, the DC-10 took off on August 29th. The Lockheed L-1011 is to come along within weeks. Boeing's 747 first flight date was Feb. 9, 1969. The DC-10 has three General Electric CF6-6 engines of 40,000 pounds takeoff thrust each, take-off maximum weight of 410,000 pounds, will fly over 3600 miles with 270 passengers aboard at 600-plus mph, 270-345 passenger capacity.



RECOGNIZE IT ANYBODY?

James A. Brown, Sacramento, California

Enclosed is a drawing of an instrument which I have but cannot identify. It appears to be from a World War I era aircraft, probably a lighter-than-air type. The aluminum face is graduated in 100 meter increments to 8000 meters. The case is painted an olive drab finish. Full size is 6½ inches diameter and it projects 1¼ inches from the face of the mounting panel and 1½ inches behind it. Any assistance will be welcomed and perhaps can save a valuable artifact for its real purpose.



WHAT WAS THIS ONE?

The picture below was taken, probably, in the mid-1930's, at a location unknown, of an airplane unknown. Can anyone supply information leading to its identify? A pencilled note on the reverse of the photo states, "D.J. Champaign, X-2659." Submitted by Dustin W. Carter.



MORE ON RCAF MUSTANGS

Thomas M. Emmert, Peabody, Massachusetts.

Two (of the RCAF Mustangs) have careers subsequent to those mentioned. No. 403 City of Calgary's 9592. After becoming N9148R, Trans-Florida (now Cavalier Aircraft) modified it and sold it to North American Rockwell Corp. and it became N2251D, Bob Hoover's yellow aerobatic demonstrator.

The other is No. 9283 of the ADC. After being privately owned for several years as N6322T it was reworked by Trans-Florida (Cavalier) and sold to the U.S. Army as the chase airplane for the AH-56A Cheyenne flight test program. It carried the original AAF serial number, except marked 0-71990, the "0" standing for "obsolete."

SUMMARY OF ENEMY AIRCRAFT CLAIMS

The Editor

Has anyone done a definitive study of the total numbers of enemy aircraft shot down in aerial combat during World War II? This pertains to the documented totals of aircraft shot down by adversaries on both sides. For instance, did the P-51 pilots shoot down the greatest number of e.a.? Or was it the Me109 or F-W 190? Or did the B-17 aircrewmembers down the greatest total? Is anyone working on this among members of the Society? Reply to Editor, A.A.H.S., P.O. Box 99, Redondo Beach, CA 90277.

YC-125B IN PRE-USAF CIVILIAN REGISTRATION

Harold Andress, Arlington, Virginia

The first "Raider," c/n 2502, is shown here in its pre-USAF civilian registration, N-4050K. As author Gary Kuhn noted in his article, "The Northrop YC-125 Raider" (*JOURNAL of AAHS*, Vol. 6, No. 1, Spring 1961, page 38) the Raiders might see more use in civil roles than in the USAF and showed many in post-USAF markings. However, N-4050K was used in company flight testing prior to assuming Air Force colors as No. 48-618. Evidently more tests were flown after the airplane joined USAF, since this photo appears in an Air Force flight test report. (Ref. Memorandum Report MCRFT-2287 dtd 1 June 1950.)



WOLF PACK MiG TALLY

Steve Birdsall, Sydney, Australia

The "Wolf Pack (Phantom II) MiG Tally" is misleading, probably it was intended as a complete Air Force F-4 Phantom victory listing, but the title suggests it is only 497th TFS. The 366th TFW at Da Nang, composed of the 389th, 390th and 480th Tactical Fighter Squadrons, scored several of the kills listed . . . in fact by mid-1967 the wing had claimed 17 MiGs. The 389th had 5, 390th 3, 480th 9. The 480th, known as the "MiG Killers," got their first in April 1966. For brevity Aircraft Commanders only, are mentioned although nobody should forget the backseat men. On April 26 Major Paul Gilmore got a MiG-21 near Hanoi. (That night \$400 worth of drinks were absorbed at Da Nang's Doom Club.) On July 14 two 480th F-4s, commanded by Lt. Ronald Martin and Captain William Swendner, got two more. Swendner's aircraft, decorated with a large silhouette of a MiG-21 in red paint, was 37489. On November 3 Captain James Tuck got his, and two days later Lt. Wilbur Latham, Jr. scored one hundred miles from Hanoi.

Since mid-1966 the 366th TF Wing has been known as the "Gunfighters." Korean War ace and AAHS member Colonel Frederick Blesse became deputy operations officer of the Wing and won a long personal battle to have F-4s going "out-of-country" fitted with the centerline 20mm Vulcan cannon, or "pistol." The results were outstanding. On May 14 two 480th men, Major James A. Hargrove, Jr. and Captain James T. Craig, Jr., dispatched two MiGs. On May 22 Lt. Colonel Robert F. Titus, the 389th TFS commander, became a triple MiG killer and, Major Durward K. Priester and Captain John E. Pankhurst got two more for the 390th.

Further, I'd like to clear up a point concerning "Stopover Switzerland/Sweden," or rather the part about the author. The author was not "serving" in Vietnam in the usual sense. I was one of the nearly 500 war correspondents tripping over each other at the time. The other man in the picture, Captain Glenn G. Givens, was a 1st Air Commandos A-1E pilot. (Refer to JOURNAL, Fall, 1969, page 183-184).

SOUTH PACIFIC AVIATION DIRECTORY

Allan Bovelt, Essendon, Australia

We recently completed our directory of aviation in the South Pacific area, after five years of research, covering all

Capt. Swender and Lt. Buttell downed a MiG 21 in their F-4, 63-7489, 480th TFS, with Sidewinder missile. (Photo — Tom Hansen)



known details of civil aviation organizations within the SoPac basin. It includes Papua and New Guinea, West Irian, Timor, north to the U.S. Pacific Trust areas and Guam, south as far as the Norfolk and Lord Howe Islands, and east as far as the Easter Islands. It also includes those organizations and airlines flying into or through the South Pacific area.

It is our aim to update it every six months, so your help is needed. It is not as complete as we wish in such parts as Portuguese Timor, Tahiti, and the U.S. Pacific Islands, but that is because information is hard to obtain, probably influenced by military operations or control.

For each of the areas covered in the Directory we have a six-part breakdown, giving: 1). Controlling Authority, 2). Commercial Operators, 3). Private Organizations, 4). other Aviation Organizations, 5). Civil Aircraft Register, and 6) a chart or map of the area and routes.

If further information about the Directory or any part of it is required, please get in touch with us as: Allan Bovelt, Directory Coordinator, Pacific Islands Aviation Society, P.O. Box 137, Essendon, Victoria, Australia.

Editor's note: We received a copy of the directory, and it does indeed include a wealth of information. It represents what the Pacific Islands Aviation Society was founded for in 1967, "By a group of people interested in aviation in the South Pacific, who were concerned at the lack of documentation available, or photographic record of the aviation development." Its aim is to research into and preserve all forms of information and material which can be used by future historians.

Apparently no attempt is made to encroach upon the areas of aviation pertinent to Australia or New Zealand, represented so ably by the Aviation Historical Society of Australia, AHSa, and of New Zealand, AHSNZ, respectively. The names and addresses of both of these organizations (and of the American Aviation Historical Society) are given in the Directory as:

Aviation Historical Society of Australia, P.O. Box C262, Clarence Street Post Office, Sydney, N.S.W., Australia 2000.

Aviation Historical Society of New Zealand, P.O. Box 2694, Christchurch, New Zealand.

The compilation of a list of all wrecks of WWII Aircraft located within the South Pacific battle area from Borneo south and east will be published in the near future in the JOURNAL of AAHS. This was compiled by the Pacific Islands Aviation Society from research from Allan Bovelt, Ray Harris, Ray Fairfield, Kevin Holt, and d'E.C. Darby with the cooperation of the various government agencies and "many Mission Fathers and Brothers."

The list comprises 694 entries but many more aircraft, in which the P-40 and B-25 comprise the greater numbers (100 plus and 50 plus), with many Japanese and Australian/New Zealand types as well as B-24's, P-39's, etc.

ANNUAL DUES NOTICE

Annual dues notices will have been mailed to all Members of the Society in the first week of November via First Class Mail. These should be returned with the marked ballots not later than 15 December 1970 in order to be counted and the announcements made in NEWSLETTER No. 17, January 1971. Balloting will be for election of Directors for the year 1971, and the Contributor's Award — the selection of the outstanding article to appear in the JOURNAL in Volume 14 (1969). Envelopes addressed to the A.A.H.S. have been provided, but if lost, checks and ballots should be mailed to P.O. Box 99, Redondo Beach, CA 90277. Checks drawn on banks outside the United States are acceptable but must be marked "U.S. Funds." As announced previously, annual dues are \$10 beginning in 1971.