

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.

ERRATA

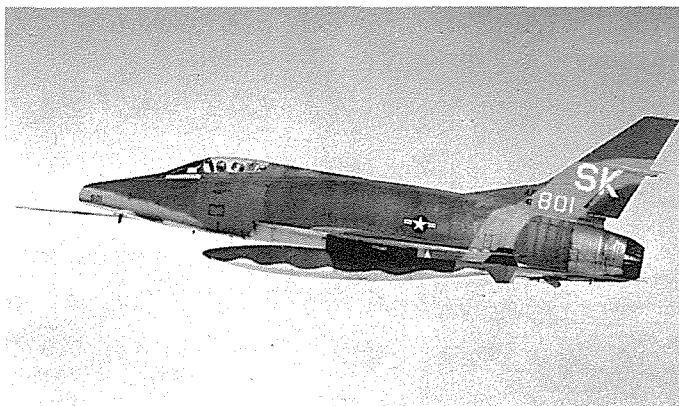
Capt. Piccirillo calls our attention to the omission of the photograph of an F-100C which was mentioned in his article, "Southeast Asia Air Operations, Part Two" (JOURNAL of AAHS, Winter, 1970, page 269.) The photo, shown here, is of F-100C, 54-1801, of 188th TFS, 31st TFW, from Tuy Hoa AB, Vietnam, and formerly of the New Mexico Air National Guard. It was taken en route from Clark AB, P.I., to Tuy Hoa in December 1968, by the author.

David W. Menard writes to say that the photo of F-100, the SPIRIT OF ST. LOUIS II, at the Paris Air Show in May 1957 was really taken by Mike Gradidge. (JOURNAL, Winter 1970).

Both Fred Roos and Larry Elman pointed out that the tail code, "XA" shown on the SPIRIT OF ST. LOUIS II on Page 267 (Winter 1970) denotes the 119th TFS of the New Jersey ANG which did not leave the U.S. for Vietnam during the Pueblo Incident crisis. Author Menard gives this explanation:

"In the Summer of 1969, while still stationed in Great Britain, I read a news story in *Stars & Stripes* that 140th TFS, COLO ANG, had returned from South East Asia. Recalling that The SPIRIT II was assigned to them, I wrote the PIO, asking for a photograph of it in SEA markings, which was sent to me, without stating that "730" had not been in SEA with them. I took this as implied word that it had. In that period, while I was in USAFE, there was lack of firm knowledge regarding tail codes; at one time the regulation covering this was classified Secret. (Hence) squadron tie-in with tail code was only a guess."

Albert C. Piccirillo



Milton Sheppard has determined that the "What Cheer" Airport, mentioned in his article, "The Al Krapish Special," was actually in Pawtucket instead of Pantucket. (JOURNAL, Winter 1970, page 276.)

Author Robert Casari hastens to add corrections for his presentation of "The First 59" (Spring 1971) as follows: Page 7 — The top photo is of the Curtiss Model N, not J (though it was correctly compared to the J in the caption that followed). Page 8, r.h. column, fourth paragraph — Company A received airplanes 5, 9, 17 and 18 (not 4, etc.). Page 11 — The airplane No. 18 (in table as of June 1913 at Texas City) was a Burgess & Curtis J (not Wright C). And on same page, S.C. No. 23 was used in between Nos. 6 and 2, but No. 6 was flyable and not a "grass cutter." Page 12, r.h. column, fourth paragraph — Delete sentence "Their side-by-side seats (in the first few) were of great advantage to training. This applied to the first few Martin TT airplanes instead of the Burgess H (due to a mix-up in placement of manuscript by Editor). The photo of the Martin TT's at North Island was Erickson No. 802 (not 882). Page 13 — The Martin TT, S.C. No. 50, is shown among three JN-4B's and a Standard Trainer in the left-hand photograph (not JN-3's and Martin S). Page 17 — The photo of the Curtiss F is of one owned by Max Fleischman and is pictured at the Curtiss school on North Island (and not of S.C. No. 15). Note 3 on this same page states the money for all three airplanes came from the President's fund whereas it was only for the Wright Brothers' airplane. Finally, on Page 14, some obvious typographical errors are apparent for S.C. Nos. 1 and 2, viz., 3/18/01 should be 3/18/11, and 3/11/33 should be 3/11/11, and note ()^k does not apply to the Order Date for S.C. No. 13.

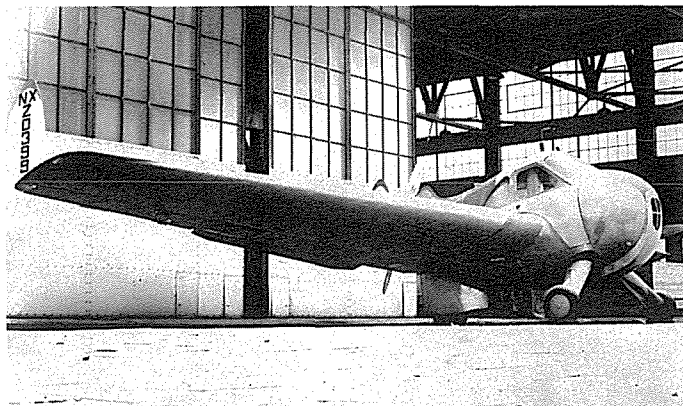
Capt. Piccirillo also points out the typographical error in the Flight Line caption on Page 19. Code letters "XT" were painted over "CT" (not "OT") on the F-86H of the Maryland ANG. We fired the last proof-reader, are getting a new one for the Summer.

IDENTIFICATION NEEDED

Joseph Kovel, Woodhaven, New York

On a visit to Roosevelt Field, Long Island in late 1939-40 period this experimental job was spotted quietly sitting by one of the wooden hangars at the west end of the field. Was it successful? Did it ever fly? What was the power plant? Who made it?

Joseph Kovel



DONATOR CONFIRMED FOR AAHS NEGATIVE LIBRARY

Editor

The photographs shown on Pages 38 and 70 of the *JOURNAL*, Spring 1971 were taken from negatives donated to the A.A.H.S. Negative Lending Library by Merle Olmsted. Merle had forwarded these as part of a batch of over 100 negatives, together with a description of each. Inadvertently the Editor separated the descriptive material from other sheets of manuscript in the same package and thereby lost the identification of the donor. The photos were of a PBY-5A and an L-15.

ALTIMETER RECOGNIZED, PARTIALLY

Gregory C. Krohn, Milwaukee, Wisconsin

The instrument shown in James A. Brown's "Recognize It Anybody" is an early German altimeter. "Hohe in Km." is Altitude in Kilometers. The name C.P. Goerz is no doubt that of the manufacturer, probably of Vienna, and Pozony may be a location within Vienna. (*JOURNAL* Winter 1970, page 272).

TRAINING NOT TAKEN IN RYAN PT-19's.

Daniel MacArthur, Oshkosh, Wisconsin.

In Gregory Moriera's article, "An A-20 Pilot," page 94 states that primary training was taken in Ryan PT-19's. Fahey does not list the PT-19 as a Ryan but rather as a Fairchild.* (*JOURNAL*, Summer 1970, page 94.)

It may well be that Morton's Air Academy was using the Ryan PT-22 as main equipment in its primary training program at this time (1942-1943), and perhaps someone can provide a more precise answer.

*Fahey, James C. U.S. Army Aircraft 1908-1946.

NOVEMBER 13TH BAD DAY

Rudolph Hunze, Pueblo, Colorado

Something went wrong when I mailed my renewal notice (to AAHS) but failed to send my check with it. Was it because I wrote on November 13th? Sometimes things go wrong, connected with that number. Look at the enclosed picture, taken at Feld Fliegerabteilung 8, an airfield close to Douai, Belgium, in the Spring of 1917. The airplane crashed right after the start of a photographic mission. Both pilot and observer were killed and the cause of the crash could not be determined.

Courtesy of Rudolph Hunze



MISLEADING COMMA CHANGES MEANING

Henry S. Villard, Gstaad, Switzerland

(Referring to the article, "The Disappearance of Paul Redfern," *JOURNAL*, Spring 1971, page 49):

The comma following the words "Aeropostal plane"(.), changes the whole meaning of the sentence. It should read:

"Jimmy was one of a half dozen pilots who had volunteered to search for the missing Aeropostal plane and Frederick Grab, and I accompanied him...."; Thus, placing the comma after "Frederick Grab"(.), is correct.

RISE AND FALL OF G.A.F. IS REISSUE

Robin Higham, Manhattan, Kansas

On page 66 of the Spring 1970 *JOURNAL* of AAHS there is a review of *The Rise and Fall of the German Air Force*. It is to be regretted that your reviewer was not aware that what he was reading was the official British account of the German Air Force published in 1948 and recently reissued. Examination of the original will show that there has been no editing except removal of the original author's name. The original title page bore the words. "Air Ministry Pamphlet No. 248" and "Issued by the Air Ministry (A.C.A.S. [1]), 1948." Map No. 21 has also been reduced in size.

(Editor's note: In defense of our publication of the review, it must be said that the publishers gave no indication that the material presented was in any way a reprint. It is to be regretted, to be sure, but also the original printing, 1948, is of sufficient time in the past that not many persons are acquainted with it. In view of the cost of publication as of today, and of the fairly limited market for such material, we commend the publisher's for boldness in making it available.

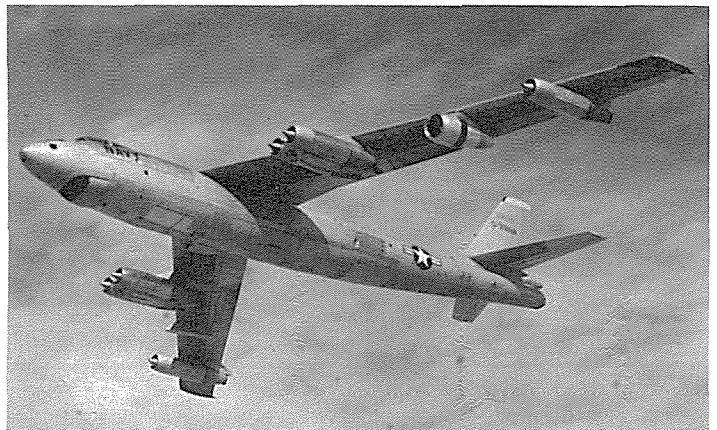
B-47 TEST BED – IN 1971!

Thomas M. Emmert, Peabody, Massachusetts.

That venerable Boeing B-47 is performing one last task before retirement: flight testing the U.S. Navy's new TF34 turbofan engine. A B-47E-45-DT has been adapted to carry the TF34 under the left wing, at the external fuel tank attach hardpoint. (See also "Flight Line," *JOURNAL* of AAHS, Spring 1971, p. 19)

The airplane, operated under a Navy-GE bailment and based at Edwards AFB, is AF 53-2104, Douglas-Tulsa c/n

General Electric Courtesy of Thomas M. Emmert



44450. It is one of the very few B-47's still on the active inventory. Standard ECM and bombardment gear is removed from the Navigator's and Co-pilot's positions, and is replaced with controls and instrumentation for the test mission. It is now identified as a NB-47E.

The TF34 engine pod on the B-47 is a prototype of the S-3A design and was built by the Vought Aeronautics Division of LTV and supplied by the Lockheed California Company for the TF34 Flight Test Program. The TF34 engine, now being developed by GE's Aircraft Engine Group, has been selected to power the Lockheed S-3A carrier-based anti-submarine warfare aircraft. It features low fuel consumption over a wide power range.

WHERE IS EINAR KVERNE?

George M. White, Architect of the Capitol, Washington, D.C.

This office collects biographical material and photographs of artists represented in the United States Capitol art collection. At this time we are trying to locate both on painter Einar Kverne. Mr. Kverne's painting "WE" was presented to the collection in 1928.

The painting "WE" is an idealized interpretation commemorating the lonely flight of Col. Charles A. Lindbergh's non-stop flight from New York to Paris May 20-21, 1927. In addition to "WE," Mr. Kverne produced several other canvasses picturing the progress of aviation, including "Commander Richard Byrd's Flight Over the North Pole" and "The Dawn of Tomorrow," featuring the Graf Zeppelin.

Our records show that Mr. Kverne was born to Norwegian parents in Edmonton, Canada, and that his family returned to Norway where he attended public grade and high school. In 1923 he came to America, made his home in Brooklyn where he attended the Pratt Institute, and married a Brooklyn girl in July 1928.

If your archives contain additional biographical information, we would appreciate having a copy for our files. And should you own a likeness of Mr. Kverne, please tell us how we may obtain a copy.

STATESIDE AIRCRAFT DOWN UNDER

Kenneth Meehan, Auckland, New Zealand

Most of the aircraft down here are imported from Stateside, and most of them are in civil use as "top dressing" aircraft (agricultural spray and dusting). The Cessna 185B, ZK-CEV, c/n 0527, of Rural Aviation Ltd. is typical. (Colors white and red except black "Rural" and

Kenneth Meehan



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registration.) However, the Cessna C-78 was one of two brought here from Fiji in 1948 for the New Zealand Public Works Dept., shown here at Mangere Airport in 1949. The project was cancelled and both airplanes were later broken up. As seen in the photograph the U.S. markings had not been completely removed, and the ZK-ARS registration (ex 42-58176, c/n AC3668) was put on with tape temporarily and was never carried in flight.

BIAFRAN C-97's

Robert J. Archer, Sudbury, Suffolk, England

There were ten C-97 airplanes delivered to the International Red Cross and Joint Church Aid for the relief of Biafran victims. In the following list numbers 1, 3, 7 and 10 went in February 1969, Nos. 4, 5, 6, and 8 followed in March, and Nos. 2 and 9 somewhere between August and October 1969.

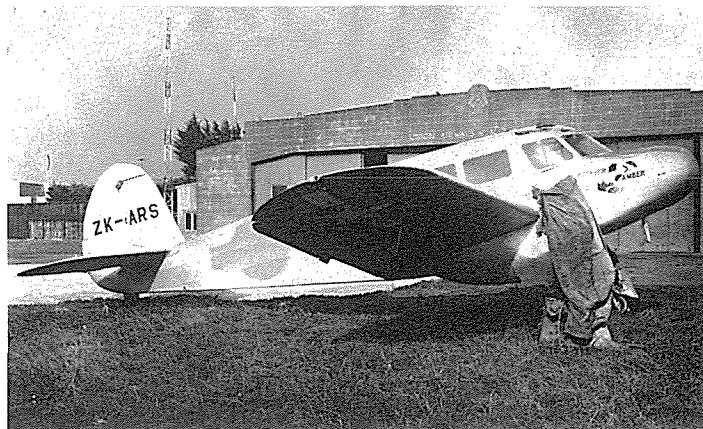
	S/n	C/n	ANG	Regist.	Disposition
1	20857	16551	Penn.	HB-ILZ	To Davis Monthan AFB
2	20876	16570	Mo.	N52876 HB-ILH N52976	To D-M
3	20915	16609	Utah	N52915 HB-ILF	To D-M
4	20925	16619	N.Y.	N52915 HB-ILX	Used for spares at Basle.
5	22626	16657	N.Y.	HB-ILY HB-ILL N52600	To D-M
6	22631	16662	Utah	N52631 HB-ILK N52631	To D-M
7	22676	16707	Okla.	N52676	Destroyed at Uli airstrip, 5 Aug. 69 or 26 Sept. 69.
8	22679	16710	Utah	N52679	Same as N52676
9	22727	16758	Mo.	N52727 HB-ILG N52727	To D-M
10	22734	16765	Mo.	HB-ILW	To D-M

ASHLEY SP-5 IDENTIFIED

Jack McRae, Huntington Station, New York

In reply to the request for identification of the biplane on page 272 of the JOURNAL, Winter 1970, the airplane is

Kenneth Meehan



the Ashley SP-5, c/n 1-H, Registered 899W, and also known as the Bob-O-Link. It was designed and built in the late 1920's by D.D. Ashley, Jr., an engineer at the Curtiss plant in Garden City, New York. It was variously powered at times with OX-5, OXX-6, and Tank engines. The 1969 registered owner was Robert D. Falcone, of Niagara Falls, New York. He had rebuilt it and was having trouble with the Tank engine.

Another biplane of the same design was the Cirigliano SC-1 "Baby Hawk," described in the magazine of the Experimental Aircraft Association.*

*McRae, Jack. "The Cirigliano Biplane." *The Experimenter* (now *Sport Aviation*), Magazine of the Experimental Aircraft Association, June 1956, page 10, illus.

WOODEN HUMU — NOT SO!

Mauno Salo, Garden Grove, California

In the review of the book, *Brewster B-239*, James V. Sanders is incorrect in stating the Finnish-built Humu was a wooden version of the Brewster B-239. (*JOURNAL of AAHS*, Spring 1971, Page 64) It was a wooden-winged version, and only one was completed and is still in storage. Previous to this there were several conversions to wooden wings, since the Finns had no spares.

In 1957 I viewed the Humu, possibly the first foreigner to do so. It had a Russian M-63 Cyclone engine, 632567, series 8, with an American-built Hamilton propeller. There were no guns, nor tanks, in the wings, the fuel being carried in a circular rubber layered cell in the fuselage forward of the rudder pedals. The nameplate read:

28.7.44

Valtion Lentokone Tehdas

Tampere

VLT meant State Aircraft Factory at Tampere. There is present evidence that the airplane will be restored for a museum — tires are being sought.

RAAF CELEBRATES FIFTIETH YEAR

Dr. P. Richard Coughlin, Syracuse, New York

The Royal Australian Air Force celebrates its Golden Anniversary this year, actually dating from March 31st. The Australian Service came into being only 18 years after the first flight by an heavier-than-air machine. But it can trace its origins back to 1911 when the Government sought applications for aviators and mechanics to form a military aviation corps.

Pan American Airways, courtesy of Mayborn

The man perhaps most responsible for the early pioneering of the RAAF as a separate Service was Air Marshal Sir Richard Williams, who was the first man to gain his wings at Point Cook in pre-World War I days.

In 1920 the then Lt Col Williams was placed in charge of the Military Board formed to set up an Air Corps. Williams never wavered in his fight for an Australian air force with autonomous command.

The first Air Board had no trouble in drawing up plans for the provision of air components both for the Army and Navy, but was very firm in pointing out that control of the air service must be vested within a single authority.

The RAAF's future was sealed when Prime Minister Hughes placed on estimates 500,000 for "building up an efficient air force," with an additional 100,000 set aside to foster civil aviation.

In November 1920, an Air Board was formed with Williams as first member, Major S.J. Goble as Second Air Member, Captain R.A. McBain as Director of Equipment and Mr. A.C. Joyce as Finance Member. Mr. P.E. Coleman was secretary.

The Air Board's recommendation that the RAAF be formed, as from March 31, 1921 (the prefix Royal was granted the following June) was approved. The die was cast.

Air Marshall Dicky Williams, as he became known, is of course now retired. He lives in Melbourne.

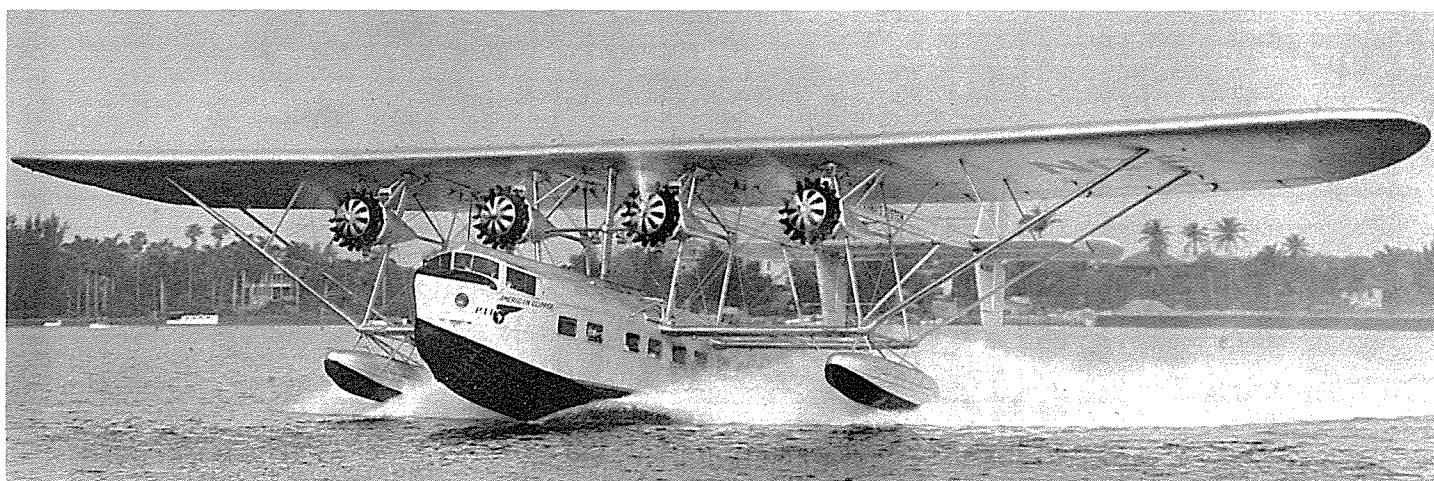
SHOULD AULD ACQUAINTANCE BE FORGOT

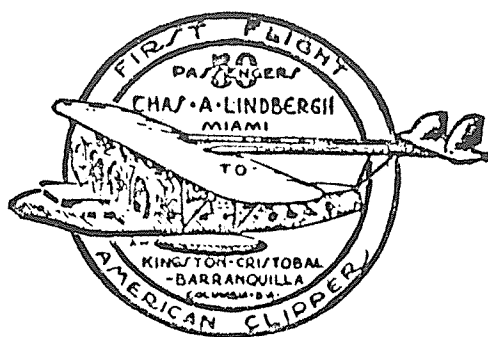
Mitch Mayborn, Dallas, Texas

The photography of historic events is not unusual. But that two closely related events, separated by many years and many miles was recorded is rare indeed!

The picture taken at Cristobal, Canal Zone, 22 November 1931 shows Pan American Airways' brand new Sikorsky S-40 AMERICAN CLIPPER arrived on the inaugural flight. Shown greeting Basil L. Rowe, then Pan Am's chief pilot, is Postmaster of the Canal Zone, Gerald Bliss. In the background the AMERICAN CLIPPER is unloaded.

This inaugural flight had departed Miami, Florida on the FAM 5 route November 19, with Col. Charles A. Lindbergh and Basil L. Rowe at the controls. Stops were made at Cienfuegos, Kingston, Barranquilla and terminated at Cristobal on the 22nd. A facsimile of the letter cachet of this flight is also shown. The return flight over this route left Cristobal on the 25th.





The AMERICAN CLIPPER, NC-80V, c/n 2000, had first flown on 7 August 1931. Flight tests were carried out during the next two months and it received ATC 454. It was delivered to PAA October 10 and was at that time the largest airplane built in the United States. This and two other S-40 airplanes were in first line service from 1931 through early World War II.

The photograph which makes this historic set complete, and called by Basil Rowe "The first and the last of the AMERICAN CLIPPER", shows the three principals in the inaugural flight photograph, Rowe, Bliss and the CLIPPER, Rowe, at that time in the uniform of the Air Transport Command, inscribed on the reverse side of the photograph "The AMERICAN CLIPPER, Gerald Bliss and I meet again at the funeral of the CLIPPER at Miami, April 6th, 1944." Also inscribed is "Fraternally yours, Gerald Bliss, Postmaster, The Panama Canal 1905-1934."

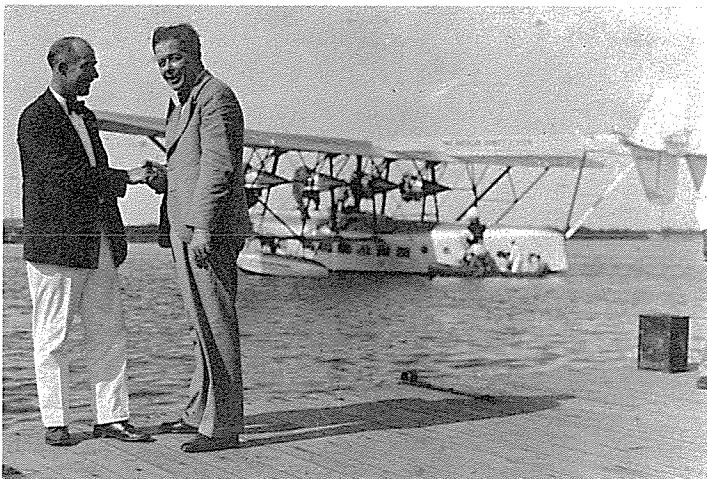
GRASS ROOTS RESEARCH

David W. Bruce, Greensburg, Pennsylvania

The name of Gilbert C. Budwig in Cedric Galloway's article, "Loughead Sport Biplane," prompted some further looking as the name seemed familiar. (JOURNAL, Winter 1970) While collecting material on airmail flying in the Bellefonte Pa. area, I obtained clippings from the *Democratic Watchman*, a now defunct weekly newspaper. (Budwig) is mentioned in the editions of August 29, September 12, and October 3rd and 10th.

The *Democratic Watchman* is available in one-year bound volumes at the local county library. Weekly newspapers of this type provide an easy method of checking on long periods of time, and a quick way to get an overview of the period. For anyone who is stymied by the inaccessibility of major sources of aviation history such as the National Archives or the museums, I recommend this type of grass roots research.

PAA, courtesy of Mayborn



SUMMER 1971

VF-2 ADDENDUM

Max R. Schwartz, Wyandotte, Michigan

Having just received a copy of your Monograph, "The Chiefs of Fighting Two and The Brewster Buffalo," I would like to comment on an error on Page 146. (Editor's note: the Monograph was reprinted from the JOURNAL, Vol. 14, No. 2.)

It mentions that the insignie of VF-2, as first designed, had the word "Adorimini" in the scroll. This is wrong. It had "Fighting Two" in the scroll. LCdr J.J. "Jocko" Clark, removed "Fighting Two" and substituted "Adorimini" in 1931.

Of interest also is the log of forced landings experienced by the Squadron while I was with it, and some of the transfer dates.

F2B-1, A7442, 22 July 1930, Pilot — CAP B.W. Orell. Place — Mission Valley. Gas pressure dropped but, after touching wheels, pressure was again obtained and flight was resumed.

F2B-1, A7454, 28 July 1930, Pilot — CAP V.W. Harshman. Place — Crystal Pier, Pacific Beach. Engine timing slipped, dowel pins securing cam ring to cam disc sheared off.

F3B-1, A7717, 5 Sept. 1930. Pilot — CAP W.T. Wolley. Place — Silver Strand, San Diego. Lost gas pressure on main tank, unable to increase pressure on reserve tank in time to prevent forced landing. No damage.

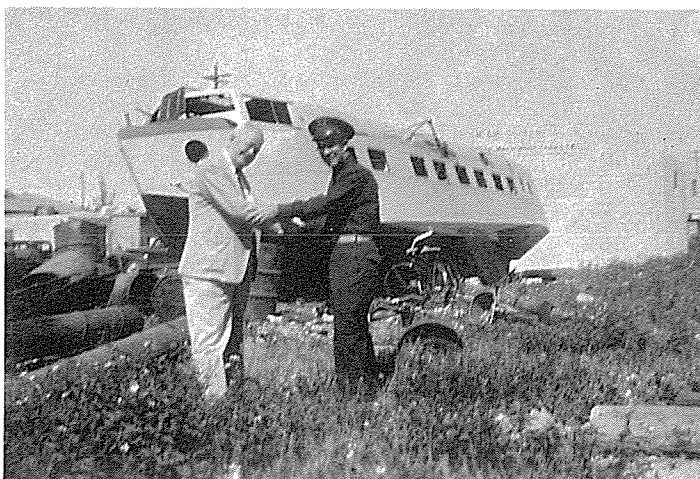
F3B-1 A7717, 19 Sept. 1930. Pilot — CAP W.T. Wolley. Place — Border Field. Tappet lock nut on #1 exhaust valve worked loose, dropped into valve housing, allowing valve tappet to back out of the rocker arm. After this the valve was not opening and the engine backfired and vibrated badly. No damage to engine or plane. Engine exchanged.

F2B-1, A7452, 30 Oct. 1930. Pilot — CAP T.W. "Spick" Driscoll. Place — In ocean off Pt. Loma. Wrench left in engine while undergoing major overhaul at Naval Aircraft Factory. Plane recovered and transferred to NAS San Diego.

F3B-1, A7715, 27 Oct. 1930. Pilot — Lt. F.L. Baker. Place — Plane caught fire and was lost at sea. Lt. Baker in hospital, face badly burned except for area covered by helmet and goggles.

F2B-1, A7741, 11 Dec. 1930. Pilot — CAP S.J. Jaros. Place — near Oceanside. Factory installed gas pump backwards, fuel lines wrong. Plane received in Squadron 9 Dec. (Notes do not show disposition of airplane, which must have been lost in this mishap.)

Basil Rowe



F2B-1, A7432, 17 March 1931. Pilot — CAP V.W. Harshman. Place — Off coast of Colombia, S.A. (Editor's note: This was reported in more detail in Riley: "The Chiefs of Fighting Two," JOURNAL, Summer 1969).

F3B-1, A7761, 22 July 1931, Pilot — CAP L. Hoffman. Place — North Island. Landing strut broke on takeoff, plane crashed. There was much trouble with crystallized struts then. Rough carrier landings would snap them.

F3B-1, A7684, 4 Sept. 1931. Pilot — Lt. A.R. Nash. Place — North Island. Engine trouble, plane crashed. Engine and plane were due for major overhaul, transferred to NAS San Diego 10 Sept.

F3B-1, A7742, 18 Sept. 1931. Pilot — Ltjg H.R. Horney. Place — near San Diego State College. Crashed on landing, due to gelatinous substance in fuel tanks. Other squadrons had their troubles with this too. Airplane transferred to NAS San Diego for overhaul.

F3B-1, A7675, 18 Sept. 1931. Pilot — CAP G.A. Reese. Place — San Diego State College. Landed to help Lt. Horney whose airplane was upside down. Reese also crashed on landing, engine stopped for same reason. Transferred to NAS San Diego.

FU-2, A7370, 29 Sept. 1931. Pilot — Ltjg H.R. Horney, passenger — S2/c H.V. Wiley. Place — near San Ysidro. Broken gas line. Transferred to NAS San Diego.

F3B-1, A7748, 20 Oct. 1931. Pilot — CAP G.A. Reese. Place — Border Field. Jellylike substance in carburetor. Carburetor cleaned, airplane returned to North Island.

F3B-1, A7680, 21 Oct. 1931. Pilot — CAP S.J. Jaros. Place — Border Field. Wings stripped in flight. Pilot bailed out, airplane crashed, total loss.

XFJ-2 A8288, 17 Dec. 1931. Pilot — CAP V.W. Harshman. Place — Border Field. Plane caught fire in flight burned fabric off lower wing. Pilot landed and put out fire. Airplane trucked to NAS San Diego and transferred for return to manufacturer, Berliner-Joyce.

F4B-2 A8616, 5 May 1932. Pilot — CAP L.H. Finney. Place — Ream Field. Engine cut out, picked up again after landing, returned to North Island.

F4B-1, A8130, 10 May 1932. Pilot — Lt. J.V. Carney. Place — Mission Valley. Stud loosened inside carburetor.

F3B-1, A7758, 19 May 1932. Pilot — Ens. N.R. Richardson. Place — Ream Field. Out of gas and starter stuck.

F4B-1, A8152, 24 Aug. 1932. Pilot — Ltjg H.R. Horney. Place — Camp Kearney. Lost oil pressure, teeth stripped from pump.

F4B-1, A8148, 30 Aug. 1932. Pilot — CAP Driscoll. Place — NAS San Diego. Clevis pin dropped out of throttle control arm. Airplane was received 2 June 1932.

F4B-1, A8148, 2 Nov. 1932. Pilot — CAP Driscoll. Place — In ocean off Pt. Loma. Flotation bags inflated in flight cutting off visibility and flow of air over control surfaces. Airplane lost.

F4B-2, A8613, 3 Nov. 1932. Pilot — CAP H.H. Pavlat. Place — In ocean off Pt. Loma. Engine failure. Airplane lost.

F4B-2, A8633, 5 Dec. 1932. Pilot — CAP G.L. Hooper. Place — Silver Strand, San Diego, Number One cylinder came loose, eleven hold-down studs sheared off.

F4B-1, A8130, 12 Jan. 1933. Pilot — CAP G.F. Ocskay. Place — NAS San Diego. Number One piston burned through near intake.

F4B-1, A8130, 21 Jan. 1933. Pilot — Ens. C.N. Paxton. Place — NAS San Diego. Number One piston burned through. Same airplane as above, same cause.

F4B-1, A8129, 10 April 1933. Pilot — LCdr J.J. "Jocko" Clark. Place — In ocean off North Island. Airplane recovered by salvage crew of the MARY ANN, transferred to NAS San Diego.

F4B-2, A8633, 1 Nov. 1933. Pilot — CAP F.L. Brown. Place — In ocean off Pt. Loma. Tow target was shot away and came back and wrapped around wings, fouling

aileron. Pilot bailed out. Airplane recovered and transferred to NAS San Diego, as quite a pilot of junk on a truck.

F4B-2, A8614, 16 Nov. 1933. Pilot — ACMM (NAP) W.H. Boas. Place — In ocean 40 miles off San Diego. Airplane transferred to NAS San Diego 20 Nov. 33.

This ends my own notes on forced landings, as I was discharged from the Navy and Sqdn. VF-2 in December 1933.

Max R. Schwartz, AAHS, who served in Sqdn VF-2 in the early 1930's, added a sidelight to the tailskid shoe problem. "We had no brakes at first. The North Island landing strip was mostly dirt, and in getting ready for carrier landings, a spoon shaped shoe had to be fitted over the knife-edge tailskid so that the carrier deck would not be cut. For a return to land based operations, the shoe was taken off and the knife-edge checked to make sure it was in good shape for cutting into the landing field and help stop the airplane. During flight operations on a windy day, much of North Island was blown into the interior of Mexico."

BATTLE OF BOOKS AT LIBRARY OF CONGRESS

William T. Larkins, Pleasant Hill, California

The following account was recently published in a number of newspapers, and is not only pertinent to the present situation but is important for researchers for the future. Many persons blast the government for not answering detailed letters fast, free and correctly.

Long delays and missing books are symptomatic of what is



happening in the ornate Renaissance-style Library of Congress. The colonaded, frescoed halls are no longer the secluded refuge of scholars and legislators in the leisurely search for truth and understanding.

Instead, the library has become "ground zero" for the "information explosion." A few statistics tell part of the story. Last year the library added 367,000 books to its collection, making a total of 14.8 million books and pamphlets.

Size Could Double

By the time they were classified by author, title and subject, there were 2 million new cards in the library catalog, which already spills out of its assigned place in the reading room into back hallways and alcoves.

At the current rate, which is likely to accelerate, the collection would double its present size well before the end of the century.

Books are lined up on the floor at the foot of the library's stacks because there's no longer any room on the shelves. Scholars carefully step over and around them.

The library is unquestionably facing its roughest time since the British reduced its collection of books to ashes when they set the torch to the Capitol (where the library was) in 1814.

But nobody should form an image of staid librarians, gripping their hornrimmed glasses and preparing to hurl themselves in despair from the ornate marble balustrade.

Library staff members feel that, as in 1814, the nation's greatest library is going to meet the challenge. In the earlier crisis, Congress agreed to accept Thomas Jefferson's offer to

sell his personal library of 6,000 volumes for \$24,000 to form the nucleus of a new library.

This time, the library is counting on a new building, automated systems, and added staff to save it.

Congress, after some years of procrastination, seems about to give the \$2.8 million needed to prepare final plans for the proposed James Madison Memorial Library, which would be the new buildings.

If not already swamped by the time it is completed, the Madison addition will allow the library to call back its map collection from an office building in Alexandria, Va., and bring together collections from such locations as the Navy Yard Annex and a book-stuffed aircraft hangar in Middle River, Md.

But finding a place to put its books, manuscripts, photographs, motion pictures, microfilm reels, phonograph records, folk song tapes, sheet music, and other material, while important, is just one problem. Finding the stuff again is the big headache.

Mrs. Henriette D. Avram, project director in the library's information systems office, says the library has now received acceptance from all major U.S. library groups for a computerized library card format.

Mrs. Avram explains: "The current system of finding a book by first locating its card in a card catalog is obsolete. In a few years you might have to walk through three miles of catalogs."

On the other hand, she says, a computer could look through that many cards in less than a second. Moreover, it could categorize the subjects in a more sophisticated manner.

KAI KA'US, KING OF PERSIA 1500 B.C.

David Hatfield, Inglewood, California

On a day in the fifteenth century, before Christ, Kai Ka'us, or Kai Kaoos, King of Persia, sat down to contemplate the future. He had been successful in all his campaigns against the neighboring countries and also had established an enviable reputation in the field of engineering and public works, having been credited, among other great feats, with the building of the tower of Babel.

He now found himself apparently with no other worlds to conquer and therefore nothing to do, a mental condition in which many men were to find themselves in time to come who had been successful in all their undertakings.

Calling his advisory staff to a meeting he laid the problem before them. Being men selected for their exceptional knowledge and ability in their respective fields they fully realized the possible consequences which might result from the King's mental condition including the possibility of their being out of a job.

They knew this called for a crash program but could think of no other worlds to conquer until one man, more imaginative than the rest, suggested that as nothing on earth remained to be done why not conquer outer space. This dramatic proposal was immediately seized upon and with the enthusiastic consent of the king the program was initiated.

It was a long range program and every detail was carefully considered. Men were sent throughout the country to capture four of the strongest and healthiest baby eagles from the nests in the mountains. These eaglets were placed in special environment and fed with selected food to insure their maximum strength in adult eaglehood. As they grew they were trained in lifting increasing loads and later in teamwork in lifting a single load.

During this time the airframe detail was constructing the throne which must be fit for a King of Persia in comfort

and appearance. A conventional throne was placed on a square platform and the entire unit colorfully enamelled and encrusted with various precious jewels. The chair had a canopy to protect the pilot from the sun and rain and a space was provided for storing provisions for a lengthy journey.

At each corner of the platform an eagle harness was secured and a pike, or spear, set upright with a cut of fresh meat impaled on the top just out of reach of the eagle when the harness was fully extended.

There was to be no test flight as the best minds had conceived and materialized all principles so nothing could possibly fail. When the launch day arrived the car was stocked with provisions, the meat placed on the pikes and the eagles harnessed and held by attendants. The king took his place on the throne and the count-down began.

When the eagles were released they immediately rushed for the meat as they had been purposely denied breakfast. The king gave a regal salute and the throne arose and disappeared into the north. The King soon found that something had been overlooked and he had no method of controlling the direction of flight. It was not too late to behead an advisor so he had to sit quietly and go with the wind. After some time the eagles, with apparently more intelligence than the designers, decided they were no nearer the dangling food than at the take-off and it would be futile to continue to try for it. Besides they were tired and weak from missing breakfast so they descended to earth in a strange country which was later found to be China.

The king was rescued by a search party from Persia and returned home. On his return to the palace the embarrassed King shut himself in a room for forty days and forty nights in atonement for his poor airmanship.*

*From Airplane Scrapbook No. 2 (See Aviation Literature)

The library admits it has difficulty keeping trained workers in the low-paying jobs, and has a large employee turnover. Its personnel aren't exactly working with the most up-to-date equipment, either.

The Library of Congress is said to be more accessible to scholars than the world's two other great national libraries, the British Museum Library, and the Bibliotheque Nationale in Paris. It is open to persons above high school, with accreditation requirements.

Students Helped

The library is candid about the fact that individual students are its fourth order of priority (after congressmen, federal agencies, and government-sponsored researchers). Still, there is a staff of some 500 to help troubleshoot research problems for students.

While the Library of Congress fights to stay atop the rising tide of materials and cope with increased demands for its services, it is battling another enemy—decay.

Some 500,000 books, most of them dating from the early days of cheap papermaking in the last century, have become so brittle that they have to be kept in a special collection, where humidity and ventilation are rigidly regulated and access is sharply limited.

The library is microfilming these books as fast as it can with the money it gets. But the current pace—about 10,000 volumes a year—doesn't make much headway.

Even more danger attends the collection of early films, which, experts say, are so fragile they can deteriorate almost overnight into an unusable state.

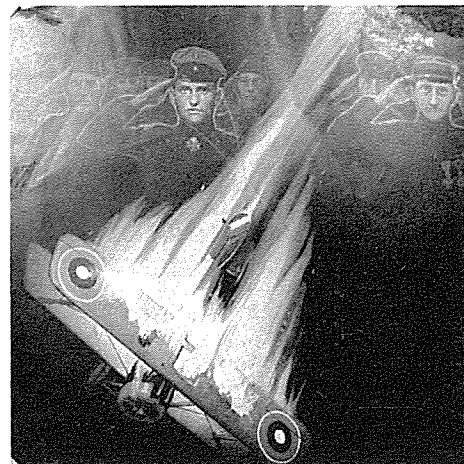
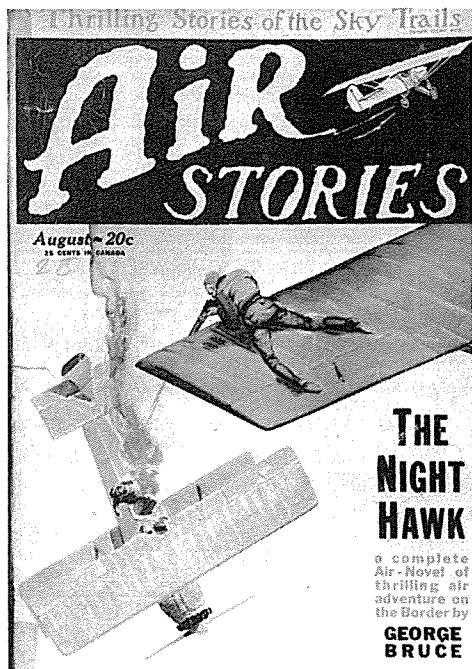
PULP MAGAZINES — A NOSTALGIC DELIGHT

George Evans, Levittown, New York

The article on Air Pulp was a nostalgic delight. (Cole, Martin. "The Flying Pulp." *JOURNAL* Winter 1970) As an old pulp addict, I'd bet George Bruce topped all other authors for popularity for miles. When Bruce left to write screenplays the pulps simply began running his stuff all over again.

A demur on the comment about planes being the heroes. For the most part this was so, but for a time *Wings* and *Aces* ran some very fine stories of people who were involved with airplanes and war. Author Cole possibly

George Evans



missed the only two "class" writers the pulps turned up: William E. Barrett and Joel Rogers. Rogers wrote some of the wild pulp plots, but he did it with style. Late in the 1930's he produced four long novels for *Wings* with the same cast of characters in each.

(Rogers' efforts) were not the forever Yank and Kraut, in a vacuum. These stories were fully-rounded war novels, without heroes or villains. They looked ahead to the *now* anti-heroes, although his unheroic warriors believed in causes, at least. There was wit and insight, and pathos — not bathos, and a totally un-pulplike, masterfully stated love story. Rogers' only concession to the pulp form was larger-than-life swashbuckling ... the kind one found at Tarawa, Wake Island, Iwo Jima ...

In addition to the war flyers that Cole listed, who wrote for the pulps, there were Rogers' (above) who was a WWI Navy flight instructor, and O.B. Myers, who was with the 147th Aero Squadron and scored at least twice over Fokker D.VII's in the red-hot days of Sept. Octo. 1918.

Perhaps the earliest of the pulp magazines to write about the Great War in the air was *Air Stories*. The photo of the cover shown here is of their August 1928 issue, which began their second year. *War Birds*' claim to being first was "first air war magazine." *Air Stories* carried some WWI stories earlier than did *War Birds* and perhaps helped to prove the market.

Author Cole dismissed Rudolph Belarski by pairing him with Eugene Franzden. Granted it was comparing in popularity, but it was unkind. Belarski did his share of below-average drawings ... but he did some of the best covers, too. He was the only one to do idea pictures rather than the endless Yank vs. Kraut. The other photographs shown here may seem corny today, but they tied in with a couple of quite good pulp novels by Franklin H. Martin. One is meant to be the Richthofen Circus, and some of the markings are correct, but other than the Baron's red Albatros, the rest were colored by guess and to fit the composition. Belarski was, at least recently, an instructor at the Famous Artists School in Westport, Conn.

Martin Cole received many comments regarding "The

Editor's Note: The pulp magazines had, of course, been in existence for many years before the start of the WWI air stories, and in the pre-Lindbergh days *Everybody's* carried a short story by our own Billy Parker in its issue of February 1927. Though not a "war story" it was fiction, and is perhaps also the first of the thousands of stories which came and built a tremendous business in the years from 1930 to 1940. Some of the titles carried on into the World War II era, but the old glamour wasn't there anymore.

Flying Pulp." Author John Scott Douglas wrote to add the following bit of interesting lore."

"I wrote a great many flying stories for the pulps in the 'twenties and 'thirties. Once I counted up the total of such stories, published under my own and about a dozen pseudonyms and house names, and found they came to 249.

Eleven of us wrote practically all of the stories published in the many pulps devoted to this field. Among them were George Bruce, Art Burks, Wally Bamber, Frederick C. Painton, Robert Sydney Bowen and Arch Whitehouse.

"We had to hump it to keep up with the orders, and of course we did all of our work first-draft in those days. On my longest sting I was at the machine for twenty-two and a half hours, and then after three hours sleep, I worked for another seven hours to complete a 40,000-word "novel." I did 19,000 words of it in the long final session, which was broken by meals, coffee, and a short sleep..."

AIRCRAFT IDENTIFICATION STANDARDS: THE FJ-1

L. H. Elman, Glastonbury, Connecticut

In only a few years, aviation history has grown from the enchantment of a group of "buffs" to a true discipline. It now has its own Journals and Museums, and a need is developing for standards in various problem areas. An appropriate body for debating and establishing such standards is the American Aviation Historical Society. The following relates a situation encountered in restoring an aircraft for museum display, and it is hoped AAHS Members and others will comment.

In the late 1940's North American began developing a jet fighter intended for both the Army and Navy. Before production, the project split into two quite different aircraft: one straight-winged, one swept. The swept wing project became the famous F-86 of the USAF. The other was very important in the development of naval jets, but became a little known trial program, the FJ-1 "Fury" with

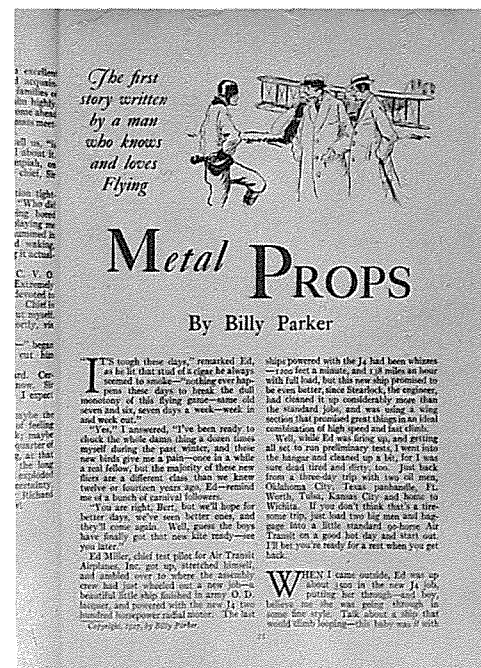
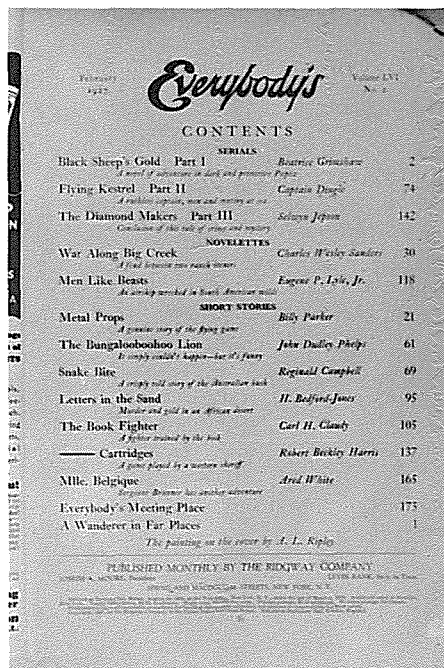
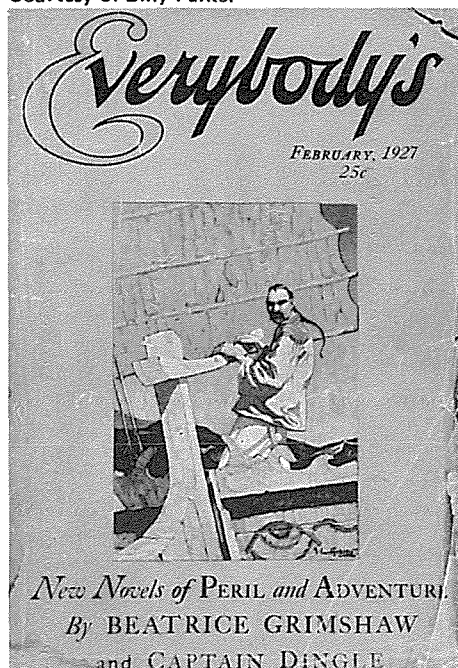
some notable records and "firsts." By 1960 most FJ-1's had been scrapped. One in particular had been sold to a civilian for weekend sport flying; had proven impractical (high fuel consumption and license problems), had narrowly missed joining Castro's air force; and had come to rest in the Connecticut Aeronautical Historical Association collection, now on display in the CAHA Bradley Air Museum.

In early 1967, my first assignment as CAHA's Chief of Technical Research was to research the FJ-1 for restoration and display. "And by the way — while you are at it — find out which FJ-1 we have. The log books say BuNo 120349, but no one ever bothered to check the data plate to verify it...." Checking into this brought less than perfect results. Although it is felt that identity of the airplane is proven, data and comments on standards of identity would be helpful.

The obvious first step was to locate the data plate. It was missing. Then, we tried to find whether the FJ-1 normally carried secondary data plates at other locations as many aircraft do. No one at North American could remember, nor were any plates found in the more logical places. We were beginning to become concerned, when a review of the log books provided some inspiration.

In the case of the FJ-1, not only had CAHA received the airframe log, but the engine log as well. The last entry in each agreed with the other as to which engine was in the airplane after the last engine change. FJ-1 engine overhauls initially were at ten hour intervals later at twenty hour periods. The tachometer was missing, so the hours (if any) beyond the last log entries could not be determined. However, both log books carried other important information. The airframe log showed that 120349 had set the 1948 Seattle-LA speed record while the engine log claimed that it was the engine in the second place FJ-1 of the 1948 jet division of the Bendix Air Race. The engine data plate was on the lower portion of the engine where it could not be examined without "pulling" the engine. That idea was turned down, for good reason; like all single-engine jets with the powerplant inside the fuselage, the FJ-1 must break its fuselage in two for an engine removal. All others break vertically — the front and rear fuselages separate. They all do it that way because the FJ-1 was such an excellent in what not to do! The FJ-1 breaks

Courtesy of Billy Parker



horizontally, with the upper fuselage being lifted off the rest.

A small decal was found on the upper portion of the engine. The decal had a place for engine serial number, and a number was legible. All letters and numbers checked with the log except for 1½ characters. One number was half obliterated, but the remaining half matched. The other number in question was virtually illegible. It was easy to tell what it was *not*, but one could not be fully certain that it was the number desired. It seemed to agree with the log book. On this basis, the apparent agreement of the engine decal and the facts in the log books of both engine and airframe, For over three years CAHA has considered the question closed.

A few months ago, an enthusiast approached Harvey Lippincott, Director of the Bradley Air Museum and stated that he felt we might not have adequate proof of the identity of our plane. After all, we did not have the data plate, did we? The conversation proceeded in depth. Our friend had examined the FJ-1 when it was a derelict on Long Island (See, JOURNAL of AAHS, Vol. 7, No. 1, pp. 60-61, and comments on the error in the serial number proposed there published later in Vol. 12, No. 2, p. 121.) At that time, it still had its data plate; he had been the one who removed it. "Oh, great! And what is its number?" "That is why I removed it. It was the first time I ever came across a data plate — original — still on the aircraft, but with the number BLANK!"

The questions are two. First, how can additional evidence be obtained? Any old FJ-1 hands with ideas would be appreciated. Second, what standards should be followed in cases such as this for deciding when an aircraft is adequately identified? The second question is important to future endeavors.

Our FJ-1 identified almost certainly as BuNo 120349, was added to Bradley Air Museum carrying the markings it had carried in U.S. Navy service 19 years before. Cdr. E.P. Aurand, later RADM, flew this particular FJ-1 to a point-to-point speed record in March 1948 — Seattle to Los Angeles in 1 hour, 58 minutes, 7 seconds (See JOURNAL of AAHS, Vol. 13, No. 2, p. 116).

The history of the FJ-1 series provides an interesting commentary on early jet fighter development. Near the end of WWII, the Navy and the Army Air Force placed orders with North American, famed for its P-51 Mustang for a jet fighter. The project was to proceed along what today would be called a "commality" approach — the Army Air Force



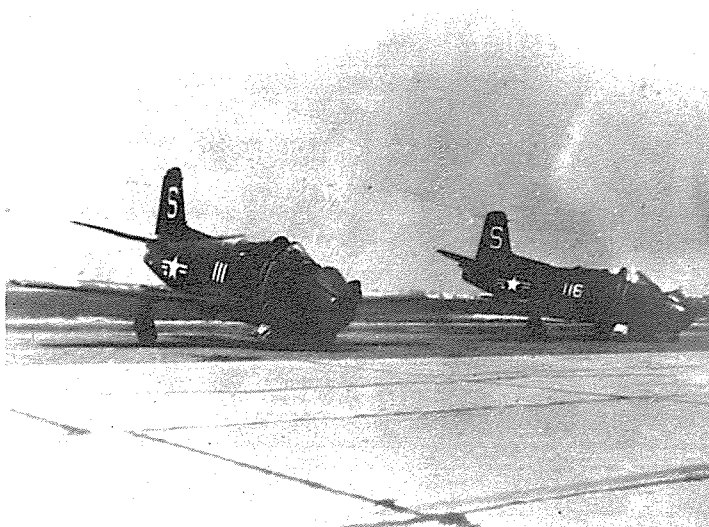
No. 102 at NAS Sand Point, borrowed by Cdr. E.P. Aurand, prior to setting Seattle-Los Angeles speed record. This FJ-1, BuNo 120349, was normally assigned to his wingman, Lt. D.C. Davis.

and Navy versions were to be virtually identical. The Navy plane was called the XFJ-1; the Army, XP-86. For various reasons, the Navy aircraft flew first, and encountered a unique problem.

The dive brakes on the new fighter were wing-mounted and activated by a pantograph action. On an early test flight, the mechanism on one side failed, causing that wing's dive brakes to open. The airplane began a series of uncontrollable snap rolls. Luckily, the test pilot realized that only one side was open, and opened the other side instead of trying to retract the failed brakes. With both sets of dive brakes deployed, the plane flew like "a marriage between a barn-door and a rock" according to witnesses, but it *was* controllable, and a safe landing was made. The Air Force at once decided to delay its version until the dive brakes were removed from the wings and a more conventional set installed on the fuselage. In addition, this change left room in the wings for fuel, and the belly saddle tanks were dispensed with, resulting in a much slimmer fuselage.

While these changes were underway, the translation of captured German wind tunnel data led to the realization of the importance of wing sweepback at high sub-sonic speeds (500 mph or so), and the Air Force decided to make the XP-86 a test case for the new concept.

The Navy was offered the same change, but realized that swept wing jets would be unable to operate from existing aircraft carriers until better equipment (catapults, etc.) was





No. 107 takes off from Long Beach, 3 Sept. 1948, flown by Lt. A.T. Capriotti in Bendix Trophy Race. He was forced down at Chicago. Four other FJ-1's finished at speeds of 470-489 mph.

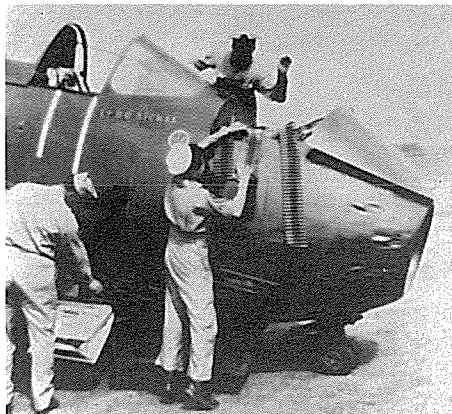
developed. So, the FJ-1 Fury remained a fat, straight-winged ancestor of the Sabrejet. In short order it reached Service use, and the lessons learned from it led to numerous changes in the F-86 design. Therefore, the importance of the FJ-1 in the development of modern jet fighters is far greater than the 3 airplane proto-type, plus 30 production, might lead one to believe.

Thirty airplanes represents barely enough for one Navy Fighter Squadron of 16 planes with spares. Thus, only VF-5A, later renamed VF-51, was assigned the FJ-1. Commander Aurand was Squadron CO, and most of his personnel were hand-picked as the mission was extremely important — prove whether or not jets could go to sea on a carrier. Fighting Five Able was assigned to the Air Group of the USS SHANGRI-LA, and carried tail letter S. They served on numerous carriers, initially qualifying on the USS BOXER, CV-21.

The FJ-1's were relegated to Naval Reserve trainers when VF-51 re-equipped with F9F Panthers in the Spring of 1949. BuNo 120349 came to rest in some weeds on Long Island, where agents from Castro's Cuba tried to purchase it. The State Department refused an Export License and it sat there deteriorating until CAHA obtained it.

On extremely short notice, in the middle of an extreme cold spell and storm, CAHA members Sandy Magee, Bob Cooper, and others dismantled the FJ-1 and brought it to Connecticut. It has now been restored in keeping with tradition. Paint was still wet when Admiral Aurand arrived

Opposite page: FJ-1's of VF5A/VF-51 kneeling, and No. 115 hooks arrestor wire in carrier trial aboard USS BOXER. Below: Kneeling position facilitated gun loading, left, and Lt. Ritchie readies for the first FJ-1 takeoff of FJ-1 on 10 March 1948. (Photos - RADM Aurand, courtesy of H.L. Elman and Conn. Aeronautical Historical Assn.)



for a re-union with the airplane, and on weekends hardy souls still at work adding the maintenance instruction stencils and other details; items that could not be done at all if the Admiral had not kindly brought two scrap-books of FJ-1 close-ups with him. Acknowledgements must also be made for help given by the then VF-51 Commanding Officer, Commander Ferguson; by Captain Elder VF-51's Executive Officer during the FJ-1 period and Messrs. William T. Larkins and William Swisher.

SNAP JUDGEMENT (sic)

Lesley N. Forden, Alameda, California

J.A. McNaney may never have won an old fashioned spelling contest (note "judgment," from this *AVIATION* ad of about 1927) but he was one of the live wire airplane salesman in these years when Eaglerock productions rivalled that of Waco and Travel Air. McNaney's aviation career began with a job selling motion picture advertising for the Alexander Film Company of Englewood, Colorado, and as he described it later:

"J. Don Alexander conceived the idea of having the first flying sales force in the U.S.A. We had about sixty

SNAP JUDGEMENT



You owe it to yourself to hop an Eaglerock before making your final decision on a purchase. We won't worry about your decision.

J. A. McNANEY, Sales Manager.



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N. Y. & Conn.—T.D.B. Aerial Service, Inc., 85 W. 23rd St., N.Y.C.
La.—Louisiana Airways, 1712 Pore Marquette Bldg., New Orleans
Okla. & Tex. Pan.—Southwest Airplane Sales Corp., Britton, Okla.
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Indiana—Captain J. A. Yonge, P. O. Box 1185, Indianapolis, Ind.
Wyo., Mont. and W. Neb.—Wyoming Airways, Casper, Wyoming
Mississippi—Tri State Airways, Bry Block, Memphis, Tenn.
Northern California—Jas. L. Mayberry, Fresno, Calif.
W. Kans. and E. Nebraska—C. E. Steele, Dodge City, Kansas
Michigan—Niles Airways, Niles Michigan



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salesmen. I talked him into letting me go learn to fly, instead of himself. I went to Marshall, Missouri, bought a used Swallow from Nicholas Beazley. Benny Howard was my instructor. Flew it back to Denver. There were no new production jobs available so J. Don decided to build them.

"I had met Dan Noonan, Benny Howard and others in Missouri. Some of them came to work for us. The first Eaglerock wouldn't perform but Al Mooney, a high school student, explained what was wrong and helped design the next, which was very successful."

After Eaglerock production ceased in the depression years, McNaney went back to the Alexander Film Company. He retired in Boulder, Colorado, passed away December 16th, 1968.

Editor's Note: G.M. Cameron, AAHS member in Arvada, Colorado, advises that J.A. McNaney and J. Don Alexander were among ten famous Colorado Aviation pioneers inducted into the Aviation Hall of Fame of the Colorado Aviation Historical Society. The induction was held at a banquet in November and included, besides McNaney and Alexander, Don M. Alexander, James F. Donahue, O.R. (Ted) Haueter, E.B. Jeppessen, Daniel F. Kearns, Dr. Nolie Mumey, Carlos L. Reavis, Thomas M. Shelton, and Raymond M. Wilson.

ENGINE TEST USED SEAWOLF BASIC DESIGN

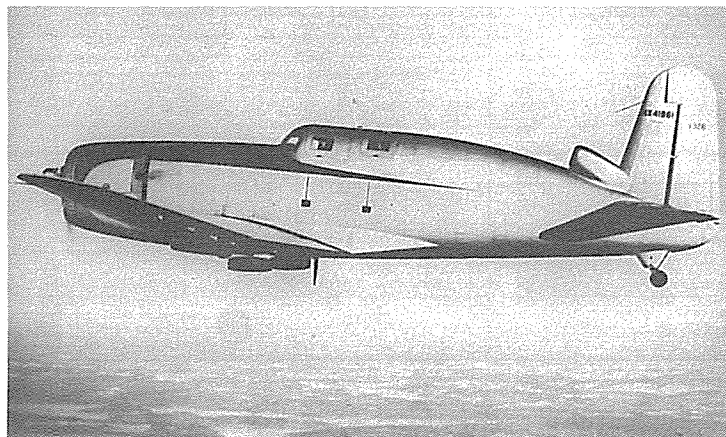
Arthur L. Schoeni, Dallas, Texas

The VS-326 was designed and built by Chance Vought Aircraft Corp as a test bed for the coming new Pratt & Whitney R-4340 engine, the "Corncob." Jerry Scharfenberger designed the engine mount. Vought built two VS-326's for Pratt & Whitney Aircraft Corp., basing the design on the TBU Seawolf, of which only one was built. The jigs and fixtures were then handy and that design was used to keep the cost down.

The idea was to test the R-4340 engine up to 50,000 feet, hence the pressurized tank (for the pilot) with an airplane built around it. Fred Dickerman, who is now one of the chiefs at Lockheed Marietta, was project engineer on the TBU program, and Russ Schwinn was project on the VS-326.

Only one of the two airplanes was flown — the other was used to make engine runs on the ground. Flaps and ailerons were fabric covered, the vogue in those days. (The F4U Corsair did not get to metal covered surfaces until the F4U-4 model.) The cowl on the VS-326 was of TBU ancestry. The air scoop by the vertical fin was to furnish ram-air for the downdraft carburetor. The scoop could not be put up front because it would obstruct the pilot's vision so the long tube carried the air forward, under the "People Tank," within the outer skin.

LTV Aerospace Corp. courtesy of Arthur L. Schoeni



Scharfenberger states that the idea was to test two types of engines, a single- and a two-stage supercharged. He did not know the names of the pilots who flew the airplane. Our Vought pilots didn't fly it — they towed it from Stratford to Hartford.

LET'S NOT REVERT TO THE STONE AGE

Jackson L. McCord, Redondo Beach, California

In the world of 1971 we in the aerospace industry can, probably more clearly than any other segment of society, recognize the lessons of history. Within our lifetimes we have seen over and over that progress is the result of more applied technology, not less.

In succession, from the dawn of history, the growth of population brought with it the need for better, faster distribution of food and material goods. The airplane came, and is answering those needs, but now it is subject to criticism because of the impact of aero-technology on other lifestyles. Since progress is as certain as death and taxes, we must continue the repetition of history; ergo, apply more and better technology.

Surely no one can doubt, in the face of all we have seen, that jet aircraft can be made virtually noiseless, or that the sonic boom can be so minimized as to be no more than the breeze. If he does, then he can equally well believe that the procreation of the human race will be stopped—voluntarily. If we are to live here together, then we must stabilize the rate of population growth as well as make the earth a quieter and easier place to live in. In the view of this writer, we will accomplish the latter long before ZPG arrives.

In the meantime it will be of no use to ask the fanatics to listen to reason. Cutting back the aerospace industry because of personal bias or to insure headlines, may happen by default.

What can we do about it? We can write our Congressmen, now. Funds must be applied to basic research as always. We recognize there must be funding for undersea research, to surface rapid transit needs, as we do the elimination of cancer and a host of other diseases. But the point is, R&D must go on, not stop merely because it is fashionable to criticize.

But such criticism, like the current rage to be "different", itself is becoming old hat. Let's get back to getting on with the job, making the world a better place to live in, through applied technology.

