

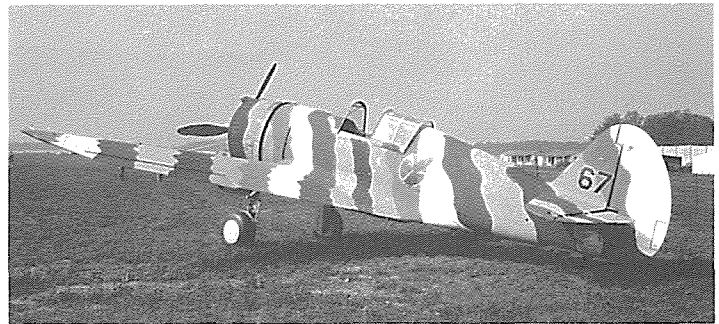


(Left) P-36C camouflaged for 1939 War Games. Note exterior ammunition boxes for wing guns. Ex-P-36E now in USAF Museum has been painted to match this machine. G.S. Williams

(Opposite top) A special marking originated for use at Wright Field in the mid-1930's. This was a yellow-bordered black arrowhead containing a yellow rectangle and the word WRIGHT.

(Opposite center) Sporting only a single-unit number on the fin, this Consolidated A-11 shows the short-lived winged star insignia of the G.H.Q. Air Force as used in 1935-36.

(Opposite, bottom) The 1940-41 Unit designator system used numbers instead of letters to identify the group, in this case the 20th Pursuit (20P). Airplane number in the group carried above group identifier on fin and alone on the nose. The entire designation 20P93 appears ahead of the word ARMY under the left wing. This Curtiss P-40 carries the camouflage insignia combination applied only to this model and the Douglas A-20A in Calendar year 1940-early 1941. Unit lettering sometimes in yellow against the O.D., sometimes in black. William T. Larkins



NEWS and Comment from our MEMBERS



"PANCHO" BARNES TRAVEL AIR RACER

Dustin W. Carter, Anaheim, California

It was while digging through my files for the photo of "Pancho" Barnes and her Travel Air racer to be featured with her obituary in the Newsletter, that I came across a photo of the airplane in its original configuration. The power-plant was a Chevrolair D-6 rated at 250 hp for this installation. After the ship was flown in the 1929 National Air Race it was returned to Travel Air to be fitted with a Wright J67 engine. Pancho bought it in 1929 or 1930 and flew it out of Southern California for some time. She eventually sold the airplane to Paul Mantz to settle back-hangar fees. The third photo shows the airplane, now numbered NX613K, in the standard Mantz Aircraft Service red and white color scheme.

