

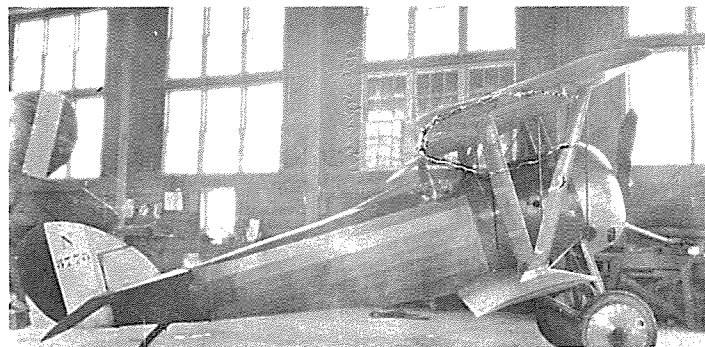
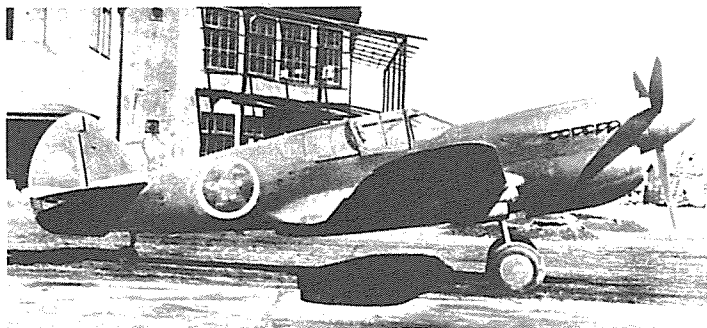
NEWS and Comment from our MEMBERS



FOR "SPIRIT OF ST. LOUIS" COLLECTORS

Wesley Phillips Newton, Auburn, Alabama

This most interesting photograph was received from the National Archives too late to appear with my article "The Third Flight" in Volume 20, Number 2, 1975 Summer Journal. It shows Navy personnel servicing the Spirit of St. Louis just prior to the flight to Mexico City, December 13, 1927.



NIEUPOINT 27 AT WRIGHT FIELD, 1918

Blake Hobart, Atascadero, California

The photo of Newport 27 was taken at Wilbur Wright Field, 1918 at a time I was there as a mechanic in the Air Service, and on occasions I serviced this plane. The French Military Mission had brought the Newport to the United States and was flown by a French engineer, Captain Maurice Tabateau, who had established records in the early Farman planes. Captain R. W. Schroeder frequently flew the little Nieuport during the summer of 1918, and if my memory serves me correctly, AAHS member B/Gen Harold R. Harris, then a Captain, also flew the Nieuport a few times.

After the Armistice there was talk that Capt. Tabateau, through proper military channels, gave the Nieuport to Capt. Schroeder, who intended to fly it to his home in Chicago. I am not sure if this ever transpired or not. If any AAHS members are aware of what became of the French plane, I would be interested in hearing from them.

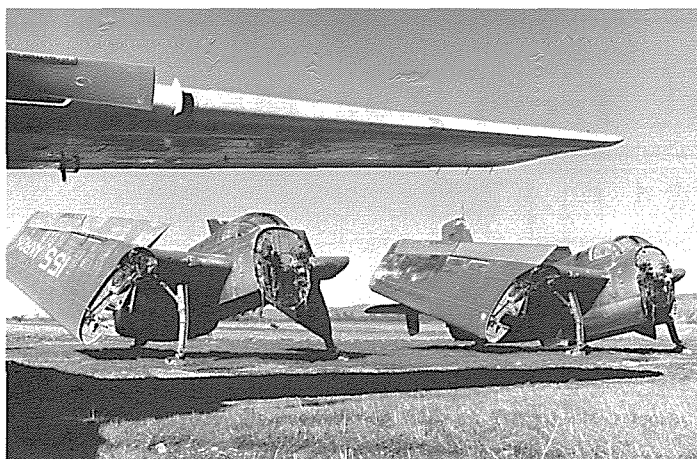
The rudder and "flippers" in photo seen over tail of Nieuport are of first MB-1, Martin Bomber which was flown to Wright Field from Martin Factory in Cleveland, Ohio, by Eric Springer in 1918 about two months prior to end of war.

JAPANESE WARHAWK POSTSCRIPT

Mauno Salo, Garden Grove, California

The "Japanese Warhawk" story in the Summer Journal 1975 prompts me to submit these photos of captured P-40E's in Japan 1942, with the possibility that one might be one of those in the article. Who can tell?

Negatives were loaned to me by Dick Seely of Olympia, Wash., who has the Richard Bueschel collection in his possession and which he has integrated with his own collection of 20 years. Member Bueschel is well known for his studies and interests in Asiatic aviation.



"GUARDIAN STORY" ADDENDUM

Robert L. Lawson, Bonita, California

Kurt Miska mentions in "Development of Grumman XT B36" and AF "Guardian," Volume 18, Number 4, that Aero Union Corporation has two flyable AF-2S's and three others in spare. The two flying Guardians operated for 10 years as air attack tanker aircraft fighting fires in California. This photo taken 5 February 1974 at Chico, CA shows two of the spares, N9994Z, BuNo 129233 (left) and N9993Z, BuNo 126731. The third spare N3143G, BuNo 123088 is shown in the right background of the photo on page 225 of the Winter 1973 Journal.

N3144G, BuNo 123100 (tanker #30) shown in the same photo has been restored to Navy configuration in VS-25 colors. It is scheduled to appear at various air events and is for sale.

The fifth Guardian at Chico is N9995Z, BuNo 126792 (tanker #21) and remains configured as an air-tanker for fire control work although the day of the single-engine tanker appears to be at an end in this country with the advent of the S-2.



DeHAVILLAND MOSQUITO IN U.S. SERVICE

Dana Bell, Norwalk, Connecticut

Work is progressing on RP 7407; however, the photo proves that I must continue to ask questions. An order in the National Archives directed that all our PR Mossies be painted in the two-tone "haze scheme" of PRU blue uppers and dull blue lowers. While this obviously was not the case, I have been searching for proof that it happened at least once. This a/c is NS650 of the 25th BG, taken in Sweden, where the aircraft and crew were interned in April 1945. It clearly has a camouflage demarcation line, which I cannot prove to be the haze scheme, but it throws doubts on publications which describe the overall PRU blue as the only scheme. Perhaps Journal readers can be helpful on this matter.

Aside from the foregoing, I wish to publicize the Swedish Aviation Historical Society is involved in research for an article, "Sweden, Harbor of Refuge." Readers interned there during the war are asked to write: Torbjorn Olausson, Toresjovagen 33, 135 00 Tyreso, Sweden.



A PRINCESS AFFAIR

R. A. Strong, Dayton, Ohio

As dawn crept across the English countryside, an unnatural quiet enveloped the covery of Eighth Air Force bombers at Thurleigh. The veteran crewmen of the 306th Group, the first to venture into Germany, were "stood down" for the day. It was to be an unusual day at Thurleigh.

A B-17G known as "Princess Elizabeth" was to be christened by the same Princess Elizabeth on this day. The idea was hatched by ground crew chief, M/Sgt. Edward S. Gregory, and approved by higher commands and the Royal family. However, when the request was reviewed, it was suggested, that if the plane met disaster on a future mission, it might be a bad omen for the young princess. Could the name be changed to "Rose of York"?

Quickly the painters went to work. The "Princess Elizabeth" became the "Rose of York." So, July 6, 1944, Princess Elizabeth came to Thurleigh, and swung a bottle of champagne against the new name plate on the gun barrels of the chin turret. Changing the name may have been an unlucky omen, for on February 3, 1945, after suffering severe battle damage over Berlin, the "Rose of York" fell into the North Sea.

BELATED ACKNOWLEDGMENT

Osamu Tagaya, translator of "Japanese Warhawk!", Summer 1975 Journal, is a recent graduate of the Cornell Law School in Ithaca, New York, and is planning to become a practicing lawyer in New York City at the end of this year. Born in Japan and of Japanese citizenship, he is fluent in both English and Japanese. For many years his aviation interests have centered around the Second World War period, both Pacific and European theaters, with an emphasis on operational history and camouflage and markings. He is currently working on a correlation of Allied and Japanese records for the Pacific Air War and is preparing an article on the Fifth Air Force USAAF for a Japanese aviation magazine. His address is 5700 Arlington Avenue, Apt. 19U, Bronx, New York City, New York 10471.

ERRATA, VOLUME 20, NUMBER 2

The Varney Airlines Stearman pictured on the cover was not the first plane to bear name of Stearman, as indicated in caption. According to "The Stearman Guide Book," by Mitch Mayburn and Peter Bowers, the first Stearman plane was the C-1, also built at Venice, California.

Page 87; next to last paragraph, in part should read, "the 481st TFS was replaced by the 416th TFS," instead of replaced by 415th TFS.

Page 111, top photo caption, "... Douglas O-388 delivered in March 1921." 1921 should read 1931.

Page 114, lower photo is of a Consolidated Y1BT-6. The caption is for a Douglas O-24, which is properly repeated on page 115.