

CORRESPONDENCE

CIVIL REGISTER

I would like to chime in with my thoughts on this U.S. Civil Aircraft Register problem. To put the cart before the horse, let us assume the job is finished. I believe the solution to the availability of this material once it is assembled could be something like this. Somebody, somewhere will have to type it all up. At the time this is being done, two or three carbons can be made and two or three master books assembled. These can be deposited in several safe places around the country. This information could be made available only to members of the AAHS or perhaps other responsible groups at the discretion of the Board of Directors. The Books could be borrowed for individual projects in the manner of library books with one good copy always remaining in storage somewhere to preclude the possibility of the data ever being lost. I am going through the registers weeding out all the racing and speed planes and intend to put all those in numerical order when I am finished. I certainly would be glad to donate this to the cause and I am sure anyone else will be glad to do the same. (In looking back over this it occurs to me that I might better have said five or six carbons could be made. If someone had access to IBM or some other make of electrical typewriters this wouldn't be too much of a problem.) I would further suggest that a time limit be set on the borrowing of such volumes. I'm sure five or six people around the country would be willing to take the responsibility of keeping those books and sending them out to borrowers. The borrower could be assessed the packing and postage charges as part of the deal, I am principally interested in racing planes and I am certain almost everyone else has a particular specialty and would really have no need for his own personal copy of the whole register as long as it was available to him when he needed it.

Of course we then come to the problem of some people not doing any work on it but still having the benefit of it. I'm afraid there isn't too much that can be done about this. It happens every day in any field of research be it historical or otherwise. Somebody has to do the work I guess. One consolation is the fact that just about everyone listed in the membership of AAHS is actively doing some kind of historical work and as I mentioned above we can make it available to others at our own discretion.

I certainly agree with Gregory Kohn (Vol. 1 p.) regarding the funnelling of data to people who are working in the particular phase of history to which it would apply. I think a good many of us are doing this sort of thing already but it certainly would be a help to me, for instance, if all the members would give me any leads on air racing photos or data they come up with. In return, I could do the same. We could have a master list showing the names of members working on each category. So, as an example, if I should run into someone who had a fine collection of material on World War I planes I would check my list and drop a card to the other interested people. Perhaps this could even be improved on. In my own case I have three or four correspondents, also interested in racing, who get a copy of everything I turn up, automatically. They do the same for me. In fact I do the copy work for them if they have any. I feel that we are one big happy family with no carefully hoarded material. We all have a similar keen interest in the subject and like to share everything. What I am driving at is in our case it would only be necessary to list one of us which would cut down on the writing necessary to put the air racing faction on the trail of a lead.

As I see it, this kind of cooperation would mean even more than the completion of a U.S. register. It would help channel important information into the hands of people who would do something with it.

As to the work at hand, specifically the arranging of the 1928 thru 1940 registers into numerical order, perhaps this could be divided up among the people who have access to the registers with each one working on a certain year. In my search for racing plane data I have talked my wife into helping me arrange all the licenses in my files in numerical order. We started out by arranging the numbers in columns according to the number of digits. These individual columns were then numerically arranged and finally were merged. It really worked out quite well. This could be done with the individual years and then merged into a master list. Then, of course, would come the cross-indexing but for the moment I think it might be wise to put first things first.

Well, these are just some ideas I got while sitting at the typewriter. Some are probably not so good but I believe that we can work this out if we give it a lot of thought and then a lot of cooperation. Count me in.

Charles G. Mandrake
7 Isabelle Street, Ashtabula, Ohio

WORLD WAR I AIRCRAFT

Congratulations on the fine job of handling the organization during the first year. The Journal is worth it's weight in diamonds!

This collecting and disseminating of aviation information and its associated fields is a rare and wonderful thing indeed. It is such a vast and involved subject that it must take the cooperation of all to record all of the important details. I do not specialize in any one particular part of aviation history in the sense of the word, though I often wish I had. However, everything is so interwoven with something else, that those who do specialize are greatly dependent upon those who generalize, and we who generalize look to the specialists for a great deal of information. It seems that a person can only hope to do his best, and add what he knows to the whole. He certainly cannot expect to know everything there is to know, so we all have to depend on one another.

In this respect, the subject of World War I aircraft is one that I know least about, since I have enough trouble coping with the present and recent past, without going that far back. But, I think that the following information may be of value in light of the recent World War I works appearing in the Journal.

It may be of interest to note that the "Camel", N-6254(X), owned by Frank Tallman, bears a Caudron factory nameplate on the front top of the engine cowling. I do not know if Caudron built them or not, but it seems logical to me in view of the low serial number (c/n 3). It was built in November, 1918, and carried the military serial A-1171 at the time it was in the Jarrett collection. The engine was subcontracted to and built by the W. H. Allen & Co., Ltd., and classed as a Type J.

Secondly, I noticed in Mr. Strnad's listing that the "Jenny", N-2939(X), owned by Jack Hardwick, has a steel tube fuselage. This, of course, was the airplane, once powered by a Ranger engine, which was used by Sammy Mason and his Hollywood Hawks back in 1947. Sammy Mason was not the actual owner, though I cannot say just who was. The wings, tail and fittings are all from a "Jenny" which he flew until wartime regulations forced him to dismantle it in 1941. The original fuselage and engine perished in a hangar fire during the war, but the wings escaped that disaster because they were stored in a different location. The fuselage is of steel tubing.

and was originally a Travel Air. The Travel Air fuselage was lengthened and the fairing changed to JN-4D dimensions. At that time, the 165 hp Ranger 6-410-B2 was installed. The wings were moved exactly six inches aft to compensate for the additional power and CG movement.

The Nieuport N-28C.1, the ex-Jarrett specimen and listed as belonging to Ned Kensinger of Peoria, Illinois, bore the military serial N5246 at the time it was in the Jarrett collection. This ship was purchased by Frank Tallman along with the "Camel", and while Kensinger agreed to do the rebuilding work on both, I believe that Tallman still owns the Nieuport.

Of further interest may be the fact that the remains of a 1912 Curtiss Pusher have been unearthed in a barn near Waukesha, Wisconsin. It belonged to the state's first licensed pilot, John Kaminski, who sold it and last saw it in 1915. It was named "Sweetheart", and Kaminski barnstormed with it around Wisconsin. He took flying lessons in San Diego in 1912, and bought the airplane there. It is not yet determined whether or not the ship can be rebuilt, although there are several interested parties trying to purchase the remains. The matter is tied up in the estate of the late A. C. Goddard of Denver, a C.A.A. man formerly from Milwaukee. The original engine and propeller were used to power an ice boat, which later had sunk. The ultimate disposal of this case will be very interesting.

I will continue to pass on whatever information I can, which I believe will benefit the membership.

Leo J. Kohn
4952-A North 54th St., Milwaukee, Wise.

LOCKHEED VEGA, ELECTRA

I have had many inquiries concerning the number "2788" that appeared in my story regarding the Golden Eagle (Vol 1 p.51). This number is an Identification Number issued to Lockheed's first Vega by the Aeronautical Branch of the Dept. of Commerce. Identification Numbers do not carry a C or NC preceding the number. This system did not remain in use long, giving way to C or NC registration. A picture of this Vega bearing 2788 appeared in the August 22, 1927 issue of Aviation, page 420. Another picture of this ship bearing 2788 and one bearing NX913 appeared in the Aircraft Circular No. 61 of the N.A.C.A. Lockheed has a copy of a Crane Photo in their files of 2788 (Lockheed Neg No. W-2902), and also a side view of the same ship with license number NX913 (Lockheed Neg No. WB-255).

Mr. Reed is correct regarding the Model Number of this ship. It is Model 1, minus the V. The V was added by Lockheed since WWII. The management of Lockheed today isn't the same management that designed or built these ships. They are the ones who took the liberty of putting the V in the original designation. It should not be confused with the Roman Numeral 5 (V) for it is the letter Vee and stands for Vega Model No. 1, or V-1.

Twenty years ago Lockheed came out with the Model L-10 Electra, now they are building a Model L-188 Electra. I suppose an improved version will be called Super Electra. This is the designation used on the Model L-14, which also carried the name "Invicta" and "Sky Zephyr". The Model L-12 was known as the Electra Jr., which reminds me that Model L-14 was also known as Electra Sr. Where do we go from here?

Joe Barry
11856 McDonald St., Culver City, Calif.

WORLD WAR I

As added information to "Aircraft of the 1914-1918 War, In the U.S. Oct 1956", I wish to confirm the following items: Standard SJ-1, OX-5. Mr. Chester L. Peek, 1013 South St. Marys, Sioux City, Iowa. I have seen and photographed this ship. Rebuilding has started. There are several other items, which I am attempting to confirm, but to date they are still rumors. One of these is an S.E5 reputed to be in Harold Warp's collection at Minden, Nebraska.

John R. Sharp
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VOUGHT V-143

The picture and remarks on the Vought V-143, in the AAHS Journal, were shown to me just when I had discovered the Army's flight test Report on that ship (Wright Field S.R. #4222, dated 23 June 1936). The ship on that report is designated V-141, the powerplant the R-1535-A5G of 750 hp., and top speed of this version was 274 mph. This plane had been entered against the prototypes of the Seversky P-35 and Curtiss P-36, in the April 1936 pursuit competition. Magazine articles published later (like Aero Digest, October 1936, p.62) call it the V-143, and credit it with a 250 mph top speed with a Wasp Jr. of 525 hp. What power engine the ship had when it was shipped to Japan I don't know.

Ray Wagner
732 South 5th St., Philadelphia 47, Pa.

(Ed: This, plus the Wright Field Negative listing, seems to confirm once and for all that the photo (Vol 1 page 106), Negative #53970, actually shows the model V-141, and not V-143 as stated.)

AIRCRAFT PERSONALITY

I would like to add to Capt. Yeager's statement on older aircraft having more personality (Vol 1 page 179). I feel that ago lends enchantment to all airplanes, I can remember when some of the ships he mentions were flying and no one then thought they had any special charm, they were just new airplanes. However, I feel that none of the current models can ever measure up to such planes as my own all time favorite the Douglas O-38--throughout its multitude of modifications she remained always distinctively Douglas. Probably no basic design has served as many purposes as this old gal, she was the always dependable single-engined equivalent of the highly vaunted DC-3, to be used for any and all missions.

Who can forget the famous "Falcons" with their huge noses and sweptback upper wing; the North American O-47 with its pregnant belly and big greenhouse for the three man crew. Can any current trainer compare with yesterdays Consolidated PT-3 and its wire wheels, T-square shape and drafty open air cockpits. For my money, the most beautiful fighter ever built was the P-6E "Hawk", the ultimate in biplane streamlining, to me this was the final show stopping climax to the famous "Hawk" series, even though there were other "Hawk" modifications to follow.

The P-12 Boeing series was to me, just the opposite, Boeing's only concession to streamlining being a big headrest and engine speedring, but in spite of this the short, squatty little lady had her charms. Keystone had their own queens of the air in the B-3 through B-6 series with their huge 74 foot span, round gunners pulpit in

the nose and radial engines suspended between the wings; could anything have more character than the C-2 Fokkers and the C-4 Ford, each with its own individuality and following. One can not complete any list of aircraft with personality without mentioning the old Lockheed "Vegas" with their round, wooden fuselages, and huge wheel pants which looked big enough to fly by themselves.

There are many more I must have overlooked, which are equally fascinating to others, but to me the above ships tell the story of individuality and of rugged character in aircraft,

Ralph I. Brown
1337 North Edward, Decatur, Illinois

BLERIOT, NAMES, ATLANTIC FLIGHT

Regarding Vol 1 page 103, the following information from the Henry Ford Museum may be of interest: "Our Bleriot is of the XI type and was brought to the U.S. in 1910. It was shipped from the Bleriot factory in 1909. Many years later, it was owned by Mr. Edward N. Costello of Sioux City, Iowa who turned it over to Mr. Henry Ford. Prior to that time, it had been stored for many years. This plane does not have its original Anzani 25 horsepower engine, but rather a 50 horsepower rotary type engine. Otherwise it seems to be in its original condition." Does anyone have any information on the current whereabouts of Ed Costello?

Re Vol 1 p.84, let's don't forget a Bonanza is called a BANANA.

Re Vol 1 p.116 (Kohn), Bonanza N-4570V, I think this belongs to Carter of Carter Pump Company, Muscotine, Iowa. Ho flow Atlantic in it.

E, D. "Hud" Weeks
120 Dos Moines Street, Dos Moines, Iowa

VULTEE V-1, STEARMAN "The Flying Carpet"

In reference to my original letter regarding the two Vultee V-1A's which were entered in the 1934 MacRobertson Air Race (Vol 1 p.55), and to D.A.S. McKay's listing of the American planes entered in this race (Vol 1 p.97), I believe I have uncovered a fact that may give a tentative identification to entry #64 which is listed as a Vultee V-1A of unknown registration.

It is common knowledge that the Vultee listed as entry #64 was entered in the race by H.W.G. Penny of Australia, and was to have been flown by Lt. Cmdr. George Pond. The actual air race program distributed on the take off date (you cannot know what is going on without a program even in England you know) a copy of which I have just received from England, lists entry #64 as a Cord Vultee,

According to William Larkins in his "Introduction to the Vultee V-1A" (Vol 1, pages 7-8) Vultee c/n 22, registration NC-14256, is listed as belonging to E.L. Cord of Chicago, and then to B.E. Smith of New York.

There is a good possibility that those two aircraft are one and the same. Does anyone have a photograph of Vultee NC-14256, or any more information on this particular aircraft which would help to establish a definite identification relative to the Mac Robertson Race?

I believe I have some interesting data concerning the "Stearman 1926-1933" listing by Lawrence S. Smalley (Vol 1 p.162+).

Regarding the Stearman C3B c/n 248 listed in the introduction. This particular Stearman was owned by the noted adventurer Richard Haliburton and was used by him for a round the world flight leaving California in January 1931 heading East. He hired Moye Stevens as pilot for the trip which lasted for a year and a half when they returned to San Francisco by boat in June of 1932. The plane was equipped for float installation. The floats were installed in Singapore for the air crossing to Borneo and the crossing of the ocean areas to the Philippines.

This aircraft carrying the registration NR-882-N was colored black, gold and red, and carried the name "THE FLYING CARPET" on both sides of the fuselage. Extra fuel capacity no doubt was the reason for the "R" registration. Many pictures of this plane can be found in Haliburton's book The Flying Carpet which describes the world flight in detail. Pictures of the plane on both wheels and floats are shown.

Mr. Smalley's listing on page 163 shows only two Stearman C3B models ATC'd for float installation under ATC 2-124 and these installations are for Edo and Edo-P floats for the same plane c/n 245. Stearman c/n 248 "THE FLYING CARPET" was fitted with 22 feet long Fairchild floats for the portion of the world flight as described above.

Since the plane was out of the country during all of 1931 and half of 1932 it could not have been converted from a "Warrior" powered Stearman to a standard C3B model and sold during the time stated in the introduction. Perhaps there is a lot more of a story to the history of this particular Stearman.

Gregory C. Kohn
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STEARMANS, "YELLOW PERILS"

Regarding the Stearman article...there was an early Stearman I shot at Oakland Airport around 1929-30 that carried the registration 4100. I believe it was a C-2 but am not sure. It was the first Stearman I had ever seen. In any case it was owned by Menasco Motors and was powered with a Salmson Z-9 engine (water cooled radial) of WW-I vintage which Menasco was selling at the time. Possibly this is the c/n 122 listed in the article - if so then the motor is a Salmson (not a Menasco) I also have a shot of Stearman c/n 169 reg X-6438, and one of a Stearman M-2 not listed in the article carrying the registration 8199.

In the article on Aircraft Names by D. Brazelton (Vol 1 pp165-166), two names are identified with specific airplanes which shouldn't be. I refer to "Bucket of Bolts" which is common usage today, and at least as far back as 1934, when I frequently heard it used to describe any old "clunker" that had seen better days.

The other is "Yellow Peril", which any student of military training knows was standard for all Navy primary trainers (maybe also Army) regardless of type, and was due to the color they were painted. At Pensacola in 1935 the "yellow perils" were NY-2's on wheels and floats, NK's on wheels, NS-1's on wheels, and they were all called by that same name. The N3N's came the next year and were also called by the same name, as, I'm sure, all subsequent trainer types so painted have been named.

Jim Mathieson
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AEROPLANE PHOTO SUPPLY PRICES Etc.

AN OPEN LETTER TO THE AAHS COMMITTEE AND TO Wm. LARKINS IN PARTICULAR. With request that this be published in next issue of AAHS in its entirety.

I take a very dim view of what appears to me to be a deliberate attempt to create a feeling of ill will to a reputable member of AAHS, merely to satisfy some personal feelings of the editor.

I refer to page 146 in which you compare prices of AEROPLANE PHOTO SUPPLY with that of Hersant. For one thing we are a member of AAHS and the writer has been in aviation for over 25 years. Hersant is a new firm in aviation and we doubt if they are even a member. The writer recently visited their premises, in an out of the way section of London. Their "stock" of out of print aviation books was comprised primarily of the type of books that we pile into a corner and hope someone would come along and take them at \$.25 ea.

I, personally, through my various aviation businesses, have done a considerable amount to foster interest in aviation as well as being one of the most avid of enthusiasts. I have also always been very willing to give any assistance to individuals requiring photos and information for books, articles and worthwhile ventures that I felt would benefit aviation in general and the enthusiast in particular. Knowing Hersants as I do, they certainly would not want to bother with anything that did not show them a profit, and apart from that they have very little, if any, knowledge of aviation—even of the true value of aviation books.

We maintain a stock of around 15,000 books on aviation and can supply practically any book you care to mention from stock, yes, including 1919 Janes (we have 4 of them). This costs money, as against most dabblers in aviation books, who buy a few books, sell them right away—then take the profit and buy a few more books. If you order from their lists, the odds are against you by about 20-1 that the book is already sold. It might be interesting to also have a record of the number of collectors who have sent money to England for books and have not received them. In Toronto alone, we know of 5 collectors who have suffered this fate in the past two years, and they all vow never to order from English dealers again. We are not suggesting that all aviation book dealers in England are unreliable, but, from our own experiences and from the experiences of many of our own customers, we would certainly like to give prospective buyers fair warning.

On our buying trip to England this summer we spent almost £6,000 on aviation books! We challenge any so-called aviation book dealer anywhere in the world to show a stock of out of print aviation books that has more than a retail value of \$1000, and we are being very generous with this figure. Our stock at retail, with what we already had before our English trip is now worth well over \$50,000! Also, where will you find a stock of over 400 Janes Aircraft. Or over 3,000 books on WWI alone! We have them! It costs money to maintain a stock of such magnitude and consequently we have to charge higher prices but customers get the books that they order. If by any chance we should be out of stock of any book, the customer is immediately notified, and he may either have full refund or apply his remittance to his credit on future purchases. We always maintain a high degree of integrity in our business dealings.

The prices that you quoted of AEROPLANE PHOTO SUPPLY on Janes were from a catalogue published a year ago. The least you could have done would have been to have

consulted us, or one of our later catalogues, in which we quote the following: 1941 \$10.00 and 1945/46 at \$30.00. We might also mention here that we spend a large amount for advertising, and do not write to publishers asking for a free write-up—particularly when we are not members of the organization!!!

We were preparing a writeup, to be included in our next catalogue, on some of the enthusiasts publications which we thought deserved support, and the AAHS was to have been included. As this mailing would have gone to over 10,000 "bugs" mostly in the U.S.A, and Canada, I feel sure that this would have increased AAHS membership considerably—probably tripled or quadrupled it. Under the circumstances it hardly seems good policy to advertise a publication which deliberately knocks one of their members and most ardent supporters, and gives free advertising to practically an unknown who has done nothing to promote aviation knowledge other than sell a few books.

It is also interesting to note that you did not make a comparison with Her sant and AEROPLANE PHOTO SUPPLY in regard to items which we sell much cheaper, neither did you compare our prices with some of your New York dealers. One item alone they sell for \$250.00 as against our \$15.00,

AEROPLANE PHOTO SUPPLY
C.G.B. Stuart, Manager.
s/ Cliff Stuart

(Editors note: For the benefit of the new members who do not have a copy of the last AAHS Journal, the following quote from page 146 is the statement under discussion: BRITISH BOOKS ETC, As several members have indicated that they were not aware of the advisability of buying books directly from England this note is published. We suggest that you ask for the periodical listings of aviation books from W. E. Her sant Ltd,, 228 Archway Road, Highgate, London N.6, England, Hersants informs us that the now book "Aircraft Camouflage and Markings 1907-1954" may be purchased from them for \$6.75 post-paid. They also list several Jane's, such as 1941 for \$8.82 (Aeroplane Photo Supply: \$22.50), 1945/46 for \$17.61; (APS \$40.00), and 1949/50 \$8.82 (APS \$30.00). Money can be sent by International Postal Money Order, Bank Check, and sometimes by personal check. Roughly 1s (1 shilling) equals 14 cents; 1 L (pound) \$2.80. Hersants List No. 206, on "Aeronautics", lists 123 different aviation books.

REPLY No. 1 (Larkins)

Thank you for the opportunity of elaborating further upon this subject. One of the purposes of the AAHS is to help the individual collector and this most certainly encompasses the subject of books and book prices. Most collectors are poor enough as it is, without a further depletion of funds through ignorance of the true situation. To answer your letter specifically the following points should be made:

1. W. E. Hersant Ltd., is a reputable bookdealer of over 50 years standing, in addition to a family background in the same field before that, so it is not only insulting but dishonest to make the accusations that you do about them. They not only did not ask for a free write-up in the AAHS Journal, they did not even know about it at the time it was published. The information was simply part of a continuing policy of informing the membership of sources of information, photos, books etc., that are of interest and value, All of my dealings with Her sant have been prompt, reliable and honest.

2. The prices quoted in Vol 1, p.146, were from your catalog received in August 1956 and it is to be assumed that if the catalog is sent out it represents the current prices at that time.

3. The following quotes from your advertising should be brought to the attention of the AAHS membership. In your "Catalog of Old and New Aviation Books" (Not dated, but rec'd. August 1956) you state on page 2: "We can remember about ten years ago when practically any Yearbook was sold \$1.00 - \$3.00 each, including the scarce ones! Janes 1914-20 issues were available from \$10.00 to \$20.00 each, depending upon the year. Now we have to pay 5 to 10 times this amount wholesale for them (that is when and if we can locate them)."; and also on page 2 "The only reason we have been able to build up this stock is by continually advertising to buy this type of material, and by paying good prices for it."

4. Now let us read your printed ad on page 288 of the August 1956 issue of Air Pictorial magazine. This states in bold letters "WILL PAY L 5 EACH for Janes ALL The Worlds Aircraft 1909-19. Will pay 3 L each 1920-39; L 2 each for 1940-55." The same ad, later on, states "and you can see by the offers above that you will get top prices." What does all this mean? It means that Aeroplane Photo Supply is buying 1919 Janos for \$14.25 in England and selling them to U.S. customers for \$200.00. Translated into U.S. currency this means the paid out price is as follows; Janes 1909-1919 \$14.25, Janes 1920-1939 \$8.55, and Janes 1940-1955 \$5.60. This is very interesting when compared to paragraph 3 above.

5. In order that our members do not get the mistaken idea that this applies only to Janes, it should be further pointed out that on page 7 of the A.P.S. catalog the "Book of Bristol Aircraft" is listed for sale at \$17.50 (compared to the price paid of \$2.10 in Air Pictorial ad); "Book of Miles Aircraft, \$12.00" (\$1.40 paid); and "Book of Westland Aircraft, \$10.00" (\$1.40 paid). For Volume 2 and 4 of Aircraft of the Fighting Powers, page 7 lists "\$12.50 each" (paid \$4.40 each).

6. In regard to the 1945/46 Janes which you state in your letter should have been quoted at \$30.00 per copy, it should be pointed out that Her sant lists this same book at \$16.86; and Mapleton House, 5412 16th Avenue, Brooklyn 4, N.Y., lists it for \$15.75.

William T. Larkins

REPLY No. 2 (Her sant)

We acknowledge the receipt of your letter of the 12th inst. enclosing a copy of the letter received from THE AEROPLANE PHOTO SUPPLY. What a scurrilous diatribe! We would like to treat it with the contempt it deserves, but unfortunately it contains an implication on the integrity of English Booksellers which might be mis-read as referring to us - whereas it refers to one individual who is not a recognised Bookseller. This must be stated to assure your Members that we are NOT the firm referred to.

Any payment for books not available is credited to the client's account to be dealt with as instructed, and statements are sent regularly showing their exact financial position with us. Finally, we do not encourage sales to other dealers, we much prefer any bargains that appear in our lists to be acquired by private individuals.

W. E. Her sant, Director
The Cholmeley Bookshop, W.E. Her sant Ltd.,
228 Archway Road, Highgate, London N6, Eng.

LOCKHEED VEGA XB-MAA

I wonder if Jose Villela's note (Vol 1 p.171) about the Lockheed Vega XB-MAA is correct. I have been searching the official Mexican files on Lockheeds, as a help for Chalmers Johnson in his Lockheed history, and I found that XB-MAA, formerly XA-DOK, was owned by pilot Gordon S. Barry as "Red Aerea Mexicana S.A.".

That airplane (c/n 72) suffered an accident at Zihuatanejo, Gro. Mex. It was nearly abandoned for almost a year before it was repaired. The plane flew back to Mexico City, via Acapulco, and later it was overhauled and re-built, but this work was done by Engineer Javier Torres Landa, probably heading the men said by Villela as helpers to Torres Landa. This plane was not brought from Chiapas as stated.

Finally, after being re-built, this plane had only its test flight to get an airworthiness card, and was never used for aerial photography by its owner Ing. Luis Struck who purchased it only to re-build it and then put it up for sale. The engine was not a 450 hp, but an engine identical to that used in the AT-6.

Adolfo Villasenor M.
Edificio Condesa, R-1, Mexico 11, DF, Mex.

NAVY MARKINGS AT THE 1923 RACES

...in renewing my membership I must say that never in all my experience in the field of historical aeronautics have I rec'd so much for \$3.00. Right now I wouldn't take \$100 for these four irreplaceable issues. Congratulations to all for a darned fine job very well done.

There are two incidents of the 1923 Air Races at Lambert Field that come to mind and which may interest some of the members. One of the first ships I saw on arrival at the field on October 1, 1923, was a beautiful deep orange fuselage Curtiss 18-T triplane, with its very light cream colored wings and tail surfaces, battling along close to 200 mph. A day or two later I saw the same ship dip and crash behind some trees, but the pilot, a Navy flier whose name I forget, was not badly hurt, and I understand from talk at that time that its mechs were glad "ole whistling Rufus", as they called it, finally gave up the ghost, as it was a difficult ship to keep in rig. I'm not sure that this was the same bus flown to a now altitude record by Lt. Roland Rohlf's or not, but it sure was an attractive craft and fast too.

The second ship was a pretty little Navy-Wright fighter racing plane of the U.S. Marine Corps flown by Lt. L.H. Sanderson in the Pulitzer Speed Classic. This classy little bus had a lobster red fuselage and deep cream painted wings and tail surfaces except for that portion of the wings occupied by the polished brass radiators which formed part of the natural airfoil section. This ship boasted a chassis wing like the Fokker D-7, but of less chord, and it too was a cream color with a slight reddish tint. Sanderson flew a fine race and had finished with a new world speed record of 230.06 mph when he ran out of gas after his fourth and last lap. He couldn't make the field so he had to choose either trees or a haystack to land in on the eastern edge of Lambert Field, and picked the latter. Another gallon of gas and he could have made it easily. The plywood fuselage broke in two just behind the cockpit and from the prostrate airplane "Sandy" emerged with a sprained ankle, bruised knuckles and a black eye. He set a world speed record only to have it broken by Lts Al Williams and Harold Brow of the Navy who were still in the air. Later on I'd like to write a story of this 1923 show if the members would like it.

Christy Magrath
Route 2, Box 635, Fairborn, Ohio