

CORRESPONDENCE

JENNY PARACHUTE DROP

On page 99 of Volume 2 there is a picture of a JN-4 which had been lowered by parachute. In describing this picture on page 98 credit is given to Roscoe Turner for the test. This is in error and I would appreciate a correction in a future publication of this valuable Journal.

I was the inventor of the device which made the installation possible for the attachment of a parachute, including a release attachment for release of the parachute as the plane touched the ground. The parachute was a fifty foot chute built by Russel Parachute Company of San Diego in 1926. Jessie L. Laskie, who produced the movie "Wings", financed the entire cost of the test including the cost of the parachute. The drop was made at Inglewood, California, on August 24, 1926. R. Carl Golzie was the pilot.

Tests were also made in dropping a Navy torpedo by parachute over the North Island Naval Air Station.

Two men, Coughleton and Purcell, helped me remodel and build the plane from spare parts. The tail skid was moved forward on the fuselage to make room for the chute. Incidentally, Bowers picture in the Journal shows the extent of damage after a 2,500 foot drop. The landing gear collapsed and the leading edge of the wing was broken. I purchased a used landing gear for \$25.00 and patched up the wing, making the plane again serviceable. I am standing next to the fuselage in a white shirt, sleeves rolled to elbows, the trailing edge of the wing cuts my face off across the nose.

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FAIRCHILD 942's

Publication of the photo of the Fairchild XA-942-A on page 115 of the April-June 1957 AAHS Journal has no doubt started a chain of investigation in many collections. As a rather unique and limited production aircraft, the "942" has the distinction of a field of influence far in excess of that normally associated with an aircraft produced in such small numbers. It also holds the rare distinction of being one of the few aircraft types that served on both sides, Allied and Axis, during WW2. Although I certainly cannot qualify as any form of expert on the "942", being unaware of model differences, production totals, serial numbers etc., I would like to add my notes on this type to the more comprehensive study of this aircraft that I am sure will result from exposure in the Journal.

Through a series of photographs kindly provided me by the Public Relations Dept., of Fairchild Aircraft and a print provided from a Japanese source, photographer unknown, I have been able to piece together some additional notes to the brief captions in the April-June 1957 issue. Developed in conjunction with Pan American Grace Airlines, the Fairchild "942" was later known as the F-91 Baby Clipper. It was planned to use the amphibian airliner on PAA routes, although the planned extensive use did not pan out. The PAA model differed somewhat from later production types in that it featured a retractable wing float (this shows on NC-14743). Later production models, known as the XA-942-A, had fixed wing floats fitted.

The Japanese Navy also expressed interest in the Baby Clipper and arrangements were made to purchase samples of the aircraft for the study of construction and fittings. Light amphibian and flying boat types then in the planning stage in Japan were to make use of some of the construction techniques used on the F-91. In 1937 two sample aircraft were delivered to the Japanese Navy. Official Japanese records list them as the Fairchild A-942 Amphibian Plane, powered by an SC-7 radial. Both of these aircraft were stationed at Yokosuka Naval Base in the 1937-1939 period and they rec'd the official JNAF designation of LXF1 Medium Size Amphibian Transport. At least one was still in JNAF service as a light transport at the beginning of the war and it is highly probable that the other was dismantled and tested to "death" as part of the study program on the F-91. The LXF1 did not survive the war and was presumably destroyed while in service around the Japanese home islands.

The final F-91, the XA-942-B built for Richard Archbold (NR777), was painted in a dark finish with white striping and named Kono. It does not appear to differ a great deal from the later production XA-942-A aircraft with the exception of interior fittings and extensive radio gear.

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CURTISS PUSHER REPLICAS, Continued from page 190;

an OX-5, stored in the basement of the Museum of Science and Industry, Chicago, when I was there in the summer of 1954. (Editors note: A search of various registers was made and this plane finally turned up in the Identified section of New York for 1932. The listing is as follows: Curtiss-Beachy Pusher, c/n 1, Built 1930, OX-5 engine, owner Curtiss-Wright Flying Service, Valley Stream, Long Island, New York.

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CURTISS PUSHER REPLICAS - IV - (NX-18969, NR-8Y)

While searching for the above registrations two more items came to light. The first of these is NX-18969. This shows on the 1939 Register only, and is listed as a "Curtiss JN4 1910 Pusher", c/n 1, No date of manufacture, OX-5 (90 hp) engine, owner United Air Services, Union Air Terminal, Burbank, California. (Mantz et al).

The second item concerns NR-8Y. This plane is registered to Billy Parker, Phillips Petroleum Company, Oklahoma, from 1934 through 1939. It is listed as a "Parker Curtiss Pusher", c/n 101, Built 1934, OX-5 (90 hp) engine. In 1935, only, it had an OXX6 (102 hp) engine. This information obviously modifies the comments made on page 78 concerning the "Mantz Special". It should also be noted that the Billy Parker Pusher illustrated on page 76 is NX-62E. This means that we now know that Parker has owned at least three pushers - NX-62E, NR-8Y and N-66V.

William T. Larkins, Editor