

CORRESPONDENCE8th AIR FORCE MARKINGS

On page 44 of the January-March Journal, in the shot of Kingman, Arizona was an all black B-17. As many readers will know, in World War II the U.S. 8th Air Force based in England used a varied system of Division, Group and Squadron markings, and many were the colors and markings used. Most of these can now be identified and attached to their various groups.

The highly colored "Leadships" or "Formation Ships" of the 2nd Air Division (B-24 Liberators) were without doubt the most colorful (even allowing for the B-24 on page 50!). One thing that didn't seem to exist was a B-17 "Formation Ship". Seeing the black B-17 reminded me of the following.

In early 1945, on the Fortress graveyard at the Cambridge Airport was a most unusual B-17F. It had Red and White rings around the fuselage, each about 3 feet broad. These reached from nose to tail. They were also carried chordwise on the mainplanes. The engine cowlings were painted Blue. Normal U.S. Insignia was carried.

Unfortunately I have no aircraft serial, and no codes were carried. I have been in touch with a number of ex 8th Air Force personnel, but they have no recollection of such an aircraft. Perhaps someone can throw a light on this aircraft and clear up another mystery.

Peter Cockton
25 Ramsden Square, Cambridge, England

FINNISH AIR FORCE DC-2

Re; Pg. 87, Apr-June AAHS item on DC-2s by Kohn.

PH-AKH / SE-AKE / DO-1. This a/c was numbered DC-1 until after the war when it received the DO-1 designation. Was presented to the Finnish AF by Count von Rosen as a gift during the Winter War. In service until 1954. v. Rosen is a Swedish gentleman. The plane received the name HANSSIN JUKKA.

Mauno A. Salo
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WORLD WAR II TECHNICAL DATA WANTED

I am looking for authentic (preferably original German) drawings of the FW 190 interceptor fighter, preferably later series, starting with A5. What I require is not only regular 3-view general arrangement dwgs., but also as many drawings as possible on the engine (BMW 801D series), installation of same, details of airframe, armament, pneumatic, hydraulic and electrical systems, flying controls, cockpit arrangement etc.

Although I am a mechanical engineer by profession, my hobby is technical research on World War II fighter aircraft, with emphasis on obtaining authentic manufacturing drawings of same. The ultimate goal is preparation of large scale, highly detailed general arrangement and internal assembly drawings for each aircraft

which, as far as completeness, authenticity of detail and method of drafting presentation is concerned, would be at least equal to the high standards set in this art by Messrs. Wylam, Nye, Jefferies or Heumann. Apart from the pleasure and satisfaction I derive from this work, I have the intention to publish at some time in the future a full collection of such drawings, covering all the best known W.W.II fighters. I feel that with my long years of drafting and technical illustration experience plus an unlimited enthusiasm I can come up with something really good in the line of such drawings.

I have been doing all right in the research on U.S. and British aircraft, not so well on German, therefore this request.

Andrew Abolins
431 Crescent St., Pennel, Pennsylvania

V-143, 120 FILM SIZE

The very exciting July-Sept. 1957 issue of the Journal just arrived, and I wish to congratulate you and William Riley for the tremendous feature on U.S. Navy markings. Suffice to say that it is a truly remarkable research venture.

Needless to say, I am also pleased that you printed my comments on the Northrop 3-A/Vought V-143 situation. Unfortunately, Mr. Francis J. Caffrey, writing in the current "Air Progress", has spread most of the fiction far and wide. It is, indeed, unfortunate that no attempt is ever made by magazine editors to correct such errors. I have written a letter to Mr. Albert Lewis, the editor, about this and other errors in Mr. Caffrey's feature. The letter is available for publication in the Journal should you care to publish it in rebuttal.

Mr. Jack McRae's chart on Navy aircraft that appears on Pg. 181 is quite interesting. I hope he is able to expand this valuable type of reporting in the near future.

As for the comments on photo sizes, may I inject my views in support of your unidentified correspondent. It is generally known that I am rather critical in the field of photography, and inspect all my negs rather closely for sharpness. After shooting with everything from a 616 Monitor to an F-8 aerial camera for 10 years, I finally settled on 120 and 4 x 5 negatives. My Zeiss Super Ikonta C is without a peer when it comes to overall sharpness, and I have a wide selection of films from which to choose. Of the four Kodak Monitors and two Vigilants that I owned, only one ever took really sharp negatives. Close inspection shows that nearly all 616's are soft on one side, sharp on the other. While Verichrome Pan is an excellent film, it is the only film available for 616 cameras today.

A full image on a 616 negative leads to great difficulties in enlarging to 8 x 10 size. The 120/620, which measures $2\frac{1}{4} \times 3\frac{1}{4}$, is ideal for such enlargement. Film is readily available in Europe, while 616 film is rarely available there. As for 35mm, I think it is ideal for color, but the black and white grain structure rather spoils its usefulness for the collector. It is an unusual technician who will avoid all blemishes on a 35mm negative. In parting I wish to cast my vote for the 120/620 collectors. As they say, "Have negs; will trade."

Warren M. Bodie
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COLOR SLIDES OF WORLD WAR I AIRCRAFT

Today I am directing my efforts to slides and movies about the World War I craft as well as the reconstructed movie jobs. I have a lot of genuine Kodachromes of the ships which are today being flown and or which are in Museums on view.

But, I've also developed a lot of slides by hand coloring original wartime black and whites -- then making kodachrome copies -- these become masters, and from them I can furnish dupes. They are most interesting and I feel sure that many members would like them. If enough would buy them -- say 15 or 20 members, they could be sold as low as .25 each.

I also have a lot of footage on movies too, should any member want them, I could make up dupes too--cost uncertain at this time. Movies are expensive, unless 8 or 10 dupes are made at one setting of the Lab machines--then they get cheap.

I would be willing to have this as my contribution to the Society. Will any interested members please drop me a line?

Colonel G. B. Jarrett
Great Oaks, R.D.1, Aberdeen, Maryland

HARLEYFORD PUBLICATIONS

Would you please let your members know that we have withdrawn the agency to sell our books from the Gull Model Airplane Company, and that they are no longer acting for us in any way.

From now on our policy will be to supply all customers in the U.S.A. direct, at the price of \$7.50 postpaid for our Camouflage book. This is only slightly more than the British price and will pay for advertising in the U.S., packaging and mailing etc.

We can, from time to time, supply copies of earlier "Harborough" books at the following prices: Aircraft of the Fighting Powers series, Volumes 1-5 inc \$6.00 each. Vol 1 (revised edition), Vol 6 and Vol 7, at \$7.50 each. The Book of Bristol Aircraft is \$5.00 each, Book of Westland Aircraft \$3.50, and Book of Miles Aircraft \$3.00.

D. A. Russell, Manager
Harleyford Publications Ltd.,
Letchworth, Herts., England

BELLANCA "FLASH"

During the months of November and December 1943, and January-March 1944, when I was at Arizona State College at Tempe, Arizona (5 miles from Phoenix) there was under the grandstand a Bellanca "Flash" painted dark green, and except for dust appeared to be in good condition. It might pay to look into this. There was also a PT-3 fuselage. Since that time I have told many people about it but no one seems interested, perhaps some of your members will be.

James A. Morrow
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