

NEWS & COMMENT

FROM OUR MEMBERS

ADDENDUM—SEVENTEEN BITS AND PIECES PART I

Paul M. Andrews

One typesetter's error requires correction and it concerns the heading 92nd Bombardment Group. It should be moved from its present placement and appear under the heading of 603rd Bombardment Squadron between the serial numbers 339242 and 23494. The final copy which was submitted to the editors contained a few errors which merit correction. In the introduction the phrase "on the accompanying organization charts" should be added to the second to the last sentence of the third paragraph. Under the heading of the 323rd Bombardment Squadron this entry should have been included:

23040 — F 20 DL — Q —

"Miss Quachita" —RF.3/111p, 310w

Under the 526th Bombardment Squadron the name "Lalanuki" should read "Lakanuki." Finally, under the 384th Bombardment Group the name "Jam ca Mary" should read "Jamaca Mary."

Since the submittal of this article two books have become available, which may well interest the reader. The 401st Bombardment Group (H) Association has reprinted its unit history. Readers interested in discerning the current availability of this history should contact Mr. Ralph "Rainbow" Trout, P.O. Box 22044, Tampa, FL 33622. As well, the book *388th at War* by Edward Huntzinger is due for publication in January 1980 and by all indications should prove to be of great value. Inquiries should be directed to Mr. Huntzinger, 1925 SE 37th St., Cape Coral, FL 33904.

Today I received a package that my parents had forwarded to me, which contained five copies of Volume 24, Number 3. Let me at this point compliment the entire staff on the *Journal* for the attractive presentation of the article, "Seventeen Bits and Pieces."

I have enclosed an addendum, which should be printed either at the end of Part II or possibly in the News and Comment section. There was one rather serious typesetter's error and a few errors which I did not catch when I sent you the final copy of the article.

Again, sincere appreciation to the staff and here is hoping that the readership has found the article to be of value.

PITFALLS AND AVIATION ART

Peter M. Bowers, Seattle, WA

With his back-cover painting of a World War I De Havilland 2 in the April issue of *Sport Aviation*, artist Jack Young has succeeded in handling a tough artistic problem—that of developing a painting from a ground photo of an airplane and then putting that view of the plane in the sky without making the resulting scene look static and phony. Jack's

painting really makes that old boxkite appear to be right on its way to the front as seen by another pilot. It's really got the feel of flight.

However, Jack has fallen into a trap that catches many other artists who paint airplanes—a less than complete understanding of the details of the machinery involved. Note the engine/propeller combination—the prop is spinning almost to the point of invisibility but the cylinders and push rods on the engine are sharp and clear. Is something wrong here? Yes, it is.

That engine is not the static radial type that it appears to be—it's that unique device known as a rotary. The whole engine turns around with the prop! To illustrate, I have sent along a drawing of a DH-2 in flight by British artist Leonard Bridgeman that appeared in his nostalgic book, *The Clouds Remember*.

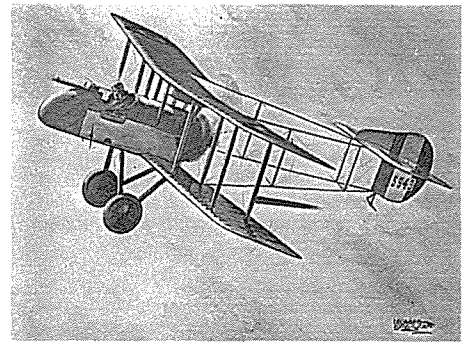
Jack shouldn't feel too bad about this—he has plenty of company. One national magazine had a Sopwith "Camel" in the cover painting in exactly the same situation—a motionless rotary behind a spinning prop. This particular fault was perpetuated when the original painting hung for years on an office wall in the National Air Museum of the Smithsonian Institution.

Related "misunderstanding" errors are too numerous to go into in detail, but I'll cite a few choice examples.

An artist illustrating a story involving a B-52 for the old *Saturday Evening Post* worked from photos of one of the prototype airplanes. He misinterpreted a special test marking on the side of the plane and expanded it in a different view to create a whole row of windows on an airplane that had none!

Another artist did a color painting for a fairly recent re-release of a book on World War I action by a famous aviation author. He did a very accurate presentation of "Billy" Bishop's Nieuport 17 in combat with what was supposed to be a German Fokker D-VII (an unlikely encounter at best because the principal combat times of those models were two years apart). The scene was lively and believable, except that the "Fokker" was a very accurate rendition of a Travel Air 3000 as it had appeared in the 1938 color movie, *Men With Wings*, Hollywood-style markings and all.

"Time mismatch" is probably the most common of the aviation illustration errors. The mixing of 1916 and 1918 models is understandable and at times even tolerable, but mixing 1918 and 1938 is a crime of pure ignorance. A lesser and more common "timing" error is the use of incorrect markings for the particular time depicted. One very popular World War I scene for painters is the first victory by A.E.F. pilots over the Western Front. This was on April 14, 1918, when Douglas Campbell and Alan Winslow knocked down an Albatross D-V and a Pfalz D-III. Most of the paintings of this event have the German planes carrying the old curved-arm cross ("Iron," "Patee," or "Maltese") that had been replaced on the front by a new straight-sided cross (Greek or "Balkenkreuze") over a month before that combat took place. Photos of the downed Albatross



Copy of an original charcoal drawing of a DH-2 by Leonard Bridgeman, former editor of *Janes*.

confirm the use of the new marking. Most photos of that model found in reference files were taken with the older markings. Since these are all the artist usually has to go by, the error is understandable. Another error common to this same scene is to have the American Nieuports carrying the famous "Hat-in-the-Ring" insignia of the 94th Squadron. They weren't using it then. The squadron had to accomplish a certain number of missions, or have X number of victories, before it was authorized to carry the insignia on its planes.

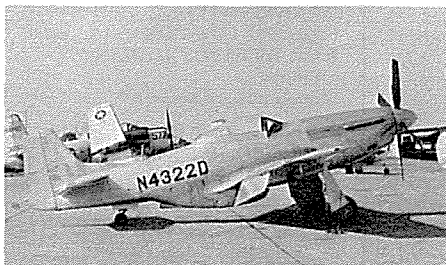
Detailwise, pictures of airplanes are vastly different than pictures of red barns, another popular and somewhat "mechanical" art subject. Barns haven't changed much over the last century and don't show much detail at the average viewing distance. Airplanes, on the other hand, are almost all detail and are usually viewed from quite close up plus the fact that the technology and markings are changing all the time. The aviation artist, therefore, has the more difficult job of it to accurately match the technology, service life, and markings of his subject to the exact period of time that his scene represents.

WHAT IS IT?

This photo postal card was sent to us by member Robert E. McKee for identification. We have found no reference to this machine in any of our data. The aircraft is similar to a Curtiss type except it has trailing edge ailerons. The top surface of the wings is uncovered, a practice that was followed to some extent in the 1910 time period. The caption of the picture is "N.J. Nelson in his aeroplane at Charter Oak." The postmark is "New Britain, Conn., Sept. 11, 1909."

Any information on the aircraft or N.J. Nelson is welcomed.





"HOT" P-51?

Roger F. Besecker, Allentown, PA

Official sources say this aircraft never existed. It's not the only P-51 to have been photographed with a false registration. Can any member assist with a positive identification? The photo was taken at Philadelphia International Airport in the 1960s by Bob Esposito.

F-4D PHANTOM II IN "NEW" PAINT

Douglas E. Slowiak, Grand Forks, ND

These two photographs depict McDonnell Douglas F-4D A.F. serial number 64-0949 in two different paint schemes. This aircraft currently serves with the 178th FIS, North Dakota ANG, Fargo. This Phantom is the first in the 178th with the new all-gray color scheme.

The aircraft was delivered new to the USAF in April 1966. Since that time, "949" has served with the 4520th CCTWg at Nellis AFB, Nevada; the 4525th FWWg also at Nellis; the 4531st TFWg at Homestead AFB, Florida; the 35th TFWg at George AFB, California, and the 49th TFWg at Holloman AFB, New Mexico. The 178th FIS received this machine in June 1977 and is maintained by personnel of the 119th Consolidated Aircraft Maintenance Squadron.

The photograph with the aircraft in "SEA" type camouflage was taken on 12 February 1978. The all-gray view was photographed on 17 July 1979. Location of both shots was Hector ANGB, Fargo, North Dakota.



HELP!!

W. J. Herbert, Mansfield, OH

Does anyone have the markings, etc., of a "yellow" DH-108? I think it was the one Geof de Havilland was killed in. Some time ago I scratch-built a 3/16" = 1' model and have since lost the description and photos I used for reference.

Has anyone resolved the question as to whether or not the Ryan M-1 had a wind-screen? Thanks in advance for any information on the subjects. Please respond to: Bill Herbert, P.O. Box 2699, Mansfield, OH 44906.

CURTISS JN-4—FORUM OF FLIGHT SPRING 1979

Lt. Col. Harry J. Jenkins, San Diego, CA

I have become puzzled as to what the AAHS objectives really are? I *thought* we were trying to get as accurate a history as was possible, yet on two occasions I have sent in corrections based on firsthand knowledge (in the first case), and/or knowledge of procedures in the second. No correction statement or publication of my comment has been made.

The top of this page is the latest that I commented on with no results. I called attention to the fact that there was no Air Service (or Air Corps) number painted on the side of the fuselage of the Jenny. True, the Air Corps markings could be seen on the wings, because they were seldom removed when the planes were sold as surplus.

One other item indicates this plane was probably in commercial/barnstorming use. It was quite the custom to fasten plywood to the top wing near the Cabane struts for the wing walker to stand on and thus protect the fabric of the wing. This appears to have been done with this plane. I, therefore, had suggested that this plane with Sgt. Wells was in all probability a wartime surplus Jenny used by a barnstormer and flown at the time at Post Field, Fort Sill, Oklahoma.

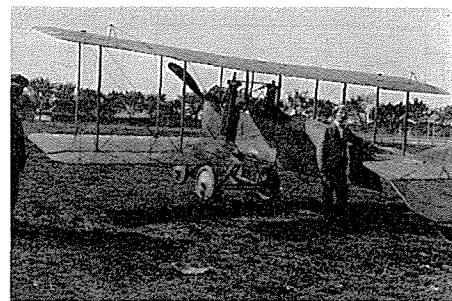
AAHS JOURNAL 24/3—PLAUDITS!

Hal Andrews, Arlington, VA

After complaining a bit about 24/2 I think 24/3 is an excellent issue! And I'm not even an early aeronautics/balloon buff. It's a well-balanced issue—has lots of good pix and good info, and doesn't appear "chopped up." The editor's note on the Gee Bee article is well put. It's a fine job on what has to be one of the favorite subjects of those of us who grew up in the '30s. I can still recall the thrill of seeing a completed half-scale peerless model of No. 11 displayed in our local model shop's window—probably in 1937 or 38. Somehow that airplane was really "it"! Jess Barrow's piece on F4B-4 s/n 9241 (hooray, it doesn't say "BuNo") is also excellent.

So keep up the good work.

See, you guys, I told you to bring me something besides apples if you wanted fruit salad. (Just kiddin'.)
—Ed.



WHAT IS IT?

Joseph G. Manges, Chesterland, OH

Can you identify this old plane? It's (the photo) from an old glass plate negative that I have. It's not very clear but you should be able to see it well enough to make out the details. I have enlarged the photo to 8x10 and it is much better, but for easier mailing I had to stay with this size. An old-time flier in this area (Sterling W. Hubbard) thinks the engine is a WWI surplus Curtiss OX5 90 hp 1400 rpm but cannot identify the plane. Have never seen one with tandem landing gear.

SUMMER '78 JOURNAL COMMENTS

Richard R. Hopkins, Burbank, CA

I want to comment on the Chanute Air Force Base article, Vol. 23, No. 2, by Dr. Thomas Snyder.

I read this with considerable interest but I take issue with one statement on page 122: "This lone biplane piloted by Capt. W.W. Spain who was later killed in France."

I was well acquainted with Capt. Spain. He was a native of Redfield, South Dakota. He practiced the barber trade there for several years. He also was an officer in S.D. National Guard, Company G, and went to the U.S. Air Force prior to our entry into WWI.

After the war he returned to Redfield for a short period, got married and later was with the U.S. Secret Service.

About 1927-1928 he went with Rapid Air Lines, Rapid City, S.D., and was killed in a training accident with a student pilot near Rapid City, flying a Monocoupe.

This accident occurred in the spring of 1929, probably the month of June.

I attended his funeral services which were held in the Masonic Temple at Redfield.

HAMILTON AIR FORCE BASE, 1931-1950

Lt. Col. Howard T. Wright, USAF Ret.

I enjoyed the article on Hamilton A.F.B. in the Winter 1979 JOURNAL and would like to add the following. I was stationed at Hamilton Field from 1941 to 1942 with the 20th Pursuit Group, and I have noted an error on page 271 where the author states that the 20th Pursuit Group left for the Pacific shortly after Pearl Harbor. This is not the case. The "20th" was transferred in January 1942 to Myrtle Beach, South Carolina. It was the 51st Pursuit Group which was sent overseas from Hamilton Field, and this group went to the China, Burma, India Theatre and not to the Pacific Theatre.