

NEWS & COMMENT

FROM OUR MEMBERS

LARRY BROWN—MORE INFO

Gary Kuhn, La Crosse, WI

Larry Brown, subject of an interesting recollection by George Cull (Fall 1982 issue of the *Journal*), spent several more years in Latin America.

To add to the notes by Ivar Shogran, p. 221:

11. Supervisor of construction and inspection at the government aircraft factory in Mexico City. He sold biplane "El Canario" to the Mexican government in 1920.

12. In Guatemala.

13. Arrived in El Salvador 1923. Proposed to sell six aircraft of his own design to the government.

14. One of his "special types of monoplane" donated to El Salvador by a wealthy American resident was crashed by a Salvadoran pilot on March 27, 1926. Meanwhile, he had sold an aircraft in 1924 to Dr. Sterling Bunnell of San Francisco.

On another topic, the Sikorsky VS-44 which sank at Montevideo (see p. 239) was registered CX-AIR.

GUIDED MISSILES (U.S. NAVY THE PIONEER)

Ken Mosby, Levittown, PA

In reference to the above article, I started working for the Navy as Project Fox was phasing out (1950) at NAS Mustin Field, Philadelphia; however, we did build a few drones. I worked in the Aircraft Installation Lab (AIL), where we reworked one each of the following aircraft: TO-1 (F-80), XBT2D-1, TV-2 (T-33) and AD-1.

These aircraft were not built as weapons, but as research, pilotless aircraft. At that time the military was conducting a series of atomic tests in Nevada. These aircraft were to be flown through the resulting mushroom clouds immediately following the atomic explosion.

All of the access doors and panels on the bottom of the wings and fuselage were remade using different alloys to test chemical reaction. Various types of paint were also used on different areas of the aircraft. In addition, the cockpits had provisions for conducting animal, mineral and vegetable tests.

Two F8F-4 Bearcats were electronically reconfigured as "Mother Ships" as we called them. They had two missions: To fly the drones through the mushroom cloud from a safe distance, or to shoot them down if control was lost. (I have a "Mother Ship" photo (8x10), which I can lend you if you would like to copy it.)

With the advent of jets, the runways at

NAS Mustin proved inadequate (too short and cluttered approaches). This resulted in AIL being transferred to the Naval Air Development Center (NADC), Johnsville (now Warminster), PA, former site of the Brewster Aero Corp. The NADC, with its clear 8000-ft. runways, appeared to be the drone capital of the East Coast. There were rows and rows of F6Fs, F-84s (no Navy designation), PB4Ys, and one F4U (crashed during tests). These aircraft were being converted to targets by the Pilotless Aircraft Division Lab (PADL) and were known as "NOLO's" for "no live operator." These target drones were all finished in Insignia Red with white lettering and numbers.

The "Mother Ships" for these targets were Douglas JDs (B-26) and Grumman F7Fs.

The Mother Ship colors were:

JD-1D and F7F—Fuselage, engine nacelles—Midnight Sea Blue, Wings—Vertical stab, horizontal stab—Chrome Yellow, Rudder and elevators—Insignia Red. 24" Insignia Red band chordwise about outer wing.

F8F-4—Bearcat Mother Ships, the colors differed for the F8F-4 in having an Insignia Red band 36" out from fuse/wing joint and chordwise about the wing.

I know this digresses from the missile aspect, but it does fall in the drone category.

SHELL AIRCRAFT OPERATIONS IN INDONESIA—CORRECTIONS

H.C. Kavelaars and M.E. Rodina, Jr.

Following the publication of our article on Shell aircraft operations in Indonesia (Fall 1982 *Journal*), we have come across some additional information on the subject as well as having found some uncorrected errors.

Beginning with the errors first:

Page 188, col. 2, line 12: The surveys were begun in late 1935 and were completed in October 1936. Page 190: The photo of VH-SDS was taken on the Baram River. Page 191, col. 1, line 36: BPM became Shell Brunei and SOL became Shell-Malaysia. Page 191, col. 2, line 24: The date should be 1963. Page 192, col. 2: The overhaul amount for PBY AKR is in Hong Kong \$. Page 198: Date of the top photo should be June 18, 1948 and line 8 should be corrected to indicate that PK-AKU went to Morotai shortly after its arrival in Batavia. Page 201, col. 1, line 11: The area referred to should be New Guinea. Page 203, col. 2, line 14: The helicopters should be

Agusta-Bells. Page 204, table: The Ford was shipped to Rotterdam, not Amsterdam. DH-89 PK-AKW crashed at Babo March 5, 1936. S-38 PK-AKS was acquired approximately April 1936 and had been converted to S-38N. G-21 PK-AKB arrived Babo Jan. 19, 1940. Page 205: Sarawak Oil Fields Ltd. became Sarawak Shell Berhad, not Shell Malaysia. Page 207: C-47 PK-AKF was for BPM-Jakarta, not Balikpapan. Page 208: Top and bottom photos of G-73 PK-AKH should be credited J.A. Fierant/Kavelaars Collection. Page 209, col. 2: Seroei Airstrip was washed away by rains after only one month of use and it then became a seaplane base for the S-38s.

Concerning the de Havilland DH-89s, their ownership has been a matter of considerable controversy. After weighing all the evidence, it is the opinion of the authors that the actual ownership was in the hands of NNGPM during the surveys even though the planes may have nominally been registered to KNILM. The three aircraft were in fact DH-89s and not DH-89As (flap equipped). All three were delivered on August 31, 1935, and were silver and orange in color. The modifications for aerial survey included blind flying instruments, metal props, Marconi radios, and the camera installation. Vertical plane cameras included one nine-lens panoramic model and three wide-angle models. The aircraft were also equipped with 30-gal. auxiliary fuel tanks located amidships and which also served as tables.

It has been reported that during the ferry flight from Amsterdam to the Netherlands East Indies, PK-AKV became lost and made a forced landing on a beach 15 miles north of Bosseen, Burma, on Sept. 20, 1935. As a result of this incident, the plane was nicknamed "Vera" since "only girls stray from the right way," the alliterative nickname happily corresponding with the last letter of the plane's registration.

After completion of the surveys about October 1936, the two surviving aircraft (AKU and AKV) left Babo for Java and transfer to KNILM. The accompanying rare photo by J.J. Dozy shows how the planes were lightered from shore to the steamship where they were carried as deck cargo on the eight-day voyage. Note the NNGPM initials on the back of the rowboat at the right.

AAHS member Jerry Casius has provided additional information on several of the pre-war aircraft operated by NNGPM:

Ford Tri-Motor—Early in 1936 the Aviolanda Co. of Holland was overhauling this plane for sale to England but NC9676 was never registered there so its fate is still unknown.

Sikorsky S-38s—The sketchy information from the published Netherlands East Indies Registers shows that PK-AKS was deregistered between June 1939 and Jan. 1941, while AKT was dropped between July 1938 and March 1939. Shell records are unclear as to the fate of these planes and the dispositions shown are incorrect.



Grumman Goose—C/n 1008 was registered VH-AYY on Dec. 23, 1937, to Papuan Oil Development Co., Ltd. (a subsidiary of Asiatic Petroleum) and was sent to Borneo and later Batavia in early 1939 where it was registered to MMNNG (on lease from Papuan Oil ?). It is missing from the Jan. 1941 NEI civil register. C/n was purchased for KNILM and is believed to be the Goose which crashed at Lake Sentani in early 1939. It had no connection with NNGPM. The elusive PK-BPM did appear on the Jan. 1941 NEI Register but no firm evidence is given as to its exact identity. Casius also reports that the NNGPM G-21s were operated as flying boats (wheels removed) because of increased fuel loads required for the New Guinea operations. Finally, PK-AKR (c/n 1010) was flown from Balikpapan to Java by its mechanic on Jan. 21, 1942, ahead of the Japanese advance. PK-AKA (c/n 1056) may have been the Goose captured by the Japanese at Java.

INVASION GOONEY IN CAROLINA

George W. Miller, Charleston, SC

Recently at Charleston AFB, South Carolina, the personnel of the 437th Military Airlift Wing (MAC), and the 315th Military Airlift Wing (Assoc.) (AF Reserve) presented a Douglas C-47 Skytrain to the former members of the original World War II 437th Troop Carrier Group, Ninth Air Force.

The volunteer restoration project was completed to coincide with the Group's 17th Biennial reunion held at Charleston, SC.

The *Gooney Bird* is an ex-USAF VC-47D, 43-49355, and is restored to represent AAF C-47A, 42-100972, *Chattanooga Choo Choo* of the 83rd Troop Carrier Squadron. All colors and D-Day invasion markings are authentic.

The airplane was officially dedicated and presented to the Group's association by

Colonel Donald H. Logeais (Gen. Designate), Commander of the 437th MAW at ceremonies in a small air park adjacent to Wing Headquarters.

The display area is just a short distance from the base operations building located on the flight line. The sight of a World War II aircraft parked so near the flight line has caused many a doubletake from transiting crews.

P.S. to AAHS members: Need to hear from anyone who may have been stationed at Charleston Army Air Base at any time from 1941 to 1946, and anyone who served in the 437th Troop Carrier Wing or the 315th Troop Carrier Wing during Korea.

A WORD OF CRITICISM

George E. Atkins

As a longtime member of AAHS (20 years) I have one complaint. A retired Air Force crew member, I've read many articles in the *Journal* that were taken right out of the archives in St. Louis. All of this information has been written and is always available. There have been many excellent articles written for the *Journal*, however. One example is the piece written by Lin Hendrix (test pilot) on test-flying the P-80 aircraft.

I doubt very much if some of the articles on the B-24 or B-29 were written by anyone who has been there. If you are going to write about such subjects let's get the viewpoint of persons who have experienced actually doing the job. Let's hear less about times and places and more about deeds—like the corporal who modified the B-29 prop and thereby saved lives. Or go to an AF reunion with a tape recorder and you can find things of interest which have never been published. Men like Le May, Smith and many others have experiences that we dare not record but were necessary to do a job.

We have a damn good society but let's go easy on articles lifted out of the military archives. I've recruited several new members and many of them have the same view.

A final note: Volume 27, No. 3 (Fall 1982 issue) was an excellent *Journal*.

We welcome criticism as well as compliments. I'm sure the members at large do also. We would also welcome an article from you.

—Editor

DH INFORMATION—PLUS

Charles Lock, Campbell, CA

Reference Mr. Stewart McKay's request for DH information in the Summer *Journal*, perhaps Father John McGillivray could provide some assistance. Fr. McGillivray once owned the Puss Moth CF-PEI which he presented to the Canadian Air and Space Museum. I believe CF-PEI was originally used by the Naval Attache in London. A photo of the Puss Moth and a DH Cirrus Moth used by the Attache appears in *United States Navy Aircraft Since 1911* by Swanborough and Bowers on page 456/7.

Father McGillivray's address is: Rev. John McGillivray; St. Margarets Parish; RR #3; Arisaig, NS B2G 2L1, Canada.

Further, with regard to Mr. Besecker's comments on items that are of little interest to him—like myself they may not be of immediate interest, but the *Journal* is an excellent reference source and I am, at the moment, going through back issues for articles on Alaska and women pilots—items that didn't particularly interest me at the time I received the *Journal*. I hope that at a later date, Mr. Besecker will find the LTA and other articles of great value and interest.

VA-44's LOSS

Nolan Lewis, Valhalla, NY

Further information on the comments of Dr. P.B. Blackie (News & Comment), Winter issue of the *Journal*, relating to the loss of NC 41880, VA-44 flying boat, this accident occurred October 3, 1942, on takeoff from Borwood, Newfoundland, during a scheduled transatlantic crossing from New York to Foynes, Ireland.

The destination of this hop, as stated in the body of the official Civil Aeronautics Board Accident Investigation Report was, indeed, Gander, in order to effect repairs to an exhaust stack bracket and to overnight passengers and crew.

From January 1942, until varying dates in the summer of 1945, all scheduled operations of American Export Airlines, as well as the Pacific, Atlantic, and Alaskan divisions of Pan American, were operated exclusively for the U.S. Department of Defense. For this reason, traffic and accident data are not included in published operations reports for the period for those carriers or route segments mentioned.



USAF Photo

TIME FLIES/YB-24N-FO

Warren D. Shipp, San Diego, CA

Here are two items I thought might be of interest for the *Journal*:

1. HM-1 *Time Flies*, *Journal*, Vol. 27, No. 1, Spring 1982 "News & Comment," page 76, additional information:

Mike Kusenda, commenting on Robert E. Forrest account of the last flight of the *Time Flies*, states that "On April 13, 1937, Frank Hawks, flying the HM-1 back from Miami, Florida, made an unusually hard landing at Newark, New Jersey, *reportedly* breaking the main spar of the wing. The enclosed photo

shows quite clearly that the wing was *really* bent! Photos taken on 18 April 1937 at Newark. Incidentally, if memory has not gone into fantasyland, I'm sure that Frank Hawks had a Piper J-3 Cub called *Time Flits*, which he kept at North Beach Airport, now LaGuardia, and he'd fly the HM-1 to North Beach and take the Cub to his home in Connecticut called *Hawks Nest*. Anyone confirm or deny this?

2. Ford-built YB-24N-FO:

There may have been some reference to the YB-24N in a *Journal* but I thought that these two shots might be of interest. Of the seven YB-24N built (Jim Fahey's book), these two

were at Chanute Field, Illinois, while I was stationed there from about October 1945 to 13 March 1946. I requested permission to photograph aircraft at the field, showing some of my previous 616 prints sent to me by my mother, to the provost marshal. Permission was granted, with exception of crashes, and VHB, very heavy bombardment. This included B-29 and two B-32s. Having been a flight engineer on the B-29, I wasn't much interested, but would have liked to photograph the B-32s, but did not wish to push my luck. During a short period at Chanute before being assigned as flight engineer on a B-25J, it was my job (and pleasure) to preflight, run the engines, and check out both YB-24Ns, in addition to most anything else on down to a flock of PT-17s destined for the Civil Air Patrol.

SAIPAN ENGINE—CORRECTION

Harvey H. Lippincott, East Hartford, CT

The picture of a P&W R-1830 engine on Saipan's International Hotel grounds shown on page 314 of the Winter 1982 issue of the AAHS *Journal* is not a Pratt & Whitney R-1830 engine. It is Japanese, a Mitsubishi Kinsei or Kasei engine, probably a Kinsei which is of smaller diameter than the Kasei.

EIGHT-SIXTEEN CORRECTIONS

John F. Vadas

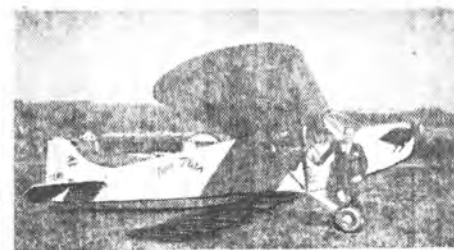
The article, "Eight Sixteen," published in the Winter 1982 *Journal* contained two minor errors. 53-1816 was listed as the 16th production F-102A when in fact it was the 26th. In addition, the 4440th Aircraft Delivery Group was incorrectly listed as the 4440th Air Defense Evaluation Group.

The author regrets these errors as they only serve to degrade the integrity and validity of all published articles.

TIME FLIES/FLITS

Warren D. Shipp, San Diego, CA

In my comment with the pix of the bent-wing *Time Flies* I mentioned that someplace 'way back in the dark corners of my mind there seemed to have been, at one time, a Taylor Cub that Hawks owned called *Time Flits*. It's reassuring to find that the old mind ain't quite gone yet—found the enclosed while searching for info on the Courtney Amphibian and New Standards in one of the



magazines in the San Diego Aero-Space Museum's Whittier Library. One of the nice things about research, especially if one is interested in a number of aircraft (or people), is that in the search for data on one, you often come up with data on one or more of the others.

P-39/-63 CHARACTERISTICS

Mauno A. Salo, Lake Elsinore, CA

Deane Brandon, Medford, OR, asked his friend Andy Traverso, a ferry pilot, about P-39 "tumbling." And this is what Andy had to say:

When I was at pursuit transition in Brownsville, TX, a Bell factory test pilot told us in ground school that the P-39 did not "tumble." He also said that a young pursuit pilot in Florida wrote the factory telling them that he could tumble it. The Bell Company had the Air Force give him leave to go to the factory and there one of their test pilots went up in another 39 and flew alongside while he made it tumble. When they returned to the flight line, the young pilot said to the test pilot, "Did you see it tumble?" The test pilot told him that what he actually did was a vicious series of snap rolls, but never really made it tumble. I myself never attempted to make it tumble and never heard of any pilot on the Northern Route who ever said they did.

The P-39 would do the most wicked stall of any airplane I have ever flown. That is why there were so many stall-spin accidents. The smart pilots flew them as though they were petting a rattlesnake. The P-63 was an entirely different flying airplane. With the laminar flow wing it did a milder stall than a Cessna 150 and you could do rolls and I mean slow rolls continuously while going cross-country. With no effort it would roll exactly on its longitudinal axis and you could maintain perfect altitude.

BIRTH OF AN AIRPORT—COMMENTS

Ben L. Donahue, Mountain View, CA

While I look in the mail for each and every new edition of the *Journal*, I continually go back and reread back editions—some for doing bits of research or just rereading.

I came up real short upon rereading Paul D. Friedman's story, "Birth of an Airport," the new Los Angeles International Airport, Vol. 23, No. 4, winter edition.

Growing up in Southern California so many years ago, I attended many of those early Mines Field events: The '28 Air Races, the Graf Zeppelin, the '36 Air Races, naming a few.

Possibly of no fault to the author, there were two events that possibly passed in the dark, probably because being of non-aviation in concept. But they still occurred on the Mines Field complex.

The events were of a promotional nature, probably to promote usage of the real estate. I may be off on my dates a little. The first of two auto races—yes, auto races—was conducted on Mines Field about '35, with all of the top name race car drivers in attendance and participating. The race was on a dirt track, using current stock cars of a convertible configuration, strictly stock in nature except for a very few changes on the exterior parts. The length and duration of the race escapes me.

The second race was of major importance. Again, all of the name drivers of "Indy" fame were present. The cars were strictly "Indy" cars, the two-man racers that raced on the "Indy" oval. But this was on dirt. Again, distance and results are not of importance.

Referring to Friedman's article, there was much turmoil during this period—the mid-'30s. The two races conducted were just an effort by promoters and the city of L.A. to find some way to ease the tax and outcry of dissident citizens.

There was one further promotional ploy made to the L.A. Council. Fortunately this one died aborning: a wood block race track on site of which is probably the two main runways of L.A. International.

FLYING BOAT FACTS

Matthew E. Rodina, Jr., Tulsa, OK

Your recently expanded "News & Comment" section is a welcome addition to the *Journal* and I have several comments concerning items which have recently appeared in "N & C":

1. Peter Bowers' letter (Winter, 1982) and photo are probably of c/n 9404. This Fairchild 91 had been ordered by Pan American as NC16359 but when the order was canceled it was sold to the Japanese Navy in 1937 and designated LXF-1. A second F-91 was also sold to the Japanese and it is thought that this was c/n 9406. The exact fate of these two planes is not known, but one is thought to have crashed in China in 1939 and the other dismantled for study. I'd appreciate hearing from any AAHS members with information on these planes for a future *Journal* article.

2. Dr. Blackie's letter (Winter, 1982) as well as an earlier one from Bob Mikesch (Fall, 1982) concerning the VS-44 flying boats have some errors and I can correct these as well as fill in some missing data. The VS-44 which crashed at Botwood was indeed NC41880 *Excalibur* (note correct spelling). The date was Oct. 3, 1942, and the crash occurred while a takeoff was being attempted with full flaps down. All 11 aboard the plane were killed.

NC41882 *Exeter* crashed into the River Plate while engaged in an arms smuggling venture under the name of Montevideo Transport Co. The accident occurred on Aug. 15, 1947, and killed seven of the ten aboard.

The correct registration for the Sandringham flying boat which was owned by Capt. Blair was VP-LVE.

MORE ON VS-44 FLYING BOATS

Don Thomas, Dunedin, FL

Re: Dr. Blackie's letter on the VS-44 flying boats. Was this a printer's or proofreader's error—*Ex Calibur*? The *Excalibur* was King Arthur's famous sword, and was never spelled as two words.

The American Export Airlines named its VS-44 flying boats after American Export Lines ships—the *Four Aces*, *Excalibur*, *Exochorda*, *Exeter* and *Excambion*, their first passenger ships. They were launched in that order. I was Radio Officer on maiden voyages of the *Exochorda* and *Exeter* in 1931–1932.

Dr. Blackie is correct in saying that *Excalibur VII* was not the original *Excalibur*. It was the *Excambion*, but was renamed *Excalibur VII* by Charles Blair of Antilles Airboats after he bought it from Avalon Air Transport in California. Blair renamed all his planes *Excalibur*; the list of them is in "Red Ball in the Sky."

The big Sandringham which Blair flew to Ireland for Aer Arann to use on the Irish Lakes was named *Excalibur VIII*, not *Ex Calibur VIII*. In late 1980 it was again flown overseas from St. Croix by Captain Gillies and anchored in the River Thames for tourist visits.

Re: the story on Pete Fernandez, Jr., his father, Col. Manuel "Pete" Fernandez, Sr. (Ret.), is still living in Greenville, S.C.

Marsh Gibbon, Bicester, Oxen, England

The aircraft that Charles Blair flew from Gander Lake in 1977—Blair brought the aircraft to England in 1976 and 1977—was Short S-24 *Sandringham IV*, c/n SH.55c VP-LVE (not BP-LVE—there is no nationality mark "BP") named *Southern Cross*. The aircraft was built for the RAF as a *Sunderland Mk III* JM 715, but saw no service, and was rebuilt by Short as a *Sandringham IV* for Tasman Empire Airways Ltd. of New Zealand. It was delivered in 1947 as ZK-AMH *Auckland*. In 1949 it went to Barrier Reef Airways of Australia as VH-BRC, and to Ansett in 1953 as *Beachcomber*. It became the property of Charles Blair in 1974 as N158C *Southern Cross* and then VP-LVE. At present it is registered N158C again and is owned by the Science Museum in England.

The aircraft named *Excalibur VIII* (not *Ex Calibur*) is strictly a Short S.25 *Sunderland 5* as it was not converted by Short Bros. It saw service with the RAF as ML814 before transfer to the RNZAF as NZ4108 in 1953. After conversion to civilian standards in 1963 it went to Ansett's in Australia as VH-BRF *Islander*. As with *Southern Cross*, Charles Blair brought it in 1974 and it became N158J *Excalibur VIII*. It came to England in 1981 (*Southern Cross* came in 1980) and is currently registered G-BJHS to Sunderland Ltd. of Marseilles, France (Mr. Edward Hulton).

Thanks for a truly superb publication.

CREDIT LINES, ETC.

Warren D. Shipp, San Diego, CA

Recent *Journal* "News and Comment" columns seem to be dominated by the subject of the use of proper photo credit lines. There is ire, confusion and divergence of opinions in the letters. Roger Besecker requested that several "old-timer" members, the writer included, comment on credit lines, ownership of negatives, photos, and related subjects, for the purpose of setting a definite and satisfactory system of photo identification for the AAHS and for its publications. In reply to Roger's request, may I present my personal opinions, observations and procedures. The names in parentheses are those individuals to whom the comment or observation is made, or to whom it is an answer to a query, or both, gleaned from recent letters in the *Journal*.

Until the publication of *Journals* #1 and #2 in mid-1953, I was totally ignorant of the vital historic importance of thorough research, accuracy of dates, names, places, etc.; of the requirements of the research paper; of the worthlessness of guessing, relying on memory, or vague references. Bill Larkins had published a photo of a Ryan C-1, requesting information on the craft. Having been personally involved with it, I wrote Bill about all I knew right off the top of my head. I was close on dates, but not accurate, the style was sloppy, loose, and references vague. In subsequent issues, Bill brought out the proper way to provide information, in a gentle and enlightening way. I received my education in a manner that did not embarrass me, arouse my ire or otherwise create a negative attitude. Rather, it was a form of encouragement, causing me to endeavor to continue to respond to queries in the *Journal*, but in a more professional manner. We must realize that within our membership are individuals who were, and may still be, active in aviation. These members have seen or done many things, all of which form the tiny parts of our never-to-be-finished jigsaw puzzle of aviation history. Some of them are not experienced historians or writers, as I was back in 1953, and when they submit comments or information which they believe to be correct and important, I do not think it is justifiable to jump down their throats for being incorrect (Milton Getker's statement on the General Mailplane, and Warren Bodie's reply). Wouldn't it be better for all of us to "educate" them in the intelligent manner Bill Larkins used on me?

When one is in the photo game for as long as I, one gets quite used to constantly seeing his photographs published, usually with no credit, credited to the author, or with some other form of disclaimer. When this occurs in the *AAHS Journal*, I do write the editor to make corrections, for the sole purpose of historical accuracy—ego has long ago been placed in a back pocket. I totally ignore certain editors and publishers whose ethics and credibility have been criticized and publicized by victims of these individuals. At this stage of the game, I really do not put any effort into making an occasional buck on a photo or seeing my name in print. Understandably, newcomers may not feel this way, as they are try-

ing to establish themselves as we did all too long ago.

With respect to the letters by B.J. Matthews and W.B. Slate on ownership of negatives, credits for photos from other photographers, and a "standard practice" for credits, permit me to illustrate the spheres of confusion surrounding who took what and where. Personally, a part of my collection draws a blank as to the photographer, due to my ignorance in the "old days."

I began photographing airplanes around 1931-32, and in 1935 purchased the collection of Charles E. Shalvoy who, along with Freddie Bamberger, got me interested in the hobby as it was then. Often, both Shalvoy and I went to the same New York airports together, and shot the same airplanes. When I bought his collection, I integrated his negs with mine, making those of lesser quality or duplicate views available for trading. On some of his neg envelopes he did have the photographer's name, on others nothing. His airport log contained only those visits in 1935, and was quite sloppy.

Many years later, when I transferred all negatives to proper envelopes, I tried my best to identify the fields and the photographers, but there will be errors and omissions.

To show further compounding of chain-of-possession, after WWII Edgar Deigan purchased the collection of Bill Pinnell, but Ed did not put Bill's name on his envelopes. More confusion—both Pinnell and Deigan traded with many people, and so, in trading with Deigan I received negatives from the Bill Pinnell collection, some of which were taken by Bill Pinnell and others by—well, it's anybody's guess!

To show the chain-of-possession, I label prints from these negatives as "Photo by Bill Pinnell, from Edgar Deigan, submitted by Warren D. Shipp." If there's a better way to do this, we'd be happy to know. In the case of the B-26C photo that Roger Besecker referred to, the one which I identified as one I had taken, I gave this information strictly to indicate that the data forwarded was firsthand knowledge and of which I was absolutely certain, and for no other reason. Roger, I've got a thick hide when it comes to photo credits in the *AAHS Journal*!

Still another situation will complicate things, and a classic case is a Curtiss BF2C-1 that arrived at Floyd Bennett Field late one afternoon. An unusually large number of airplane photographers were accidentally at Bennett at the time. I recall that the pilot taxied the ship between the hangars, and we all gathered shoulder to shoulder to get it as much "in the clear" as we could. Recently, a negative of this ship was in among other negs of a collection received by the San Diego Aero-Space Museum, and I immediately recognized the angle, the lighting, background as being the same one I shot. But there in the foreground were the shadows of seven photographers, one of which was me, and the others could have been any of probably 50 other photographers in the area!

How they filed their negs is pure conjecture. This is what would lead Merle Olmsted to believe that Haney took the photos of the

Bellanca Colombian Bombers at New York's North Beach Airport, and it is incumbent on those who believe otherwise to so inform the membership—for *is not historical accuracy the goal of our Society?*

Over the years, I have devised a set of rubber stamps which I have found to be all-inclusive, for research (model airplane work), for publication, for information, etc. However, the use of rubber stamps on the backs of your prints does not ensure compliance with your demands, but I do believe that it does have some effect. When dealing with what I suspect may be unethical individuals or publications, I stamp NOT FOR PUBLICATION right across the face of the print and make sure it can't be rubbed off. Mostly, I totally ignore such people and publishers.

As for photograph ownership, the negatives I take and have taken are legally and morally mine, to do with as I see fit. Those negatives received in trade, or purchased, are also legally mine. However, we claim to be professional historians, so for the sake of professionalism, fair play, and posterity, it behooves us to indicate as best we can the name of the person who took the original negative, the chain of possession, as well as the place, date, and other pertinent data. As Ed Leiser well knows, those negatives from my collection in the San Diego Aero-Space Museum's Library, are in individual envelopes with all such data on them, and this data should be recorded on the backs of prints sent out by the museum, for the information and further investigation, if necessary, by the researcher. Having nothing more than a negative number on the back of a print means absolutely nothing, and a follow-up investigation cannot be made if one is needed.

However, I cannot agree with any member who becomes vindictive due to errors in the crediting of his photographs in the *Journal* to the extent that he will bury his negatives forthwith, denying valuable historical information to many innocent researchers. (Ralph Johnson, Keith Rider racer.)

With respect to Warren Bodie's comments on the Selfridge Field P-47 and P-51, I'm sure Warren must be aware that these planes must have, during the time they were painted with the distinctive stripes, been flown to other fields, there to be photographed by other photographers. During the Cleveland Air Races at Cleveland, Ohio, from 28 August to 3 September 1946, I photographed P-51H-5-NA #464319, and Republic P-47N-1RE #487800 with the Selfridge Field paint jobs mentioned. Bill Yeager was also there, perhaps others. I'm sure I traded off the surplus negs, so there are others who have shots of these types with this particular paint job.

Perhaps I have accomplished nothing and taken valuable space doing it; however, I felt that Roger and others were entitled to my personal views on the subject of credit lines. It all boils down to my feeling that when it comes to the *AAHS Journal*, they can do no wrong, but anyone else in the publishing business will feel the wrath of this aging shutter-pusher if the slightest infringement is detected. The editor and the staff of the *Journal* do the best possible job under usually

difficult circumstances. It is up to the submitting membership to anticipate problems and possible errors in their submissions, and take the utmost care in obtaining accurate data, compiling it, presenting it, and with an open mind, to accept as professionals, criticism, correction, additions, and to appreciate the intricate procedures involved in putting together the fine publication we have. I think that with all things considered, the editorial staff has a damn good running record.

KEYSTONE COMMENT

Tom Beamer, Bethlehem, PA

Reference News and Comment, page 321, in the Winter 1982 *Journal*: the Keystone in the Earhart photo is probably a Pennsylvania state license; after all, we are the "Keystone" state. I am not certain of the dates used; however, it consisted of a keystone outline with a P centered in the top portion and a number in the bottom half.

LOCKHEED 1931 ALTAIR DL2A/ORION 9C SWISS TRANSPORT MUSEUM

John H. Heyer, Oklahoma City, OK

In reference to the interesting letter from Mr. Wolak published in Vol. 27, No. 3, and subsequent letters from Messrs. Peck and Oder in Vol. 27, No. 4, on the Lockheed Orion displayed at the Swiss Transport Museum, I am enclosing a photo of the Altair/Orion (alias "Swissair 167") which I photographed on October 4, 1980, while in Lucerne. The aircraft is finished in red with white trim and Swissair markings; also, verifying John Oder's comments on skinning, the Orion appears to be covered with aluminum.

The Swiss have done a remarkable job of displaying a fairly large collection of aircraft in a relatively limited area. In addition to the collection of Swiss and other European aircraft on display, several American types are displayed including a P-51D once used by the Swiss Air

Force, a DC-3 (C-47, c/n 33393, ex 44-77061) and a Convair 990, the latter two aircraft previously having been operated by Swissair.

Any member who has the opportunity to travel to Lucerne would be well served to schedule a day to visit this collection.

SWISSAIR'S LOCKHEED ORION

W.A. Key, Port Richey, FL

In the Fall 1982 *Journal* "News & Comment," page 237, the letter of Edward W. Wolak states that NC12222 is *not* the only Lockheed Orion 9 in existence, that the Swiss Transportation Museum has on display one of two sold to Swissair.

Not true! Both Swissair Orions were sold and disappeared in the maw of the Spanish Civil War.

NC12222, the only metal fuselage Orion, and the only one still in existence, lay derelict for too many years while countless dollars were poured into the restoration of "Warbirds" ad infinitum. Swissair tracked it down and rebuilt it complete with (spurious) Swissair markings. It now hangs in the museum in Lucerne as No. 167.

It's regrettable that short-sighted U.S. collectors allowed this bird to get away from us.

Regrettable too that this probably well-intentioned information got into print to cloud the history of the Orions. There was considerable publicity in the aviation press about NC12222 becoming Swissair 167. Nobody checked?

FAIRCHILD F-91 AMPHIBIAN—JAPAN

Noboru Jyoko, Uwajima-shi, Ehime-ken, Japan

I'm a Japanese aeronautical bug and a member of the AAHS. I'm 60 years old and a retired high-school principal.

I've been interested in aviation since 1935 and specialize in Japanese aviation, especially imported aircraft from foreign countries.

I just found a photo of a Fairchild amphibian which was offered by Peter M. Bowers in the Winter issue of the AAHS *Journal*.

I'm enclosing a separate sheet of a monograph concerning the Fairchild F.91 on which I have been collecting information. This is a copy from my aviation file and the most detailed report available in Japan.

Recently I visited an ex-test pilot of Kawasaki Aircraft Co., who was engaged in a test flight of the Fairchild before the war. He is now 76 years old and still remains hale and hearty. I wrote his impression of the Fairchild in this article.

I'd like you to publish my article (News & Comment) in the *Journal* of AAHS. I expect some responses from American members.

I also have a quite rare photo of the Douglas DF flying boat with military colors and valuable information which has not appeared in Japanese aviation magazines.

Your article on the Fairchild F.91 is being prepared for use in a future issue of the Journal.
—Ed.

FORUM NOSTALGIA

Len Morgan, Argyle, TX

I found your "Forum of Flight" in the Winter 1982 *Journal* most interesting.

In March 1939, I took my first airplane ride in AAL DC-2 NC14275: Bowman Field, Louisville, to Lunken Field, Cincinnati. Then I returned on AAL DC-2 NC14924. The round trip was a birthday gift. The total fare was \$10.70; I still have the ticket.

My *Air Britain Douglas* book reports that this ship crashed on June 6, 1942, 60 miles east of Bangalore while being operated by No. 31 Squadron, RAF. I was in the RAF at the time, based in Egypt. NC14924 is reported by AB to have been shot down by three Me.110s over Iraq on December 12, 1941, also while serving with No. 31 Squadron.

I thought for a minute I had flown in the Condor shown on the same page but a check of my log (I carefully copied down every registration) shows that I rode aboard NC727K, not NC726K as shown in your picture. I did not realize that Clarence D. Chamberlain owned more than one Condor. I remember that he flew the ship I was in, his wife sat in the copilot's seat and their Scottie sat on the floor between them. We riders sat along the sides of the cabin with our backs to the windows. I think there were 38 of us, although that seems a large load for that aircraft. I do recall reading a letter or article Chamberlain wrote years ago about how the CAA made him take out some of the seats.

My father was skeptical about flying but I convinced him that any pilot who could fly the Atlantic should be safe enough on a 15-minute pleasure hop.

Your pictures brought back pleasant memories.



"KILLER" KANE COMMENTS*Harold O. Christensen, San Francisco*

It was with avid interest that I read Part 2 of "Out in the Blue," the war diary of John R. "Killer" Kane, in the Winter issue of the AAHS *Journal*.

During World War II, I was stationed with the 376th Bombardment Group (514th Bomber Squadron) of which Colonel Kane refers. I was a tailgunner aboard a B-24D.

I remember Col. Kane well. Although I never met him personally, there were many rumors circulated throughout our group about the "Killer," as he was considered a "hot" pilot and quite a colorful guy.

One of your members, Dr. Roger Burr, administrator of the St. Francis Veterinary Hospital here in San Francisco, was kind enough to let me read your *Journal*.

While I was flying combat in the Middle East Theater, we had some memorable bombing missions over the ports of Benghazi and Tobruk in Libya in 1942.

My last mission proved to be the most hazardous. Just after dumping our bomb load on Benghazi Harbor, we were jumped by three Messerschmitt 109G German fighters. We sustained considerable damage, one waistgunner was killed instantly when a 20mm cannon shell tore through my tail turret, traveled amidships and hit Sgt. Raymond Weipert. The other waistgunner sustained facial wounds from shrapnel and I received several shrapnel wounds in my right leg.

The top turret was immobilized from the fighter cannon fire so my station was the only one operable. I had no place to go so I stayed in my turret and fought off the three fighters despite my wounds. I sent one of them spinning to earth, trailing dense white smoke from his ruptured glycol coolant system. I received the Silver Star and was also awarded the Purple Heart and the Air Medal.

Perhaps the readers of the AAHS *Journal* would enjoy reading about the experiences of a tailgunner as seen through the eyes of an enlisted man.

If you would be kind enough to advise me as to length and style, I will attempt to make my article as entertaining, cogent and succinct as possible.

VIRGINIA AVIATION HISTORY*Robert K. Parmeter, Schenectady, NY*

A couple of comments on the Vol. 27, No. 4, Winter 1982 *Journal* letter on Virginia Aviation History.

The 1975 Library of Congress publication, *Wilbur + Orville Wright, A Chronology*, by Arthur G. Renstrom, notes that it was September 3, 1908, not September 4, 1908, for the first flight of a heavier-than-air craft in Virginia when Orville Wright made a 1 min. 11 sec. flight at Ft. Myer, Va.

A more serious correction involves the claim that the first passenger flight in U.S. history took place at Ft. Myer on September 9, 1908.

The *Chronology* notes that the first passenger flight took place at Kitty Hawk, NC, on May 14, 1908, when Orville made two flights with Charles W. Furnas (their mechanic) of Dayton, OH, aboard. The first one of 600 meters in 28-3/5 seconds and another of 2-1/2 miles in 4 min. 2-2/5 seconds.

A possible Virginia first not mentioned in the *Journal* letter could be the first night airplane flight. Orville Wright's last flight on September 9, 1908, at Ft. Myer, VA, lasted until after dusk according to the *Chronology*.

Changing the subject, I am researching the Beech 18 and would like to hear from anyone with any information on the use of the AT-11/SNB-1 as a gunnery trainer during World War II: Robert K. Parmeter, 11 Division St., Schenectady, NY 12155.

I eagerly look forward to each issue of the *Journal*.

INDIAN AVIATION*Art Schoeni, Dallas, TX*

I was looking through some of my Kodachrome slides I took on a vacation visit to Canyon de Chelly National Monument a couple of summers ago. I noted two shots which I took at the Navajo Indian children's school at Chinle.

A large group of youngsters was gathered in the playground to learn something about aviation. They were watching their instructor and some larger youngsters inflate a crude, large, black plastic "balloon" and put it in the air.

I made a couple of black and white prints from the slides. I don't know what interest, if any, the society has in any outside activity like assisting such enterprise among the original Americans. Maybe you know someone who would be. That primitive attempt to make a balloon and inflate it with hot air, in this advanced scientific era, made me feel a little strange.

Navajo Indian School, Chinle, Arizona.

FLYING TIGERS/14TH AF ASSN.*Link Laughlin, Coral Gables, FL*

The last issue of the AAHS Newsletter included an article that I take issue with. Re: the 14th AF identification with the Flying Tigers. "... unveiled Sept. 26 in front of hundreds of original Flying Tigers. . ."

As of this date our current count of living Flying Tigers is approximately 135, of which 31 are pilots.

We've resented the 14th AF Assn. appropriating our identity since back in the early '60s. Up to that time they identified their organization as the 14th AF. We protested. In '65, General Stone and the 14th's Board of Governors resolved to discontinue the use of our name. Of recent date their current board resolved to reappropriate our identity again.

Their claim to the use of our name is based on a rationalization made long after the facts. The 14th was not even in existence during our period of action.

The AVG was unique in WWII. Created from members of the U.S. military organizations by virtue of an Executive Order by President FDR in 1941, the original volunteers were in the majority Navy personnel (Navy and Marines).

In representing themselves as Flying Tigers, the 14th AF Assn. confuses the public and detracts from the real accomplishments of



(Photo by Arthur L. Schoeni)



their own organization. They had an excellent record.

In recent communication with Chuck Older (AVG) and General Stone (14th), Stone deplored the action of the present board—called them hotheads.

In July of '42 they took over our P-40s and our station wagon. They didn't appropriate our record or our identity until some 20 years later in 1960.

The above excerpt is from a letter received 12-27-82 from Link Laughlin, 1st AVG Flying Tiger pilot who wrote the "Ferry Flight" (P-40s across Africa) article that appeared in the Spring 1978 issue JAAHS.

Chuck Older is presently a court judge who is best known as the "Manson Case Judge." Older is credited with 10 1/4 kills.

—Mauno Salo

MISSING STRUTS OF THE MYSTERY "R"

Jesse Davidson, Great Neck, NY

It was interesting to note that all the Travel Air Mystery Ship photos appearing in Vol. 27, No. 4, Winter 1982, distinctly show the twin short streamlined struts protruding diagonally from fuselage to stub wings, to which outer panels are attached. But nowhere in the article authored by Ed Phillips is mention made of the absence of the struts as shown on Mystery Ship 400, in flight, page 293.

If this has caused any reader to take a second or third look and wonder where the struts went, perhaps the following information will suffice.

The aircraft bearing registry NR 482N are identical; it was ordered by Shell Oil Company in 1930 to be used at air races and meets to advertise their products. Jimmy Haizlip flew this ship in the 1930 Thompson Trophy Race where it bore the race number 35. Later in the season it picked up the number 26 and was flown intermittently by Jimmy Doolittle and Haizlip around the country during 1931.

Early in 1932, Doolittle decided to modify the ship for the 1932 National Air Races. Modifications were done at the Parks Air College facility in St. Louis, and included a beef-

ing-up of the fuselage and removal of the small streamlined struts. Brace wires from fuselage to top wing surface and wires from the under surface to the landing gear housing were retained. The cockpit was completely enclosed and transparent panels were added to either side. A sliding canopy enabled a smooth air flow when it was set flush to the windshield. The yellow and red paint job identifying the Shell entry now carried the number 400. (Doolittle had used this number on his 1931 Laird racer.)

Number 400 met its demise during its first test flight while traveling at 235 mph. A curved torque tube, designed by Doolittle himself, failed, and wing flutter occurred with increasing intensity to a point where he could no longer control it. Doolittle bailed out at low altitude and landed unhurt. The ship was completely destroyed.

HARRIET QUIMBY COMMENTS

Harry J. Jenkins, San Diego, CA

Relative to the article by Hugh Powell, "Harriet Quimby, America's First Woman Pilot," I found it to be a most interesting article. In 1912, when Miss Quimby met her death, I was nine years old and living in Saugus, Mass., where many early aviators were flying their Wrights and Curtiss planes.

When Miss Quimby and Mr. Willard perished, Boston newspapers (the *Boston Globe* and the *Post*) carried stories hinting at a possible suicide pact between Willard and Quimby and cited how often they had been seen together previously. They suggested they jumped from the plane.

In follow-up stories that I read avidly, I never found any suggestion that a rudder control wire had given way, but I did read one belief that "a wire" may have broken, causing part of the plane to "collapse" or break.

When Mr. Powell states: "The warping lever, the device used to warp the wings—the equivalent of modern wing flaps," I feel sure he means "ailerons." In 1915 I sat in a Wright Model B at Saugus and worked the controls so I am familiar with "wing warping." The co-

ordinated rudder and bank control on the Wright turned the rudder right for a right turn and at the same time the right wingtips warped upward and the left wingtips warped down and gave the proper bank for the turn, as ailerons do. (When I say the rudder turned right, of course I mean that it pulled to the right so its right side presented more surface to the wind stream.) When the wingtip trailing edges began "warping" or bending out of shape, my 12-year-old mind thought, *What a flimsy machine this is! I am sure Mr. Powell meant ailerons, not flaps.*

COMMENTS ON COMMENTS

John Underwood, Glendale, CA

Author Ed Phillips states that nothing is known of the fate of the Model R Travel Air, R2005. This airplane was shown at the Giornata dell'Ala air display at Rome in 1932. It was subsequently evaluated extensively at Aviano, the fighter school, and at the Guidonia Test Center, where it was dismantled in 1937. It retained the distinctive factory color scheme and carried the Air Ministry serial number MM.185 on the fuselage just below the leading edge of the horizontal stabilizer. Much of the R design was applied to the Breda 27, which was built in small numbers for the Chinese. The prototype Br 27 even had the same paint job as R2005.

Referring to Alton Kuhl's letter on Amelia Earhart's visit to Erie, Pa., in 1932: The airplane in question was a Stinson SM-8A Junior, NC922W, owned and flown by Hubert H. Hall, a prominent Erie sportsman pilot. The keystone emblem on the fuselage was not a corporate logo but a license applied by the state of Pennsylvania. I believe Pennsylvania discontinued the licensing of aircraft in the mid-30s.

Back to the Loughhead Duo-Four mishap again: I was misinformed about the pilot. It was not Eddie Bellande but E.L. Remelin. Bellande had been barred from further test flying by TWA. Remelin, who flew for WAE, was free to make test flights on his days off.

FAIRCHILD FC-2— VOL. 27, NO. 4, WINTER 1982

George H. Clapp, Central Square, NY

I would like to point out two errors in the above issue which were my own fault. The first was a typo: the Berliner-Joyce was a P-16, not P-17. The second was the absence of the vertical fin—horizontal stabilizer brace wires on the top view of the FC-2. They weren't on the drawing I sent.

To Hans Kofoed of Denmark ("Good Show," *AAHS*, same issue): I am at present working on the Fairchild KR-21 taperwing and KR-34C straightwing biplane drawings. These were the largest produced models. Hopefully, they will appear in a future volume of the *Journal*.

