

NEWS & COMMENT

FROM OUR MEMBERS

GOOF PROOFS

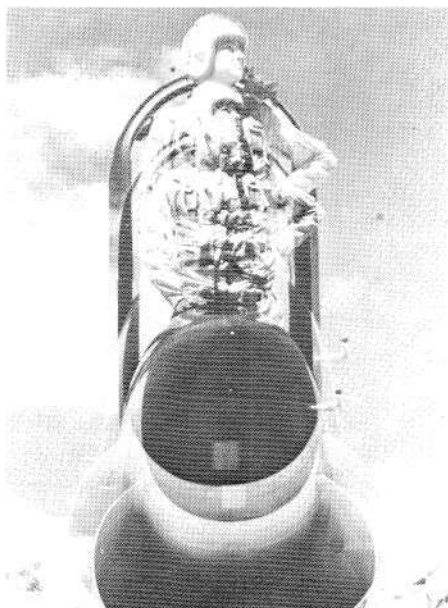
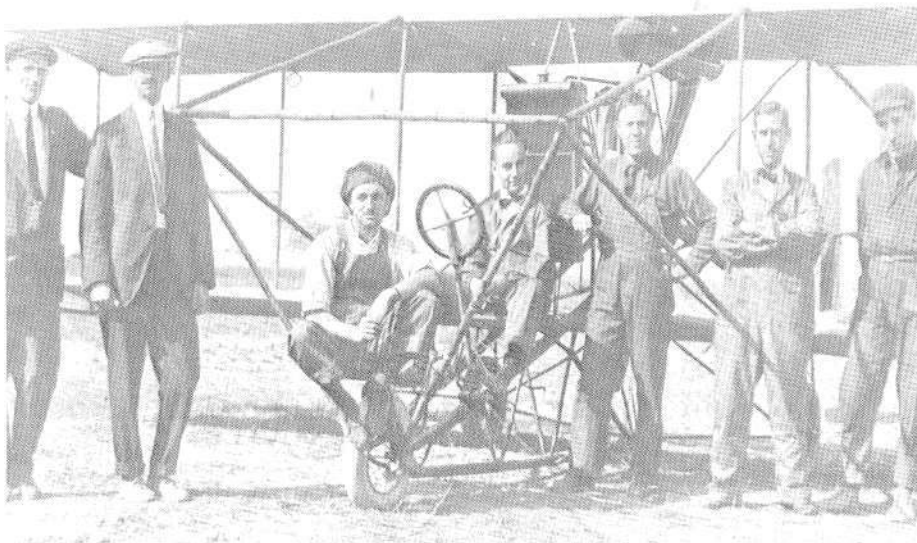
Art Schoeni, Dallas, TX

Nobody hits a home run every time at bat. So I don't feel too bad about several double exposures of high-speed jet aircraft I shot during my 20 years as writer/photographer for Chance Vought Aircraft. After all, I did shoot about 20,000 pictures of planes on carriers, air stations and around the factory.

Enclosed are five examples of my goofs, all featuring the F8U *Crusader* fighter. All were taken with a 4x5 Speed Graphic with a 250mm telephoto lens. Some were aerials, some taken while standing beside the runway or on a carrier.

In the excitement and deafening noise it is not hard to forget that you already had taken one shot on the two-film holder and fail to reverse it for a second shot. The end result shows some *Crusaders* in dangerous attitudes, flying pretty tight wing on each other. The one ground shot of test pilot Stu Madison is hard to find an excuse for—maybe it was in the two-seater TF-8A.

The *Crusaders* in the pictures range all the way from the very first SF8U-1 to the latest F-8Es so I didn't play any favorites with my goofs. Strange I didn't have double exposure trouble while shooting F7U *Cutlasses*, A-7 *Corsair IIs* or the XC-142A V/STOL. There must have been some aircraft shots that weren't doubles—I placed 193 of my pictures on aviation magazine covers in the U.S. and 16 foreign countries in those 20 years.



CURTISS—SAN DIEGO

C. Robert Mills, Jr., Essington, PA

The above photo was taken at San Diego, Calif., during the winter of 1913/1914. Second from the left, of course, is Glenn Curtiss, and third from the right is Frank Mills. The others are unknown. If you know the names of the other men in the photo, please write to AAHS News & Comment and share your knowledge with the rest of us.

