



THE TREK OF THE ACONCAGUA

by Dan Hagedorn

THE AIRPLANE THAT EVENTUALLY BECAME, THROUGH AN intriguing series of events, the one-and-only U.S. Army Air Forces Junkers C-79 transport, started its epic journey at the Junkers GmbH works at its Dessau/Bernburg complex, about 50 miles southwest of Berlin, Germany, during the first six months of 1935.

Given Werke Num. 5283, and completed as an airline-configured (Ju-52/3m ge) example of a transport/bomber design which would eventually reach a total production run of roughly 4,835 examples, our subject airplane was comparatively early off the assembly lines, the first flight of the type having occurred only four years earlier, in April 1931.

The manufacturer's literature described a dependable, sturdy, no-frills airliner, crewed by three and carrying up to 17 passengers at a loaded weight of 22,046 pounds, at an advertised cruise of 155 mph—pulled along by license-built Pratt & Whitney *Hornets* built as BMW 132A-1s.

The Ju-52/3m ge airframe, the literature assured prospective buyers, was improved over the preceding production variant, the Ju-52/ 3m fe, by having a very strong one-piece fuselage and "Ju-Pak" propellers—two-bladed airscrews with a very broad blade root to facilitate more intensive engine cylinder cooling in lower speed ranges, and during climbing flight—ideal for many foreign operators.

Originally ordered by the German-run and owned Syndi-

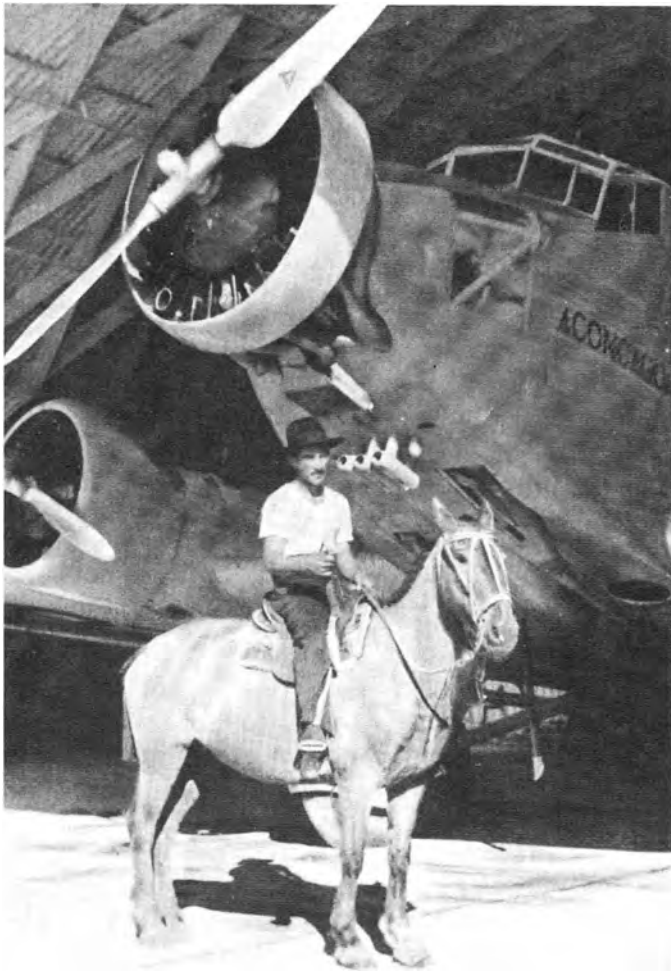
cate Condor airline organization in Brazil, that line's fifth Ju-52 (of an eventual total of 15) , Wk. Num. 5283, was shipped during July 1935 to the South American republic and, following erection at the airline's shops near Rio de Janeiro, having borne its first of many identities, the German ferry registration D-6, for tests in Germany and acceptance trials in Brazil.

Condor quickly placed the new aircraft in service, alongside its diverse fleet of other Ju-52s, Junkers G-24s, F-13s, W-34s, a Ju-46 and several Dornier *Wals*. As was its custom, it christened the airplane with the name of a famous Latin American geographic feature—in this case "Aconcagua," the highest mountain in the Western Hemisphere. Oddly, this name would stick with the airplane throughout most of the remainder of its many lives.

The Brazilians issued their registration marks PP-CBA, officially, on 29 September 1935 and, for the next 23 months, Condor flew the aircraft intensively on its growing net of nearly 4,000 miles of routes—in this case as a land-plane, although other Condor Ju-52s operated on floats.

Condor was actually a subsidiary of Deutsche Luft Hansa A.G. or DLH (as it was known at the time, shortly thereafter

Earliest known view of the Aconcagua, while in its first period of service with Condor in Brazil as PP-CBA. The wheel spats remained on the airplane until it became the C-79 with the USAAF. (Author's Collection)



An early Syndicato Condor publicity photo taken to contrast the old versus the new mode of transport in Brazil. Compare this view to the similar view when it became the C-79 with the USAAF. (Cruzeiro do Sul)

The Syndicato Condor airline logo, featuring none other than a Ju-52. The insignia was not carried on the aircraft. (Author's Collection)

The SEDTA Ecuador logo in use at the time of PP-CBA's lease to that German-controlled airline, the aircraft still bearing the name *Aconcagua* along the fuselage sides. (Author's Collection)

Litter patient being loaded aboard D-AENF at Chilian in Chile during the earthquake mercy missions there. Note the name now extends down the full length of the fuselage, and small "Lufthansa" titles replace the former position of the name under the cockpit. The LAN motif on the coveralls of the man in the middle foreground is also of interest. (Author's Collection)



shortened to simply Lufthansa) and, as the German line sought to spread its net into international breadth across the expanse of mainland South America, it opened lines into Ecuador, Peru, Bolivia, Paraguay, Argentina and Chile, and connected with other lines in Colombia and Venezuela.

Lufthansa found it expedient, in many cases, to carry German registrations on its aircraft overseas and, as its routes expanded, it brought aircraft to South America from Germany—but also “bought back” several others from its local affiliates. Wk. Nm. 5283 was one of these, and was thus duly re-registered as D-AENF and repainted in Lufthansa livery on 31 August 1937, although retaining its Condor fleet name “Aconcagua,” now emblazoned along the length of the fuselage.

The aircraft was intended for wide-ranging service along the Andes Cordillera, and was, accordingly, retrofitted with BMW 132S-0 engines for high-altitude operations at this time.

As D-AENF, *Aconcagua* was, seemingly, everywhere. She turned up in Peru and Ecuador frequently, and between 8 January and 14 March 1938 was leased briefly to LAN Chile when equipment shortages within that airline presented the Germans with an opportunity to rent, at a very nominal fee, a contemporary German airliner to a potential customer. LAN had flown only French and U.S. equipment previously, although the first two of four Junkers Ju-86Z-1 transports arrived shortly after the lease of D-AENF.

The *Aconcagua* returned to Lufthansa's pool again, but was back in Chile, after sporadic services to Argentina, in

January 1939 to aid in disaster relief in southern Chile, where a devastating earthquake had struck. Transporting serum, medicines, surgical instruments and litter patients alongside an Aeroposta Argentina Ju-52 and aircraft of LAN and the Chilean Air Force, Lufthansa made great press of its part in the relief operations.

Besides direct aid to victims, she also carried a party of very high-ranking Chilean officials to survey the scene, centered around Chilian. Although the aerodrome there was in very poor condition, the German pilot landed the aircraft, making a truly lasting impression on the hapless local population, it being the first visible sign of outside aid to arrive directly at Chilian.

As Lufthansa evolved its services into additional local airlines (SEDTA in Ecuador and Lufthansa [D.L.H.] Sucursal Peru), it streamlined its Latin American fleet back onto local registry.

One of the first manifestations of this strategy took place shortly after the Chilean disaster operation, when D-AENF was briefly allocated to D.L.H. Sucursal Peru and registered there as OA-HHD—but once again retaining its old Condor fleet name. It once again regained its German marks D-AENF, before being canceled (probably for political reasons) on 11 September 1939 (not, perhaps, coincidentally 10 days after the German invasion of Poland), and she once again became PP-CBA with Condor! It is interesting to note at this point, in view of subsequent events, that this Brazilian registration was not *officially* canceled until 6 November 1964!



One of Lufthansa's offspring was SEDTA in Ecuador (Sociedad Ecuatoriana de Transportes Aereos, S.A.), which started services with a Junkers W.34 and, before seized by the Ecuadoran government on 3 September 1941, also operated six Ecuadoran registered Ju-52/3ms and a further two leased from Condor—including PP-CBA, once again still bearing its now well-known name, but with small SEDTA titles under the cockpit.

Much has been made of the Axis airline penetration of Latin America, where virtually all major lines were German owned, influenced or controlled. With the Hitler/Mussolini conspiracy gaining ground, seemingly everywhere, the United States exerted what can only be described as extraordinary efforts to at first limit, then nationalize and finally, eliminate the Axis airline networks in Latin America, reasoning that it represented not only a highly visible propaganda tool and vehicle, but a viable military potential as well.

In Ecuador, where *Aconcagua* placidly ploughed along on its services to Bogota, Lima and interior Ecuadoran destinations, the U.S., principally through the agency of the FBI, bluntly accused SEDTA of using its equipment and German personnel to smuggle arms caches into the region and in engaging in secret training with German groups. As FBI records are classified into perpetuity, we may never know the foundation for the damaging allegations—or the drama which may have in fact occurred.

As it happened, SEDTA was the *last* wholly owned Lufthansa subsidiary to fall to U.S. pressure, primarily due to the obstinate grit of the Ecuadoran government, which quite bluntly aimed to get the most out of liquidating what had in fact been a valued, cheap and reliable internal airline service.

By September 1941, only two SEDTA Ju-52s remained in-country, the others having either been lost to accidents or

hastily flown out and re-registered with Condor in Brazil. Only HC-SND (Wk. Num. 5109) named "Azuay" and PP-CBA, *Aconcagua*, which had been leased on 24 April 1941 after one of its "own" Ju-52s had been lost, remained in service.

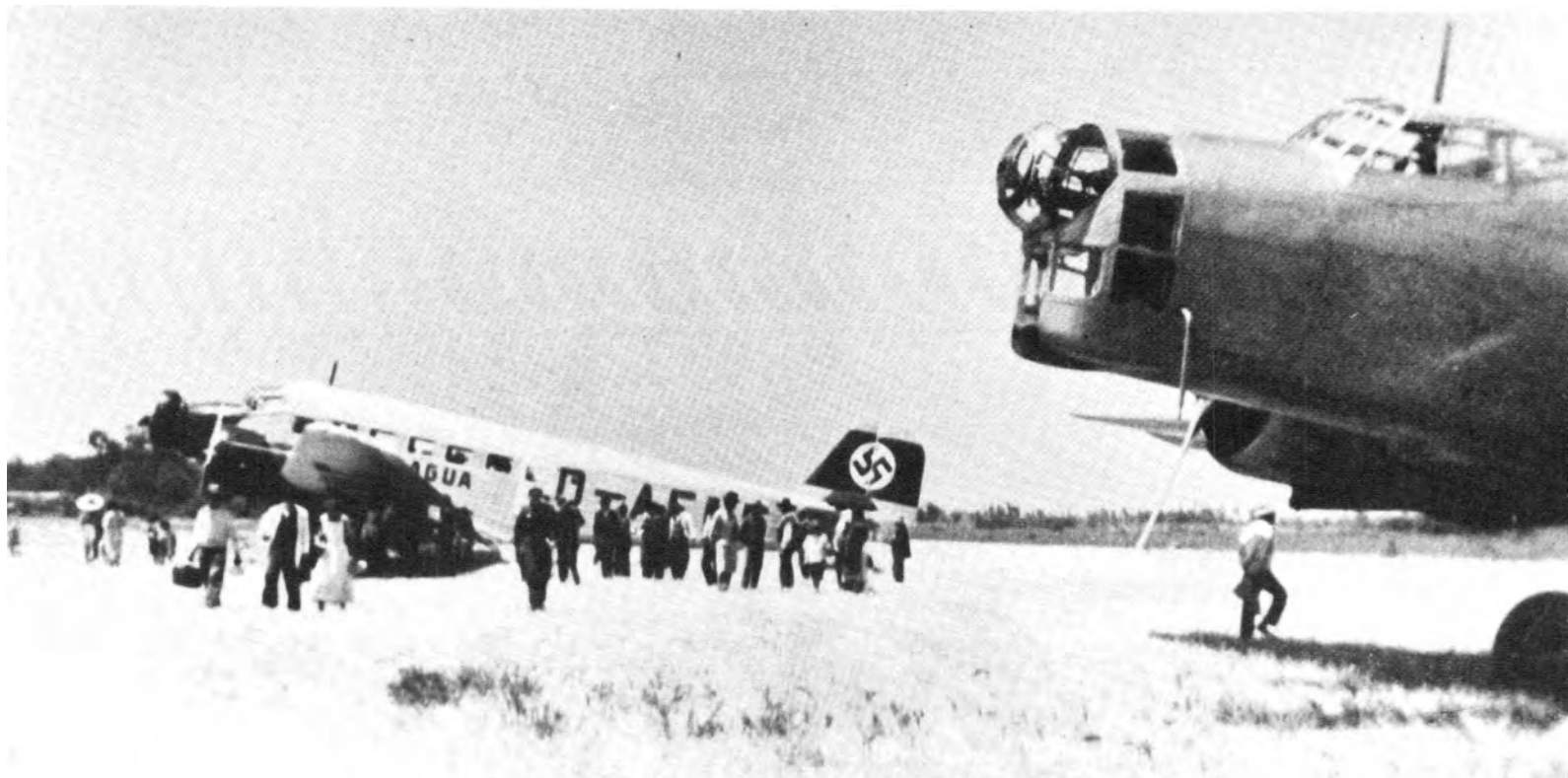
Both aircraft were, nominally, immediately expropriated by the Ecuadoran Air Force and, aside from having their airline titles and civil registrations replaced by Ecuadoran military marks, oddly retained their fleet names—and it was by these names that the aircraft were invariably referred to, rather than by type designation, at this juncture.

AT ALMOST THIS SAME MOMENT, SOME 750 MILES DUE north, a young U.S. Army Lieutenant, assigned to Battery "D", 4th Coast Artillery, was engaged in engineering a complex, top-secret double array of submerged anti-shipping and anti-submarine mines, to guard the Pacific approaches to the Panama Canal.

Through a strange series of events that could only occur under the impetus of wartime and war-preparation expediency, Lt. Ned L. Kragness was destined to gain a footnote in history, although he would have scoffed at such a suggestion as he sweated in the dank, humid mine field casement near Nellis Island on the Pacific side of the Canal Zone in mid-1941.

Ned had learned to fly in his native Minnesota in the 1920s, initially in a home-built, Ford Model A-powered Pietenpol—and later gaining time on a Waco 10 and *Challenger*-powered Curtiss Robin.

Living and working through the Depression years, he was impressed by the benefits offered via ROTC enrollment, and so entered in the Army program at the University of Minnesota, graduating with a degree in Mining Engineering in



1939. Hopes of an appointment in the Air Corps were dashed, in a typical case of Army logic, when he was tendered an appointment in the Coast Artillery Corps!

Following his assignment to Panama and the Coast Artillery unit, where his "Mining" degree somehow qualified him to oversee installation of submarine mines, Kragness was transferred, as war approached, to the 1st Air Depot Group (later Panama Air Depot) at Albrook Field in 1941, where it was hoped that his combination of engineering skills and aviation background would prove useful in a very rapidly expanding command.

Apparently the Air Corps was not comfortable having a Lieutenant sporting Coast Artillery brass around, and so arranged to have his commission arbitrarily transferred to the Air Corps. In fact, he was "flight qualified" in Panama—training consisting of a Master Sergeant showing him over the controls of a North American O-47, slapping him on the shoulder and declaring, "You'll do just fine, Lieutenant!"

Ned had a variety of fascinating experiences while at the PAD, and prior to 7 December 1941, included exposure to the exotic Curtiss YA-18s assigned at Albrook ("terrible, horrible airplanes") and the equally obscure Vultee YA-19 ("longest damn canopy you've ever seen").

With the Japanese attack and frantic U.S. efforts to beef up the Atlantic and, especially, Pacific approaches to the vital Canal, Ned found himself, in early 1942, assigned to the brand-new Talara Air Base, on the coast of Peru, as Engineering Maintenance Officer.

Meanwhile, the U.S. had completed arrangements with Peru and Ecuador for air bases, coastal defense facilities and other cooperative measures—a little-known provision of which featured the handing over of one of the two ex-SEDTA Junkers Ju-52s—none other than *Aconcagua*—to the aircraft-hungry Caribbean Air Command (CAC, later Sixth Air Force).

Exactly how the *Aconcagua* got from Quito to Talara is not clear—Ned Kragness gained the impression it had "flown to La Paz, Bolivia and Limatambo airport, near Lima, Peru," first.

At any rate, arrive it did at the new U.S. air base at Talara in May 1942, being promptly painted with then-current U.S. national insignia and CAC-style three-tone camouflage. Incredibly, the base commander tagged Ned Kragness to carry out what can only be described as a very stout feat of airmanship.

"I went out and just studied the aircraft, trying to make sense of the controls, odd landing gear airbrake handle arrangement, which consisted of two huge levers sticking up through the cockpit floor—and worrying over the obviously very-high-time BMW engines. It had a monster of a Telefunken radio mounted on porcelain shock mounts in the main cabin, to the right and rear of the copilot's seat and what had to be the world's largest tail skid shoe." His assignment: to check himself out in the aircraft, without benefit of familiarization flights or briefings—and fly the aircraft, solo, to the Canal Zone!

The tires on the aircraft were a problem, going low or flat several times, but once he felt he had a handle on the beast, he took off from Talara and, with a single refueling stop at Cali, Colombia, proceeded on to Albrook Field, Canal Zone, "making a very low, very slow approach to the Canal in a specially delineated corridor—being met and escorted in by two P-40s." His most vivid memory of the flight? "The huge silver nameplate on the bulkhead, with *Aconcagua* emblazoned on it," adding, perhaps more pointedly, "I had the damndest time with those instruments." This was, certainly, one of the very first flights of an "Axis" aircraft by a U.S. service pilot following America's entry into WWII.

The *Aconcagua* at this point lost its identity under the coat of USAAF camouflage paint, its last proof of identity the

Lufthansa's D-AENF *Aconcagua* while on a brief lease to LAN Chile, debarking passengers rather informally somewhere in Chile. Note the nose of a Chilean Air Force Junkers Ju-86 in the right foreground. The Germans did not miss a chance to "show the flag" in sympathetic Chile.

(Author's Collection)

Rare interior view of the *Aconcagua's* cabin looking forward towards the flight deck. On the placard over the door is the aircraft name, *Avion Aconcagua*, followed by the crew's names, simple flight instruments for the information of passengers, and the radio operator and his monster gear to the right. This photo was taken while in service with SEDTA in Ecuador.

(Author's Collection)

silver nameplate—and the elaborate leather document case which had been stowed behind the pilot's seat—which Kragness "liberated. I figured they owed me that much!"

The official Individual Aircraft History Card for what was now U.S. Army Air Force Junkers C-79 (not UC-79 as sometimes cited) serial number 42-52883, rather blandly states that the airplane was "delivered" at Albrook Field on 9 May 1942, having been "procured from civilian owner"!

The airplane was promptly wheeled into the Panama Air Depot (PAD) for a major revamping—the first of many visits to the PAD shops—one of the first actions being replacement of the BMW engines with Pratt & Whitney R-1690-23s.

Ned Kragness lost touch with the C-79 as he assumed other duties, and the airplane "disappeared for lengths of time," and in truth, its activities and whereabouts between June and November 1942, coincidentally the height of Axis submarine activity in the Caribbean area, are completely undocumented—aside from a single entry on its History Card—"Aruba, 9 July 1942." Kragness, and several other officers interviewed for this narrative, claim to have heard repeated stories that the airplane was being used in the Caribbean as "sub bait—a substitute resupply aircraft for German subs—only it wasn't dropping them fresh fruit!" This adds fuel to the almost legendary claims, repeated with frequently profound conviction, that Axis air crews on Latin American airlines were still lending aid to German subs at preselected sites well into the opening months of the U.S. entry into the war. This writer could find no *official* records supporting either story.

In fact, the C-79 appears to have led a rather more sedate, although well-traveled, career with the USAAF, being assigned in May 1942, following its PAD overhaul, to the Trinidad Area VI Air Force Service Command and, in November, to the famous 20th Troop Carrier Squadron of the Sixth Air Force, on Aircraft Assignment Order No. 10.

The 20th TCS was a very diverse outfit, flying a myriad of transport and liaison types on its extremely varied and wide-ranging missions out of Albrook Field, aircraft in its inventory at one time or another during the war including C-39s, C-49Bs, C-47s, OA-10s, the solitary XC-108 (B-15), and exotic aircraft "acquired from civilian owners," including the Stinson UC-91 (a Stinson Model A Trimotor), the Hamilton C-89 and a bevy of strange liaison types. The C-79 didn't seem at all out of place in this menagerie.

Colonel (then Lt.) Kenny Marts of the 20th TCS recalled the C-79 vividly, remembering a number of squadron pilots who flew the odd, docile aircraft. "PAD had done a lot of work on the airplane—rebuilt it, really—but even so we were constantly having trouble with it." He recalled one trip carrying a load of spare parts bound for a Sixth AF fighter squadron on Aruba when, an hour or so out of Albrook, "the nose



engine packed up—the damned thing's sole function seemed to be to make the cockpit unbearably hot, for the tropics anyway." They proceeded on, diverting to Cartagena, Colombia, where they took a rope and tied the hitherto windmilling nose engine prop to either side of the windscreen, "it having been cooler in the cockpit, but a very effective airbrake while windmilling!" With the prop thus secured, they took off on the two good engines and proceeded on to make their delivery!

As more modern, standard aircraft types arrived in Panama, the expense and headaches associated with operating one-of-a-kind aircraft became an excessive and unnecessary burden, and the C-79 and its sister anachronisms spent more and more time at the PAD, the C-79 languishing there all of June 1943 for IRAN (Inspect and Repair as Necessary) action and again from August through October 1943. On 6 October 1943, it was reported as "awaiting delivery to station," despite the protests of the Commander of the 20th TCS, who bluntly didn't want the aircraft back.

PAD was at a loss as to what to do with the now rather expensively retrofitted and essentially airworthy C-79, reporting to HQs, Sixth AF, in late 1943 that "all possible" repairs and modifications had been completed on the airplane—and requesting (again) assignment instructions.

Enter the next player in the trek of the *Aconcagua*.

ONE OF THE GREAT, UNHERALDED ENGINEERING FEATS OF WWII was the momentous work started, but not completed, on the Inter-American Highway which, in the dark days of 1942, seemed a sensible and worthwhile defense project, with obvious postwar commercial and military benefits to both the nations of Central and South America and the U.S.

This massive project was managed jointly by the Bureau of Public Roads (later Public Roads Administration or PRA) and

Sole remaining links to the *Aconcagua's* past, Ned Kragness, first U.S. pilot to fly the aircraft, poses with the aircraft document case, emblazoned with the SEDTA sticker and aircraft name, at his home in Virginia. (Author)

Lt. Kenny Marts at the controls of the USAAF Junkers C-79 while assigned to the 20th Troop Carrier Squadron, Sixth Air Force, Howard Field, Canal Zone, in early 1943. (Woodson VanOsdol)

The C-79 while operated by the Public Roads Administration in Costa Rica, registered as TI-60. Note three-bladed props on all engines and Costa Rican flag on the rudder. (Harshberger)



the U.S. Army Corps of Engineers, with Resident Engineers and their staffs responsible for segments of the project in each country along the proposed route.

One of the toughest segments of the highway was through Costa Rica, where Resident Engineer M.L. Harshberger was toiling valiantly to make things happen. One of his chief concerns was moving his pioneering and survey crews, and supplies, up and down the highway right-of-way in progress.

At this juncture, Sixth AF took action to declare the C-79, which was soon to become an asset to the highway project, surplus to its requirements, attesting quite accurately that "the aircraft is unassignable," and started casting about for potential purchasers.

Somehow, the ubiquitous TACA airline organization of Lowell Yerex had learned of the availability of the airplane and, as early as 27 October 1943, offered to USAAF \$25,000 for it. So much for wartime security!

Harshberger, it turned out, was equally well informed and, after having acquired a very tired Ford Trimotor (NC7583, later registered in Costa Rica as TI-64), sent a telegram to the PAD stating, "We would be willing to pay that much [\$25,000] also!"

Sixth AF, it can only be imagined, was almost certainly delighted by the safe "out" for disposal of this white elephant to none other than a bona-fide U.S. war agency—and with dizzying speed (for the Army) concluded the sale to the PRA, via the brokerage of the Ralph E. Mills Company after inspection at PAD by Harshberger's hand-picked pilot, a mysterious American named Wood. The price: \$10,000, charged against PRA appropriation No. 80X0219 "Inter-American Highway (CR)."

It is interesting to note the performance claims "advertised" by the USAAF to TACA and the PRA relative to the one-off C-79, possibly the only instance that they were so recorded. They included landing speed—55 mph; cruise speed—140 mph; capacity—6,000 pounds.

PRA's pilot, Wood, took delivery of the airplane at Albrook on Christmas Eve, 1943 (no doubt earning overtime in the process) flying it to San Jose, Costa Rica, just ahead of a last-minute bid to Sixth Air Force from an airline named

South American Airways Co., who offered the AAF \$60,000 for the *Aconcagua*! Little is known of this airline or what country it called home.

Shortly after its arrival in Costa Rica, the PRA registered the C-79 with the civil authorities in that country, gaining the civil registration marks TI-60, proudly placing the titles "U.S. Public Roads Ad." along the upper fuselage decking.

The PRA was very happy with its new airplane, which rendered yeoman service under very austere conditions, being maintained for them via contract with the very competent TACA shops in San Jose. Harshberger reported to the PRA HQS in 1944 that "the USAAF had changed all engines, motor mounts, wheels, brakes, instruments, radio and controls" in the airplane.

This glowing report was in connection with Harshberger's request that he be permitted to use the aircraft for flights to Miami, complaining that major chunks of his budget were being eaten away by commercial airline freight and passenger expenses incident to his operation. PRA HQS, after consultation with the CAA and HQS, USAAF, responded that "it is inadvisable to fly an Axis-type aircraft into the Continental United States ... as the risk involved is evident!"

It is also of interest to note that the Area Petroleum Officer of the Caribbean Defense Command (CDC) approved the allocation of not less than 50,000 gallons of 91/100 octane AVGAS for the exclusive use of the C-79 during calendar 1944, at a time when normal "civil" aircraft found AVGAS hard, if not impossible, to obtain.

With the end of the war in sight, the Brazilian airline, Servicos Aereos Cruzeiro do Sul, Ltda., successor to Syndicate Condor, prevailed upon the Brazilian government to make representations to the U.S. seeking the return—or adequate compensation—for their long-lost airplane. The Brazilians recited the terms of the original Condor lease of the aircraft to SEDTA while still officially registered in Brazil as PP-CBA, and stressed its given name *Aconcagua* in their communication—although they gave the wrong Wk. Num., 5258, which on reflection seems to have been a corruption of the USAAF serial number, as Condor operated no Ju-52s with this Wk. Num.



Somehow, the Brazilians had learned that the aircraft survived—that it was in Costa Rica—and that the PRA, in “closing up shop” in Central America, was about to declare the aircraft surplus once again.

In its exchange of letters with the PRA, the U.S. State Department revealed that, after the Ecuadorans had expropriated the aircraft, that it was in fact *sold* to the Defense Supplies Corporation (DSC) for \$20,000! The DSC then turned the aircraft over to the USAAF. In view of the—at best—questionable paper trail on this airplane, the State Department’s advice to the PRA was to “strongly urge that arrangements be made to return the plane to the Brazilians “if there is a legal way in which this could be brought about, particularly in view of the fact that certain agencies of this government have had the use of the plane for three years”!

To make a long story short, the PRA apparently found some other way to satisfy the Brazilians, as the matter was dropped. However, the PRA had still not finished with the *Aconcagua*.

As late as 25 September 1945, the PRA in Costa Rica bought \$1,056 in spares for the aircraft from the PAD in the Canal Zone, probably in preparation for its sale. They had already sold their Ford, TI-64, which was “not able to be registered in the U.S.” to none other than Jimmie Angel, in July.

Finally, the PRA contracted for the TACA shops at San Jose to store and guard the aircraft from 16 August 1946, and sent out 10 invitations for bids on the aircraft in October. The highest bid received in return—for an aircraft which had cost the U.S. government at least \$85,000—was \$2,500! The final humiliation for *Aconcagua* came in September 1946 when Mr. Harshberger received a truly remarkable letter from J.L. Harrison, Principal Highway Engineer of the PRA, who ruled that “a provision in recent legislation prohibits U.S. government agencies from owning and operating aircraft, except when authority is specifically granted.” The fate of *Aconcagua* seemed sealed, and she was grounded.

In effect, the PRA turned over responsibility for the airplane to the postwar Foreign Liquidation Commission (FLC) which, in 1947, decided that TACA had a legal claim to title

of the aircraft due to the expiration of its storage and security arrangement, which services had been continued by TACA without any other form of compensation.

TACA decided not to look a gift horse in the mouth, reasoning that the essentially “free” transport must have *some* life left in it, and so operated it briefly with its TACA de Costa Rica subsidiary as TI-60. By early 1948, TACA had transferred the aircraft to TACA de Nicaragua, re-registering it in that country as AN-ACS.

Used only sporadically, and usually as a combination freighter and passenger transport, the final fate of *Aconcagua* came in 1948 while freighting in supplies to the airstrip at Monte Carmelo, Nicaragua, when the aircraft suffered irreparable damage upon landing. Humberto Padget, chief of TACA maintenance for nearly 40 years, last saw the aircraft being crudely broken up by a small ‘dozer at that remote airstrip—an ignominious end for a veteran of many campaigns, with no one to recall her glory days nor even remember her name.

IN SUMMARY, “ACONCAGUA” LEFT BEHIND A TRAIL OF singular achievements that few aircraft have matched.

During her 13 years as a working airplane, she flew for not fewer than six airlines, two air forces and a government agency, had not fewer than six distinct civil identities (two of which were carried more than once) and one military serial number, and flew on virtually every airway in Latin America south of Guatemala. □

ABOUT THE AUTHOR

This is Dan Hagedorn’s third major article in the *Journal*, research for which developed as a result of his continuing work on a definitive history of the Sixth Air Force and U.S. service aviation in defense of the Panama Canal. He has authored a number of books on Latin American aviation subjects and is currently on the Reference and Research Desk with the Archives Division of the National Air and Space Museum, Smithsonian Institution, in Washington.

