

LETTERS TO THE EDITORABOUT LISTS OF FILMS, PHOTOS, ETC.

I'd like to express a few odd opinions about the Journal. I feel that lists of films, photos, slides, etc. which are available from various sources at cost should not serve as the basis for an article in themselves. The excessive use of space is overdoing things a bit. Such lists are of value only as references to another article as in the case of the list of Navy photos which followed the excellent F9C piece. I think as much space as possible should be devoted to history, aircraft, and news of the members. I'm very curious to know how the other members feel about this. Robert Dorr, 6929th Radio Sqdn. Mobile, APO 970, San Francisco.

F9C-2 HISTORY.

I have done a little research in BuAer records which I have summarized here. I would say that it fully corroborates the statement made at the bottom of Page 109, (Vol. 3, No. 2) at the end of Commander Mitchell's article, to the effect that only eight F9C aircraft were built.

Procurement records of the Bureau of Aeronautics show that the Navy Dept. ordered the following F9C aircraft on these dates:

June 30, 1930	One (1) XF9C-1	S/N A-8731	R-975 engine.
October 12, 1931	Six (6) F9C-2	S/N A-9056 to A-9061	R-975E engine.
November 9, 1932	One (1) XF9C-2	S/N 9264	SR-975E engine.

The records of the Bureau explain the XF9C-2 as follows: At the time of the award of the contract for the XF9C-1 the Curtiss Company, realizing the desirability of building two aircraft of a type to facilitate testing and experimental work, decided to build a second slightly modified example of this type at its own expense. At its request Navy inspectors carried out inspection of this additional plane while in construction. The aircraft was demonstrated by Curtiss to the Navy in December, 1931. Although there is no confirmation that the XF9C-2 designation was officially conferred upon it at this time, it is so referred to in all correspondence, both by builder and by the Bureau. In August, 1932, the Curtiss Company offered to sell this airplane to the Navy Dept., indicating also its willingness to modify it, so far as structural limitations of the airframe permitted, to conform to F9C-2 standard. The Bureau initially showed dubious reactions, but seems to have decided that there should be some advantage to having four fighters for each of the two airships and finally agreed to the offer. On Nov. 9, 1932 it contracted for the aircraft, assigning it the Bureau Number 9264. Robert W. Krauskopf, Chief, Air Force and Modern Army Branch, War Records Section, National Archives, Washington, D. C.

WANTS PARTICULAR AIRPLANE MARKINGS.

I would like to know if the editors can direct me to the personal, squadron, and group markings for the following airplanes:

Major Francis Gabreski's P-47 while serving with the 61st Fighter Sq., 61st Gp.
 Lt. Robert C. Johnson's P-47 "All Hell" while with the same squadron.
 Lt. John T. Godfrey's P-47 "Reggie's Reply" while serving with the 336th Fighter Sq., 4th Fighter Group.
 Lt. Don Gentile's P-47 and P-51 while with the same squadron (336th).
 Lt. Richard Bong's P-38.
Robert L. Cavanagh, 3890 Villanova Drive, Kettering 29, Ohio.

Editor's Note: While every attempt is made to get A.A.H.S. Members together directly on these matters it is beyond the scope of the information we have at hand. Can some

of the WWII experts help out here?

RE: "CAMELS AND CHARACTERS".

I would like to point out that Mr. Frank Yoeman's account of "Camels and Characters" is incorrect in stating that Lt. Armstrong had no medals. (Ref. Vol. 3, No. 4, P. 284)(Ed.) In fact Lt. Armstrong was awarded the Distinguished Flying Cross as follows:

"Lieut. (Acting Cpat.) D. V. Armstrong (France). A brilliant pilot of exceptional skill. His success in night operations has been phenomenal, and the services he renders in training other pilots is of the greatest value, personally supervising their flying and demonstrating the only successful method of attack by night. On the night of Sept. 10-11, learning that an enemy plane was over our front, he volunteered to go up. The weather conditions were such as to render flying almost impossible, the wind blowing about 50 miles an hour, accompanied by driving rainstorms. Despite this Capt. Armstrong remained on patrol for over an hour, his machine at times being practically out of control. The foregoing is only one example of this officer's skill and resolution in night operations."

Lt. D'Urban Victor Armstrong was killed on November 13, 1918. He was a South African. A Mr. Clarke who saw Armstrong doing his famous flick rolls at Hornchurch early in 1918 tells how he (Armstrong) out-fought a Sopwith Triplane. Armstrong was flying an all-red "Camel" at the time. Two other "Camel" experts should also be mentioned, Capt. H. W. Woollett, and Capt. J. L. Trollope, both of whom destroyed six enemy aircraft in one day, Woollett on 12 April, 1918, and Trollope on 23 March, 1918. (43 Sqdn.) Douglas Whetton, Rykneld Way, Littleover, Derby, England.

NEGATIVE TRADING

Now for the subject of negatives. What I mean is, if all those collectors with scads of negatives have no desire to print them, I'll be more than glad to have them. One thing rather peeves me re AAHS Members. A lot of them do not even bother to acknowledge a letter and are mighty tight about pictures. I thought one purpose of the AAHS is to foster the Exchange of information. Any or all of my small collection of negatives are available to anyone who will care for them and return them in a reasonable time. I well realize that many members have worked long and hard to get their negatives and are proud of them but I have had satisfactory swaps with only two of them. Even tho a person doesn't want what you have the least he could do is to send a postcard to say so. Guess it all boils down to the fact that the less a collector has the more he wants to trade. Roger F. Besecker, 1346 N. Wahneta St., Allentown, Pa.

(Editor's Note: There you have it. This sounds like a legitimate "beef". It has had its best solution perhaps in the shooting of duplicates, one for one's self, the other for loan or trade. This is an important subject and warrants serious thought.)

ADVERTISING PAYS.

I had forgotten that I had asked you to put an ad in the "Wants & Disposals" section of the Journal. Then all at once mail starts pouring in like mad. I received negs and prints, charts, drawings, and offers of Tech Orders and "Merlin" engine books. The most important thing to come as a result was the making of new friendships with other members who specialize on the "Mustang". P. S. Who did you say has a list of the civvy P-51's? Robert T. O'Dell, 47-05 45th St., Woodside 77, New York.

WWI AIRCRAFT ON U. S. CIVIL REGISTER.

A few more unusual WWI aircraft that have been registered on the U. S. Civil Register to add to those shown on P. 191, Vol. 3, No. 3.

Number	Type	Registered To:	Date
304	Sopwith "1 $\frac{1}{2}$ Strutter"	Edwin N. Guckert, Toledo, Ohio	1/26/29
1163	Sopwith "Camel"	Dewey L. Noyes, McKeesport, Pa.	1/26/29
1191	Bristol Fighter	Serge Novask, Canton, Ohio	1/26/29
2154	Junker, c/n 553	Harvey Crawford, Los Angeles, Calif.	3/21/28 - 1934
10000	Sopwith "1 $\frac{1}{2}$ Strutter" OX-5 Engine	J. H. Ecker, Flint, Mich	7/1/30

Parts of the Fokker C.2 biplane (two-place D.VII), Number N-1532 that was mentioned in the article on P.191, will be flying again soon. I recently helped Cole Palen locate what was left of it and he has built a Fokker D.VII fuselage with them. Frank Strnad, Box 173, Northport, N.Y.

BELLANCA "SKYROCKET"

I have an addition to the Bellanca Production list (Vol. 3, No. 3, P.183). "Skyrocket" Model F, S/N 804, Regist. No. NC-57V, was manufactured in March 1934 and delivered to the original owner, Mr. L. P. Bonfoey, Monroe Chemical Co., Quincy, Ill. on May 12, 1934. It was extensively rebuilt by the factory on May, 1935 and was then sold to Transportes Aereos Centro-Americanos, Ltd., Tegucigalpa, Honduras on August 19, 1937. (Lowell Yerex's TACA airline). It was operated in Honduras under No. XH-TAS. John C. Barbery, 114 Orange Ave., Cranford, N. J.

EX-WWII AIRCRAFT

Does anyone know anything about what they have at Kelly Field (AFB). I have heard that there are some WWII aircraft on display, P-39's, P-40's, P-38's, B-24's, B-17's and so on. Also I heard there were some B-17D's in Georgia. I was there in 1955 but no one could give me any positive locations at the time. If I could get some actual facts I believe it would warrant a few tanks of gas in the V-W to go see it. Brian Baker, 3347 E. Hubbell, Phoenix, Ariz.

FORD TRIMOTORS

I am enclosing a flight schedule for Island Airlines, who fly Ford Trimotors, since I thought other AAH S Members going through the Toledo, Ohio area might like to know about the "Shortest Airline in the U.S.A." which goes to Port Clinton. Most of us don't have any chances to ride in antique airplanes, and the opportunity to ride in tri-motors will not be available too much longer. They operate Fords N-7584 and N-7684 plus Boeing 247D-N-18E, Sky Tours, Inc., Box 172, Port Clinton, Ohio.

FALL FLIGHT SCHEDULE - Effective till Spring 1959.

To Put-In-Bay		To Middle Bass - North Bass
Lv. Put-In-Bay	Lv. Port Clinton	Lv. Port Clinton 9:30 A.M., 4:30 P.M.
8:15 A.M.	9:00 A.M.	Return 9:25 A.M., 3:15 "
9:40 A.M.	11:30 A.M.	
1:00 P.M.	1:30 P.M.	To Kelley's Island (Daily ex.Sun.)
3:30 P.M.	4:30 P.M.	Lv. Port Clinton 9:40 A.M.
		Return 9:50 A.M.

FOKKER TRIMOTORS

While in Europe this summer I ran into Mr. Austin E. Byrne, 47 Bannerman Crescent Rosebery, Sydney, Australia, at Amsterdam Airport. He was there with a collection of Kingsford-Smith photos and memorials he made, including a silver model of a Fokker Trimotor, making a tour of Holland to exhibit them. As an expert on the "Southern Cross" story, he said he would like to get in touch with anyone in this country who has data of the plane's flights from the west coast of the U.S.

CURTISS CO-X

Here is an unusual modification which may be of interest. The enclosed photos (1& 2 opposite) were taken at the National Air Races at St. Louis in October 1923. The McCook Field Number P-295 is clearly visible on the rudder, with the letters C-X above it. There is a machine gun ring behind the pilot. Was this an attempt to adapt a pursuit type to a Corps Observation type? From the P-number list (Vol. 1, No. 4, (P.152) I note that the registration number was 23-1201. This was the airplane used by Lt. Russell Maughan in his two unsuccessful attempts to fly coast-to-coast dawn-to-dusk on July 9th and 19th, 1923. There were two more XPW-8's ordered in 1923, numbers 23-1202 and 23-1203. The latter appeared some time later as the FW-8A (P-364) with tapered wings, nose radiator and revised landing gear. I will be interested in further information on this airplane, the CO-X. George Hardie, 5521 W. Ryan Road, Hales Corners, Wisc.

(Editor's note: Not listed in Fahey as the C)-X, and the P-number list it is called "Curtiss FW-8".)

J-3 in "CHAIN LIGHTNING"

Would like to hear from anyone knowing the correct designation of the jet airplane which appeared as the JA-3 (& JA-4) in "Chain Lightning". Larry W. Howeth, Rt. 2, Box 26, Alvarado, Texas.

CAPT. HAVELAAR'S REPLY

I enclose a photo of a jet built for "Chain Lightning" a Warner Bros. film. This craft was built by James Barton and Court Johnson around a P-39 landing gear, with the balance of the airplane made from plywood. It had a tube in the fuselage in which a JATO unit was installed for taxi runs. It was able to attain a speed of about 60 mph. in this manner (See photo opposite, No. 3 .) Capt. M. H. Havelaar, USAF, 4907 Pierre St., Rapid City, So. Dak.

COL. TURNER'S WEDDEL-WILLIAMS

It seems a shame that a good museum cannot talk Col. Roscoe Turner into sharing the Weddel-Williams racer with thousands of people. I believe that he would be willing to part with it if assured that it would have a place of honor and would be well cared for. Can it be that our museums are not aware of the present location of the airplane? (Now hanging in the Roscoe Turner Aeronautical Corp. hangar at Indianapolis, Ind.) Perhaps one of the AAH S Members could get a museum interested in preserving it. Ralph I. Brown, 1337 No. Edward, Decatur, Ill. (Editor's Note: Is there an expression of interest in this idea coming from other spots?)

FOREIGN PLANES IN CIVIL REGISTER

A Postscript to the very interesting article on foreign aircraft in U. S. civil registration. (Ref. Vol. 3, No. 3, P. 191). The enclosed photo is of a DeHaviland D.H. 98 "Mosquito" (mark number unknown) which until recently was registered as ZK-BCV in New Zealand, and was one of six used by Aircraft Supplies, Ltd. It is now N-9909F, and was at Whiteman Air Park, Pacoima, Calif. when I photographed it on 8 August '58. Robert F. Dorr, A2/c, USAF, 6929 Radio Sqdn., Mobile, A.P.O. 970, San Francisco, Calif.

CURTISS "THRUSH"

Enclosed is a print of a plane which appears to be a Curtiss "Thrush", with registration NR-581 and "LONE STAR" on the side of the nose. It also looks as if there were additional gas tanks inside and a small cat-walk attached to the struts indicating an endurance flight of some nature. Who owned and flew this plane? Gregory C. Kohn, 3944 N. 67th St., Milwaukee 16, Wisc.