

Forum of Flight Winter 2001 Journal and California Mosquitoes Spring 2002

John M. Davis, Wichita, KS

The caption to the fine photo of OA-12 Duck 8563 in "Forum of Flight; Winter 2001," taken at Kearney, NE, early in 1948, seems to have its direction reversed. Rather than headed south from Alaska, I would suggest that the aircraft was on its delivery flight to the 10th Rescue Squadron at Elmendorf Air Force Base. Unfortunately 48-563 had a short service history as in August 1948, it force-landed in Alaska, and was abandoned. I do not have any further details of that incident.

Norman Malayney's research into United States civil registered *Mosquito* is welcome, and covers a long ignored subject. I would like to comment on the two Mexican registered examples:

XB-TOX. Initially to Fotogramex SA June 14, 1956, having been N991 IF in the US. For some reason XB-TOX returned to the US May 1, 1957, and at that stage became N6867C. After a short stay, it returned to Fotogramex as XB-TOX on July 5, 1957.

XB-HOB. This was first registered in Mexico, to a John C. Crosby in September 1947. Later it passed to Aerofotos/Luis Struck. The only identity quoted in Mexico, was KA999. The date the aircraft was registered in Mexico precludes KB428 becoming XB-HOB, as this latter *Mosquito* was still in use with the Royal Canadian Air Force until February 1950.

A LOCAL SERVICE EQUATION (B+P+WC+AW=HAW) AIRLINES, EVOLUTION FROM LOCAL SERVICE TO GLOBAL by Joe Weber

Karl T. Pflock, Placitas, NM

As someone who, in the summer of 1956, age 13, made his first airplane flight in a Southwest Airways Martin 202, I have always had a soft spot in my heart for the *Martinliners* and SWA/Pacific Air Lines. That first flight was from my hometown of San Jose, to Los Angeles, with stops in Bakersfield, and Burbank, returning via the same route. My parents and I —it was their first flight, too— traveled to L.A. for a vacation at Disneyland, which had opened only a year before. For me, that

Martinliner round trip far surpassed anything at Disneyland.

Even before that first flight, I was deeply entranced by airliners, the legendary DC-3 in particular, one of which I was determined to fly in before they all disappeared from scheduled service in the United States. So the following summer, or perhaps it was the next, I spent much hard-earned neighborhood lawn cutting cash on tickets for two round-robin trips on Southwest (by then it may have been Pacific) DC-3: San Jose to Sacramento, with a stop in Stockton; layover, hanging around the airport pestering SWA/PAL and United station agents, etc.; then Sacramento to San Francisco, for a change of planes and return to San Jose. On the second of these trips, the SFO-SJC leg was flown by a Martin 202, and the friend I was traveling with and I were allowed to go forward to the cockpit and talk-rather, shout! —with the pilots as we flew over the lower end of San Francisco Bay. Ah, the good old days!

All of which is a long way of getting around to saying how much I enjoyed Joe Weber's excellent piece on the evolution of local service airlines in the far west (*AAHS Journal*, Winter 2002). It was a wonderful article, which I would be delighted to see become part of a book chronicling the history of local service airlines. Need a partner, Joe? I am a professional writer.

I do have one nit to pick: On p. 262, there is a photo of Pacific *Martinliner* N93205 at SFO "in the late 1950s." The caption incorrectly identifies the airliner as a Model 404. It is actually a Model 202A. Pacific leased this aircraft (c/n

14075, PAL fleet number 205) from TWA (f/n 215, "Skyliner Los Angeles"), April 1958 - June 1959, to supplement its 202s while waiting for delivery of 404s purchased from TWA. Pacific leased three other 202As from TWA and another from California Airmotive during approximately the same period. Other than recognizing the ship as a 202A, I cannot take credit for having any of this information at my mental fingertips. I gleaned it from my copy of Gary Killions superb book *The Martinliners* (Airways International, 1997).

P.S. Does anyone out there know the fate of Boeing 307 *Stratoliner* N19903, which crash-landed in Elliott Bay near Seattle early in 2002? I am hoping it was salvaged in restorable condition.

The engines are installed on the wing and it's being readied for flight later this year by Boeing-Ed.

BOEING STRATOCRUISER.

Peter Berry MRAeS. Ayr, Scotland

Further to my last, herein with a print of #15964, ex N90948 - American Airlines - PanAm, 1950.4X-FPY - Israel Air Force, 1962. VIP Transport. (Note the two lounge windows retained. Photo below courtesy of Gordon Macadie)

THE AVIATION DIVISION OF THE TEXAS COMPANY PART I IN THE SPRING 2003

Walt House Curator, Kansas Aviation Museum

I just read Part 1, the Aviation Division of the TEXAS Company in the spring 2003 *Journal*. thought that you would be interested to know that the Kansas Aviation



Above: 4X-FPY - Israel Air Force, 1962. VIP Transport. Note the two lounge windows retained. (Photo below courtesy of Gordon Macadie).

Museum in Wichita has Texaco 14. It is not restored yet but we should get started on it sometime this year.

Another interesting thing is that it was originally delivered as "Texaco 11"! It was repainted in late 1932 as Texaco 14, with the number 11 going to Texaco's new Northrop *Gamma*. I guess Frank Hawks outranked "Duke" Jernigin and the Stearman. The *Junior Speedmail* was sold in 1937 to Hangar Six Inc. in San Antonio and went through several cotton duster owners in Mississippi before being sold to the Tennessee Valley Authority in November 1941. This Stearman operated out of Muscle Shoals, Alabama, along with three other model 4D's as T.V.A. mosquito control sprayers for seven years. 563Y was purchased by Mal Carberry of Fresno, California in 1948. Carberry Dusters operated several model 4's through the 1950's. All were sold and restored or accounted for except 563Y. It's records show that it was "dismantled/salvaged", May 18, 1965 with more than 3,000 hours total time.

Bruce Bissonette of El Paso, Texas acquired the remains from John Thurmond's Salvage in the early 1970's. We thank Bruce for saving it from the scrap metal dealers and donating it to the Kansas Aviation Museum about three years ago.

The enclosed is a photo of NC563Y (serial 4027) painted as Texaco 11 on August 7, 1931, the day "Duke" Jernigin took delivery.

If any readers have any left over model 4 parts that you don't know what to do with, the Kansas Aviation Museum would be glad to take them off your hands as a donation.



Above: *Texaco 11* in front of the Stearman Sales and Service hangar at the old municipal airport, Wichita, KS, quarter mile east of the Stearman factory and just east of the present location of the Kansas Aviation Museum "Duke" Jernigin in rear cockpit on delivery day. (Stearman photo)

Duxford B-24M

David Menard

My latest AAHSJ is in and that letter from Jennifer Gradidge was almost unreal, as I have no idea where she got the information sent along. EZB-24M-21-FO 44-51228 was flown out of Wright Field's WADC until at least 1954, as she was still being used for Ice Research in 1953. I enlisted in the USAF in early October 1955, and 228 was on the parade ground at Lackland then. She wasn't in storage for the USAF Museum in any way, unless one wants to say that her static display was "storage"? I spent over

21 1/2 years working at the AF Museum('78-'99) and was well aware of what was stored and what wasn't. Consider this "the rest of the story"!

Spring 2003 Journal Cover

N. F. McGowin, Jr. Chapman, Alabama

The Texaco DC-3 gracing the spring Journal's cover appears to have an early VOR antenna on top of the fuselage, which means the picture was taken after the war, not in 1941.

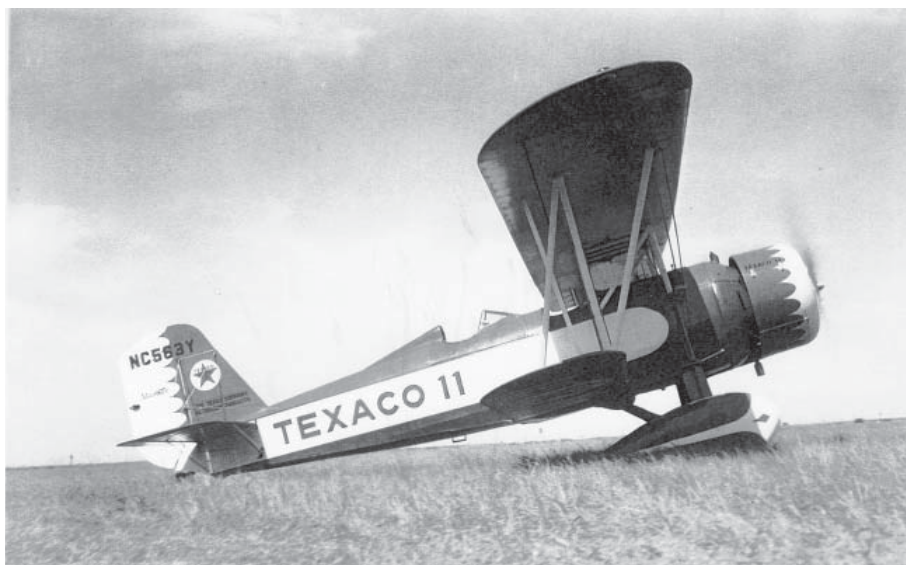
My first plane ride was in a 21 passenger Eastern DC-3, Washington National to New York La Guardia, in the spring of 1945, a gift from my parents marking my 14th birthday. I subsequently flew many hours in all sorts of weather in airline, corporate, military and museum versions as a passenger and some few in front as a pilot after getting a type rating in it. It ranks as one of the most interesting airplanes in my log book.

You're correct the picture was taken in 1945 at the Santa Monica Douglas Plant-Ed.

"Lufbery", Winter 2002

Dennis Gordon, Missoula, MT

Professor James Harrison's article "Lufbery" (Winter 2002 AAAH Journal) was most interesting and informative and created a wonderful image of America's great World War One ace. However, there are several small corrections I would like to make. Professor Harrison



Above: NC 563Y (serial 4027) painted as Texaco 11. (Stearman Photo)

states that "On May 22, 1916, Lufbery arrived at Bar-le-Duc. Two days later, at his request, he arrived at the camp of the Lafayette Escadrille at Luxeuil".

It was on 24 May 1916, that Lufbery arrived at the Escadrille Americaine which had just moved to Bar-le-Duc from Luxeuil. The squadron remained at Bar-le-Duc until 14 September 1916, when it then returned to Luxeuil.

Professor Harrison describes Lufbery frolicking with the "Whiskey" the squadron's lion mascot in early August, following his 4th victory. Actually the lion was acquired in Paris between 12-14 September, when the squadron was moving back to Luxeuil. At that time Lufbery was in another part of France visiting relatives.

Harrison goes on to say that early in 1918, Lufbery was assigned to the U.S. 103rd Pursuit Squadron. Lufbery was never assigned to the 103rd Aero Squadron. Instead, he was sent from of the Escadrille Lafayette to the U.S. training center at Issoudun.

Finally Harrison credits Lufbery with 17 confirmed victories. He says that "On December 4, he downed his 16th and 17th confirmed German planes."

Actually, Lufbery scored his 15th and 16th confirmed victories on December 2, knocking down two German two-seaters. He received no further confirmations after his sixteenth victory.

Lufbery, Winter 2002

George S. Metter, Melba, Idaho

With respect to the Winter 2002 article on Raoul Lufbery by Mr. James Harrison and the statement that Roland Garros developed the "interrupter gear" for firing between propeller blades, plus Peter Bowers comments, page 80, Spring 2003 issue of the *Journal*, I have the following.

First, Peter Bowers is correct in stating that Garros did not develop a way of "timing his machine gun to fire between the blades of his propeller". However, he is incorrect in stating that "...Fokker developed a true synchronizer".

I have long admired and respected Peter Bowers vast knowledge of things "aeronautic", but would refer him to pages 76-81 of Mr. Frank T. Courtney's biography, *The Eighth Sea*. In it, Mr. Courtney describes how Mr. Robert Morane, head of the Morane-Saulnier Company, (M-S) developed the "synchronizer" in 1913, and had it installed in one of their airplanes for testing in April 1914. The engineering for the "synchronizer" was not complicated, but the tests failed because of the "...worm

belts and uneven charges of old and defective ammunition that the French Army had supplied for the tests...". it was in this airplane that Garros was shot down and gave Anthony Fokker the opportunity to see not so much the deflector plates, but the disconnected "synchronizer" equipment which was still installed. Garros did, however, install the deflector plates on the propeller.

With regard to Mr. Courtney's credentials, prior to WWI, he worked for the Grahame-White Company in England who were building M-S airplanes under license and had regular discussions with M-S. He was a WW I pilot and flew most of the M-S airplanes as well as British WW I Airplanes. His distinguished flying career carried him through WW II when he ferried many American aircraft, including the PB4Y-2 for the U.S. Navy.

Since Mr. Courtney "was there", let's put to rest the MYTH that Anthony Fokker developed the "synchronizer" gear for firing between propeller blades. This has been perpetuated for so long that most believe it !!!

For reference, Mr. Courtney's book, *The Eighth Sea* was published in 1972 by Doubleday & Company.

History of Night Air Combat in WWII by Harold D. Meakin

Allen E. Morgan USNR, Ret., Cypress, CA

Harold Meakin's informative article in your Spring 2003 issue, he aka mai nui (plenty smart).

Low on the western slope of Mt. Haleakala (house of the sun), about midway between that and Mt. Pu'ukukui (candle nut hill) on the island of Maui, Hawaii, lies a little sugar cane town called Pu'unene (goose hill) —not Punne. South of Pu'unene was situated an air station with a single runway that paralleled northeast trade winds that sweep almost steadily down the valley to Maalaea (earth color) bay. Naval Air Station Pu'unene was established in WW II for training aircraft carrier fighter and dive-bomber squadrons for Pacific action.

N.A.S. Pu'unene is under a cane field now. However there is a small hale ho iki (museum) in the nearby town of Waiuluku (destructive water) that has some data and photo albums of the naval air operations and personnel of that time.

GE Schenectady's Flight Test Center Fall 2002

Peter J. Marson (Lockheed Constellation Historian), Addington/Croydon England

I enjoyed reading the article in the Fall 2002 *Journal* on GE Schenectady's Flight Test Center, and in particular the mention of "Project Cirrus" which I had come across in my research on Lockheed Twins used by the US Navy, but about which I had no details. As a postscript to the article, you might be interested to hear about a further aircraft used in "Project Cirrus". The aircraft concerned is Lockheed PV-2 *Harpoon* Bu. Aer 37254 (serial 15-1220). According to Navy record cards, this PV-2 was allocated to the "Project Cirrus" between August 1948, and May 1949. No base is mentioned. What makes it particularly interesting is that the aircraft is still current in the USA! The PV-2 was sold as N7248C to the Master Equipment Company in August 1957, with 742 hours on the airframe, then stored for many years until converted for agricultural use as a sprayer in January 1971. It changed ownership several times and when purchased by Southwest Aviation Inc. The PV-2 is currently stored at Las Cruces, New Mexico.

Keep up the good work!

Cairns Aircraft, Spring 2003

John Underwood

The undersigned has long been interested in the work of Edmund B. Cairns dba the Cairns Development Co., and confess to having contributed to author Cassagneres's research. This included a summary of the official report on the fate of X218H, which Ev dismissed as a "bazaar (sic) story."

The fact is that the Le Blond-powered C-2 "Silver Streak" was DBR on 15 Jan. 1930, (not 1940) at Bethany, as a consequence of aerobatic maneuvers from which it failed to recover. The pilot was Wm. Hirschfeld, T8838. The details may be spelled out in the dossier on X218H in FAA dead storage, if anyone's interested. My brief on the accident was obtained from the 1931 GPO volume titled AIRCRAFT ACCIDENTS (Senate Doc. Nr. 319, page 219).

The Cairns OG, X-329V, as shown on page 45 with the new Burnelli, was unfledged and brand new when it was trundled to the Grand Central Palace for its debut at the Legion Show the first week of February 1930. At that stage it had the 90-hp Gipsy.

The missing model designations, and/or serial numbers, refer to various engine installations. For instance, the AM-6 was to be Menasco powered. It was never built. The AC-6 was Curtiss *Challenger* powered. Thus, the 3-view actually depicts the AG-4, which was the *Scorpion-G* version.

Incidentally, there is no mention of the makers of that engine, except that

they were also domiciled in the Dunham Mills building. *Scorpion* engines were built experimentally by the Aeronautical Products Corp. They were almost indistinguishable from the Wright *Gipsy*, which was a licensed-built and Americanized DH *Gipsy*, not subcontracted for by DH. And yes, the last two dozen or so *Gipsys* were assembled and sold by Menasco, which acquired the assets.

I'm at a loss to understand much of the gobbledygook and gibberish that appears on pages 45 to 47 and can only guess that the type setter was stoned. Either that or Ev was stoned when he wrote it. Being somewhat brain-dead I need somebody to explain the meaning of "outside exuberances" and what on Earth is a "Ziegfieldian body"?

The miscellaneous note on Schlapman's Heath, 752, has nothing whatever to do with the subject. The H, V and Y-suffix numbers, as applied to the Cairns prototypes, were separate groups issued in 1929. I think their purpose was to minimize the number of registration characters. Bill Larkins knows more about this.

Hey, there's no such thing as a torque (sic) rod! That's a torque tube linking the controls. Damping (slow down) oscillations is the term, not dampening. If it was impossible to get damaging oscillations in the wing then why did the thing come off? My guess is that it was aileron flutter, which at that time was little understood. Maybe some of our engineer members will share their views.

The story that Gus Graf, the test pilot, presumably under contract to the owners, would allow someone else to fly an X-job, representing the corporation's principal asset, doesn't make much sense. Now that is a bizarre story. If it happened, Graf was criminally negligent and should have been held accountable.

No one named E. R. McCune held a pilots license of any kind. Likewise, the other characters mentioned - Homer Archambo (also given as Archanbault), Milt Schultz and Dick Rapieff do not appear on the airman registers of 1929-1940. Unless they held military certification, they were outlaw fliers. Hirschfeld and Graf were the only ones with Dept. of Commerce licenses.

The Cairns Metals Corp. became the Cairns Corp. at about the time the U.S. entered WWII, at which point it was listed in trade directories as a defense subcontractor producing aircraft leading edges, compound-curved bomb bay doors and l.g. doors, nacelles, flaps, ailerons, etc. Cams, who by then may have legally changed the spelling of his name

to Cairns, does not seem to have been active in the company during the war.

As stated, the Cairns company was absorbed by Commonwealth Aircraft, which was a reorganization of the pre-war Rearwin company. Their factory at Port Washington, L.I., right on the beach, was originally built for licensed production of Savoia-Marchetti amphibians. The Commonwealth Trimmer amphibian, which had lots of compound curves, may have embodied Cairns/Cairns technology. At least two were built, probably three. N41999 showed up at Oshkosh one year.

It is worth mentioning that Edmund Cairns produced a biplane in 1918 called the Cairns-Murray. It embodied a number of features patented by Cairns, including a semi-monocoque fuselage of very thin steel. It had a 180 hp Hispano and was probably over-weight. The program was funded by J.J. Murray, a New Yorker, who seems to be among the forgotten entrepreneurs of aviation's infancy. The only evidence I have of the Cairns-Murray's existence is enclosed. If you want to make a reproduction I'll try to make a better copy. Cairns had a naval background and was often referred to as Capt. Cairns or Cairns. I never knew of his being referred to as Major. He was a prolific inventor, as the author points out. One of them was a retractable l.g., which dated from the mid '20s. Cairns held patents for a controllable-pitch propeller and for wing folding mechanisms, no doubt with a view towards carrier applications.

Hey, don't you guys ever correct spelling efforts? I'm no world class speller myself, but at least I know the difference between bazaar and bizarre, companies/company's and so on. I don't want to get sucked into another stint on the editorial board, but if you need somebody to read a m/s from time to time, I'll do it.

I don't like correcting other peoples' spelling, either. In this day and age there is no excuse for a m/s being submitted full of misspellings, and letting it get into print that way is really inexcusable. Contributors who don't own a p/c or modern typewriter should do their final wrap-up at the library. Having said that, I think the *JOURNAL*, on the whole, is very well done, but then I don't read the whole thing.

Olmstead's "News & Comment" Spring 2003.

Allen E. Morgan USNR Ret. Cypress, California

The great SBC-4 was an integral part of

the Naval Reserve Aviation Base on Daugherty Field, Long Beach, California, of late '30s and early '40s. I often wondered what became of those handsome scout bombers from the time they departed Long Beach for Martinique. Thanks to Merle Olmstead, some of the gap is filled in.



Upper photo: Marine Major W.J. Fox and crewman take-off from NRAB Long Beach, in SBC-4 (1302) to lead first flight section to New York. Two sections were delivered to Floyd Bennett Field for eventual shipment to France's Caribbean Isle of Martinique June 14, 1940. (Photo from Allen E. Morgan)
Lower photo: Lt (jg) Ralph Garrison and crewman fly SBC-4 (1303) from NRAB Long Beach to New York, as part of two section delivery for shipment to Martinique.
Note: dive bomb yoke and auxiliary tank- June 1940. (Photo from Allen E. Morgan)

Note: Allen wrote articles about "NRAB LONG BEACH" that were published in Volume 16 #4 (1971) and Volume 17 #s 1 & 3, (1972) of the AAHS Journal. He also sent the two pictures -Ed.

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