

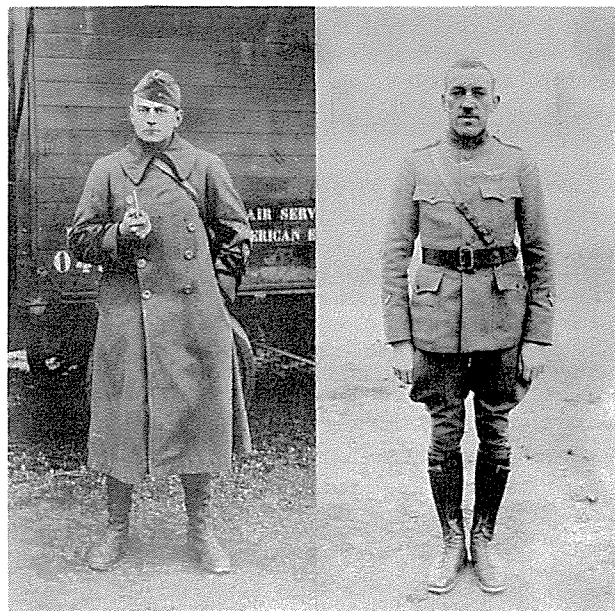
MAIL SACK

KUDOS ----- and ERRATA

I have just finished reading your most interesting Journal, Volume 5, No. 3 - Fall of 1960. It contains many excellent descriptions of historical events of people and aviation.

I feel that I should call your attention to an error that occurred in placing the name and rank under the wrong photographs of Lt. Floyd E. Evans and Captain Kenneth P. Littauer on Page 191. They should be reversed.

H.H. Ogden, Lockheed Aircraft Service, Inc.



Capt. Kenneth P. Littauer Lt. Floyd E. Evans,
C.O., 4 July - 19 Sept. C.O., 19 Sept.-Armistice

Thank you Mr. Ogden. We had received word, through Mr. Herb Mason of New York, that Mr. Littauer has seen the article in the Fall JOURNAL about the 88th Aero Sqdn., and was pleased to see it and not at all angry for our having mixed up the photos. We can put the blame on the Nat'l Archives, though. But we hasten at this time to put the record straight. Above are shown the corrected captions. Editor.

SUPER DC-3

I've received the latest issue of the Journal and think that it is the best this year. Robert Krauskopf's Vought article and the DC-6 numbers were great. Any chance of a follow-up with the DC-6A, DC-6B, DC-7 and DC-8? I'd like to see similar lists for all the current planes, including the 707's.

On page 336 John Wible wrote an interesting article on the Super DC-3's and indicated a print of the airplane was needed. Enclosed is one I took at Tulsa, Oklahoma on 18 May 1953, NL6016.

As far as I'm concerned you could leave out the German, Russian and other foreign aircraft unless there was an American airplane or person involved. This is only an opinion: possibly there are other members who would rather not see 30-page articles such as that on the S-38???

Mitch Mayborn, P.O. Box 6701, Dallas 19, Texas

MAIL SACK

MAIL SACK



Super DC-3

Mitch Mayborn

ANOTHER SUPER DC-3

I read in the latest issue....



Enclosed is a negative and print of one of the Supers owned by U.S. Steel Corp., taken by myself in the summer of 1958 at the Marine Terminal of La Guardia Fd., in front of the

Butler Aviation Service Facility. (Super DC-3.)
Alex Dawydoff, Managing Editor, FLYING Magazine.

FRANK FULLER'S SEVERSKY P-35

One big attraction the Journal has for potential members is the great quantity of original photos. I am enclosing a print of Frank Fuller and his Seversky P-35. These were taken at Scranton, Pa., by Charles B. Lapp who was there at the time. Fuller had set down at Scranton to refuel after his Bendix flight.

Willis Nye, 1719 Grove Way, Hayward, Calif.

RCAF "MUSTANGS"

Further to Bob O'Dell's listing of R.C.A.F. "Mustangs" in the Winter 1960 Journal, I am enclosing 3 photos taken at an abandoned WWII airfield in Southern Manitoba last August, where I discovered a group of fifteen ex-R.C.A.F. "Mustang IV's". These were, I believe, purchased by a firm in Indiana for conversion to two-seater executive aircraft, and at the time I found them were awaiting arrival of the ferry pilots from U.S. Unfortunately the canopies on all but a few were locked and positive identification was impossible. Those I was able to identify:

RCAF 9270 (PX) ex 44-74774
RCAF 9554 (OB) ex 44-63507
ex 44-72382

These are about the last of these fighters left in this country, though there are reported to be a half-dozen still at Calgary in storage and a number somewhere in Ontario.

The 4th photo is of RCAF 9273, ex 44-74908, and is probably the last "Mustang" still bearing its full RCAF markings. I photographed it at Winipeg International Airport in July 1960, while it was waiting for a new engine.

Ken McLean, 185 Lanark St., Winnipeg, Manitoba, Can.

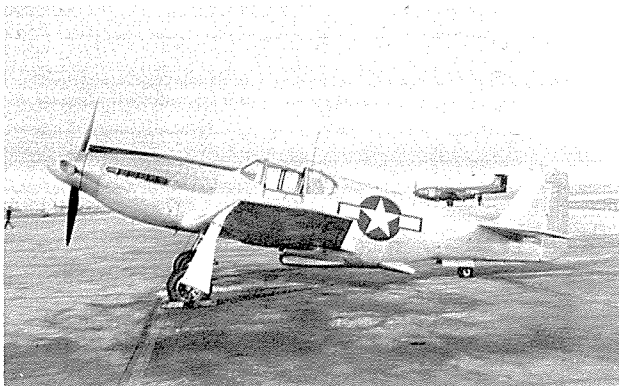


P-51D-30-NA (ex 44-74908) c/n 122-41446, RCAF #9273 (AG) of No. 402 City of Winnipeg Sq. (Photo-McLean)

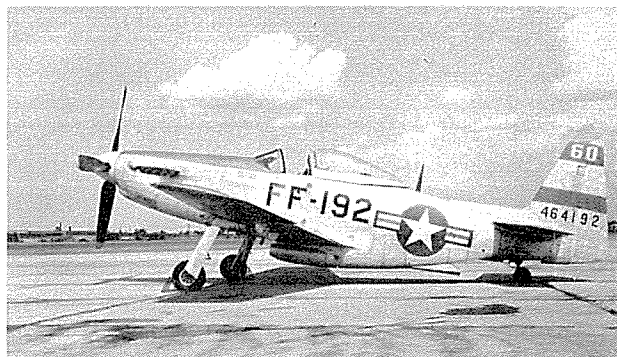
THOSE NAVY P-51's

The North American "Mustang" saw service in the Air Force for many years but how many are aware of the Navy P-51's? I have been doing research on them recently and have some interesting facts. I first became aware of them when I bought some negatives from a collector.

The first is a P-51A which is said to have been built especially for Navy tests. Assigned BuAer No.



57987, it had natural silver finish, and was based at Patuxent River NATC during 1945 & '46. It was used as a chase plane on various projects, later for pilot checkout, and was stricken from the rolls in July, 1947.



The second, and only other P-51 type to be assigned a BuAer Number was this P-51H-5-NA. It had been in the A.A.F. and carried serial number 44-64192A, which remained on the airplane during its Navy service. It was acquired by Navy on August 31, 1948 and was assigned BuAer No. 09064. The negatives I have show the stenciling on the left side of the fuselage "A.F. Special Project No. DOM". It was based at Bethpage, L.I. at the plant of Grumman Aircraft Corp., in charge of the B.A.R. Bethpage. It was said to have been used as a chase plane on the XF10F project, and was stricken from the rolls on August 11, 1953 after 659 hours of Navy service.

Recently it has been reported that there were various P-51 types in the Navy for testing purposes. Two were ETF-51D-25-NT (44-84900) and P-51D-5-NA (44-14017). However, these were probably just "loaned" to the Navy and were not actually Navy aircraft. Only two were assigned BuAer numbers.

I have heard that U.S. Navy photos #278689 and 278690 show the P-51D-5-NA (44-14017) taking off and landing on a carrier, perhaps CV-38, the SHANGRI-LA. Robert T. O'Dell, 620 E. 21st St., Brooklyn 26, N.Y.

TWIN ENGINE SEABEE

This was a twin engine modification of a Republic "Seabee" made for Helio in connection with their twin "Courier" at Norwood, Mass. The fuselage was lengthened amidships and the wing was increased at the center section. An addition to the rudder was made at the trailing edge. It was given two 180 HP Lycoming engines and known as the UC-1, for United Consultants, and No. N-87588.

Leonard Opdyke, 108 Fairhaven Road, Rochester, N.Y.



"SPITFIRE" and "KITTYHAWK"

Regarding the MAIL SACK PHOTO PAGE pictures of the "Spitfire" and "Kittyhawk" by Lt. Curry: (See Editor's Note below.)

The "Kittyhawk", in all probability, is a P-40F of the U.S.A.A.F. and was never an R.A.F. machine. The A.A.F. received new F's (Blocks 1, 5, 10, 15 & 20) ferried over via Belem and going to the Suez Canal Zone Area in early 1943. A few P-40K's also wound up in the desert, but I saw only one A.A.F. and 1 R.A.F. ("Kittyhawk" IIIA) with the shorter, more rounded rudder. I believe this was the 57th Fighter Group of A.A.F. that had them.

The tail flash was the standard marking on U.S.A.A.F. aircraft that were part of the Desert Air Force.....There were Cairo-based C-47's with the tail flash, and I have photographed B-24D's, and B-25's with it (in desert camouflage, too.)

The U.S. marked "Spitfire" was flown by a U.S. fighter group off of a carrier in the North African invasion. I photographed a "Spitfire Vc", flown by a U.S. pilot who dropped in at our Sicily base. Registration started with ES, but a large MX-F covered up the numbers.

Howard Levy, 2650 East 13th St., Brooklyn 35, N.Y.

Editor's Note: The Lt. Curry was Lt. Jean Cuny, a typographical error in the Winter 1960 Journal, page 339.

GEORGE A. WEIS AND SPERRY "MESSENGER"

Thank you for sending the membership application. I have taken the liberty of passing this along to a friend here at Sperry, Mr. George A. Wies. Mr. Wies was taught to fly by Lawrence Sperry, flew Sperry "Messenger" airplanes from a field in Texas, and later had a hangar at old Roosevelt Field, L.I., during the 20's. He knew personally most of the pilots who were at that time making epochal long distance flights..... and could no doubt give you some interesting stories of flying.

Paul W. Bigelow, Editorial Services Coordinator,
Sperry Gyroscope Co.

POSSIBLE CAUSE OF "ROMA" DISASTER

The two articles dealing with the Vought Fighters and the Airship ROMA fill in the gaps of history on these matters in good order. (Vol.5, No. 4)

What has been suggested in the instance of the ROMA disaster was that the early signal system to the various engine stations consisted of manually actuated bells. A system of cables actuated the bells, and these ran from the control station to the engine stations. Failure of the nose stiffeners could have contributed to the failure of the cables (running) to the forward engine stations, whose engines were running normal at the time of the accident. There may be some basis for this supposition.

In reference to the Vought FU-1 Fighters, (there were) drawings made by this writer indicating that the upper wing of this biplane did not use the smoothly rounded wing tips, but used the same wing plan form as the VE-9, a two-seater naval training biplane. These drawings were made from the 3-view loaned to me by the Technical Data Division of the Bureau of Aeronautics. Although the VE-9 type wing structure was used and strengthened to permit greater diving speed, emphasis was placed on the use of interchangeable parts with the current VE-7's and

VE-9's then in service.

Willis Nye, 1719 Grove Way, Hayward, Calif.

Re: THE AIRSHIP AS AN AIRCRAFT CARRIER

One small footnote to Richard K. Smith's scholarly article, "The Airship as an Aircraft Carrier": according to Capt. J.A. Sinclair, in his "Famous Airships to the World", Pages 137-138, in the Winter of 1936-1937 the HINDENBURG was fitted with a trapeze and in March of 1937 Ernst Udet, as pilot of a plane, carried out launching and pickup trials. Paul Gaudette, Route 1. Blaine, Wash.

"HINDENBURG" DISASTER, A LETTER FROM MAX PRUSS

I received a letter from Max Pruss authorizing me to print a previous letter received from him, concerning the A.A.H.S. article on the HINDENBURG. As the HINDENBURG's former commander I feel that it is worthy of publication and amplifies the statements in the article.

Dr. Douglas H. Robinson, 113 King George Road, Pennington, N.J.

MAX PRUSS's LETTER FOLLOWS (Editor)

Dear Doctor,

You write, in the A.A.H.S. Journal on Page 1, that the catastrophe at Lakehurst meant the end of the rigid airship. This is not entirely accurate, for LZ-130 entered service in 1938 and LZ-131 was laid down. You in fact mention this later in the article. It was intended to carry on a service to the United States, alternately using these and later ships. The unhappy War brought about the death of the Zeppelin enterprise.

Concerning the still-unexplained cause of the disaster, the following remarks might be made: The instruments in the control car showed no loss of gas in any one of the cells. Sauter's statement is contradicted by that of one of the riggers, Freund, whose duty it was to observe the cells. At the time of the catastrophe he was in the keel, actually underneath Cells 4 and 5. He did not notice any loss of gas.

The landing ropes were thoroughly dry. I myself saw dust flying from them as they struck the ground. On the occasion of a visit to Prof. Dieckmann in 1938 I told him all this, and had the feeling that this largely demolished his theory.

Naturally the passengers were not permitted to stroll about inside the ship. Conducted by a steward they were led once along the keel. Later they might make excursions on their own if the door to the keel was not locked.....

Several years after the War I was requested by the Frankfurt police to appear as a witness in an investigation. I told the police that they should examine the records of the former Gestapo for the year 1938 and perhaps they would obtain more information. After the catastrophe the Gestapo had in fact run down various clues until the order came from Berlin to discontinue the investigation.

The landing time of 1700 hours was known to all persons on the flight. The fact that it took place two hours later because of the thunderstorm led to the disaster. Could the catastrophe have been prevented, or at least mitigated? Meaning, without loss of life? I believe yes! Mr. von Meister, who represented our interests in the United States, wrote to me in the winter of 1936 that I should make a "high" landing on the first journey to Lakehurst in 1937.

This means to approach with the ship "light", and after the wires from the ship to the mast had been connected up, she would be pulled down to the mast until the cone on the nose entered the socket of the mast, without the forward gondola touching the ground. By such maneuvers the ground crew could be reduced in the future.

You should know, dear Doctor, that shortly before our takeoff a letter reached us from a lady in Milwaukee warning us concerning this flight. It was intended to cause a time-bomb to explode on board, we should take the matter seriously, etc., etc. I had no idea of the existence of this letter, for Herr Lehmann shoved it into his pocket. I only learned of it in 1938. Even if I had known of it before the takeoff we would still have flown, but I would not have been so easy of mind. Above all, I would not have made the "high" landing, but would have flown the ship into the hands of the ground crew with the short toggle-lines. I do not believe that there would then have been an explosion and if a time-bomb had really been the cause, hardly anyone would have lost their lives. Much time was lost due to the "high" landing.

We had no fear of thunderstorms in the air. In the first World War I myself spent a long time in a thunderstorm after an attack in L.L. Because of the danger of a gas explosion we did not rise above pressure height, and we could not go down because we would have been shot at. The compass failed. On our journeys to and from South America we had always encountered thunderstorms in the Belt of Calms.

And I also recall very well two thunderstorms over Lakehurst. Our ship was at the mooring mast. The passengers who were to have arrived by plane came instead by bus because of the storm, and our takeoff was delayed. Otherwise we would have departed on time.

There's a lot more I could write, but.....

Yours faithfully,
(signed) Max Pruss

Note: As we prepared these sheets for print Dr. Robinson wrote that he had received news of the death of Mr. Pruss. Editor.

Re: AIRCRAFT ENGINES

I would like to ask a few questions and make some comments relative to engines which I happen to come by in reading your very interesting Journal. Re: Volume 4, No. 3, Page 190: Russian firms producing aircraft engines before 1914 were, apart from Kalep in Riga, the Russian Gnome Works and another firm called Elmette.

Re: Volume 4, No. 3, Page 192: I must confess I never heard of a R-1810 twin-row Wright engine for the Curtiss "Hawk 75". Could Mr. Gerald Balzer give information on this? There was another twin-row Wright made at that time, the R-1670, and I wonder if the two are related.

Re: Volume 4, No. 4, Page 272: In the very interesting article by Col. C.B. Jarrett the development of the Hispano is given in some detail. I would like to attract your attention to the fact that the 300 H.P. Hispano too was a French design, designated Hispano 8F in France. As far as I have been able to make out, all Wright-made Hispano engines were original French designs made under license, but they have been much refined and improved in the U.S.A. So that the Wright Corp. in the early 1920's claimed that they could be regarded as Wright engines and started to drop the word Hispano from the name, Wright-His-

pano, as they had been known up 'til then. Hugo Byttebier, Casilla de Correo 3031, Buenos Aires, Argentina.

CONSTRUCTION TIP

For those who are restoring planes using 8-cylinder engines such as OX-5's, Hissos etc., this is intended. Those engines originally used the Dixie Type 800 Magneto. The Bendix-Scintilla Model VMN-8 is almost a direct replacement, requiring very little modification. The VMN-8 is a modern magneto and is very reliable, while the Dixie 800 was not. These magnetos are no longer made, but can be obtained from the M & J Magneto Service Co., Wichita Falls, Texas. They have them in stock in both new and used condition. I offer this tip because it took me several years of searching to locate a source of magnetos. The Bendix firm gives no help on this, and some things they tell you are not correct. I will be glad to answer questions on request.

Cole Palen has a stock of old type altimeters and tachometers for sale, very reasonably. James B. Petty, Gastonia, N.C., Member. (Editor's Note: Jim Petty is restoring a S.P.A.D.)

BC-1A's FOR AERIAL MAPPING

Robert O'Dell's photo of the BC-1A (p. 341, Winter '60 Journal) caught my eye. I flew two of these ships on a number of occasions during 1946 while a pilot with Park Aerial Surveys of Louisville, Ky. Sidney Park, owner, had been in the aerial mapping business for some years before World War II, using Cessna C-33s. During the war, Sid closed down his operation to serve as a Colonel at Lowry Field in a training center for aerial photographers. To get going again he bought two BC-1As from USAAF surplus stock and had them ferried to Bowman Field. After removing the rear control stick, foot trays and considerable other equipment, the rear seat was reinstalled at belly level. A hole about 20"x20" was cut in the belly and glassed in, and two small side windows were fitted. With the camera and oxygen tanks in place - and all external radio masts and wiring removed (except for a short wire underneath for tower contacts) - we were ready to go. As an ex-USAAF pilot, I thought of this ship as a trainer and wondered how we were going to handle mapping contracts that called for minimum shooting altitudes of 18,000 feet to 23,000 feet. We found the type to be quite capable of climbing to such levels with two men aboard in heavy flying clothes, full oxygen equipment, a 35 lb. camera and a dozen 180-exposure rolls of film weighing 10 lbs. each. On the first try, we climbed to 21,000 feet, shot Jefferson Co. completely and were back on the ground in 2½ hours. Later experience showed the biggest drawback to be the ship's large cowling which kept the pilot from obtaining sufficient view of the ground to permit the extremely close navigation required in this work. It must be realized that at 20,000 feet or above (it took us just under an hour to climb this far), manifold pressure dropped off to about 13" to 16", just enough to keep the ship airborne in a nose-high, nearly-stalled configuration. Until we learned to make the turns at the ends of the lines with no more than 10-degrees of bank, we often stalled completely and spun down 3000 feet or so, losing precious minutes of rare clear weather conditions.

Later in the year, operating from Denver, we mapped the Continental Divide and sections of wes-

tern Colorado for the U.S. Forest Service, who used the resulting photos for map-making, snow estimates, timber studies and even as a method of counting deer. On some of these flights we climbed to 25,000 feet during the final minutes of a hop when fuel supply was almost exhausted. (But try to tell an ex-USAAF pilot you have been to that altitude in an AT-6, with two aboard, and see what he says!) As I recall it, the BC-1A's gear was a couple of inches wider than the AT-6 gear; fuel capacity was about 22 gallons better, I think. Other than these and few additional minor differences, the two types were the same. From the cockpit viewpoint, there was no change I can remember. The center of gravity was supposedly out of CAA-approved limits after our modifications, hence the "NX" designation; the ship trimmed out at zero, regardless of the alterations.

Our second BC-1A was "NR 61793" and I cannot account for the "NR" in this case. In an attempt to increase pilot visibility in air mapping, we later tried two Beech Bonanzas. These little jobs could get the necessary altitude but their tendency to haw or "hunt" in the slightest turbulence made it next to impossible for the photographer to line up the leveling bubbles on his camera. An ex-C-78 twin-Cessna was used for experiments with a captured German aerial camera which featured an automatic electric film feed. This camera was quite heavy but we managed to reach the contracted 20,000 feet for several test runs. AAHS members may not be aware of the fact that most of this country has been mapped and remapped many times; these films are normally 9"x9" in size and prints are available to the public at low cost. Anyone interested in such pictures should contact his city or county officials who should know where the negative reels are kept.

Len Morgan, Box 14286, Dallas 34, Texas



Len Morgan
and BC-1A

NATIONAL AIR MUSEUM GETS BOEING F4B-4

Recently the National Air Museum was donated a Boeing F4B-4, Bu. No. 9241, by Mr. Ray Hyland of Rochester, New York. It had been registered as NR-9329. It was handed over to the Navy for restoration to its original configuration, after which it will be kept with the Naval Air Collection at Norfolk Naval Air Station, Norfolk, Va. and ultimately for display in the National Air Museum. As can be seen



from the photo, the condition is excellent.

Perhaps the Membership of the A.A.H.S. can locate some original pictures of 9241 as it was in Navy colors to show how it looked in its days of active service.

Harvey Lippincott, Hebron, Conn.

(Editor's note: Also shown herewith is a picture of another Boeing of the same vintage, now in Ed Maloney's Air Museum in Claremont, Calif., decorated as a P-12E of the 95th Pursuit Sqdn.)

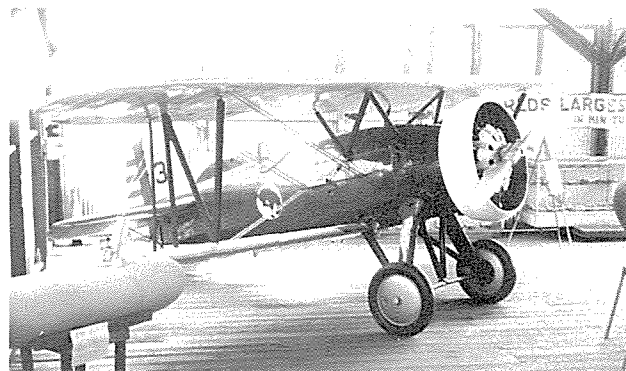
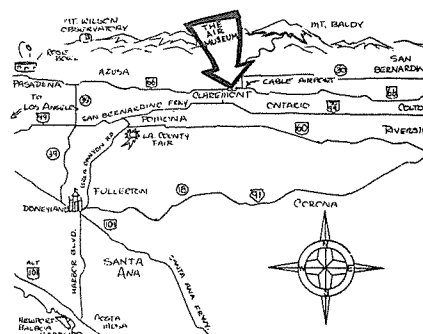


Photo - B.C. Reed

Member Ed Maloney sent us this little map of how to get to his place, the Air Museum.

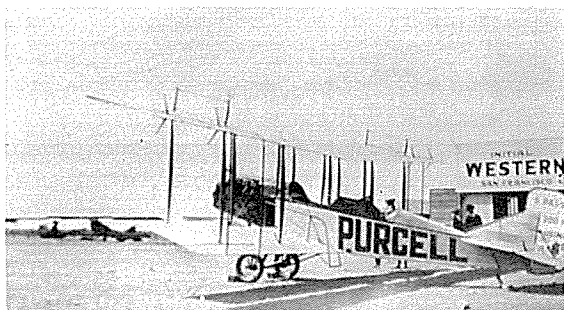


FLYING AT SAN FRANCISCO MARINA, circa 1922

In the Spring (Vol.5, No.1) issue of the Journal there is an article by Willis Nye about early flying at the San Francisco Marina. I was born and raised within a stone's throw of this field and spent about 90% of my youth there, and around Ft. Scott Field, now Crissy Field. There were two separate air strips

there. The one on the north side of Marina Blvd., now called Marina Green, was operated by Bob Fowler and his crew. The other strip, on the south side, was occupied at various times by the Air Mail (Post Office), Western Airway, Sam Purcell and others. Both maintained hangars of sorts, the larger being on the south side.

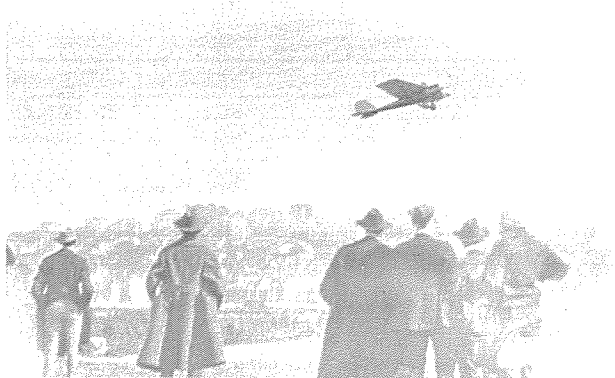
I flew many times with Sam Purcell, whose plane carried four passengers and Sam himself. This plane was commonly known as the "Flying Tomato" due to the bright red nose trim.



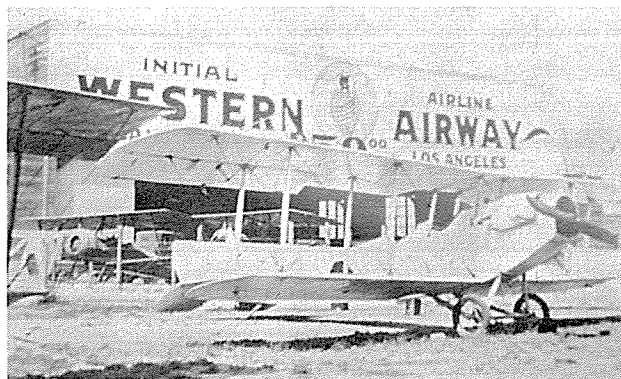
In the picture of the Western Airway hangar there are two Thomas-Morse S-4's. There was a two-place Fokker D. VII, as another Wartime job, but it was not based at the Marina, and probably came from the East Bay, Durant Field. I saw it attempt a landing on the Brockway Golf Course at Lake Tahoe with dire results, as shown here.



This last picture is of the Jaluzzi monoplane landing (Yes, landing) on the Marina in 1921. The buildings on the hills of San Francisco can be seen faintly in this photo.



There were some other interesting events at the Marina:
April 12, 1919 - Lt. Col. William Thaw put on an air show at the Marina for the Victory Loan Drive. The



equipment consisted of 3 Fokker D.VII's, 2 SPAD's, 4 "Jennies" and one S.E.5a. The planes arrived by train and were assembled at the field.

October 11, 1919 - Lt. Maynard arrived at Crissy Field, nearby, in a D.H.4, being the first in from the East in the First Transcontinental RELiability Tour.

April 21, 1920 - A race to Del Monte (Calif.) and return was won by J.W. Benton in a Bristol; second was Andy Andrews in a Curtiss "Oriole" and third was Walter Varney in a Curtiss. Time: 102 mins.

September 10, 1920 - Arrival of the first Air Mail flight on Marina Field. Pilot - Stanhope Boggs. Average speed, New York to San Francisco - 100 mph. His plane was a D.H.4.

January 4, 1921 - Pilot Stanhope Boggs took off in his D.H.4 and got lost in bad weather trying to return to the field and crashed at the corner of Hayes and Gough Streets. Plane washed out but pilot not hurt.

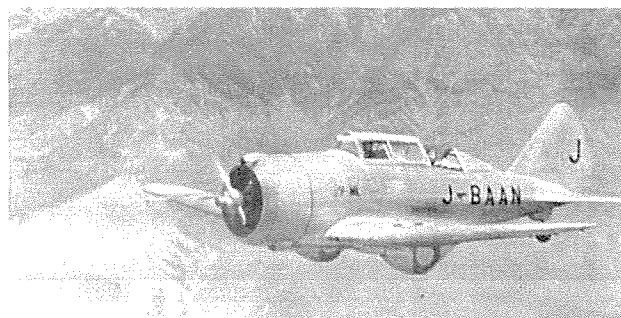
June 5, 1921 - Sam Purcell made a forced landing in the street near the City Hall on Grove Street. His four passengers were unhurt and the plane was only slightly damaged.

March 25, 1922 - Western Airway starts its San Francisco to Los Angeles service from Marina Field.

Ned Spalding, Box 448, Ross, Marin County, Calif.

UNUSUAL SEVERSKY From Dick Bueschel

In addition to the letter from Dick Bueschel which appeared in the Vol. 5, No. 3 Journal, he enclosed a picture of an unusual Seversky which is reproduced here. It is of J-BAAN and the original source of the photograph is unknown, although thought to be from Asahi Press. (Edit.)



CAPTURED GERMANS, and WHERE ARE THE SERIAL NUMBERS?

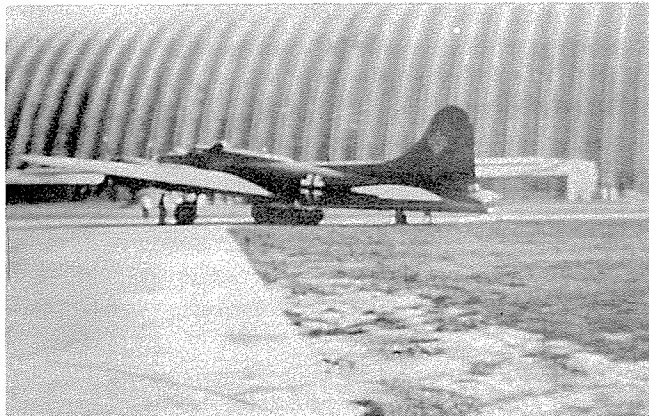
Volume 5, No. 3 arrived today. Well done. Slightly too much WWI for me but once I started reading I found it very interesting. One complaint, though, --- where are the serial number listings? Those I really look forward to, particularly C-47 and B-25's. That data is necessary for a complete collection.

Enclosed are two captured Germans that I'd like to get the serial numbers or other data on. Both were at Lawrence, Kansas in 1947. The Heinkel 162A-1 "Volksjaeger" had U.S.A.F. number T-2-489 on it, and the Messerschmitt Bf 109K-4 had T-2-122. That's all I have on these.



The request for on-the-spot WWII photos prompted me to dig out these two. The original print of the B-17 is very small, probably taken with a sub-miniature camera, as to photograph this was "verboten".

The B-17 model is unknown, probably an "F". The photo was taken at Orly Field, Paris, shortly before Christmas, 1942. After capture, all that the Germans had to do was to add new wheels to make it flyable. It was used by Zerstoror-Schule 1 (ZS-1) or Destroyer School One, and later at Neubiberg, Germany. The interesting possibility exists that it was also one of

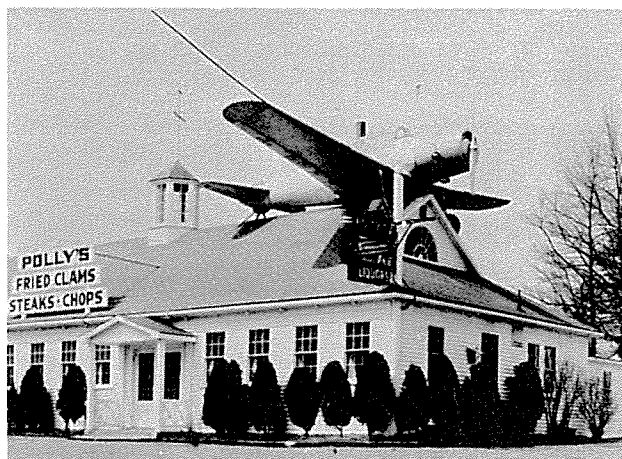


ROOF TOPPER

I noted your request for other pictures of "roof toppers" around the country. Enclosed is a local eye-catcher. Along the same lines I recall a Fokker F-32 used as a gas station on U.S. Route 20 north of Albany, N.Y., before WWII. It had been used by Universal Air Lines between Cleveland and Chicago. Perhaps A.A.H.S. Members can give more details.

Airplanes have been a roof-top trademark for Mr. and Mrs. Costa Polly of Westford, Mass. since 1930. It's an interesting story of how this all started.

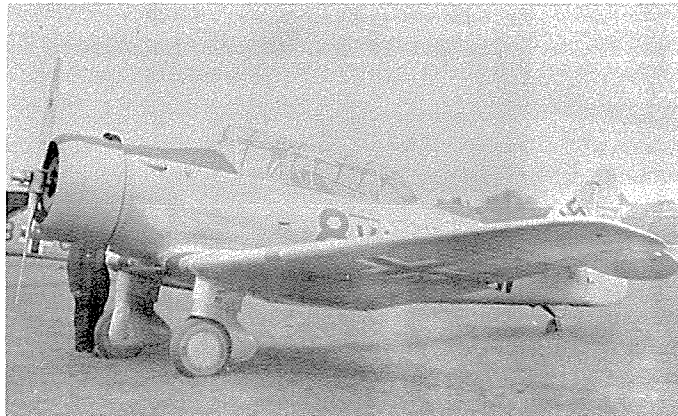
Mr. Polly swapped and old automobile for an unfinished Heath Parasol in the late 1920's with the idea of getting the necessary Henderson engine and learning to fly. Limited funds prevented his completion of the plane, and he had started a restaurant, so the Heath was almost forgotten, until he needed an eye-catching sign. This got the Heath off the ground, onto the roof-top, and to cover up the lack of engine he put it into a nose-dive position, so realistically that it looked as if the plane had just crashed on the roof. The effect was immediate, and a few people, taking a quick glance, actually thought the air accident had happened right then and there. Needless to say, the "place with the plane on the roof" soon became well known.



the infamous Do. 200's.

The other photo is of the North American NA-64. The picture was taken at Neubiberg and bears the markings of ZS-1 also. No data on how it was captured is available. In fact, any information on the two aircraft that Members may have will be appreciated.

Roger F. Besecker, 1346 N. Wahneta St., Allentown, Pa.



The Heath was replaced by an American Eagle bi-plane about 1933, which lasted till the hurricane of 1938 - it took off for good and after a short flight it landed in a heap.

By that time the Fitchburg Flying Club had a very tired old Kinner States Parasol monoplane that needed a good home, so it went to roost on Polly's roof. It stayed during the War years, and was replaced in 1945 by the present BT-13 whose propeller is still spinning in the breeze.

P.W. Wilson, Marblehead, Mass.

SYMPOSIUM ON HISTORY OF AIR POWER

A Symposium will be held in the West Campus of Duke University on Wednesday, 10 April 1961, sponsored by the Joint Seminar on National Security of Duke and North Carolina Universities. It is designed to stimulate interest in some unusual aspects of the history of air power, to consider new materials for publication, and to provide an opportunity for students of the history of air power to become better acquainted with each other and the work in progress. The title, at this date (31 January) has not been settled and I therefore cannot release the program, which will include at least three papers. Russell J. Parkinson, Instructor, Duke University, Durham, North Carolina, Department of History.

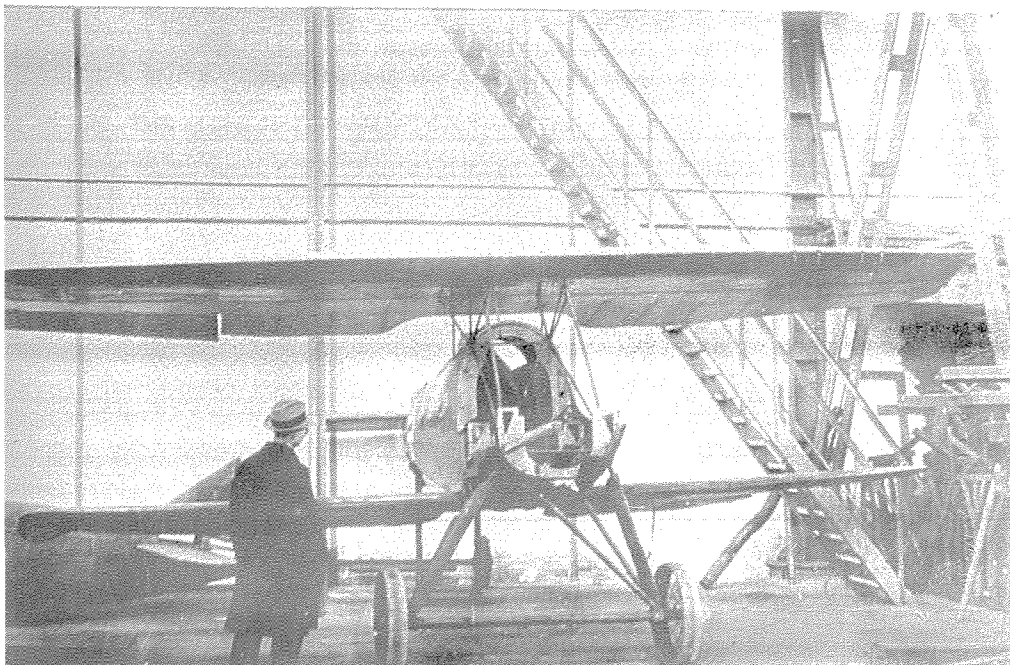
FLYING PIONEERS

I have recently run across several corrections to the series on the "Flying Pioneers", but prefer to wait until positive of (some facts). The most important concerns Farnum T. Fish. I had information from three sources that he was killed during WWI in a student training crash. Recently a government agency on fatalities among military personnel informed me that he is still living! Now I'm trying to find out where he lives.

Harold Morehouse, 1057 Rural Ave., Williamsport, Pa.

REBUILDING A P-6E

The School of Aviation Technology at Purdue



University, Lafayette, Ind. is now rebuilding a P-6E for the Air Force Museum.

James Kitts, R.R. 1, Van Buren, Ind.

SIGNIFICANT FOREIGN AVIATION BOOKS.

I enjoyed reading the Winter 1960 Journal..... but because there were two airship articles. The fine piece written by Robert Casari, "SIGNIFICANT FOREIGN AVIATION BOOKS", should be only the first of a series. Since so many of the Members are collectors, this kind of continuing bibliography would be of great benefit. I would be happy to contribute similar material, if it is needed.

Paul Caudette, Route 1, Blaine, Wash.

It has been brought to my attention that the Editor of the Journal has received criticism about the length of several of the documentary articles that have been presented in past issues. This Member (and co-founder of the A.A.H.S.) has been guilty.

For those who do not concur that this is desirable, may I suggest that they themselves provide some of the material that is so very essential to the composition of the Journal. The Editor does not always have an abundance of articles of the exact length required, and it is difficult to be discriminating about the selection of articles submitted in that case. All work is voluntary and long articles do take considerable time to compile.

This writer submits that some of the best features of the Journals have been those lengthy articles covering all of the aspects of the history of certain subjects, not leaving the story half-told. Most writers of these longer articles have done a very fine documentary presentation, one that has raised this Journal to the par of many respected historical treatises. Remember, the A.A.H.S. Journal was not founded just to be another magazine!

Willis Nye, 1719 Grove Way, Hayward, Calif.

ANOTHER MYSTERY

Peter Grosz dug this print out of his files, a U.S. Air Service photo, No. A-3548 A.S., with General William Mitchell standing by. It is, apparently, of a German tapered-wing, monocoque-fuselage biplane, and he might have been viewing it in a German factory after the War. At least, it is reported to be Gen. Mitchell. Who can tell more about it? Write to Peter M. Grosz, Prettybrook Road, R.D. 2, Princeton, N.J.

ART (Continued from Page 35)

with famous airmen in his studio. During such sessions he obtains answers to the many questions about colors of aircraft and other technical details which ultimately produce the authenticity found in his work. For instance, Douglas Campbell and Alan Winslow were credited with shooting down the first official enemy aircraft by a U.S. organized and trained A.E.F. unit, the 94th Pursuit Sqdn. Though most of the illustrations of this event show the usual two-gun armament on Campbell's Nieuport 28, he, Campbell, verified that he had only one gun at the time. If you recall Rickenbacker's account of the 94th, the outfit was short of armament at the time and, indeed, practice patrols had been carried out without arms, cautiously and behind our lines.

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