

MAIL SACK

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DOUBTFUL FOKKER SER. NO. 7776/18

Re: Pete Bowers' Article "Wartime Fokker Serial Numbers" in the Spring 1961 issue of the A.A.H.S. JOURNAL. The statement in par. 3 that the 7776/18 in the DVII serial no. means that "it is the 7776th D-type airplane purchased during the fiscal year of 1918" is to be doubted. Just how German WWI serials were assigned is not clear to me but a collection of 4-500 German WWI serials has convinced me that the different classes (C, D, E, etc.) did not have separate numbering systems. Frank Cheesman and I discussed this at length during his recent visit here and he agreed (his collection of serials is considerably larger than mine). The existence of many serials considerably larger than the year's production for the class -- consider these numbers: Fok. D.VII #7776/18; L.V.G. C.VI #7221/18; L.V.G. B.III #3250/18; Gotha C.Vb # 935/18; S.S.W. L.I #898/18; Albatros J.I #639/18; Zeppelin R.XVI (Aviatic) #49/18; Zeppelin C.II #15803/17; S.S.W. D.III #8341/17; L.V.G. B.III #3300/17; Junkers J.I #849/17; Friedrichshafen G.III #326/17; etc., etc. -----leads one to wonder.

Lt. Col. Jesse D. Thompson, 5321 Flamingo Ct., Dayton 31, Ohio.

F4U-1C IS NOT AN AU-1

I enjoy "WW II Photo Page" in particular, but after reading the Spring JOURNAL I felt I just had to write concerning the "Corsair Fighter" bit on pages 68 and 70. I believe if one looks closely at picture No 2, he'll find the aircraft with the Marine markings an AU-1 and not an F4U-1C as indicated. The obvious features which can be compared to picture No. 7 (AU-1) include the rather new Marine markings, M-3 20mm guns, 5 bomb-rocket racks under each wing, UHF antenna behind cockpit, and the non-circular engine cowl. Later F4U-4s with 20mm guns mounted were designated F4U-4B. I have a tender spot in my heart for the good old "U-Bird", having flown the -1D, -4, -5N and AU-1 while on active duty and in the Naval Air Reserve.

Ronald M. Gerdes, 991 Warwick Court, Sunnyvale, Calif.

N-9's LABELED AS SJ-1's

From a quick evaluation of the Spring 1961 JOURNAL, and knowing of the problems with regard to U.S. Navy aircraft during this 50th Anniversary Year, we think the JOURNAL a very fine job. It is also obvious that it needs some help. We can't afford to have N-9's labeled as SJ-1's.

Harold Andrews, 4022 - 25th Rd. No., Arlington, Va.

"CORSAIR" VARIANTS

The World War II Photo Page of the Spring 1961 JOURNAL (VOL. 6, No. 1) covers the general story of the WWII and Post-WWII "Corsairs", however, as with most other programs of that period there were a number of less well known variants which have received little or no publicity.

Two photos, courtesy of Goodyear Aircraft Corp., (1) show three of these developments. The two "Corsairs" in the one picture, taken in August 1944, may appear a bit mixed up --- the bubble canopy is on the FG model while the F2G has a standard cockpit. In explanation, the XF2G-1 shown was the first of this series, BuNo. 13471, and was the engine test bed for the F2G series. A standard FG-1 airframe was used with only enough modifications to allow installation and flight test of the R-4360 engine. It was used

extensively by Goodyear for powerplant development and was evaluated at NATC, Patuxent River.

The other "Corsair" in this view is FG-1A, BuNo. 14092, which, together with BuNo. 14091, was to have a full bubble canopy. This was a proposed production modification for the FG-1's, not a development airplane for the F2G's; the redesign and canopy are different from the F2G series. The modification was also evaluated at NATC Patuxent, and was included in the "stable" of the 1944 Fighter Conference there.

FG-1A's were basically a version of the FG-1's for shore-based Marine Corps squadrons with carrier-type equipment deleted. The three FG-1A's shown in this (1) other photograph were being readied for a transcontinental speed record attempt late in 1944. The flight was flown by Marine Corps pilots and the existing records were unofficially beaten. However, the requirements for official recognition were not met so no new record was claimed.

Harold Andrews, 4022 - 25th Rd. No., Arlington 7, Va.

(1) See photos Nos. 1 and 2, Page 127

TREASURE PAGE FOKKER - "TACOMA TO TOKYO"

Relative to the Treasure Page, '61 Spring JOURNAL, page 44 and picture "C", I played a hunch and contacted Eddie Brown. Sure enough, the Fokker is the one he and Bob Wark used in their trans-Pacific attempt back in 1930. Eddie sent along the following information:

"Yes, that is the old Fokker we had back in 1930. That ship has a terrific record behind it which dates back to 1926. It was built in Amsterdam, Holland, a genuine Fokker, and when we got it the instruments were all in Dutch. The engine was a Rolls Royce Eagle 8, 12 cylinders, four magnetos, four carburetors, geared to a reduction of 5 to 3, swinging a Heinie wooden propeller made in Germany. The engine developed 625 HP at 2250 rpm. At 1800 to 2000 rpm she got by on 18 to 20 gallons. (3)

An Englishman bought two identical C-5 Fokkers and was going to fly around the world. He was going to fly from England to Australia and then Vancouver with one, and the second one was shipped to Vancouver; that is the one we got later -- his plans fell through, then a James Brewster brought the ship down from Canada and was going to start an airline. That plan folded up, then we got the ship from the Brewster Construction Co. and Wark and I made a hairy attempt to fly the Pacific in July of 1930, from Tacoma, Washington. Later Wark traded the poor old bird for some property at Ephrata." H. G. Buffington, 900 University Street, Seattle 1, Wash.

(3) See photo No. 3, Page 127

MORE ON DIESEL ENGINES

On Page 67 of your current issue appears a letter from a Mr. S. H. Kleiser stating in part that the German airplane, NORDWIND, was the first diesel-powered ship to fly.

There is a Packard-diesel engine on display in the Air and Space Building of the National Air Museum. Part of the label reads as follows: "1928, the first compression-ignition engine to power an airplane."

Below is a quotation from "Jane's All The World's Aircraft" of 1929. "In the Autumn of 1928, the Packard Co. successfully completed the development of the first diesel air-cooled radial engine. This engine was flown continuously in test work during the Autumn and Winter of 1928, and in the Spring of 1929, obtaining some re-

markable results, particularly in fuel economy."

Below is a quotation from "Jane's All the World's Aircraft" of 1938. "Since its foundation in 1933, the Aircraft Division of the Blohm and Voss shipyards at Hamburg have produced several interesting aircraft, the most recent of which (the Ha 139) is the world's largest twin-float catapult seaplane. Two machines of this type -- the "Nordmeer" and the "Nordwind" -- were delivered to the Deutsch Luft Hansa in 1937 and in the Summer and Autumn of that year, these two seaplanes made 14 experimental trans-Atlantic flights between Horta (Azores) and New York.

Apparently, therefore, the "Nordwind" flew nine years after a Packard-Diesel-powered "Stinson". I have written the Deutsches Museum to find out if a Junkers-Diesel-powered airplane preceded the "Stinson". It seems implausible that Dr. Junkers could have built one diesel airplane engine in 1916 and another in 1925 without having one fly until 1929.
Robert B. Meyer, Jr., 9710 Persimmon Tree Road, Bethesda 14, Maryland

SKYHOOK CHIEFS

As the Mail Sack Page was being made up R.K. Smith forwarded a photo, shown on Page 127, of the pilots and engineering officers involved in the Navy's first skyhook experiments. See "The Navy's First Skyhook", Page 91 of this issue. Mr. Smith writes:

"Enclosed is a picture, just received today, which I hope you will use, as it is unusual in showing these men together. From left to right are Lt. Howard L. Young, Lt. D. Ward Harrigan, Lt. Calvin M. Bolster, and an unidentified Commander. I can't figure out who he is; there weren't many commanders around in those days. The picture is from a Paramount Newsreel, now owned by Harrigan."

R.K. Smith, 403 S. Busey Ave., Urbana, Ill.

RESTORED BOEING F4B-4

Re: The Boeing F4B-4 pictured in Vol. 6, No. 1 (Spring 1961) JOURNAL, Page 49 when it was owned by Ray H'land of Rochester, N.Y. Enclosed is a print of a photo taken 13 May 1961 at Andrews AFB during the Armed Forces Day show. (See Page 127). The airplane was restored at Mustin Field, Philadelphia and the following information is from the I.D. plate in the cockpit:

Manufacturer's Model No.	235
Manufacturer's Serial No.	1752
Military Bureau No.	9241
Military type	F4B-4
Delivery Date	15 December 1932
Registration, Civilian	NR-9329

Warren D. Shipp, 185 Wortman Ave., Brooklyn 13, N.Y.

HEINKEL He-162A & MESSERSCHMITT Bf-109

I can help in regards to Roger Besecker's quest for information on the two photos of the Heinkel He-162A and Messerschmitt Bf-109. (Refer to J-AAHS, Vol. 6, No. 1, Spring 1961, pg. 51) First of all, let me say that I now have both a/c in my museum here in Claremont where they are on exhibit.

The Messerschmitt Bf-109 is a G-10/V4 and not a Bf-109K-4 as listed by Mr. Besecker. As pictured in the JOURNAL, it was on display at the University of Kansas. It had been flight tested at Wright Field and later given to the university. Both airplanes were disposed of to Mr. Eddie Fisher in 1948 and transported to Kansas City, Kansas, where they were placed in storage and remained until unearthed by myself.

The Bf-109 G-10 bears the USAF Tech Intelligence

Evaluation Number T2-122. It was made at the Augsburg, Germany Messerschmitt plant in 1943. It was assigned to Hermann Goering's crack fighter outfit, the "Abbeville Kids" which also had FW-190's. It still retains its yellow nose.

In December, 1944, it was sent to a Luftwaffe Modification Center to be overhauled and brought up to date. It was reissued and survived the war. It was found intact and was flown to Cherbourg, France and shipped to the U.S.A.

One interesting feature discovered while conducting an intensive examination of this 109 is the name of Mr. Fritz Kozisek, 1508 So. Harvey Ave., Berwyn, Ill., Air Tech Intelligence, Cherbourg, France, which was found under the ammo lid to the 30mm. Mk-108 cannon. If any reader knows Mr. Kozisek, perhaps he might contact him for the missing details.

This 109 has the late "Galland Hood", a semi-bubble type canopy which was requested by Gen. Adolf Galland; hence the name. It retains its original armament of two 13mm. nose guns and one 30mm. Mk-109 rapid firing cannon in the nose. Its propeller is missing.

For details of the Heinkel He-162A "Volksjaeger", (Peoples Fighter), Serial No. 120077, TAIC Evolution #T-2-489, See Air Pictorial, Dec. 1959 issue. Ed Maloney, THE AIR MUSEUM, Claremont, Calif.

EDITOR'S NOTE: Member Ed Maloney's AIR MUSEUM now includes 59 airplanes, of which 20 are on display. However, Ed makes this request that persons please refrain from asking for a special display for photographic purposes as this entails a tremendous amount of work. As a private venture, supported almost wholly by the admission fees charged at the MUSEUM, Ed has done a wonderful job in acquiring all these aircraft, and his staff is small, and voluntary for the most part. Incidentally, his latest acquisition is a Boeing B-17 "Fortress" of which we will have more details later. The Boeing P-26 obtained some while back has now been painted in the markings of the 34th Pursuit Squadron as it was at March Field, Calif. This particular "Pea Shooter" is Ser. No. 33-123. See photo on Page 127.

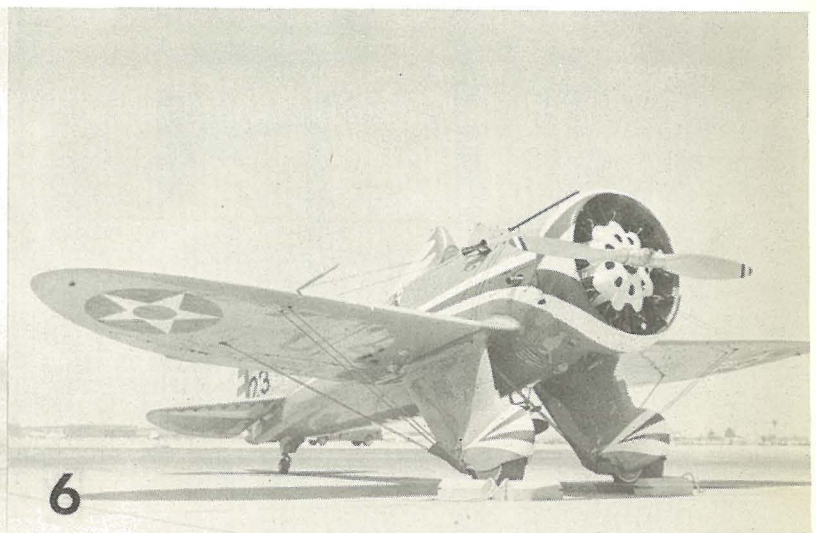
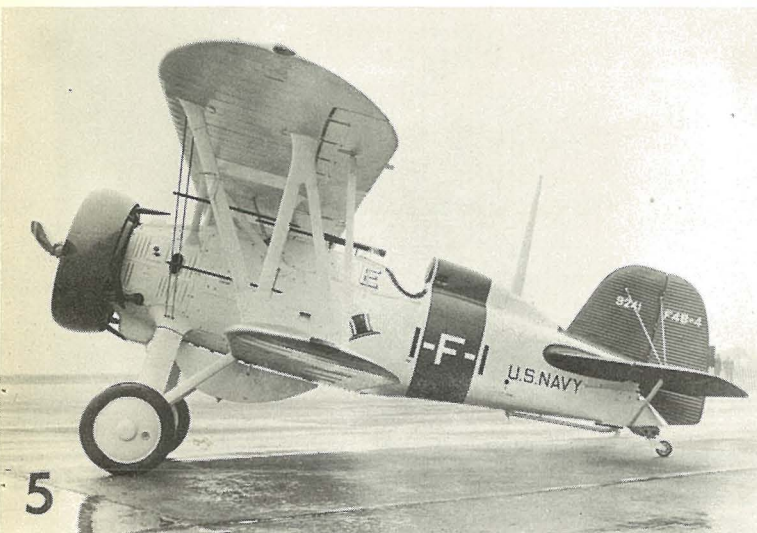
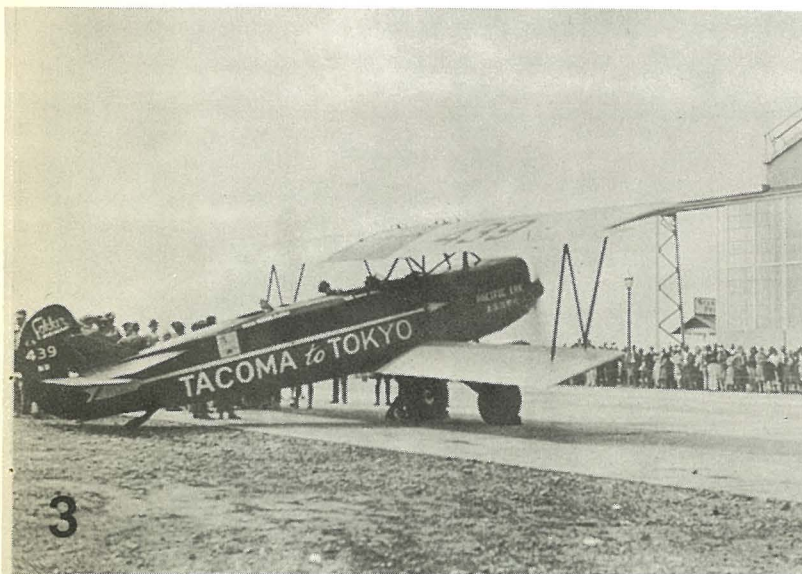
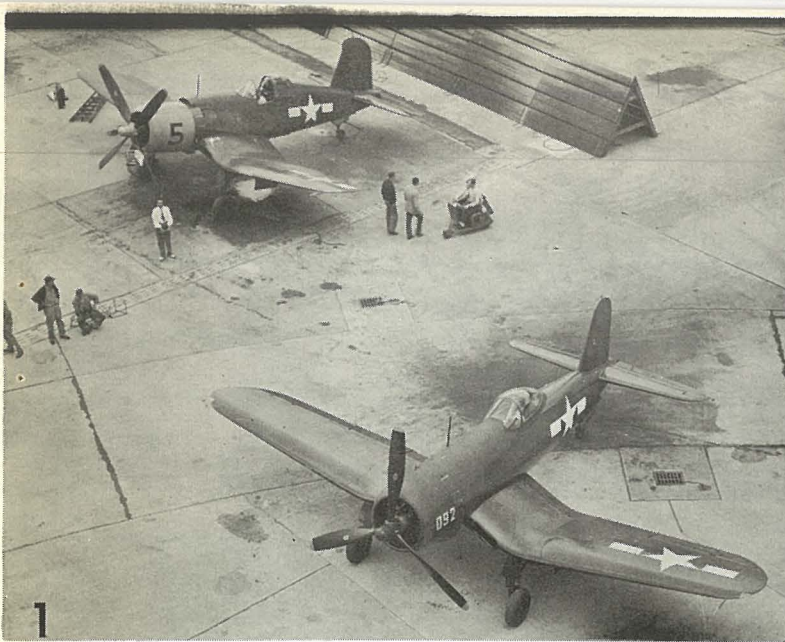
Also, for the 50th Anniversary celebrations by the Navy, the AIR MUSEUM has loaned the Hanriot HD-1 (recovered and repainted by the Navy as an HD-1 from the U.S.S. MISSISSIPPI, circa 1920); the Boeing F4B-3 (actually a P-12E repainted for the occasion in the markings of the Navy's "High Hat" Squadron); the F4U-1 "Corsair", TEM-1 "Avenger", F6F-5 "Hellcat" and the F4F-3 "Wildcat" (an FM-2).

"KITTYHAWK" of 65th FIGHTER SQUADRON

Lt. Jean Cuny requested further information concerning the "Kittyhawk" photo shown on the Mail Sack Photo Page of Vol. 5, No. 4, JAAHS. I believe that this particular airplane was from the 65th Fighter Squadron, 57th Fighter Group, USA-MEAF, attached to the RAF Western Desert Air Force during the North African Campaign.

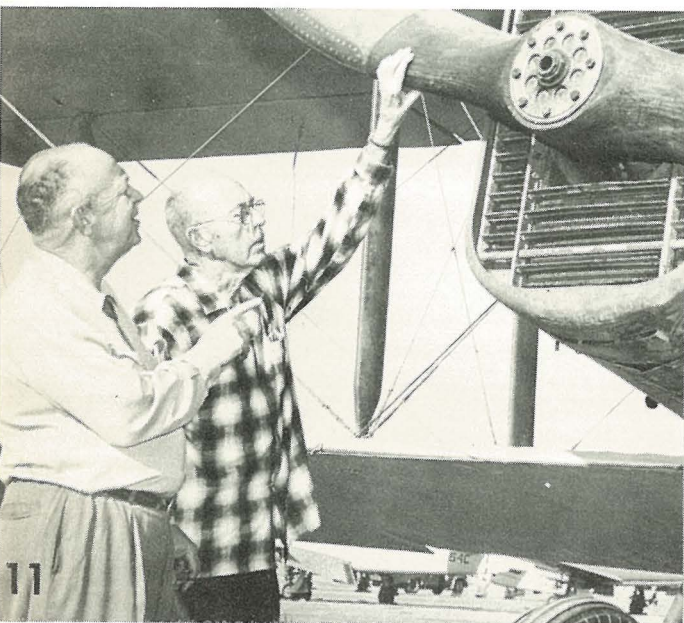
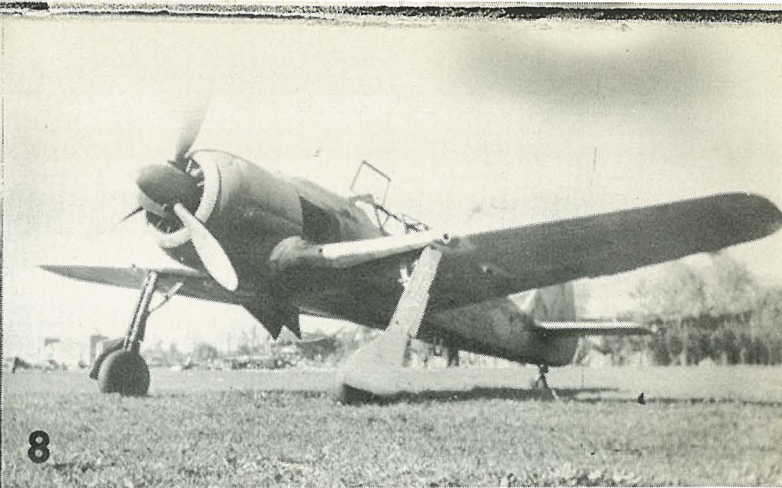
I am led to this conclusion for a number of reasons. Conversations with Lt. Col. Robert A. Barnum, a former member of the 64th Fighter Squadron, 57th Fighter Group, indicate that the Group was initially equipped with P-40E's. Since Allison engines were hard to obtain, the Group either re-equipped with P-40F's or installed Rolls Royce Merlins in their aircraft. Examination of the 57th Fighter Group's unofficial history indicates the following breakdown in identification number allocation: Group Hq. 1-9; 64th Fighter Sqdn. 10-39; 65th Fighter Sqdn. 40-69; 66th Fighter Sqdn. 70-99. The squadron insignia was carried as shown on Lt. Cuny's photo and the national insignia divided the identification numerals. The three insignia were: 64th, a black scorpion; 65th, a red bird with a chip on its shoulder; 66th, a "cock" with boxing gloves against a

(Text continued on Page 129)



- (1) XF2G-1 (upper), BuNo. 13471, engine test bed for F2G series, and FG-1A, BuNo. 14092, production modification for Marine Corps use.
- (2) FG-1A's being readied for transcontinental record dash, 1944. Photos 11 & 2, Goodyear Aircraft Corp.
- (3) TACOMA TO TOKYO Fokker C-5 of Eddie Brown and Bob Wark, 1930. From H.G. Buffington. See Page 125.

- (4) Lts. Young, Harrigan and Bolster (l. to r.), pilots engaged in making Navy's first skyhook attempts. Photo submitted by R.K. Smith. See Pages 91 and 126.
- (5) Restored Boeing F4B-4 as of 13 May 1961, original S/N 9241. Photo by Warren D. Shipp.
- (6) Boeing P-26, S/N 33-123, now restored and in The AIR MUSEUM, Claremont, Calif. Photo by Ed Maloney.



- (7) Another view of the PW-8/CO-X as prepared for entry in Pulitzer Race, St. Louis, 1923. USAF photo #164915 A.C. Story on page opposite.
- (8) Rare two-place FW190 A8-U/1 photographed by Merle Omsted at Augsburg, October 1945.
- (9) French Dewoitine D-520 near Brussels, Belgium, as photographed by Frank Hartman. See Page 130 for details of color scheme.

- (10) Memento of a famous racing team, a poster now in custody of Ed Sterne. Photo E.L. Sterne Bookshop.
- (11) Member Dr. R.H. Hoffman and Lester F. Bishop, former mail pilot, inspect Mantz DH-4 used in filming "Spirit of St. Louis". Photo - Tom Enomoto.
- (12) Two-place S.E.5a. A rare photo submitted by K.M. Molson. G-CYCE was one of 12 converted by Ericson Aircraft Ltd. in post-WWI. See Page 130.

white "X". The aircraft coloration was Desert Sand upper surfaces and (I believe) Neutral Grey on under surfaces.

The RAF fin flash does not necessarily indicate that the airplane in question was of British origin. I believe that all USAMEAF aircraft with the WDAF carried such flash. I have personally seen it on two different B-24's of the 376th Bomb Group (the "Liberandos") and cite photos of B-25's between pages 120 and 121 of The Army Air Forces in World War II by Craven and Cate and on page 88 of the October 1942 issue of Flying magazine.
Robert L. Cavanagh, 2890 Villanova Dr., Kettering, Ohio

CURTISS CO-X

Mr. George Hardie, in Vol. 4, No. 1, of the JAAHS requested further information on the CO-X airplane. The following was extracted from the Project Engineering Record Book on the Curtiss PW-8 Airplane recently acquired by the Air Force Museum, W-PAFB, Ohio.

PW-8 CONTRACT NO. 640
Curtiss Aeroplane & Motor Corporation
A.S. No. 23-1201 P-295 (7)

July 11, 1923. Expenditure No. 3174 issued to cover all work by this Division in connection with 1923 Pulitzer Races at St. Louis, Missouri. Note: Authority for the above work in letter from Chief of Air Services, dated June 28, 1923.

Sept. 14, 1923. Sub-order 3174-20 issued to cover all work and material necessary to prepare PW-8 airplane for entry in St. Louis Race. This airplane will have an additional cockpit installed and will be entered in Event No. 3, Liberty Engine Builder's Trophy for Observation planes.

Sept. 19, 1923. New wing fittings are being made for PW-8. The duralumin fittings were removed and found to be unsafe for further use. (Later replaced).

Sept. 24, 1923. The model designation for the Curtiss Pursuit PW-8 has been changed to CO-X for the period of the races.

Sept. 25, 1923. The CO-X with high compression D-12 engine and Curtiss high speed propeller, Ex-29048-A was flown over the speed course at a high speed of 167.95 MPH at 2360 RPM. Flown to test cooling system. (The bypass regulator in water system of the CO-X later removed in an attempt to eliminate overheating).

Sept. 27, 1923. The CO-X airplane has had one of the oil tanks that was formerly installed on the transcontinental ship installed last evening. It is thought that with extra oil being carried in this tank, the cooling properties will be somewhat enhanced. One of the Curtiss forged duralumin propellers will be installed on this airplane.

Sept. 28, 1923. The CO-X airplane piloted by Lt. Brookley left for St. Louis this date.

Oct. 1, 1923. The St. Louis Air Board allowed the Navy (sic) protests against the CO-X being entered in event No. 3 for Corps Observation airplanes.
Robert L. Cavanagh, 2890 Villanova Dr., Kettering 29, Ohio

(7) See photo on Page 128

ANOTHER BOEING F4B-4 (or P-12)

I was very happy to hear about the Boeing F4B-4 that Ray Hyland recently donated to the National Air Museum, (page 49). In addition to this and the one on display in Ed Maloney's Air Museum, there is one (I don't know if it is a P-12 or an F4B-4) owned by B & F Aircraft, Oak Lawn, Illinois. There was a small photo of this plane in American Airman, March, 1960, page 6. I don't know what condition it is in, but I know it has not been restored yet. I have heard that the fuselage is setting

outside exposed to the elements. I hope they save this before it is too late.

Gary Fisk, Allegan, Michigan

"MUSTANG" G-ARKD, ex-VH-BVM, ex-RAAF A68-5

You might be interested in hearing that the "Mustang" that is at present attempting to break the solo record between Sydney, Australia and London, England is G-ARKD. This was one of the first 100 "Mustangs" that were built here, and was (constructed) mainly from American parts. It served in the RAAF as A68-5 and then as VH-BVM when it broke the Sydney-New Zealand-Tasman record in 1953. It was then sold to A. Glass from W. Whiteman, who broke the Tasman record in it. From then until now, it rarely flew.

In its life it had three names. When the Sydney-New Zealand-Tasman record was broken, it was named REBEL. Then when purchased by A. Gladd, it was called JOHNNY ZERO. At present, on the Sydney-London record attempt with R. Flockhart, it is called UNITED DOMINIONS.

Peter Ricketts, 32 Miles St., Mascot, Sydney, N.S.W. Australia

REPLICA BUILDERS' CLEARING HOUSE

We would like to suggest the formation of a clearing house for information and experience useful to the builders and potential builders of replica WWI aircraft. Dean Obrecht of the AAA and I, with the help of A.A.H.S. Members, would be glad to make up a list of such projects and their builders. We have already worked up a list of some 200 existing WWI aircraft, mostly those in museums, and would like to add the new ones. We would need from each builder the following information, at least -- name and address of builder, name of project, engine and any major changes from the original design, such as steel tube construction, new engine, brakes, etc. and a brief history of the major components, if any. The list will be mimeographed and distributed. Help from those interested will be most welcome.
Leonard Opdyke, 108 Fairhaven Road, Rochester, N.Y.

JUDGES FOR SCALE CONTESTS

Member LeRoy Weber also sends in an item for the MAIL SACK along the same lines as the above. He says, "WANTED - qualified AAHS Members to serve as judges at local and regional scale model contests sponsored by the Academy of Model Aeronautics.

"Please contact me directly, supplying your name, address and phone number, and your qualifications and model interests. I will set up a roster of judges, to be supplied to the Academy for their aid in obtaining competent judging of scale contests.

"If a sufficient number of Members reply it is also proposed to organize the roster on a regional basis, with contacts for the local or regional Academy Contest Chairmen."

LeRoy Weber, Jr., P.O. Box 355, Rio Vista, Calif.

DOUGLAS SUPER-DC-3's

With reference to the excellent description of the three ex-Capital 'Super Goonies' by John T. Wible in the Winter, 1960, issue, readers will be interested in additional information on these aircraft.

The following are the original Douglas c/n's for the three a/c: N540S c/n 1557 - N541S c/n 1554 - N542S c/n 1548. The low c/n implies that these aircraft must have a large number of flying hours on the original airframes.

The Super DC-3 retained by Douglas until 1959 has the c/n 43159 CAA No. N30000 and is reported to be an ex USAF C-47.

The 100 'Super-Goonies' acquired by the U.S. Navy are in themselves very interesting a/c as not much of their previous identity is known. It is true to state that they are leading a "double life" as the Bu.No. before conversion is still carried when the a/c emerged as the R4D-8. The 100 a/c chosen for conversion include R4D-5's, R4D-6's and R4D-7's, with new c/n's in the range 43301 to 43400 inclusive. An odd R4D-8 carries the Bu.No. 138820 coded 'QF' the code of MARS-37. This is reputed to be a rebuilt Super DC-3, ex-YC-129, redesignated YC-47F. Can anyone explain please?

According to the historical files, a total of 563 R4D- aircraft were procured by the U.S. Navy, ranging from the R4D-1 to the R4D-7. A batch of eight R4D-7's carry the Bu.No. 39101 to 39108 inclusive. Imagine the surprise experienced when the writer visited Blackbushe Airport -- the home of FASRON 200 (Special), to be confronted by a resident R4D-8 with the Bu.No. 39109. Before the 'ghost' disappeared, it was duly photographed and at a later date closely inspected. The makers plate didn't give away much information, except to state that the c/n was now 43313, and that the date of acceptance was February 26, 1952. Further investigation has proved the theory that this "lone-ranger" is none other than a C-47B-DK c/n 15752 ex USAF 43-49932.

The writer is most interested in obtaining data and photographs of the R4D- series, including the R4D-8 and at the moment has photos of 20 of the 100 of this type in use with the U.S. Navy. A. Percy, Jr., Cartefle, 3, Ystad-y-Wenallt, Llanbedr, Merioneth, North Wales, U.K.

AIR FORCE MUSEUM ASSISTANCE

Note: The following letter was received by Members Al Kiefer and R. T. Hood (A.A.H.S. Secretary) in response to their request for assistance in rebuilding a Curtiss JN-4D "Jenny". They received from the Museum, a microfilm (on loan, of course) of the entire JN-4D construction drawings.

"We are most happy to have the opportunity to be of assistance to you. Our Director, Major Robert L. Bryant, Jr., has instituted a firm policy that we are to provide the optimum amount of assistance to persons restoring aircraft or desiring to construct full-scale reproductions. Consequently, any information we have will be made available upon receipt of a legitimate request. If we do not have it, we will attempt to locate it.

"As a point of interest to you, Major Bryant recently directed me to initiate a program to locate and reproduce as many construction drawings of World War I aircraft as possible. We are just beginning to get the project rolling. I hope to contact every possible source both in Europe and the United States. I believe you will agree this is something that should have been done years ago, long before the Air Force Museum became active in this area. We hope to make up for this lack of farsightedness and preserve such drawings for use by patrons in the years ahead."

Royal D. Frey, Chief, Reference & Research Division, Air Force Museum, Wright-Patterson AFB, Ohio

RARE TWO-SEAT FW190

I had these photos of German WWII aircraft on hand, including the ultra rare two-seat FW190 A8-U/1, which I took at Augsburg about October, 1945. (8)
Merle C. Olmsted, 92B Childress, Sheppard AFB, Texas

(8) See photo on Page 128.

WWII RELIC-DEWOITINE D-520

#1 - French DeWoitine D-520. Field outside of Brussels, Belgium, June, 1945. There were many interesting and varied a/c here which I let slip by and concentrated mainly on this D-520. Plane was chocolate brown on fuselage upper surfaces, slate gray fuselage, vert. fin and wings, with yellow belly, rudder and under surfaces of wings. Spinner was white with a black triangle painted in. Boy on side was one of my buddies. (9)
Frank C. Hartman, Rt. 1, Box 302, Charlottesville, Va.

(9) See photo on Page 128.

LINCOLN BEACHEY MOMENTOS

rear wall and photographed it for the JOURNAL. (10)
This is typical of the posters of the day advertising the appearances of these two famous "drivers". It announces the return, to Emeryville, Calif. race track, of Beachey and Oldfield on Jan. 24-25, 1915. Ed also said,

"I also located the propeller from Beachey's Mono-plane, or at least I'm quite sure it was his. It has been in the custody of a man here in San Francisco since 1915."

E.L. Sterne, 2949 Balboa St., San Francisco 21, Calif.

(10) See photo on Page 128.

AIR MAIL ARTICLES

My pitch was that some articles in the JAAHS about air mail would be (very desirable). I understand that Member Jesse Davidson has a complete book on the subject all ready to be published. I want to see the U.S. Air Mail recognized. Enclosed is a picture of Lester F. Bishop of Chula Vista, Calif. meeting one of his old sweethearts, the DH-4. He was a pioneer Air Mail pilot and allows that he flew 5000 hours in them. The DH-4 belongs to Paul Mantz Flying Service at the Orange County Airport and was used in filming the Lindbergh Story, "The Spirit of St. Louis." (11)
Richards H. Hoffman, 218 Marigold Ave., Corona del Mar, California

(11) See photo on Page 128. Dr. Hoffman 'P' in photo with Mr. Bishop.

CANADIAN S.E.5a, and a TWO-SEATER AT THAT.

12 S.E.5a's were used by the Royal Canadian Air Force in Canada following WWI. Two of these, G-CYCE and G-CYCQ, were converted to two-seaters at Camp Borden, Ontario, by Ericson Aircraft Ltd. of Toronto for \$1,100 apiece. I have never seen a photo of a Canadian S.E.5a published, and in fact couldn't find one until about 18 months ago. This photo shows the arrangement quite well, plus the installation of exhaust deflectors of odd shape. (12)
K. M. Molson, 65 Sir Williams Lane, Islington, Ontario Canada

(12) See Page 128.

THE LOENING AIR YACHT

One of the finest of the United States aircraft of the early 1920's was the Loening "Air Yacht", worth a JOURNAL article, but oddly enough, little reference is made to it today. Three of them appeared on the Canadian register: G-CADV, (c/n #1) of Laurntide Air Ser-

vice, shown here (13); G-CAOO (c/n #3), and G-CAOT (c/n #?), of the Ontario Provincial Air Service. K.M. Molson, 65 Sir Williams Lane, Islington, Ont., Can.

(13) See Page 132.

SEAPLANE SPRAYER - PT-17

There seems to be an interest in sprayers, and dust-ers; hence (I am sending) this photo of a float-equipped Stearman PT-17 sprayer. The only one of its kind, it is fitted with Cessna 175 Floats and its takeoff is said to be phenomenal. This airplane is owned by Bradley Air Service of Ottawa, Canada. (14) K. M. Molson, 65 Sir Williams Lane, Islington, Ontario, Canada

(14) Photo on Page 132.

BOOK REVIEWS

I have read with great pleasure a mass of books on WWII -- Closterman's two, "The Moughette Diaries", etc. I enjoyed reading them, but since I am not primarily interested in the field of WWII aviation, I cannot consider myself competent to report on them as aviation history. After all, a reviewer for the AAHS JOURNAL cannot report on the "readableness" of a book but on its value as aviation history. There is no point to review such a book as literature when the members of the Society are interested first in the accuracy as history.

So first of all, the reviewer must be competent to evaluate the book as history -- not just be able to read and write. Second, the function of a reviewer is not to say that the book is good or bad because he likes or dislikes it -- though I feel that he is entitled to state his opinion -- but to describe the book to prospective purchasers as what it is. His job is to give the reader an idea of what the book actually contains and whether or not he would want to pay 50¢ to \$16.95 for it.

I also think that the JOURNAL, as you say, has a right to mention books to its readers. This is, for me, one of the most interesting parts of the JOURNAL. I usually read it first. But I do expect an authoritative comment from the JOURNAL. When the "Air Historian" reviews a book, I can deduct from it whether or not the book is readable. When I read the AAHS JOURNAL review, I expect to be told whether the book is accurate or not. I cannot say that I have been disappointed with the reviews that I have found in the JOURNAL. I have objected to some of the nit-picking -- and you did publish a letter of rebuttal that I once sent in on the Harleyford Richthofen book.

Lt. Col. Brian Flanagan, USAF, Wiesbaden, Germany

DEFECTOR - MIG-15

On the day Stalin died in 1953, a young Polish lieutenant named Francizek Jarecki took off from Stolp on a routine training mission in a MIG-15 fighter plane. Hours later, Jarecki had landed on the Danish island of Bornholm, begging political asylum and delivering for the first time an intact MIG fighter to the West. Although Jarecki's MIG-15 was eventually returned to Poland, it was carefully examined by British and U.S. intelligence officers -- at a time when American F-86F's were battling these aircraft over the south bank of the Yalu halfway around the world.

After Lieutenant Jarecki, no less than five other Iron Curtain flying officers have attempted to seek asylum in the western world by flying out of their countries in MIG-15 fighters. Two other Polish officers followed in 1953, both belly-landing their aircraft at Bornholm, and both planes were subsequently turned to Poland.

Shortly after the Korean armistice, in September, 1953, North Korean air force MIG-15 #2057 defected to Kimpo Air Base near Seoul. During this period, in an original move seldom duplicated in later days of propaganda warfare, the U.S. had offered \$100,000 to any Communist flier who would deliver a Russian-built jet into our hands. The North Korean who delivered the plane to Kimpo had not heard of the reward but was "glad" when he received it. As another propaganda move, the U.S. offered to return this MIG-15 if its "rightful owners" would claim it -- a move aimed at proving Sino-Russian participation in the Korean War. The MIG was not claimed and was transported to Okinawa where, for the first time, American pilots tested out a late-model Communist jet fighter. At this time the plane was painted in American markings with the number "7616" on the tail and "616" on the nose (the later being changed to the buzz number TC-616 when the plane was eventually moved to Wright Field). The plane was flown extensively by allied test pilots at Wright until it was damaged slightly by an RAF officer. It was then re-painted with North Korean markings and placed on display at the Air Force Museum. The plane has been mentioned in the JAAHS during various articles about this museum.

Early this last spring, a Chinese Communist fighter pilot flew across the Formosa Straits under mysterious circumstances and crash-landed his MIG-15 on a Taiwan beach. The pilot was killed, so no one will ever know whether, dressed in civilian clothes, he was attempting to defect.

The most recent such incident occurred on August 4 of this year when North Korean Lt. Nak, Hyun Chum took off on a routine flight from Wonsan and dashed across the demilitarized zone to land at Taepo-ri, an abandoned airstrip in South Korea. The lieutenant was another political defector, flying MIG-15 #241. He was welcomed by the Republic of Korea government and his airplane -- no longer a novelty now that MIG Alley is far behind and space missiles are in the news -- has been flown by the ROKAF in their markings, retaining the number 241 on the nose.

I was fortunate to acquire an unpublished photo of this MIG-15, taken when the plane was displayed at Kimpo AB near Seoul in late August of this year. I believe this is the best photo yet available of a MIG-15 in genuine North Korean markings and the fact that it illustrates a plane flown by a defector -- in these days when we wage war for men's political beliefs -- is significant. I am presently very much interested in the details of flights made by defectors from the Iron Curtain countries and would like to hear from AAHS members with similar interests. (See photo on Page 132.)

Robert F. Dorr, 2502 Gaither Street, Washington, D.C.

HISTORY OF EXPANSION

The history of civil aviation in the United States is one of constant expansion. In 1932 the number of aircraft in scheduled domestic air line service was 456. At the end of 1959 this number had increased to 1,596, including helicopters. The aircraft added to the fleet have increased their cruising speed from 120 miles an hour to over 600 miles an hour, and their capacity from an average of about 15 passengers per plane up to an average of about 140 passengers per plane. This constant growth and expansion has brought about a corresponding increase in productivity with a resultant beneficial effect on air fares.

For example, in 1932, the first-class air fare between New York and Los Angeles was \$160.00. The same fare in 1960 had increased to only \$181.00, including a \$10.00 yet surcharge. Again in 1932 the Chicago-New York fare was \$47.96, which has increased to \$50.15 on piston-engine aircraft and \$53.15 on jet aircraft. From THE AIRLINE PILOT, January 1961.



SOCIETY AFFAIRS

It seems appropriate, at this time, and as the occasion provides, to begin to bring to the Members at large the news of the formation of A.A.H.S. groups which are springing up around the country. First, of course, we will report on the forthcoming Annual Meeting to be held in Los Angeles in July. Then there are the recent meetings in Glenview, New York, Los Angeles, San Francisco and Dallas. The Society now has somewhat more than 800 active registered Members, spread throughout almost thirty countries. This has been obtained in a little over five years of organization. At the recent meeting in San Francisco your Editor was able to obtain a photograph of the three men who started all this back in 1956.

Shown above are, l. to r., Chalmers A. Johnson, Willis L. Nye, and William T. Larkins, who gathered one Sunday afternoon to discuss the formation of an aviation historical society, purely for fun. At the present time Chal is off to Japan for a year of study under a grant from the Ford Foundation. Willis is still the perennial contributor to this JOURNAL, and other publications, of anecdotes and excellent line drawings of aircraft. And Bill retired from the Editorship of the JOURNAL after three years and is, once in a while, publishing books on aircraft ("The Ford Story", etc.) The work of the Society goes on in the fine spirit begun by these men; more about "SOCIETY AFFAIRS" in the following pages.



MAIL SACK PHOTO PAGE - (Continued)

- (13) The Loening "Air Yacht" G-CADV in the North Country, long time ago, of course. See Page 130. Photo from K.M. Molson.
- (14) Stearman PT-17 on floats, fitted out as a sprayer (recently). Another from Molson.
- (15) The MIG Defector. See story on Page 131. Photo by Alc Wm. H. Myers, submitted by Robert F. Dorr.

