

SOCIETY AFFAIRS

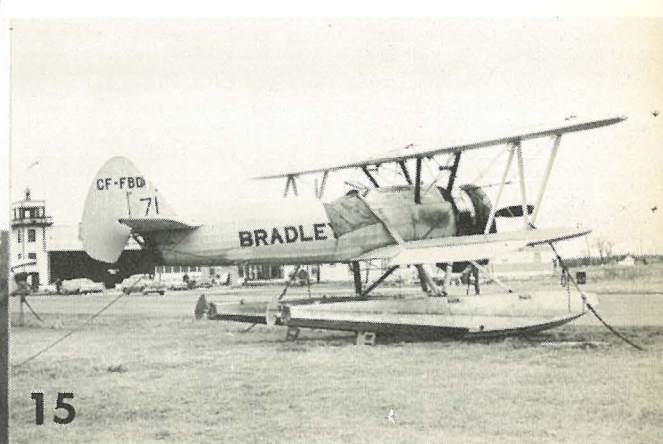
It seems appropriate, at this time, and as the occasion provides, to begin to bring to the Members at large the news of the formation of A.A.H.S. groups which are springing up around the country. First, of course, we will report on the forthcoming Annual Meeting to be held in Los Angeles in July. Then 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.



SOCIETY AFFAIRS

ADM. DAVIS TO ADDRESS ANNUAL MEETING

The Annual Meeting of the AMERICAN AVIATION HISTORICAL SOCIETY will be held in Los Angeles on 21 July next, at the Auditorium of the Institute of the Aerospace Sciences, 7660 Beverly Blvd. The guest speaker will be VADM William V. Davis, USN (Ret) who will, in keeping with the theme of the "50th Anniversary of Naval Aviation", talk about the Navy during the 1920's and 30's. Adm. Davis is one of the most colorful and experienced of the Navy's fliers, was at one time a member of the "Three Sea Hawks", the Navy's first exhibition flight team, later flew with Art Goebel in the Dole Flight to Hawaii.

Adm. Davis graduated from the Naval Academy in 1924 and learned to fly at Pensacola in 1927. He was assigned to Fighting Squadron Two in 1928 and '29, an instructor at Pensacola for two years, then went to Fighting Squadron Six. He became a test pilot at Anacostia, was the LSO aboard the SARATOGA prior to WWII. He became commander of the NATC, Patuxent River in 1950 and after several important assignments in BuAer, retired in 1960 as Deputy Commander in Chief, Atlantic Fleet. He is now the senior Military Advisor, Navy, at Lockheed Aircraft Corp. This promises to be an extremely interest-

ing evening with Adm. Davis.

The program of events for this, the Second Annual Meeting of the A.A.H.S., is as follows:

Color slides of U.S.N. aircraft by Harry Gann.	7:30-8:00
Business Session, nomination and election of Directors for 1961/62.	8:00-8:30
Address by VADM Davis, with question period following.	8:30-9:15
Coffee break	9:15-9:30
"History of Naval Aviation", narration by W.A. Riley, slides by H. Gann.	9:30-10:15
Selected Navy flight films - H. Gann	10:15-10:45

This is, of course, the tentative schedule. There will be several items on display, a scale model collection, or several. And, as usual, the constant 'jam session' will make it hard to follow set times. But all Members who can walk, run or fly, or just drive, are cordially invited to attend.

REPORTS ON LOCAL MEETINGS

A.A.H.S. POLICY ON LOCAL MEMBER GATHERINGS

Many Society Members have indicated an interest in getting together with others in their areas for discussions about aviation history. This movement is widespread, and a direct result of the surge of interest in the subject which has been rising in the last few years. What better use for one's time can be made than to get together with others to share this interest?

The Board of Directors is greatly aware of this, as already expressed in the meetings at Glenview, New York, San Francisco, Los Angeles, etc. as described below. It has been the subject of much thought, as to the means of encouraging these gatherings without the necessity for direct organization on a chapter basis or the appointment of local or regional officers or the election thereof. However, such organization demands a great deal of time, mostly volunteer, on the part of the existing staff, with consequent need for collection of local funds, etc. It has therefore been decided not to go this route, but to provide a means of affiliation and to encourage local meetings with only loose ties to the Officers and Directors of this Society.

All it takes, really, to have a local meeting, is for someone to volunteer and send out postcards to all the local Members that a meeting will be held at such and such a time and place. As is usual, the brunt of the work will fall on this someone's shoulders, but once started, the fun is worth all the effort. It will be the policy of this JOURNAL to report briefly on such meetings and to give as much assistance as possible in obtaining films, tape recordings, and displays for the programs. It will be appreciated if the local sponsor will forward to the Editor the schedule of forthcoming meetings and any other item concerning the availability of films, etc. to be passed along to other groups.

The Bylaws of the Society provide for eleven Directors. It is planned, at the forthcoming Annual Meeting in Los Angeles, to enlarge the present number to the legal maximum, with representation in certain other regions of the U.S. It is, and will continue to be, the duty of each Director to advise and assist in the formation of local groups. This will be the only means of direct affiliation with the Officers and Directors.

MIDWEST REGION AAHS MEETING WELL ATTENDED

The first Midwest Region AAHS Meeting, held at the U.S. Naval Air Station, Glenview, Ill. on Saturday, April 29, drew a crowd of 92 persons, who by mid-morning, had assembled at the BOQ conference room to begin a day's activity with trips to the flight line for the photo fans. The remainder of the morning was spent in a general get-acquainted session, with examination of the many exhibits on display. The exhibits were provided by AAHS Members.

Photos of Naval aircraft by Fred Dickey; scale models of Navy aircraft by George Letzter; Larry Penn exhibited some of his WWI models; and a small diorama depicting the scene of the first flight by the Wright

Bros. was brought by George Hardie. Detailed scale drawings of the Nieuport 27 and N28 were displayed by Bergen Hardesty and drawings of several WWII airplanes were brought by Dave Brazelton. A real treat was a group of water color paintings by Vernon Hunt, whose superb rendering of a diving Grumman F2F caught everyone's eye. Tony Yusken exhibited some of his racing photos and copywork.

The formal program opened after lunch with an address by Cdr. J. W. Alldridge, Base PIO, who detailed some of the functions of Glenview NAS. Cdr. Soule T. Bitting of the Naval Air Reserve Training Command described the Naval Reserve training program. Cdr. Wil-

liam Neville outlined the project being undertaken in organizing the papers of the late Admiral Halsey in preparation for research. This portion of the program concluded with a very interesting talk by Cdr. Richard Schram, who is with Chicago Aero Industries, Inc., manufacturers of the special aerial cameras used in the earth scanning satellites now in orbit. He spoke on the complicated problems of aerial reconnaissance and discussed in general how some of them have been solved.

The second portion of the afternoon program began with an introduction of members who revealed some interesting projects in progress, the preparation of books and magazine articles for publication, restoration of antique airplanes and drawings and paintings of historical aviation subjects.

The activities of other aviation groups in the Midwest area were described by John Zawiski, president of the Early Aircraft Assn. of Chicago; by Arthur Burns of Indianapolis who spoke on the formation and activities of the Aviation Historical Society of Indianapolis of which he is president; and by A. W. Yusken of Chicago, who spoke on the Antique Airplane Assn. chapter of which he is a member.

Two pioneers of Chicago Aviation were the guest speakers of the afternoon. First was George M. Dunlap of Lake Zurich, Ill., who learned to fly at Wheaton, Ill. in 1909. He later worked for Glenn Curtiss for several years, helping to develop the hydroaeroplane and other early aircraft. In later years, he was field chief for a total of 43 air races, the first being the National Air Races held in Chicago in 1930.

The second pioneer to speak was Walter Brock of Chicago, who was associated with the Roberts Engine Co. and with Augustus Herring in the early days. He learned to fly in England in 1912 and became famous for winning three races in the London area in 1914. He later returned to the U.S. and at one time served as President of the Aero Club of Illinois.

The evening program began with an hour long movie of WWI flying shown by Richard Belke of Waukegan. The WWI fans had a field day identifying the aircraft and pilots and many an "expert" found that there is still much to learn. After the movie, AAHS member Joseph Doerflinger of Milwaukee related the story of his unusual flying career. Beginning with his service in the German Air Force in WWI and in particular with the famous Richtofen Squadron, he told of his flying with the French Air Force and the pioneer airmail line, Lignes Aeriennes Latecoere. In 1928 he came to the U. S., where he flew with Universal Airlines and Kohler Airlines. Now with A C Spark Plug Division of GM in Milwaukee, Mr. Doerflinger has published a book, "Stepchild Pilot", about his experiences.

After another movie showing crashes by Dick Grace, the famous stunt pilot, which was brought by Robert Pauley, the meeting was concluded. Discussion is under way on plans for holding another soon.



Cdr. J.W. Alldridge of Glenview NAS accepts a copy of "Stepchild Pilot" from the author, Member Joseph Doerflinger, a Mid-West A.A.H.S. Meeting. Photo - Dick Stouffer.



A.A.H.S. Members examine large scrapbook of George Dunlap, pioneer flyer. (L. to r.) Robert Arthur, Norbert Binski, George Hardie, and Mr. Dunlap. Behind Mr. Dunlap is Dave Williams. Photo - Stouffer.

LOS ANGELES AREA MEETINGS CONTINUE

During the past several years the A.A.H.S. Members as well as many other casually interested persons gathered in various locations in Los Angeles to exchange bits of hangar flying, discuss aviation history and swap photographs and books. Informally organized as the SPAD 'N' GUN CLUB, someone always arranged a film or two, a guest speaker, and coffee and donuts, and a good time was had by all.

With the incorporation of the Society, and its rapid growth in that area, these meetings have been fairly regularly scheduled and have provided a common meeting ground for the students of aviation history in all

spheres of interest.

Last December Mr. Jen Brooks, President of the Fighter Ace Association told of the formation of that Organization and gave an exciting description of wartime experiences in flying P-40's and P-47's. The latest meeting (up to the time of going to press) was held on March 10th and featured Col. Dean Hess as the guest speaker. Col. Hess lectured on the build-up of the Korean Air Force and upon his part in the Korean War. He vividly recalled his experiences as a P.O.W. and treatment by the Communist Army.

SOCIETY AFFAIRS (Continued)

REPORT ON FIRST A.A.H.S. MEETING IN NEW YORK

Despite very poor weather for the evening, 18 local Members of the Society attended Havemeyer Hall, Columbia University, for their first meeting. It was arranged and presided over by Warren D. Shipp, a Director of the Society, and plans for future gatherings were developed upon informal lines. The basic purpose was achieved, that of getting the Members to know each other, and Prof. Elmer Gaden undertook to write and mail future notices. No field trips were planned, since most of

the Members indicated a desire to get together for discussion for several meetings before branching out.

The next meeting will be held on 23 June, to include some motion picture films on WWI flying. Here, as at other places, no formality is involved. As Warren Shipp reported it: Most of us just like to get together and talk over aviation. Prof. Gaden has again arranged for Havemeyer Hall, a very well appointed and comfortable place, centrally located.

SAN FRANCISCO GROUP OBTAINS FINE TURNOUT

In response to a letter to some 15 Bay Area Members notifying them of a forthcoming Lincoln Beachey film showing, twice this number showed up on 9 May for their first gathering. E.D. "Hud" Weeks brought, from Des Moines, Iowa, several hundred feet of 16 mm. film from his collection of Beachey memorabilia and these were shown at the University of California at Berkeley to a very enthusiastic group. The session covered a large amount of "hangar flying" and lasted well into the wee hours over coffee at a nearby restaurant. Much of the discussion centered about plans for the 50th Anniversary Calbraith Perry Rogers Flight in the VIN FIZ to be flown by Peter M. Bowers. "Hud" and Pete exchanged views on Pusher Airplane flying to the enjoyment of all.

SOCIETY MEMBERS PLAN GATHERINGS IN DALLAS AND DAYTON

Two more areas are under discussion for programs by A.A.H.S. Members, Dallas and Dayton. For the latter, Peter Kline and Bob Cavanagh placed a notice in "THE SKYWRITER" at W-PAFB inviting all Members in the Dayton area to phone them for information. In Dallas, Len Morgan, with the able assistance of Bill Richardson and James Sage, has arranged for a meeting on 30 June. A film (16 mm., 45 mins. sound) has been forwarded to the Dallas group on loan for the gathering. The film concerns U.S. fighter pilots in Europe and includes many gun-camera shots in action. Others interested in forming local groups are referred to the discussion concerning these above.

A.A.H.S. LAPEL PINS

Lapel pins designating Membership in the American Aviation Historical Society are now available to Members at \$2.00 each. The pin is approximately $\frac{1}{2}$ inch square, fashioned like the A.A.H.S. emblem on the rear cover of this JOURNAL. It has been cast in bronze, with a screw-type mounting, and features both letters, AAHS, and the rim in bronze with the background in black. The pin is very striking in appearance.

SEND FOR YOUR AAHS LAPEL PIN. Send \$2.00 to the Secretary, R.T. Hood, P.O. Box 2013, Torrance, Calif. P.S. Order one for each suit.

An order blank is enclosed for your use.

REPRINTS OF VOLUMES 1, 2, and 3 of the JOURNAL

The number of replies to the enquiry as to how many would order volumes of the JOURNAL if reprinted has been very encouraging, and it is felt that many more members would order if again brought to their attention, particularly with a separate order blank. (Many objected to the printing of the order blank on a page of the Spring 1961 issue (Vol. 6, No. 1, Page 53.)

For your convenience in ordering we have printed, on the same sheet as the lapel pin order form, a blank to be filled in and mailed to the Secretary, Mr. R.T. Hood, P.O. Box 2013, Torrance, Calif. We have approximately 150 orders out of a needed 900, if all three volumes are to be reprinted.

THREE-VIEW DRAWINGS OF FIGHTER PLANES AVAILABLE

For several years Member Eugene Schmidt expressed his interest in aviation through drawings of his favorite airplanes. At one time these were for sale, however, the hobby was more for pleasure than for remuneration, and Gene has made the supply of prints of his drawings available to A.A.H.S. Members at a very nominal cost (for postage and wrapping) on a first come-first serve basis. Director Hal Andrews has undertaken to distribute these from his address. But the money, and order, must be sent to the Secretary, Mr. R.T. Hood, P.O. Box 2013, Torrance, Calif.

The drawings available are as follows: (at 15 cents each or four for 50¢ or all eight for \$1.00)

Boeing FB-5	Boeing PW-9
Boeing XP-4	Curtiss XPW-8
Boeing XP-8	Curtiss XP-3A
Boeing F2B-1	Curtiss XF7C-1

All are to the scale of $\frac{1}{4}$ inch per foot. Hal Andrews has 400 sets of all except the F2B-1 and XF7C-1, of which there are 100 each. We have reproduced, inside the rear cover of this issue, the XF7C-1. However, because of the size of the drawing it has had to be printed on a reduced scale and full $\frac{1}{4}$ "/ft. drawings can be obtained from Mr. Andrews. But, again, remember to send your order and money to the Secretary.

NOTES FROM THE CORRESPONDENCE FILE

Ye former Editor of Ye JOURNAL, Dr. Gerald E. Wheeler, has broken into print again in two very august publications this Quarter. His "Mitchell, Moffett and Air Power" appears, along with a very good likeness of Dr. Wheeler, in The AIRPOWER HISTORIAN, Vol. VIII, No.2, (April 1961) pages 79-87. And, in the Naval Institute PROCEEDINGS, Vol. 87, No. 5, (May 1961), there is his article entitled "Naval Aviation's First Year", pages 88-95. Neither publication mentioned Dr. Wheeler's connection with A.A.H.S. But in the same issue of the PROCEEDINGS, the A.A.H.S. was accorded recognition in that it states that the article entitled "From Box Kites to Swept-back Wings" was compiled by a Director of the Society, Harold Andrews. Member Kenn Rust also has an item entitled "Above the Foe", being a brief history of the 78th Fighter Wing, in The AIRPOWER HISTORIAN. So our chaps do get around.

Charles Keller, whole article "The MacMechan Kamp Airship" appeared in the Fall 1960 JOURNAL (Vol. 5, No. 3) has had one concerning Aerial Torpedos printed in the SPERRY ENGINEERING REVIEW. It discusses the first guided missile program, the Sperry/Navy controlled flying bomb of 1917-18.

Then there are the authors of forthcoming books among the ranks of the Society. Ray Wagner's "America's Combat Aircraft" is mentioned elsewhere this issue. Pat Cassidy, whose passing was announced in the Spring 1961 issue, left to his friends and correspondents a manuscript which they are finishing and which will be published later this year. It was noted in the Fall 1960 issue as the tentative title, "The Fighter Aces, 1932-1959. Bill Hess, of 9641 Kingston Road, Shreveport, La. and Jean Pierre Fidelle, of 14 Rue Mounet Sully, Paris 20 eme, France are working at it, with the assistance of Messrs. Harry Creagen and Jim Lewis.

Richard S. Allen has one in preparation on Lockheed aircraft, tentative title "The Winged Stars". His proposed table of contents begins with the early ones out of Burbank, goes back to the anecdotes of the Loughhead Brothers, and then courses forward through the "Vegas" and the "Altairs", with stories of all the famous ones.

Members Gordon Swanborough and Peter Bowers are engrossed in a project of interest to be titled "U.S. Military Aircraft Since 1908", commissioned for publication by Putnam & Co. in 1962. It will be similar in size and content to Thetford's "Aircraft of the Royal Air Force, also by Putnams. The authors are anxious to include as much information as possible on squadrons, wings, and groups that used each type and other members are invited to send photos for publication in it.

It is impossible to keep up with all of the writings of our members, but after all, it is a Society of aviation enthusiasts, and a great deal can be expected from people who have built up a vast store of knowledge on the subject. We must mention, however, because of the unfortunate accident which befell him, Bob Linn and his free-flight model of the B-70. Bob was working on an Aerocommander and the ungrounded magneto caught a loaded piston with the result that the engine spun over. Bob was in the way and the propeller struck and nearly killed him. In the AMERICAN MODELLER for May, 1961, pp. 16-17, there is an article entitled "Free Flight Sensation - Bob Linn's B-70. There is a photograph of Bob on Page 30.

You will note, in the column at the right, that we have started a series of "Coming Events". Much of the information therein was obtained from a Navy Office Memorandum, but it is intended that it should be continued with other events also of interest to the shutterbugs and aviation historians. All Members are invited to send to the Editor similar notes which they feel would encourage others to turn out and use that camera.

COMING EVENTS OF INTEREST TO THE SHUTTERBUG AND AVIATION HISTORIAN

(R) - Requested (T) - Tentative (F) - Firm

July

- 3-4 Jul 61 Independence Day Celebration, Hanford, Cal., Blue Angels (T) 4 Jul
- 8 Jul 61 Field Commissioning, NAS Le Moore, Calif., Chuting Stars (F)
- 8 Jul 61 New York Mirror Model Meet, NAS New York, Blue Angels (F)
- 14-23 Jul Aquantennial, NAS Minneapolis, Minn., Blue Angels (F) 19 Jul; Static Display (F) Parachute Team (F); Naviator Choir (F)
- 15-16 Jul Aviation Day, Mason City, Iowa, Blue Angels (F)
- 21 Jul A.A.H.S. ANNUAL MEETING, at The Inst. of The Aerospace Sciences Building, 7660 Beverly Blvd, Los Angeles, Calif.
- 22-23 Jul Beaufort Water Festival, Beaufort, S.C. Blue Angels (F)
- 26 Jul 61 NROTC Cruise, Corpus Christi, Blue Angels (F)
- 29-30 Jul 61 AMA Model Meet, NAS Willow Grove, Blue Angels (F); Parachute Team (F); Static Display (F)

August

- 5-6 Aug 61 Navy Relief Summer Festival, NAS Brunswick, Me., Blue Angels (F); Parachute Team (F)
- 5-6 Aug Reunion of veterans of 27th Aero Squadron, Alameda, Calif. Details from Ray F. Durant, 1600 Park St., Alameda, Calif.
- 12-13 Aug Navy Relief Festival, Patuxent River, Blue Angels (F); Chuting Stars (F)
- 17 Aug 61 NROTC Cruise, Corpus Christi, Blue Angels (F)
- 19-24 Aug Institute of Aerospace Sciences Convention, San Diego, Calif., Blue Angels (F) (19-20 Aug 61); Parachute Team (F); Static Display (F)
- 26 Aug 61 Missouri State Fair, Sedalia, Mo., Blue Angels (R); Parachute Team (R); Static Display (R); Naviator Choir (R)

September

- 1-4 Sep 61 Southern 500 Auto Races, Darlington, S.C., Blue Angels (F) 2 Sep.; Parachute Team (F) Static Display (R); Naviator Choir (F)
- 4 Sep 61 1961 Air Fair, Alameda, Calif.
- 9 Sep 61 Nebraska State Fair, Lincoln, Neb., Blue Angels (R); Parachute Team (R); Static Display (R); Naviator Choir (R)
- 16-17 Sep Open House and Air Show, NAS South Weymouth, Chuting Stars (F); Blue Angels (F); Static Display (F)
- Mid-Sep 61 American Legion Convention, Denver, Colo., Blue Angels (R)

October

- 1 Oct 61 Aviation Day, Altoona, Pa., Blue Angels (T)
- Oct 61 Navy League Regional Convention, Norfolk, Va.
- 8-11 Oct National Convention of Chamber of Commerce Executives, Hammondsport, N.Y.; Blue Angels (r); Parachute Team (R); Static Display (R); Naviator Choir (R)
- 11 Oct Start of VIN FIZ Commemorative Flight from New York to Long Beach by Peter M. Bowers.

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JOURNAL - SUMMER - 1961

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A.A.H.S NEGATIVE LENDING LIBRARY ESTABLISHED

For some time now the need for a negative lending library has been apparent. Roger Besecker has been among the foremost Members in offering to trade photographs and negatives and has taken charge of compiling such a library. As a start, he has obtained negatives from several other Members to add to his own, plus those made for the previous issues of the JOURNAL. Some 148 negatives are listed below, and further additions will be made as they become available.

Members are urged to send their duplicate or unwanted but good negatives to Mr. Besecker at 1346 N. Wahneta, Allentown, Pa. This is a most desirable and appreciated way to "share the wealth" of one's collection.

Negatives will be made available to Members only of the Society upon prepaid postage basis, i.e., the Member desiring to use the negative must pay the postage and envelope costs both ways. It goes almost without saying that the negatives should be very carefully handled -- you know, grip lightly only along the edges. However, it may be necessary to admonish the photoprinter to do so also. Surprising how many of these gentry put their big greasy thumbprints right in the center of a negative.

Under the proposed rules of the Library, negatives will be consecutively numbered, the number to be preceded by "D" or "L" corresponding to "donated" or "loaned". Send stamped, self-addressed envelope to Mr. Besecker. (Be sure the envelope is large enough for the largest negative borrowed.) Retain negatives a maximum of two weeks and return promptly to Mr. Besecker.

In the following list certain abbreviations have been used, and these will be carried on into all subsequent lists. Manufacturing company names will be shortened only where necessary. The "VIEW" column indicates the relative position of the camera to the aircraft. The abbreviations for these are as follows:

F - Front	IFA - In Flight Above
LF - Left Front	IFB - In Flight Below
LS - Left Side	Cu - Closeup
LR - Left Rear	Combinations of the column at
R - Rear	left and those above will be
RR - Right Rear	indicated when necessary, for
RS - Right Side	example: LFIFA indicates Left
RF - Right Front	Front In Flight Above.

The negative sizes are familiar to most collectors, depending upon their own camera or enlarger size, but are shown here for specific reasons.

<u>Neg. Size</u>	<u>Film Size (in inches)</u>
120	2 1/4 x 3 1/4
620	2 1/4 x 3 1/4
616	2 1/4 x 4 1/2
4x5	4 x 5
35 mm.	Std. 35mm. frame size
2x2*	2 1/4 x 2 1/4

Note that 2x2 has been shortened (from 2 1/4" x 2 1/4") in order to get it into the column width.

The "Source" column will indicate by number from whom the negative was received, whether donated or loaned. Such number will be consecutively applied to each donor (or loaner) as the negatives are received. Negatives D-45 through D-140 (except D-66) are 4x5 copy negatives made for reproduction in the JOURNAL. The image size on the frame varies from the 616 size to a full 4x5. The Source code, for example, 551, indicates JOURNAL, used in Volume 5, No. 1 (Spring 1960), and the original negative owner may be found therein.

Sources:

- | | |
|-------------------|----------------------------|
| 1. Mitch Mayborn | 4. James J. (John) Sloan |
| 2. Roger Besecker | 5. JOURNAL OF AAHS, (Vol.) |
| 3. Frank Hartman | 6. Alexis Dawydoff |
| | 7. Paul D. Stevens |

No.	Subject	Regis./ Ser.No.	View	Neg. Size	Source
D-1	Fairchild F24-C8C	N15606	LF	120	1
D-2	Grumman JRF-5G	--224	RF	120	1
D-3	Vultee V-1A	N16099	RR	120	1
D-4	Sikorsky H-19B	52-7515	LF	616	2
D-5	Douglas A-26B	N4852V	LF	616	2
D-6	No. American B-25J	N5865V	RS	616	2
D-7	Great Lakes 2T-1A	N21E	LF	616	2
D-8	Great Lakes 2T-1A	N108CH	RS	616	2
D-9	No. American FJ-3	135915	RF	616	2
D-10	Douglas TB-26B-60-DL	44-34735	LS	616	2
D-11	No. American FJ-2	132093	LF	616	2
D-12	DeHavilland L20	51-1649	LS	120	2
L-13	Grumman F9F-8B	134243	LR	616	2
L-14	Boeing PB-1W	N7228C	RR	616	2
L-15	Douglas R4D-6S	50757	LF	616	2
L-16	Fairchild C-119G	51-2575	RR	616	2
L-17	Consolidated PBX-5AG	N10016	RF	616	2
L-18	Piper "Pawnee"	N6268Z	LS	616	2
D-19	Curtiss C-46D	N3947C	RF	120	3
D-20	DeHavilland L20	55-692	RR	120	3
D-21	DeHavilland "Tiger Moth"	CF-IVO	RR	120	3
D-22	Douglas C-47D	43-16368	RS	120	3
D-23	Fleet 2	N774V	RR	120	3
D-24	Fleet 2	N774V	RF	120	3
D-25	Great Lakes 2T-1A	N841H	RF	120	3
D-26	Grumman AO-1AF	59-2607	RR	120	3
D-27	Grumman TBM-3	N104Z	LF	120	3
D-28	Harlow PJC-2	N64760	RR	120	3
D-29	Lockheed P2V-7	145920	RR	120	3
D-30	Monocoupe 90A	N1002	RS	120	3
D-31	No. American F-86H-10-NA	53-1316	LF	120	3
D-32	" " "	53-1316	LF	120	3
D-33	Republic F-84F-35-RE	52-6498	LS	120	3
D-34	Republic F-84F-30-CK	51-9419	LS	120	3
D-35	Ryan L-17C	47-1331	RR	120	3
D-36	Ryan ST	N17345	LS	120	3
D-37	Trecker 136L "Gull"	N40031	RR	120	3
D-38	" " " "	N40031	RF	120	3
D-39	Waco UPF-7	N29309	RS	120	3
D-40	Waco RNF	N114Y	RF	120	3
D-41	Waco RNF	N114Y	RS	120	3
D-42	Waco F-7	N30815	RR	120	3
D-43	Beech L-23D	57-6078	RF	616	2
D-44	Mitsubishi A6M5c "Zeke"		RF	616	2
D-45	Bell XP-77	43-34915	LR	4x5	5
D-46	Boeing XB-17		LF	4x5	551
D-47	Boeing PB-1W	77237	RS	4x5	551
D-48	Boeing PB-1G	77254	LS	4x5	551
D-49	Boeing PB-1	34106	IFB	4x5	551
D-50	Boeing XB-40	41-24341	RR	4x5	551
D-51	Boeing XB-38	41-2401	IFA	4x5	551
D-52	Boeing B-17B		LS	4x5	551
D-53	Boeing B-17C		LS	4x5	551
D-54	Curtiss "Hawk 75"	X17Y	RS	4x5	543
D-55	Curtiss "Hawk 75" (modif.)	X17Y	RS	4x5	543
D-56	Curtiss P-36		LF	4x5	543
D-57	Curtiss P-36A		RF	4x5	543
D-58	Curtiss XP-37		LF	4x5	543
D-59	Curtiss YP-37		RF	4x5	543
D-60	Curtiss XP-40		LF	4x5	543
D-61	Curtiss XP-40 (modif.)		RF	4x5	543
D-62	Curtiss XP-55	42-78847	LF	4x5	543
D-63	Curtiss-Wright 21	G2-201	RR	4x5	552
D-64	Curtiss "Thrush"	NR581N	RS	4x5	5
D-65	Curtiss PW-8/CO-X	#63	RF	4x5	5
D-65A	Curtiss PW-8/CO-X	#63	RR	4x5	5
D-66	Douglas "Super DC-3"		RF	620	6
	(of U.S.Steel)				
D-67	Lockheed Model 322	AE979	IFA	4x5	552
D-68	" XP-38	37-457	LF	4x5	552
D-69	" YP-38		LF	4x5	552
D-70	" XP-38A		LF	4x5	552
D-71	" P-38		F	4x5	552
D-72	" P-38 "Swordfish"		IFA	4x5	552

D-73	"	RP-38		IFA	4x5	552
D-74	"	P-38D		LR	4x5	552
D-75	"	P-38E		LF	4x5	552
D-76	"	P-38F		IFA	4x5	552
D-77	"	P-38F		IFA	4x5	552
D-78	"	P-38G		F	4x5	552
D-79	"	P-38H-5-LO	42-67097	IFA	4x5	552
D-80	"	P-38J (bomber nose)		Cu	4x5	552
D-81	"	P-38J (skiis)		Cu	4x5	552
D-82	"	P-38J "Pathfinder"		Cu	4x5	552
D-83	"	P-38J-15-Lo	43-29109	LF	4x5	552
D-84	"	P-38J-20-Lo	44-23296	IFA	4x5	552
D-85	"	P-38K		Cu	4x5	552
D-86	"	P-38L		F	4x5	552
D-87	"	P-38L/M	44-27234	IFA	4x5	552
D-88	"	P-38 (upswept boom)		LR	4x5	552
D-89	"	F-5A		LF	4x5	552
D-90	"	F-5G	42-25067	RF	4x5	552
D-91	"	XP-49	40-3055	LF	4x5	552
D-92	"	XP-58	41-2670	RF	4x5	552
D-93	"	XP-58	"	IFA	4x5	552
D-94	"	F-94C	51-13560	RR	4x5	554
D-95	No. American	B-25B		LS	4x5	554
D-96	"	B-25C	41-12633	LS	4x5	554
D-97	"	B-25H	43-4112	RS	4x5	554
D-98	"	B-25J-20-NC	44-29259	RS	4x5	554
D-99	"	B-25A		LS	4x5	554
D-100	"	B-25G-5-NA	42-64803	LS	4x5	554
D-101	"	NA-40		RF	4x5	554
D-102	"	B-25		RF	4x5	554
D-103	"	NA-73X	NXL9998	LR	4x5	542
D-104	"	"Mustang I"	AG348	RF	4x5	542
D-105	"	XP-51		LF	4x5	542
D-106	"	P-51	41-37324	LF	4x5	542
D-107	"	P-51A	43-6016	LS	4x5	542
D-108	"	XP-51B		LF	4x5	542
D-109	"	TP-51D-25-NT	44-84662	LR	4x5	542
D-110	"	XP-51F		LF	4x5	542
D-111	"	XP-51G		RF	4x5	542
D-112	"	P-51H		LF	4x5	542
D-113	"	XP-51J	44-76027	LS	4x5	542
D-114	"	P-51K (RAF)	KM139	RF	4x5	542
D-115	"	P-51D-25-NT	45-11369	RR	4x5	542
D-116	"	A-36		RF	4x5	542
D-117	"	F-6K-5-NT	44-11907	LS	4x5	542
D-118	"	BT-9		RF	4x5	4
D-119	Republic	RF-84F	EA234	RF	4x5	552
D-120	"	P-47D-20-RE	42-25135	LS	4x5	553
D-121	"	P-47D-25-RE	42-26428	IFA	4x5	553
D-122	"	XP-47E	41-6065	LF	4x5	553
D-123	"	XP-47H	42-23297	LS	4x5	553
D-124	"	XP-47K	42-8702	RR	4x5	553
D-125	"	P-47M		RF	4x5	553
D-126	XP-47N		42-27387	LF	4x5	553
D-127	Vought	XF3U-1	9222	RS	4x5	554
D-128	"	FU-2	A7377	RR	4x5	554
D-129	"	FU-1		LS	4x5	554
D-130	"	XSEU-1	9222	RS	4x5	554
D-131	"	O3U-1	8575	RF	4x5	554
D-132	"	XP-54	41-1210	LS	4x5	5
D-133	"	XF4U-1		LF	4x5	561
D-134	"	F4U-1C		IFA	4x5	561
D-135	"	XF4U-3		RF	4x5	561
D-136	"	F4U-4C		LF	4x5	561
D-137	"	F4U-5P	122046	RS	4x5	561
D-138	"	F4U-7	(Fr.) 133693	RS	4x5	561
D-139	"	AU-1	129320	IFA	4x5	561
D-140	Goodyear	F2G-1		LF	4x5	561
D-141	Beech	SNB-5	29625	LF	616	7
D-142	Convair	T-29A	49-1945	RF	616	7
D-143	DeHavilland	U-1A	59-2214	LF	616	7
D-144	Douglas	DC-3	N34971	LF	616	7
D-145	Grumman	F9F-8T	142470	RF	616	7
D-146	Grumman	F11F-1	141883	RF	616	7
D-147	Grumman	F11F-1	141884	RS	616	7
D-148	Lockheed	T-33A-5-LO	53-4903	LR	616	7

TO BE CONTINUED

ERRORS AND OMISSIONS

As with any publication, there are errors and omissions in this JOURNAL that somehow seem very foolish, but also seem unavoidable. We wish to apologize for two in particular in the Spring 1961 issue. We left Mr. Morehouse's name out of the Table of Contents. The other was a case of poor proof reading of Page 65. The typist listed, in Mr. Pauley's article on aviation periodicals, the Society of World War One Aero Historians' Journal, the CROSS & COCKADE. Somehow it read 'Hero' Historians. Now, many of the WWI men were heroes, but the study of aviation history is not confined to the study of heroes. But, of course, it gives us a chance to mention their name again.

Also, in Mr. Pauley's list, BUSH PILOT is not free. It is circulated to a restricted list of trade personnel, on a no-payment basis, but it is not free to the general public.

We got a growl from several people about the variety of headlines used in the Spring 1961 issue. Gothic, Old English, Modern, Script, etc. are all available in art stores and we chose what we felt might be appropriate to the subject. However, it seems most people like theirs straight Futura demi-bold, so we toned it down a bit this time, and we hope you like it better.

There were also lots of "typos", but none appear to make the text seem insensible, so bear with us; there will be more. On Page 51 the "Roof Topper" item was continued to Page 52, but without a "Continued" note. It goes on and on.

INTRODUCING MEMBERS



Gary ACTON, 1914 Ingleside Ave., Sioux City 4, Iowa. Freshman at Morningside, a local college. Main interest is WWI, especially the aces, squadron markings, individual insignias and camouflage.

Merton W. ADAMS, 445 29th Place, Manhattan Beach, Calif. Employed as industrial artist at Northrop Aircraft. Hold private pilot's license and am member of EAA. At present am building a Mong Sport midget biplane. Have always been interested in racing and WWI aircraft.

Hervey D. AHLBORN, 480 Cheney Ave., Oakland 10, Calif. Very interested in biplanes such as those used by the Navy in carrier service as well as all Thompson Trophy participants, particularly those planes winning their respective years.

Douglas W. ALLMOND, 1049 Taffeta Dr., Salt Lake City, Utah. Interested in aviation history for over 20 years. Especially interested in WWI. Build scale models, collect books and data pertinent to 1914-18 period. Seventeen years with Department of the Air Force.

Robert ARTHUR, 324 Carter St., Libertyville, Ill. Have been a modeller since 1941 and fly U-Control scale. I collect model engines. Interested in WWI and WW2 planes and take 35mm color slides of models and full-size aircraft. Member Early Aircraft Assn. of Chicago.

Ernest W. ATKINS, Jr., 1823 S. Beverly Glen, W. Los Angeles 25, Calif. Had first airplane ride in Curtiss Junior pusher. Most flying since of hangar variety. Have collection of 9-10,000 catalogued photos (also old