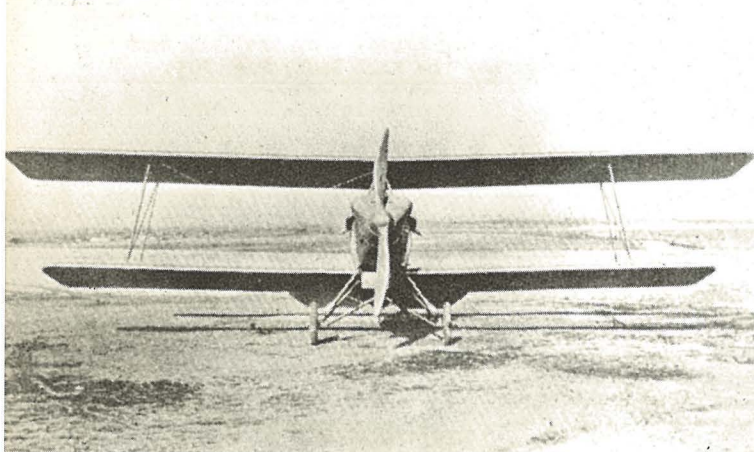


FAMILY TREE of the A.T.C.

by JOSEPH P. JUPTNER

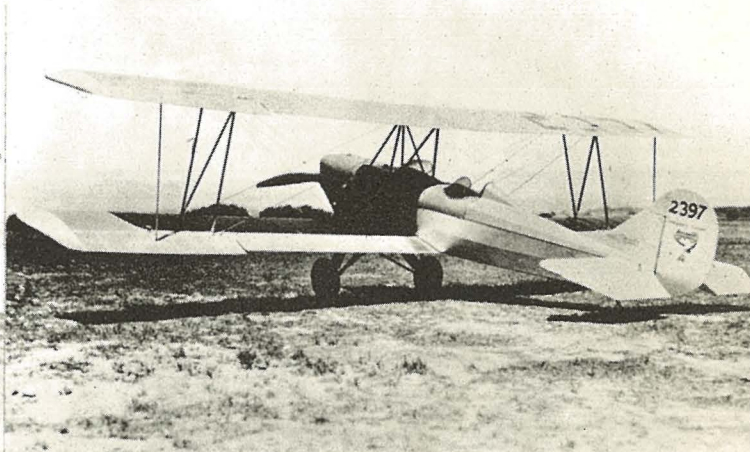
Mr. Juptner presents herewith the second installment of the "Family Tree". This material is from his files of data collected for a forthcoming book on the subject, to be published by year-end 1961.



A.T.C. #7 - ALEXANDER "EAGLEROCK" COMBO-WING.

Late in 1924 the Alexander Film Co. of Denver, Colo. was using one of the new "OX-5 Swallow" biplanes as a company ship for promotion and sales activities, which became such an asset that they promptly became avid boosters for airplanes in business. Foreseeing the possible future, they hurriedly announced intentions to manufacture airplanes and in August of 1925 they introduced their first airplane, a 3-4 place open-cockpit biplane with an OX-5 engine, which they named the "Eaglerock". The new craft, designed by Daniel Noonan, fairly bristled with innovations but was soon dropped in favor of a more conventional design. The second "Eaglerock", first flown in Jan. of 1926, became the basic design for 1926-27. Late in 1926 the "Eaglerock" was offered as a Long, Short, and Combination-Wing; 3 wing areas for uses in different parts of the country. The Combo-Wing became quite popular and was a very familiar sight in the eastern half of the U.S.A.

A.T.C. #9 - FOKKER "UNIVERSAL".



A.T.C. #8 - ALEXANDER "EAGLEROCK" LONG-WING.

The familiar Long-Wing as shown here, was a companion model in the "Eaglerock" series for 1927. It was noted far and wide as a gentle and amiable airplane; a good pilot could perform many wonders with nonchalance and plenty of ease. The OX-5 powered Long-Wing was also a 3-place, open-cockpit biplane blessed with a generous amount of wing area and was very popular in the mountainous terrain of the U.S. because of its good hi-altitude performance. Both the Long-Wing & Combo-Wing had sold well, some 205 airplanes were built in 1927. It has often been said that these "Eaglerocks" were gawky and rather homely in appearance, but once in the air they became transformed. This would help confirm a saying among old-timers that "the homelier they are the better they fly!" The 1927 "Eaglerock" was a fine airplane in both versions, well suited for the average small-operator and were in use at over 100 flying-schools by the end of the year.

A.T.C. #10 - FAIRCHILD FC-2



A.T.C. #9 - Fokker "Universal"

Fokker, in the years 1917 to 1931, was a name denoting countless romantic achievements. A.H.G. "Tony" Fokker was indeed a great personality and show-man; his greatest ambition was to sell to the world on the merits of the airplane, and especially the Fokker airplane! The "Universal" was the first to be designed, built, & certificated in this country. Destined to work hard for its keep, the "Universal" was designed with simple lines, void of frills and fancy appointments. At ease in any combination, whether on wheels, skis, or floats, it became quite popular with "bush pilots" of this period and saw considerable service in aerial photography and exploration work. A good number of the early air-lines, such as Colonial, Standard Air Lines, and others, used the "Universal" on scheduled routes with great success. The 5-7 place "Universal" was powered with a Wright "Whirlwind" J4 engine for 1926-27; the J5 series engine was used in 1928.



A.T.C. #10 - Fairchild FC-2

In the turn of the 1920's, Sherman Fairchild was interested in development of the aerial camera & its uses in aerial photography. He had occasion to contract for many types of airplanes to carry out this work, and later had numerous types in his own fleet of camera-ships. Being forced to compromise between the utility and performance of types available, he decided to build a plane to suit his own requirements. Fairchild's first, the FC-1, was a 3-place fully enclosed hi-wing monoplane with an OX-5 engine. Thoroughly tested as satisfactory, a Wright J4 engine was installed and it became the FC-1A. Despite Fairchild's great need for this airplane, its sound design appealed to many and orders began coming in. Before production got under way the design was modified again. A Wright J5 engine was installed & it became the FC-2. The early FC-2 had a fuselage that was 3-cornered aft of the wing and this earned it the name of "pinch-back". 1928 models of the FC-2 had a 4-cornered fuselage and were called "turtle-back" type.



A.T.C. #11 - WACO MODEL 9

The earliest of the Waco type date back to the turn of the "twenties", or as many an old-timer would say, back in the days of "Buck" Weaver. Only a few airplanes in various types were built now and then. In April,

A.T.C. #12 - BUHL "AIRSEDAN" CA-5

The buxom looking "Airsedan" was a 5-place, cabin biplane of quite pleasing proportions & very good performance. Introduced in 1927, it was designed by Etienne Dormoy, probably best known for his "Flying

The descriptions of A.T.C.'s Nos. 11, 12, 13 & 14 are continued on Page 214

A.T.C. #13 - WACO MODEL 10



A.T.C. #14 - DOUGLAS "TRANSPORT" C-1



Family Tree

(Continued from Page 201)

A.T.C. #11 - Waco Model 9

1925 the first "Model 9" was introduced. It was a trim 3-place, open-cockpit biplane with a Curtiss OX-5 engine; a tidy looking airplane of sound design and great appeal that had come along at an opportune time. Response to "Nine" was heart-warming to Elwood "Sam" Junkin & Clayton Bruckner who had conceived it; 30 airplanes were built and sold in the first four months. For 1926-27 the "Nine" was modified somewhat and now sported "elephant ear ailerons" as shown here. Also offered with the 6 cylinder Curtiss C-6 and 8 cyl. "Hisco" engines, some 275 were built in all. The "Waco 9" was always proving itself versatile towards new uses; it could be operated as a float-seaplane and was one of the first OX-5 powered planes to do so with success.

A.T.C. #13 - Waco Model 10

Literally thousands of pilots have fond recollections of happy associations with the friendly and lovable "Waco 10", a trim 3-place, open-cockpit biplane that was powered with the ever-popular OX-5 engine. Greatly modified over the "Waco 9", the "Ten's" popularity forced the firm at Advance Aircraft to build over 350 of this type in 1927 alone. Charlie Meyers, a man of resourceful talent, was largely responsible for the design of the "Waco 10" and is shown here flying the prototype on its maiden flight. Production and tooling problems were worked out by Clayton Bruckner & Bud Schulenburg. The 1927 Air Derby from New York City to Spokane was a cross-country dash that allowed the "Ten" to prove its mettle. Flown by Charlie Meyers, it took first place (Class B) in this grueling race. Extremely popular with the small-operator and private-owner, the "Waco 10" was used for just about every kind of air work. As the "Model 90", it was available into 1930, when the supply of OX-5 engines came to an end.

A.T.C. #12 - Buhl "Airsedan"

Bath-tub" of 1924-25. Eight of the "Whirlwind"-powered CA-5 type were built in 1927. The most prominent of these was the "Miss Doran" that was flown in the Dole Race to Hawaii. "Miss Doran's" crew consisted of Auggie Pedlar, V. P. Knope and Mildred Doran. When long overdue they were finally considered lost; no trace of them was ever found. It is somewhat remarkable that "Miss Doran" got off easily with 3 people, their equipment, and 400 gals. of gasoline aboard. The loaded gross weight of over 5000 pounds was handled by 220 H.P. and 350 sq. ft. of wing area. Louis Meister was Buhl's chief pilot. He did much to bring the "Airsedan's" attractive qualities to the fore in the air-tours and air-races that were so popular at this time.

A.T.C. #14 - Douglas "Transport" C-1

The ambitious Douglas "Transport" was a large "Liberty Engine" powered biplane that was essentially a later development of the famous "Douglas World Cruiser" of 1924. The pilot and co-pilot/mechanic sat up front in the open cockpit and up to 10 passengers were carried in the cabin compartment. The C-1 type was called upon to perform such chores as personnel-transport, cargo hauling (which often consisted of spare engines, propellers, and other airplane parts to be flown to a stranded airplane), as an air-borne ambulance on occasion, and it also served in developing mass parachute drop techniques. A C-1C played the role of tanker in refueling the famous QUESTION MARK (Fokker C-2A) which stayed aloft for over 150 hours in 1927. The Douglas C-1 type was first brought forth in 1925 and it is rather hard to compare this cumbersome fabric covered transport with the renowned Douglas DC types of today.

(Continued on Page 215)

FAMILY TREE OF THE A.T.C.

PHOTO CREDITS -

Page 200:

"Eaglerock A.T.C. #7 - Alexander Film Co.
 "Eaglerock" A.T.C. #8 - National Air Museum
 "Universal" - Royal Canadian Air Force
 Fairchild FC-2 - Ford Motor Co. via Stephen J. Hudek

Page 201:

Waco Model 9 -
 "Airsedan" CA-5 - Buhl Aircraft Co. via W.A. Shaw
 Waco Model 10 -
 Douglas Transport C-1 - Douglas Aircraft Co.

The 17th P.R. Sqdn.

(Continued from Page 182)

the good old Seventeenth and was on my way overseas. I made the trip okay and on 14 January 1943 I found my wheels on terra firma again in New Caledonia. I had my wings put on and I was ready for the Japs. On the second of February I came up to Guadalcanal for my first taste of combat.

"Chuck Hilton was my crew chief then and I really gave him plenty of trouble. In the daytime after staying up half the night dodging bombs one of the pilots would take me up to Munda, Buka or Kahili and I had to dodge flak. Well, a month or two of that stuff and I really got a case of war nerves. Every time they took me up to 30,000 feet I'd get wobbly on my pins...so they finally sent me back to the Depot in New Caledonia for a rest leave, rerigging and dual generators. As far as I know I'm one of the first Photo Joe's to have them, the first in the Pacific anyway.

"Just about the time 'Piggy-backs' became the rage, they decided to convert me so they removed my radios and I took up all comers. I really showed those mechanics and Paddle-feet what an F-5 would do. Ed Hanks got to rolling me pretty bad one day and pulled my nose wheel off the lock. It tore the devil out of my nose wheel door.

"Then the detachments started, and I went back into combat, first to Munda and later to Bougainville. I got a new Crew Chief at Bougainville, Jim Lively. By that time I was an old, battle scarred job, and Jim had just come overseas and was an eager-beaver. I had been painted a blue-grey and most of my paint was worn off, so old Jim decided to strip me down. He really gave me a going over. Removed all the paint, polished and gave me a coat of wax.

"I cleaned up that war down in the Solomons. Flew just about every target in the book, so I decided to move on toward Tokyo. I moved up to Morotai, but by that time I was considered pretty much out of date. You see I didn't have the range of the newer models with wing tanks, so I couldn't fly the long missions.

"Finally, I got a new Group Commanding Officer, Major Hershell E. Parsons of the 4th Photo Reconnaissance Group. He took one look at me, shining like 'a nigger's heel' and twice as streamlined, and, well, he grabbed me in a hurry for his personal ship. My old engines were in tough shape so Captain 'Dixie' Davis decided he'd soup me up. He used the more powerful 89

and 91 engine series, and I could really get up and go after that.

"Then it was time for another move, and this time right up to Leyte. When I came over I never thought I'd make it that far, but I guess that nobody else in the outfit did either. I flew a few combat missions up there just to show those F-5Es and Fs I still had the stuff. Then one day the 'Old Man' decided that I had done my part in this war, so I went down to the 'War Weary' pool at Biak and ended my combat tour.

"I guess I had the honor of serving more months overseas than any other P-38. When I finally reached Biak in August 1945 I proved to be quite a curiosity. The boys down there hadn't seen an F-5A-1-10 for many months. Incidentally, out of the eight original planes that came over with the Squadron, my serial number was the lowest, 42-12670. I started out as the old man of the outfit and outlived all the others by several months. No other F-5 in the Squadron ever reached the 1,000 hour mark, either. I've had over 300 flights, more than 200 combat missions, and 1,019 hours of flying time to my credit. Quite a record...I guess!"

With the passing of "Old 670" the 17th P.R.S. was about ready to go west itself. On 10 August 1945 it was advised to prepare for movement but the war ended five days later and the movement was cancelled. The Squadron remained on Palewan, and by November 1945 almost all of its men were on their way back home. The 17th Photo Reconnaissance Squadron had come to the end of World War II.

During 29 months of operations with the 13th Air Force, the Squadron had logged 12,859 pilot hours. Total mileage for those flights came to something like 2,893,275 miles or about 6 round trips to the moon. The F-5s had used up a sum of 1,157,310 gallons of aviation gasoline, while the photo lab had developed approximately 3,667 rolls of film and produced some 775,000 prints.

The Squadron, whose insignia bore the significant motto "Lone Wolves", had never fired a gun in anger, but it had done a job, a long, hard flying job. It prepared the way--the fighter boys, the bomber boys and the ground troops followed and did their job.

(1) 4th Reconnaissance Group - See "Air Force Combat Units of WWII", U. S. Gov't. Printing Office, 1960, P 37.

Aviation Painting

(Continued from Page 203)

many watercolors, it wasn't until he was stationed in Alaska with the U.S. Army in 1954 that he began working in oil. He was commissioned to do paintings for one of the Company Dayrooms and a large mural for the Headquarters building.

After separation from the Army, LeRoy re-entered college and chose Art Education as a major field. He studied at the College of Southern Utah, the University of Utah and Utah State University, also under Harry Lieth-Ross of New Hope, Pennsylvania, one of the top

watercolorists in the United States, and the late Frances de Erdely of the University of Southern California Graduate Art Dept.

Examples of Skidmore's work have been in many local art shows and exhibits throughout the state of Utah. One painting was awarded the purchase prize in a Fine Arts Festival at Ogden, Utah and presently hangs in the Ben Lomond High School in that city. He has also done a limited number of commercial illustrations.

His master's thesis subject included eight histori-