

PHOTO DESCRIPTIONS - GOONY BIRDS

L.H. Column, top to bottom

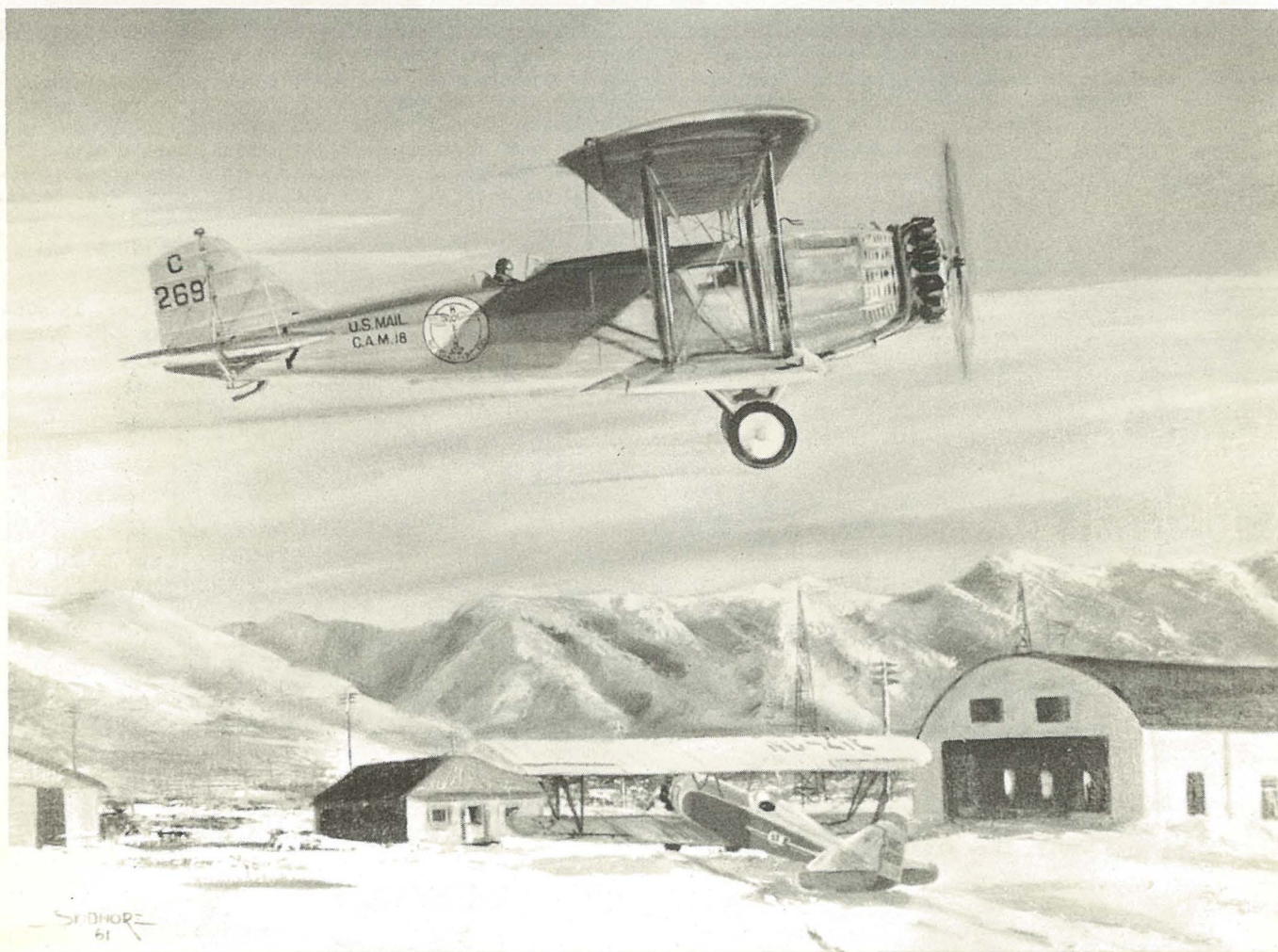
C-47, Brazil Air Force #2034, at Cumbica A.F.B.,
 Sao Paulo
 C-47, United Nations SCARLET, #680, at Beirut, Lebanon
 C-47, Burma Air Force #UB-710 at Kai Tak, Hong Kong
 C-47, Senegal, #476386, probably ex-AAF, at Dakar, Sen.

All photographs by Peter R. Keating, and, we might add, he certainly made it easy for the Editor. All of them were exactly the same size and the airplane image

R.H. Column, top to bottom

C-47, Cambodia #42-108-865, at Kai Tak, Hong Kong
 C-47A-20-DK, Cambodia, ex-AAF # 42-92990, at Kai Tak
 C-47, Thailand # 45941, at Kai Tak
 C-47, Indonesia #T-439, at Kai Tak

filled all available space without unnecessary clipping of wings or fuselage. Further, the prints were very consistently exposed, making the printer's job much easier. Thank you, Mr. Keating.



AVIATION PAINTING

The airport at Salt Lake City, in the days following World War I, was a stop in the coast-to-coast air mail route then being flown by Air Service pilots in 1920. It was at this field on May 23, 1926, that the first scheduled airline passenger flight in the United States originated. A Douglas M-2, operated by Western Air Express and carrying Ben Redman and J. A. Tomlinson who purchased the first two tickets, flew from Salt Lake City to Los Angeles. Shortly after that Varney Air Lines changed their southern terminus from Elko, Nevada to Salt Lake City and later merged with other pioneer airlines in 1933 to form "United". In 1927, Boeing Air Transport was awarded the contract to carry the mail from San Francisco to Chicago and Salt Lake City was a

connecting link along this route. This painting of the Boeing 40B of Boeing Air Transport is shown taking off from the Salt Lake City airport on a winter day in 1928. Along with Boeing Air Transport, another major operator holding an airmail contract between Salt Lake City and Los Angeles, was Western Air Express, now Western Airlines, and the aircraft shown on the ground in the painting is a Boeing 95 flown by Western on that route.

The painting is by LeRoy Skidmore, presently a teacher at Tooele High School, Tooele, Utah. He teaches art, mechanical drawing, architectural drafting and aviation. He received his Master's Degree in Art from Utah State University this year. Although having done

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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.

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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

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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-

cal paintings of which the Boeing 40B is one. These paintings were on exhibit in the "Old Main" building at Utah State University prior to being presented to the airport at Salt Lake City, for hanging in the new terminal building. The purpose of the thesis was to depict

the history and development of commercial air transportation in Utah in a pictorial manner, accomplished through paintings, as well as a brief written statement of historical facts gleaned from a considerable amount of research and interviews.

Patrol Planes and Patrol Squadrons

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but VP-1 (PK's), VP-4 (P2Y-3's), VP-8 (PH's) and VP-10 (P2Y-2's) were at Pearl Harbor when he arrived. Thirty-three planes from the latter squadrons departed from Pearl Harbor for French Frigate Shoals, with Adm. King flying as co-pilot in one of the airplanes of VP-10 (10-P-1). All arrived safely. During the first night at the advance base a strong wind came up, one plane broke lose from its moorings and sank in about thirty feet of water. The Admiral ordered the squadron commander to remain there and raise the plane. The rest of the aircraft went on with the survey of the various islands in the area. After three weeks of operations the squadrons returned to Pearl Harbor. One squadron, still at French Frigate Shoals trying to raise the sunken airplane finally returned three days after the other two squadrons but without the plane that sank.

The first squadron of PBV's, VP-6, flew from San Diego to Pearl Harbor in January 1937. While VP-11 had been formed on the 1st of July, 1936 and received the first production PBV airplanes, VP-6 was the first to fly to Pearl Harbor. VP-11 came later in April. VP-11 operated in the Hawaiian area during the fleet problem of 1937, then turned its PBV's over to VP-8 in exchange for the PH's that VP-8 had been using. The PH-1's were brought to San Francisco on the WRIGHT and flown to San Diego by the pilots of VP-11.

Two new patrol plane squadrons were formed on the West Coast, VP-16 and VP-17, in January 1937, based at Seattle. They were assigned six PM-1's each. Both of these squadrons made one trip to Alaska with their PM-1's, and in the late spring of 1938 they both received as replacements PBV's. VP-14 was commissioned on the East Coast in November 1935 with PM-2's.

In September of 1936 another squadron, VP-15, was formed at Hampton Roads and assigned the six P3M's then in use at Annapolis.

In February of 1937 the WRIGHT once again headed for Coco Solo. The San Diego squadrons, VP-7 (P2Y-3's) and VP-9 (PM-1's) joined the Coco Solo squadrons for the fleet problems in the Caribbean. Adm. King decided that the aircraft then being used by VP-3 (P2D-1's) were not safe for this extended cruise. These airplanes, less the engines and instruments, were towed to the air station dump and a match applied. In all, sixteen P2D-1's were burned. The personnel of VP-3 were sent to San Diego to take delivery of PBV's. The other squadrons, VP-2 (PM-2's), VP-5 (P2Y-2's), VP-7 (P2Y-3's), and VP-9 (PM-1's) flew to the Virgin Islands where they joined the two squadrons from Norfolk, VP-14 (PM-2's) and VP-15 (P3M's). This formed the largest group of patrol planes ever to work together so far. After this cruise was completed VP-2 turned in their PM-2's and the personnel proceeded to San Diego to pick up PBV's. The PM-2's were sent onto Pensacola for training use.

Consolidated Aircraft Corp. delivered to the Navy a four engine patrol plane, the XPB2Y-1, in August, 1938. Later a contract for six of these was awarded to Consolidated and the first production airplane was delivered in December of 1940. All six were assigned to VP-13. In the same period The Glenn L. Martin Co. was building the PBM-1, having received a contract from the Navy in December of 1937. Delivery of PBM-1's began in September of 1940, all going to VP-55 and VP-56.

With the build up of patrol plane squadrons it was

decided, in 1939, to establish Patrol Wings, each comprising several squadrons. These were:

Patrol Wing	Location	Squadrons
1	San Diego	VP-11(7), VP-12(9), VP-13(18)
2	Hawaii	VP-21(1), VP-22(4), VP-23(6), VP-24(8), VP-25(10)
3	Panama	VP-31(2), VP-32(3), VP-33(5)
4	Seattle-Sitka	VP-41(16), VP-42(17), VP-43(19), VP-44(20), VP-45(21)
5	East Coast	VP-51(12), VP-52(14), VP-53(15), VP-54(11), VP-55, VP-56
6	Alameda	VP-61

In almost every case the squadrons were renumbered. (Previous number in parentheses).

Thus as the war clouds began to gather the Navy had twenty-three patrol plane squadrons in commission. By the time the United States entered World War II there were four more squadrons formed, three of these squadrons using PBV-5A's and one using the PBO. At war's end the Navy had twenty squadrons using PBM's, PBV's and PBN's, nine squadrons using PBV-5A's, and thirty-two squadrons using PV's and PB4Y's.

TO BE CONTINUED

FOOTNOTES:

- (1) Lt. T. G. Ellyson, JOURNAL, A.A.H.S., Vol. 6, No. 1 (Spring 1961) p. 14.
- (2) LCDR. H. C. Richardson, Ibid, p. 16.

Grateful acknowledgment for their valuable assistance in compiling data from which this article was written is due to the following: my Father, Rear Admiral F. C. Dickey, U.S.N.(Ret); Rear Admiral H. B. Miller, U.S.N.(Ret); Rear Admiral R. Whitehead, U.S.N.(Ret); Rear Admiral A. W. McKechnie, U.S.N., and Messrs. William T. Larkins, William A. Riley, Paul Matt, George A. Hardie, Harold Andrews, and Lee M. Pearson.

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United States Naval Institute PROCEEDINGS

"The Magnificent Mitscher" - T. Taylor

Also, without the able assistance of the Department of the Navy, Office of Information, I would never have been able to complete this. And there were those early Naval Aviators that I had the privilege of knowing when I was growing up, who would sit and talk to me about flying. A few of them are, Captain A. Crinkley, U.S.N. (Ret), Captain J. G. Howell, U.S.N.(Ret), Rear Admiral T. K. Wright, U.S.N.(Ret), Comdr. E. C. Peterson, U.S.N. (Ret).