

MAIL SACK

SPIRIT OF ST. LOUIS REPLICA

I quote, in part, a letter dated June 6, 1961 which was received from Leslie R. Henry, Curator, Dept. of Transportation, Henry Ford Museum:

Dear Mr. Fisk:

"You will be interested to know that we now have on display the replica of the "Spirit of St. Louis" donated to the Museum by James Stewart last year. This is the best of the three (replicas made for work in the movie) and has all of the metal cowling intact."

This plane is a Ryan B-1, Serial NO. - 163. As I understand it, this plane was the last plane built at the Ryan Factory before work started on Lindbergh's plane, so if this is true, it is just about as closely related to the "real" Spirit of St. Louis as it is possible to be.

There was an excellent article in Air Progress, 1956/1957 issue, Pages 65-67, "Stand-In For A Star" by Ruth & Don Downie - about the three Ryan B-1's that were bought up and extensively modified for work as "The Spirit of St. Louis" in the movie of the same name. Two of these were bought and modified by Paul Mantz, and the other, the one now on display in the Henry Ford Museum, was bought as a joint effort by W. H. "Hank" Coffin and movie-actor James Stewart (who starred in the movie "Spirit of St. Louis").

A number of sources, including the article in Air Progress, stated that Ryan No. 163 was to be donated to the U.S. Air Force Academy Museum, Colorado Springs, Colorado, but this deal apparently fell through because it was given instead to the Henry Ford Museum. Gary Fisk, Route 1, Box 241, Allegan, Michigan.

HISTORICAL COLLECTIONS

Quotation from The Institute of the Aerospace Sciences booklet, entitled: "This is IAS..."

"At an earlier time, the IAS Technical Information Services collected historical as well as scientific and technical literature. The Institute has in its archives many important documents, photographs, and mementos from the early years of flight. More recently, however, in order to intensify and expedite assistance to members and others, the IAS maintains its historical collections at a minimal level while constantly enlarging its scientific and technical input."

This is forwarded, not intended as a criticism of the IAS policy regarding historical material, but strictly as information to the AAHS membership to underscore the importance of this Society in carrying a burden that others find it sometimes necessary to relinquish. Erwin J. Bulban, 10404 Westlawn Drive, Dallas 29, Texas

LATEST AIR MUSEUM ACQUISITION

The photo of the North American O-47 is of our latest. It was to be scrapped but Frank Ryan and Don Lykins of our staff contacted the owner, Mr. Curley Adams of Tulare, Calif., and he donated it to THE AIR MUSEUM. We had to pay a large tie-down bill but it was worth it.

It is now in the color and markings (less the FAA registration number) of the 115th Squadron, California National Guard, as it was before WWII at Griffith Park. How many kids of yesteryear remember going out to Griffith Park to see the O-38's and O-47's? This is be-

lieved to be the last flying example of the O-47 series and is complete even to the camera. Restoration Project Officer was Robert O'Hara of MUSEUM staff, assisted by Messrs. McCreery, Cozier and Knudeles.

Incidentally the name, THE AIR MUSEUM, is registered with the State of California and we are incorporated as a non-profit educational organization. It is preferred that we be referred to as such.

We now have 51 aircraft in the collection, including a "Flying Fortress". We are looking for new, and much larger, quarters and any suggestions will be appreciated. Ed Maloney, % THE AIR MUSEUM, 923 E. Foothill Blvd., Claremont, Calif.

SIKORSKY S-38

Two very interesting aspects of the Sikorsky S-38 history (See AAHS Journal, Vol. 4, No. 3, "The Ugly Duckling - Sikorsky's S-38", P. 155-185) have recently come to light. The photo with this month's Mail Sack shows S-38B, c/n 114-14 which was previously listed in the article on page 169 as "history unknown". Information has been received to the effect that S-38B, NC-9140 (Note (1)) is c/n 114-14. It was owned by the Andian National Corporation Ltd., of Cartagena, Colombia. Named ANCOL, it was apparently taken directly from the United States to Colombia which would account for the lack of information. Memo 2-74 was issued on June 4, 1929 covering 114-14 as an S-38B Special for 6 passengers with two 450 HP "Wasp" engines and a weight of 10,480 pounds.

The second and possibly most important news to report is the fact that the Connecticut Aeronautical Historical Association is searching for an S-38 for permanent exhibition in a museum to be built to honor the historic aviation industry of Connecticut. AAHS Member Harvey Lippincott is the association's President, and if the whereabouts of any Sikorsky S-38 or S-39 is known we would appreciate it if you would get in touch with one of us.

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

(1) See photo on Page 207.

ADDENDUM - LINCOLN BEACHEY

I learned from Mr. Harry Christofferson recently that Lincoln Beachey really did make a flight inside the Pan-Pacific International Exposition Hall but that our photograph of it (Vol. 6, No. 2, (Summer 1961) p.107) was "posed" for a newspaper. The airplane was hung on a cable and the propeller was retouched to a blur.

Actually, his flight only broke ground a foot or so. The air was dead and hot; no lift. He hit a pillar and damaged the airplane slightly. I hope this will set the record straight.

E.D. Weeks, 120 Des Moines St., Des Moines, Iowa.

THE BRALEY BEEZLE BUG B-1

I am enjoying the latest issue of the journal but I'm afraid I'm going to burden you with a complaint, maybe two at that.

First let me say that the format is beginning to appear a little too cluttered in comparison to the previous issues. I would like to see everything grouped together instead of scattered all over the book. This may be caused by the requirements of printing or layout,

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about which I know nothing, but from a reader's standpoint I find my interest broken up.

My second criticism is one which may be picked up by some others. On page 120 and 150 of this issue (Vol. 6, No. 2) there is a description of the dimensions and performance of an aircraft identified as a Braley Beezle Bug B-1. This aircraft bears identification X8171. From all appearances this is a Wright J-5 powered machine greatly influenced by the Travel Air 4000 and Stearman C3, not to mention Butler-Blackhawk designs. For this reason I object to the performance data mentioned. Let me give you an idea:

DIMENSIONS

	Length	Height	Wing Span	Gross Weight	Wing Loading*	Power Loading**
Stearman C3B	24'	8'	35'	2650#	8.9	12
C3R	24'-11"	9'-8"	35'	2754#	9.6	11.4
Braley B-1	21'	7'-4"	27'	2030#	9.2	9

PERFORMANCES

		High Speed MPH	Cruise MPH	Landing MPH
Stearman C3B	Wright J-5 220 HP	126	105	41
Stearman C3R	Wright J-6 250 HP	133	110	42
Braley B-1	Wright J-5 220 HP	184	150	35
Beech B17L (Staggerwing)	Jacobs 225 HP	175	155	45
Lockheed Vega 5 Wasp Jr.	450 HP	190	180	61

* Wing loading - pounds per square foot area

**Power loading - pounds per horsepower

I think you get the idea by this time. I have purposely used the "stagger wing" Beech because it has a cowed engine, a retractable landing gear and cleaner rigging. As for the Lockheed "Vega", anytime a cantilever-wing aircraft with twice the horsepower beats out by only 6 MPH an aircraft like the one in question there is something wrong. Finally even if Braley had come up with some real fast airfoil, which is possible, he would have lost out on the landing speed quoted; look at his wing loading compared to all the others.

The idea that concerns me is that an error of this type automatically instills some doubt in the mind of the reader on the accuracy of data published on other aircraft. What you need is some review of these articles or some mention that the information is as supplied by the writer and is not the responsibility of the JOURNAL.

Henri G. D'Estout, 4914 Richmond Ave., Fremont, Calif.

EDITOR'S Note: This JOURNAL is of, by, and for the Members of the Society. While every attempt will be made to screen each item for veracity and technical accuracy the staff of the JOURNAL cannot possibly weed out every error. It is incumbent upon the contributors to verify each fact before submitting a manuscript for publication. For this reason it must be understood that the information supplied is, firstly, the responsibility of the author.

REVIEW OF BLACK THURSDAY

The review of Caidin's BLACK THURSDAY quotes at least four errors....(1) The losses did not cause a four months' lag in attacks on the ball bearing industry; (2) there is good reason to believe the true losses were more than 60 bombers; (3) the battle was not the most intense of the war--6 March probably holds that distinction;

(4) and German dispersal of the ball bearing industry was a result of and began after the 17 August raid not the 14 October raid--by then some dispersal had already been effected.)

Kenn C. Rust, 812½ Glenoaks Blvd., Glendale, Cal.

NORTH ISLAND ACTIVITIES

Editor's Note: The following letter was received recently with some photos of the North Island activities which tie in with the account of George Hallett by Mr. Morehouse in his "Flying Pioneer" series this issue. (Excerpts.)

The Editor, Sir:

"Reading about Navy Air Service commemoratives brought to mind some correspondence I had a year ago with a veteran who deserves a salute from the readers of your journal. His address came to me thru my acquaintance with Wilbur A. Hammond, of Los Angeles, who was also a mechanic at North Island aviation base on North Island, near San Diego, prior to W.W. I.

His supervisor was George E. A. Hallett, Major, USAF (ret.), now living at 4751 Resmar Road, La Mesa, California. Hallett deserves mention in this series, having assisted Glenn Curtiss in perfecting the first seaplane and the tricycle landing gear of "THE TRIAD" (3) which became a success on Feb. 23, 1911.

Later, Curtiss came to North Island and engaged him to assemble a new flying boat to enter into competitive government trials, conducted in December, 1914 at San Diego.

Aside from Navy contracts, Curtiss was extremely anxious to obtain additional contracts from the Army which had established an aviation training school alongside the Naval Aviation Base on North Island. Curtiss introduced Hallett to Capt. Cowen who was in charge of the school. Soon thereafter, Curtiss Js and JNs outnumbered all other makes on the field, and Hallett was in complete charge of the mechanical work and all of the facilities, as well as instruction to officers and mechanics.

The following pictures are from the collection of Wilbur A. Hammond, of Los Angeles, and were taken at North Island, San Diego, in 1916.....(See P.199, Ed.) J.J. Smith, 5714 Rimpau Blvd., Los Angeles 43, Calif.

(3) "Triad" - Ibid, Vol. 6, No. 1, pp 3-13 illus.

DISCOVERING THE A.A.H.S.

Having read my first issue of the AAHS JOURNAL, I would like to say how much every article, photo, letter and department was enjoyed. This is just the organization and the periodical that I have been looking for. But I had to discover the AAHS by accident. There must be several thousand prospective members who are unaware of the organization, and it is suggested that we try to reach them with occasional small ads in other aviation periodicals.

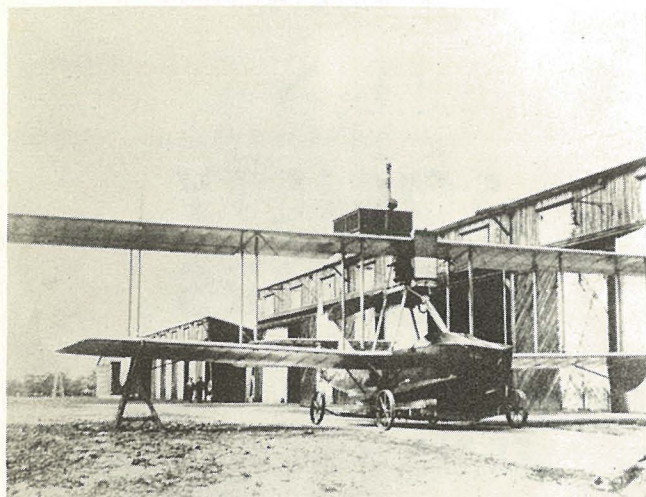
As to the scope of the AAHS JOURNAL, I would favor continued attention to all aspects of aviation history throughout the world without regard to the nationality of the designers and pilots involved.

Parnell Schoenky, 125 E. Maple Ave., Kirkwood 22, Mo.

For a partial solution to this problem we are providing with this issue of the JOURNAL an application form. Each Member is urged to forward this to a friend or correspondent who may be a potential Member.

Editor.

MAIL SACK



Curtiss Flying Boat in Danish Naval service, 1919-24.

The enclosed photo might be of interest for the Mail Sack. It shows a Curtiss flying-boat, used by the Danish Navy 1919 to 1924. The flying-boat was brought to Europe by Mr. John M. Larsen, who used it for travels in Scandinavia and probably elsewhere in Europe in the Summer of 1919. The aircraft was piloted by a Captain Batt. It arrived at Copenhagen on the 22nd May 1919 and was based at the Naval Air Station there until the 20th July. It arrived back in Copenhagen on the 6th November 1919 and was then presented to the Navy. Mr. Larsen returned to the United States, where he later became associated with the Junkers agency (Junkers-Larsen).

In Danish service the flying-boat got the designation F.B. VI (flying boat type VI) and the serial 27, which in 1921 was changed to 17. It was not much used and was dismantled in September 1921, finally being struck off charge in February 1924. Total flying time in Danish Service was 50 hours 55 minutes.

Perhaps someone among your readers could identify the type and give me its principal data and performance? I only know that it was fitted with dual command and had a 160 hp Curtiss 6-cylinder engine. The speed was given as 73 mph, the climb to 3048 ft. 15½ minute and radius of action 218 miles.

Hans Kofoed, Fredensvej 37, Charlottenlund, Denmark.

CORRECTION ON P-51's

As Air Britain Specialist on the P-51 series, I have been extremely interested in your recently published

Below - Sikorsky S-38B. See Page 205. (Photo - Sikorsky)

articles and photographs on the "Mustang". In reference to Bernard Klein's recent piece on British serialised P-51's, I would like to put forward the following piece of information that disproves Mr. Klein's statement that the 35 airplanes in the batch SR406 - SR440 were either not built or delivered.

From my own records and from those of another A.A.H.S. Member, Ray Sturtivant, I can find evidence of at least six airplanes from this batch. I saw SR408 and SR411 at Church Fenton in January 1946. SR409 was coded WC-L of No. 309 Sqn, while SR415 was with 61 No. O.T.U. as KR-D. 316 Sqn. were the owners of SR417 which was coded PK-W. The highest serial in the batch to be seen was SR435 which was at Squires Gate airdrome near Blackpool in February 1946.

While on the subject of the P-51, it may be of interest to the readers that at least three "Mustangs" which served with the R.C.A.F. (See Bob O'Dell's list in Volume 5, No. 4 'Winter 1960', pages 345-346) were over here in England with the 8th Air Force during WWII.

They were as follows:-

9557. P-51D-20-NA ex.44-63843 was "LAURA JO" of the 479th F.G. at Station 377 Wattisham, Suffolk. She belonged to the 435th F.S. and was coded L2-F.

9561. P-51D-20-NA ex.44-64005 was nicknamed "MARY MINE" of the 361st F.G. which operated out of Station 374, Bottisham. The airplane was coded E9-Z of the 376th F.S. and ended the war with 9 victories under the cockpit.

9562. P-51D-20-NA ex 44-72382 was "SIZZLIN' LIZ" which belonged to the famous 4th F.G. and flew from Station 356, Debden, Essex. The ship was coded QP-H and at one time was the mount of the 334th F.S.'s C.O. This '51 ended its wartime activities with 18 e/a destroyed.

Harry Holmes, 27 Cooper Fold, Middleton, Manchester, Eng.

Roger Besecker also sends in word of some errors on Pages 117 and 118:

P. 117 - NA104, second line, should be P-51D, not P-51B.

P. 118 - NA124 Note; should be P-51M, not P-51N.

Add the following:

New Zealand P-51's.

NZ2401 - NZ2430 ex-USAAF #45-11490/11496

45-11498/11513

45-11515/11519

45-11521/11522

He states that NZ2417 and NZ2427 still exist in private hands.

