

SAN FRANCISCO BAY AREA MEMBERS GATHER

On 16 September Bill Larkins called the Central California A.A.H.S. Members together for a showing of films and slides at Buchanan Field, near Concord. As Willis Nye relates, "It was very informal. Bill arranged for showing the historical film 'We Saw It Happen' (through the courtesy of Pratt & Whitney Aircraft) and the 'History of the Helicopter'. About 50 people were present. LeRoy Weber showed slides and reported on the latest acquisitions of the Air Force Museum.

"Through the courtesy of Jim Brown, his guest James Barton attended and showed a motion picture of the great aerial dare-devil, Al Wilson. This film showed his stunts made for the movie industry in the late 1920's - early '30's. There was included a sequence of Frank Clark and his famous vertical roll and inverted spin. After the usual bull session the meeting broke up about 1:00 A.M. Everyone had a good time."

C.A.H.A. MEETS FOR OBSERVANCE WITH NAVY LEAGUE CHAPTER

Member Harvey H. Lippincott, who is also President of the CONNECTICUT AERONAUTICAL HISTORICAL ASSOCIATION, Inc., writes us the following report of a very interesting program in Hartford on 29 September last.

"Last evening the C.A.H.A. met with the Hartford Chapter of the Navy League in celebration of the 50th Anniversary of Naval Aviation in Connecticut. Enclosed is a copy of the program. We had a fine turnout of about 250 persons. Uniformed Navy personnel from this area was headed by RADM. Gibbs, and a good sprinkling of Captains, Commanders and lesser lights, and Capt. Kelly, representing the Commandant of the Second Naval District, Adm. Wales. The oldest Naval Aviator to attend was Joseph W. Lencio, of Wethersfield, Conn., Naval Aviator No. 221.

"The Connecticut aircraft industry turned out in full, with a fine series of items pertaining to their long association with the Navy. Pratt & Whitney Aircraft exhibited a 1928 "Wasp A", one of the first types

sold to the Navy and sponsored by Navy Dept. funds. Also shown was a 1/4-scale cutaway model of the P & W J-57. Kaman Aircraft had a series of panels illustrating their helicopters, and Sikorsky did the same with photographs of their flying boats, helicopters and amphibians.

"Hamilton Standard illustrated their association with a wooden propeller, a counter-weight two-position prop, and other items. Norden sent a WWII bomb sight.

"We, the C.A.H.A., put on a display of photos and scale models, and as a special event, displayed the Wright Brothers engine from the third Navy airplane, the B-1. This was obtained by special permission of the National Air Museum, and may prove to be the only remaining artifact of 1911 Navy aircraft.

"The highlight of the evening was an address by Navy Historian Adrien O. Van Wyen. He presented a paper entitled "The Problem of Taking Aviation to Sea", which briefly covered the development of carrier aviation."

TEXAS AVIATION HISTORICAL SOCIETY - NEWSLETTER

Following are extracts from the newsletter of the T.A.H.S. which was recently formed by A.A.H.S. Members living in the Dallas-Ft. Worth area. This group began its meetings as announced in the JOURNAL, Vol. 6, No. 2 (Summer, 1961) Page 135. The A.A.H.S. will continue to sponsor and encourage local groups and report of their progress in "Society Affairs", as stated on Page 133 of the same issue.

"The fourth monthly meeting of the group of aviation enthusiasts making up the fledgling TEXAS AVIATION HISTORICAL SOCIETY was held at the 1st National Bank in Dallas, Sept. 29 at 7:30 pm in the Dallas Room.

"In a gathering such as this there were many varied interests, ranging from the staunch World War I fan RIGHT ON THROUGH World War II into today. But models are of universal interest and several excellent examples were on exhibit. Jerry Melton brought from his collection a Junkers JU-88, a Zero modified as a carrier fighter with clipped wings, a ME-109G with Swiss markings and a Neuport 17 in Russian markings. John Heyer brought a Spitfire mark II modified as a Mark V with clipped wings and James Sage had a couple from his col-

lection, including a 1/35th scale Zero a ME-109G with open cockpit, and a handbuilt wooden glider from Poland.

"First time visitors included Holmes G. Anderson, James Graham, and Michel Hinton. Ray Thorton brought his wife --- possibly the beginning of a trend.

"Carlisle Linskie presided in the absence of President Len Morgan, who was on a scheduled Braniff flight to New York, and Vice-president Pete Bulban who was in Tulsa covering the National Business Aircraft Association's meeting for Aviation Week. Secretary Terry Morgan was on hand to run the projector, also brought refreshments.

"Two movies were shown. The first was a color film from Col. G. B. Jarrett and showed some of the planes and pilots gathered at the World War I pilots reunion held this summer. Frank Copeland briefly described the film. A second film from Len Morgan consisted of Hollywood airplane crashes by Dick Grace. Many discussions regarding, "what plane was that" were heard around the room as Grace put the "coup-de-grace" on a fine bunch of antiques."

MEMBERSHIP DUES INCREASED

As stated in the report of the Second Annual Meeting of the Society, Volume 6, No. 3, Page 208, the dues for membership in the Society were increased to six dollars (\$6.00) per year. This will take effect on the First of January 1962. Dues notices are being prepared and will be mailed to all Members in early December.

WINTER - 1961



SOCIETY AFFAIRS

It was felt by all Members present at the Annual Meeting that this would work no great hardship on any individual, and will enable the Directors and Officers of the Society to continue the improvement in the JOURNAL and bring additional publications. Also, an increase in the number of Members is desired. See Editorial, P. 280.

EDITORIAL

By George A. Hardie, Jr., President, A.A.H.S. (1961-62)

A PLACE FOR A.A.H.S.

Traditionally, this is the time of year when past accomplishments are reviewed and the future is optimistically plotted. We in A.A.H.S. can look back on a fruitful year, as evidenced by the wealth of historical data presented in the JOURNAL. New contributors have joined the ranks and added to the broad coverage represented. Each issue has contained a greater amount of material than one previous due to the revised format and printing methods. Our numbers have increased - modestly, it is true, but the steady growth is continuous. The success of local group meetings and the formation of several state groups indicates a growing intensity of interest in aviation history. All of this is positive proof that the Society is advancing.

No doubt you have noticed the great numbers of books on aviation history being marketed these days. In fact, it's reaching the proportions of a veritable flood! It keeps us broke trying to keep up with all of them, to say nothing of the difficulty of determining just how factual is all of the material being published! Popular magazines are riding the wave of interest, but the pressure upon them to publish is causing a disregard for accuracy; the reader is forced to be extremely critical in order to derive any benefit from them. But it can be said with conviction that never before has there been such widespread interest in aviation history.

How does A.A.H.S. fit into this picture? Is all of this great mass of published material to be competitive with our efforts? I don't think so. Our Society is unique in that it offers opportunity to all Members, no matter what their interest, to publish the results of their research in the quarterly JOURNAL. The field of aviation history is broad indeed, and the very fact that you Members represent a wide variety of interests brings about a well-balanced publication. Where, for example, could you find as concise a summary of the history of aircraft instrument development as appears in this and the previous issue (AIRCRAFT INSTRUMENTS, by Robert J. Scheppler)? Or where would you find the unique record of certain types of Navy aircraft as was outlined in recent articles by Fred Dickey? Not to mention the many other equally complete articles on a myriad of subjects which have appeared in recent JOURNALS, each one the result of careful research by the writer.

All of this effort, mind you, is voluntary with no thought of monetary reward. That, in itself, is outstanding. Certainly, though, if some financial return is available, the author should seek it without fear of criticism. But the important point to bear in mind is that such voluntary effort is because the author-Member sincerely desires to record certain details of aviation history, with also, the thought that others of like interest will share in this enjoyment. In the end, each JOURNAL is a package of aviation lore and historical fact such as cannot be obtained elsewhere. It is the benefit of cooperative effort, proof that the Society is fulfilling its purpose.

But, if we are to find our "place in the sun", we cannot rest on the present status. As I see it, the Society's potential has not begun to be realized. Although there are other organizations engaged in similar activities (some can be classed as direct off-shoots into specialized fields) none embraces the broad approach to aviation history such as declared in our statement of purpose. We have set a monumental task to compile and preserve the complete record of American aviation history (at least that is the way I interpret our stated purpose). We can accomplish it if our desire is strong enough.

Your Officers and Directors are at work on a program of development for the Society needed to carry it forward during coming years. As a first step, 10 Regions

have been established with a Regional Vice President elected for each. A program for each of these Regions is being worked out, which will include plans for promoting local group activities, looking toward eventual participation by all Members in a broad program to further the goals of the Society. More specific details will be announced later.

Meanwhile, I urge each of you to consider ways in which you can make contributions to strengthen the Society, by direct participation, by preparing material for the JOURNAL or by offering assistance on an announced project. One area where everyone can participate is in recruiting new members. A worthwhile slogan for 1962 could very well be "Every member get a member". There are many aviation enthusiasts who are unaware of the A.A.H.S. (almost unbelievable, isn't it?) who will welcome the opportunity to join. A supply of application blanks is available from the Secretary, so if you have use for more than the one blank attached to your JOURNAL, write to him stating your needs. But be reasonable! Spend each blank as if you had to pay for it yourself (and you do, you know!).

I look to each of you to lend your full support to this program. One valued privilege of membership is the opportunity to participate directly in Society activities. To gain from this membership, one has to give a little. The old proverb "Cast thy bread upon the waters and it will return a thousandfold" has been proven time and time again. Join with your fellow Members and make this the premiere aviation historical Society. Best wishes for a Happy and Bountiful New Year...

George Hardie, Jr.,
President

MEMORIAL

FOREST T. MCCOOK

We sincerely regret to announce the passing of Member Forest T. McCook, who died at his home in Los Angeles in June. Mr. McCook was a Flight Commander in the 50th Aero Squadron in World War I, and had taken part in all of its combat activities. He was one of the pilots who flew out day after day on artillery spotting and contact patrols, and participated in the search for the "Lost Battalion" (2nd Bn., 308th Inf., 77th Division, A.E.F.)

ROBERT L. ARMSTRONG

A regular feature of the JOURNAL was to have been the "TRANSPORT NOTES" By SSgt. Robert L. Armstrong, begun by him so enthusiastically in the Summer issue. As the Fall issue make-ready period approached, his notes had not appeared and it was assumed that they were merely late. Sgt. Armstrong had been transferred to the Pacific area and a letter addressed to him was returned marked "Deceased".

Recently Bob Hufford forwarded a letter copy sent to George Pennick in England by Sgt. Armstrong's commander. We repeat a portion of it here:

"I am most sorry to tell you that SSgt Armstrong passed away on the night of 10 July 1961 at 1130 PM. The medical officers reported that he died of a severe heart attack. This apparently was a sudden attack as he had been in good health and had worked his normal shift that very same day without incident. Although Sgt. Armstrong had been here a short time,