

NEWS & COMMENTS FROM OUR MEMBERS

Help Needed

Maxine Dunlap Bennett

I'm currently working on a paper for the AIAA SciTech 2022 meeting with an SDSU student Madison Cicchitto. We're writing a biography of Maxine Dunlap, an aviatrix of the late 1920s-early 1930s who not only was the first licensed woman power pilot in the San Francisco Bay area but also the first woman to earn a glider license of any kind in the U.S.

https://en.wikipedia.org/wiki/Maxine_Dunlap_Bennett

We have a solid draft, but are reaching out to various organizations to see if they might have any additional information in their files.

Would you happen to have any additional info on Maxine or know if anyone has written about her previously in AAHS Journal? Looking forward to your reply,

Dr. Gary Fogel
gfogel@natural-selection.com

Wilson B-3 Mid-Wing

Member Dan Hagedorn can come up with the most unusual requests. He is looking for a photograph of the Wilson 3B Mid-Wing, NX123W. Aerofiles describes this Los Angeles area product as a three-place, open monoplane powered originally by a 150-hp Axelson B, and later a 220-hp Wright engine. Span 37'0", Length 27'0" and empty weight of 1600 lbs. Maximum speed was 125 mph, cruise 110 mph and stall a mere 44 mph. The aircraft is reported to have passed all flight tests with no engineering modifications required, but was never put in production. It was designed by E. H. Gustavson, so might also be referenced as a Gustavson Mid-Wing.

The Society has nothing in our files and we have reached out to a couple of members that might likely have a photo, if one exists.

John Underwood responded with, "I have a file card on the Wilson 3B, X124W, which places Dr. Wilson at 4738 Whittier Blvd in 1930 and 4963 Whittier Blvd, when his experimental aircraft was cancelled for reasons unknown on 02/11 1933. Neither Dr. Wilson nor E.H. Gustavson seem to have been certificated aviators. I don't think a picture of 124W was ever published, because I have tried to document all California aircraft manufacturers, using Western Flying (formerly The Ace and later Western Aviation) and the old Pilot magazine published here in Glendale at Grand Central Air Terminal from 1929 into WW2.

So, check your personal files and see if you might have a photo of this mysterious aircraft. If you do find one, please contact this editor at webmaster@aaahs-online.org and we'll arrange for Dan to get in contact with you.

John Underwood Comments:

I really loved that spread in Vol.65, No. 4, especially of the "Endeavour" on its last flight. I watched it from our upstairs balcony with Dad's WWI field glasses as it entered Los Angeles County and headed for the Los Angeles Civic Center. We were astonished when it headed our way, passing directly over our house, and seemingly enter the Burbank pattern to land. So close I could almost feel the wake turbulence. And I didn't have a camera - dang it !!!.

That reminds me when I did have a camera at the right moment and snapped a shot of Art Daegling's Pitts S-2A, N80011, without knowing what if anything I had for film in my ancient Zeiss Super Ikonta B, which Dad bought in the '30s, possibly before I was hatched. Dad, a bacteriologist by trade, was a prize winning amateur photographer. Anyway, the picture I shot of N80011 rolling into a brilliant rainbow from a "Tora-Tora-Tora" AT-6, with Kaneohe NAS in the background, was a winner! I sold it for several magazine covers and a McGraw-Hill dust jacket. Maybe you could use it for an AAHS cover sometime. I still have that Zeiss, but I dropped it off of Art Scholl's hangar roof cambering down his rickety ladder after shooting another Pitts S-2 and haven't taken a picture with it in over half a century.

Incidentally, my first airplane, a 1928 Velie Monocoupe, which I never got to fly, remains aloft, guarding the entrance to the "Endeavour's" domicile at the California Science Center. I did a write-up on its service history, having interviewed all its previous owner/pilots still available on the 1970s. They included a number of iconic AAL personalities: Charlie La Jotte, who taught Howard Hughes to fly; test pilot Tony Le Vere and several other aviators of note. I'll send you a copy of what was supposed to be a book proposal. It would probably please some of the AAHS elders.

I have been meaning to send you a memoir of my early days in Erie, Pa., when I thought all small airplanes were Stinsons, because Dad had access to a fleet of them while he was director of research for AMSCO, Inc. Once in a while I'd get to go along on day trips. I had my first dual instruction sitting on Dad's lap to reach the controls. That was in an SR9B Reliant, NC17148, in 1939 when I was seven. Both Dad and that Reliant became casualties of WWII.

Incidentally, I was aware of Taylor Cubs at that time and had my first ride in a DC-3 on a trip to Cleveland, which I like to think was copiloted by Ernie Gann, who became one of my favorite authors. I have his very first book, which is quite rare and full of classic airplane pictures. I could never prove that Gann was the copilot, because I didn't know the date, but he assured me that he very well could have been. His first posting with AAL was on that route Erie-Cleveland route.

John Underwood
AAHS Member #38

American Aviation Historical Society Journal, Spring 2021

AAHS LAUNCHES AAHSPlaneSpotter.com

The Society has a challenge that it has been working to address. We have 10,000s of images in the archives that need to be digitized and cataloged. Digitizing is the easy part and we have active programs for scanning both our negatives and slides, in addition to 1,000s of digital images already available.

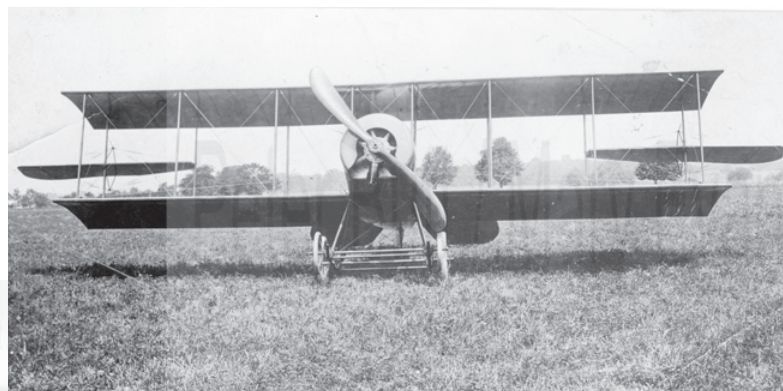
WE NEED ARE VOLUNTEERS WHO CAN HELP CATALOG THESE IMAGES!!

All you need is a computer with an Internet connection -- no special software or hardware required -- and an interest in taking the time to help us catalog the images. Go to AAHSPlaneSpotter.com and check out the DEMO to get an idea of what's involved.

If you are interested, we'll set you up with a batch of images to work on and give you access to them via AAHSPlaneSpotter.com. Just send a note to Ivolunteer@AAHSPlaneSpotter.com saying your are interested - please include any preferences in types of aircraft you are comfortable working on.

What Is It?

Member Peter Butt is wondering is someone can help identify these aircraft. The first is a Monocoupe, but he needs verification of the model number. Also, if anyone recognizes the logo on the side. Super enlargement shows that it might read, "Summit Aircraft ????????" or "Summit Aviation ????????" around the seal. Any information about this logo or company.



If you can help, please pass the information along to this editor and we'll see that Peter gets it.



MOVING

IF YOU ARE PLANNING TO MOVE, PLEASE SEND US YOUR CHANGE OF ADDRESS AS SOON AS POSSIBLE. We cannot get your *Journal* to you if we don't know where you live. To ensure uninterrupted service, please let us know at least six weeks in advance.