

NEWS & COMMENTS FROM OUR MEMBERS

AAHS Journal, Fall 2021, Vol 66, No. 3

Having been born in the UK on May 21, 1927, the day Charles Lindbergh landed in Paris, it was almost inevitable that I was bound to have a life in aviation. This included working for Vickers Armstrong, Weybridge (1945-1949), Armstrong Whitworth, Coventry (1949-1953), Bristol Aeroplane Co. (Concorde program, 1953-1967), Sikorsky Aircraft (1967-1986) and United Technologies VP (1986-1992).

With that background, the cover painting of the two Sikorsky CH-53s obviously caught my eye. Then I turn a couple of pages and there is Bill Paul, as far as I know still alive and well, living in the the same town as I. We were great friends, and were actually moved up to UTC together but into different parts of the business in 1986. I wonder if anyone sent him a copy of this issue? [Editor's note: I am aware that the author is trying to do this]

Then, on page 239, is a photo of the Armstrong Whitworth Argosy, which I sure didn't know any were ever exported to the U.S. How lucky can one man get. I must admit that the issue damn near brought tears to my eyes. Aerospace people use to be a very special set of folks, simply because if you cut corners or made a mistake, people could die.

Thank you for bringing a bit of joy to this old timer.

Colin Green
Trumbull, CT

The Fall 2021 Issue Vol 66 No 3 ...just excellent!

Much history about the C46 that Dad flew that I never knew.

The Non-Skeds ...fond memories... albeit also a few painful memories. I used to meet up with one of those DC8 freighters late at night, on the Butler ramp at KORD, while I was flying night freight in Beech 18s, Senecas, Aztecs, C310s, and C421s out of Dayton (moonlight flying at nights, while I was stationed at WPAFB).

The WWI Curtiss boats... never knew a lot of that flying boat history either ...remarkable stories.... all leading up to the key technical know-how later incorporated in the Navy's WWII big boats.

Keep up the terrific work!

Tom Imrich

What Bert Acosta Did and Probably Didn't Do: Through 1922, Vol 66, No 3, Fall 2021

To any readers of my paper in the Fall 2021 *AAHS Journal*: Bert Acosta's third place finish in the 1920 Pulitzer Air Race and his win in the 1921 Pulitzer were two of the most important events in his life. I wrote about them and put the draft away in

the computer. Not until I read the published paper did I realize I had not included the story of Bert and the Pulitzers in the version I submitted to the Journal.

Sorry,
Michael Gough

The Curtiss CW-20, The Airliner Destiny Forgot, Vol 66, No 3, Fall 2021

I have been enjoying reading through the journal. One thing I noticed in the Curtiss Commando article is that the author seems to be a little bit confused about the airplane's technical design. He writes that the Commando lacked the fuel drains that other airplanes have to drain fuel out of the wing, which resulted in the C-46 being more susceptible to fires from fuel collecting inside the wings.

As far as I know (and I'm not certain of this), but what made the C-46 sensitive to engine fires was that they lacked a firewall between the engine and the rest of the wing. Yes, the plane also lacked fuel tank drains, but those drains are meant to drain out water from the fuel tanks, not excess fuel from the wings (as this author asserts).

It is also interesting that the author seems to have forgotten that there is a commercial operator of C-46s in Canada; Buffalo Airways out of Yellowknife and Hay River, NWT. They had three as of a few years ago, now they list only two on their website. I think they crashed one in 2018 or 2019. Anyway, Buffalo uses them for cargo operations, when the loads are too big for DC-3s, but too small to make the Lockheed Electras viable.

Anyway, I spent for most of last Saturday to confirm the fuel tank drains on the C-46 and finally found a Pilot's Manual that showed the tanks, but no drains. Most of the time, if the tanks have drains they are indicated in the manuals, but nothing was consistent in those early airplane manuals. So the lack of drains in the pilot's manual doesn't prove they were never installed. If I find anything that has more certainty I'll let you know.

Ken Glaze
San Diego, CA

A couple of features of the most recent issue that piqued my interest were the Curtiss CW20 article by Killion and the President's Message on Bill Larkins.

I wrote an article titled "The Broken Nose Commando" that was published in the *AAHS Journal*, Vol 22. No. 1, Spring 1977 issue. Among the contributors to this article were a number of Bill Larkin's photos. [Members might be interested in reviewing this on the *AAHS* web site.]

I have had the intention to do a sequel to the C-46E article on another low production airline derivative, namely the Howard 500 and earlier Super Ventura, which were included in Killion's "Executive Bomber Fleet" article on pages 105-106 of Vol. 66, No. 2. However, my ideas were somewhat superseded by the extensive coverage in Peter Marson's tome (nearly 600 pages) *The Lockheed Twins* published by Air Britain in 2001, as well as other subsequent articles published on this subject such as "Purpose Built – Dee Howard's Little Known Gem" in *AOPA Pilot* (May 2019, pages 70-77) and "The Howard 500 Making a Statement" in *Sport Aviation* (July 2019, pages 50-58).

Incidentally, one of my most useful and referred to book on this era is Bill Larkin's book on *Surplus WWII U.S. Aircraft* published in 2005 by BAC Publishers.

The above mentioned Air Britain publication is only one of dozens, or probably hundreds of their numerous books and periodicals I've acquired over the years. I've been an Air Britain and AAHS member since about 1965, when I finished graduate school while employed by the Naval Air Test Center, Flight Test Division, and began my subsequent engineering career with Boeing (later Douglas, McDonnell and Army Aviation Systems Command).

I was interested to see Bob Bogash's name in the *News & Comments* of the most recent issue, as we were best buddies as newly minted Boeing Field Service engineers in the late 1960s. We hung out together with a lot on various excursions around the Seattle area, as well as one memorable trip to Alaska in 1967. This was before heading out on our initial field assignments, Bob to JFK, YUL (Montreal) and HNL (Honolulu), while I

went to LAX and later with Douglas, back to LAX, then TUL (Tulsa) and AMS (Amsterdam) before switching to McDonnell on the F-15, AV-8B and Apache programs.

Regards,

Ted Gibson

What is It?

The AAHS archives has an 8x10 print of the aircraft pictured below. There are no discernable markings on the plane and no notes or comments on the print. Looking at the vehicles in the background we're guessing the photo was taken maybe in the late 1930s, location unknown.

If you have a clue, let us know. (webmaster@aahs-online.org, or drop us a card to the AAHS office.)



INFORMATION FOR AUTHORS

Manuscripts can be on a **CD** or **memory stick/thumb drive**. Macintosh or Windows if it has been purged of viruses. A hard copy of the manuscript with separate captions, references or footnotes, Authors Notes, etc., must accompany the digital media

- **Manuscripts** typed on one side of 8 1/2 x 11-inch paper. Include author's name on first page.
- **Computer printouts** fine, but please NO fancy type fonts, and no second-generation copies! Your copy is scanned by computer to generate type for printing your article. Italics or fancy fonts are not recognized by the scanner program and errors abound. This increases time required to produce the Journal.
- Dot matrix and typewriter of Arial/Helvetica/Geneva fonts read well, but please, ragged right margins for word spacing.
- **Captions**, References, bibliography and author's biography should follow manuscript.
- **Prefer photos** to be glossy but not necessary. Color photos are fine. If you are providing scanned images (we prefer to scan ourselves) they must be highest quality JPEG and at least 300 dpi resolution. For example, an 8"x10" print would be 2400 x 3000 pixels in size. **Please DO NOT provide prints made on ink jet printers - send the digital image.**

• **Adequate captions** should be furnished including credit (original owner/photographer) followed by the lender. Match the caption number with the photo number.

• **Do NOT** attach captions to back of photos—for scanning they must be in manuscript form.

While every effort will be made to safeguard submissions, AAHS assumes no responsibility for the loss of materials. If original photos are of precious nature, it is suggested duplicate prints be furnished.

Journal articles are accepted from AAHS members only except in instances where the editorial staff solicits a journalistic piece of meritorious quality. All articles must have an American flavor. For example, American personnel or planes in foreign service or foreign planes or personnel in U.S. service are acceptable. Not accepted are articles unrelated to America.

A particular subject should not normally be longer than two parts. Exceptions may be made where the subject matter has outstanding merit. Ideal manuscript length for a single insertion is 30 pages, including references, etc. For style and form consult recent Journals.

Please include brief author's biography written in third person, together with author's photo.