

NEWS & COMMENTS FROM OUR MEMBERS

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It just gets better, what an issue!

Having almost finished Joe Juptner's T-Hangar Tales, I was most pleased to see the shout-out to Gerald Balzer. Most of the photos in the book are from Balzer's collection.

I especially enjoyed the Kingman story, and the Kelly Johnson interviews. A friend of mine was the late Willis Hawkins, who told me this Kelly story. Willis was the principal designer of the C-130, which is still in production. He liked to make a model of every airplane he worked on, and when he had finished his C-130 model, he took it up to Mahogany Row to show it to Mr. Gross. Gross admired the model, and asked "Has Kelly seen this?" Willis explained that Kelly was in another department. Mr. Gross pushed a button, which summoned Kelly. Kelly came in, gave a perfunctory hello to Willis, and picked up the model. After looking it over, he said, "Mr. Gross, if Lockheed submits this for the Army contract, it will be the end of the company," turned and walked out.

An irony is that Kelly originally hired Willis, then a grad student at U. Mich, in charge of the wind tunnel. They had a complex relationship.

John D. Lyon

Right up front, your Fall '22 issue was absolutely awesome, cover to cover! I always enjoy your publications, but this one was really special, and I'll tell you why...

When I flipped through the pages and came to "The Aviation History of Port Washington, Long Island" I about fell off my chair (OK, that's a standard weekend practice, but this was 10AM...). My first six years on this planet were spent in a cottage (with an attached seaplane hangar, big enough for a pair of Widgeons) just a stone's throw west of the New York Seaplane Airport location.

In your map graphic, the last pier heading west from the North Hempstead Yacht Club was our pier, and its still there today (as is the cottage and hangar – see attached Google Maps image). Way back in 1956, the hangar was being used by the Harriman family to store their Widgeons in. On many business days, their pilot would fetch one of the planes, water taxi across Manhasset Bay to the Harriman Estate on the shore of Kings Point, pick up Mr. Harriman and fly him down to Wall Street, landing in the East River. (I haven't verified this, but their "Palazzo" may well have been the former Gatsby Estate)

Naturally, I was too small to remember much of that period, beyond a few "snippets" stored in my fading memory banks – including one in which a large PBM Mariner was moored at the dock while my father and grandfather (and their mechanics) performed an engine change on it.

In any event, all of my life I have been a fan of the Flying Boat era and have made a number of trips to places around

the world to take in whatever history associated with that era I could find. Little did I realize that I must have inherited this passion through osmosis, as I had NO IDEA that, just around the bend from my home was the original site of the American commercial Flying Boat cornerstone!

This realization was no small matter to me... I am a third-generation aviator, and my father and grandfather ran an aircraft engine shop just a few blocks away, no doubt supporting Republic Aviation, among others. Yet they never made that connection for me, which gets even more confusing given that my grandfather used to fly out of Floyd Bennett Field (he had an air tour company and was associated with Erickson & Remmert there, as well as flew a Lodestar for the War Production Board) and was flying floatplanes very early on in his career throughout the Long Island area.

Anyway, the interest never waned, and I continue seeking out things associated with that golden era whenever possible (my next goal is to get checked out in a Widgeon and bag a PBY ride). So, with that in mind, imagine my NEXT surprise seeing the following feature on the Foynes Flying Boat and Maritime Museum in Ireland – a place my daughter and I had visited just five years ago. And only two months ago I was in England (bagging a Spitfire ride, of course) and checking out various museums in the Portsmouth / Southampton area (like the Solent sky Museum) where I STILL failed to read anything about the Port Washington connection! Perhaps I was just practicing my "short attention span theater" skills during each of these visits, but it took YOUR publication to finally connect the dots for me! I was completely unaware of the plaque commemorating all this on the dock in Port Washington, which I will now plan to visit (along with the Cradle of Aviation Museum in Garden City) very soon. Heck – I might as well stay at the TWA Hotel while there, right? CONNIES, BABY!

Anyway. A bit long-winded, I'm afraid, but I felt compelled to share that with you all. Your articles truly helped me to connect some long-fading dots and have helped me to better complete the story book of my aviation history. So, thank you – thank you very much, Team AAHS!

Pete Alexander

Forum of Flight

I'm sure you'll get a lot of comments on the *Forum of Flight* picture of the replica Supermarine S.6B, but here's another one. The S.6B S.1595 won the 1931 Schneider Cup Race that gave Great Britain the three consecutive races required to retire the Schnieder Cup. Supermarine S.6 N247 won the 1929 race.

It was great to meet you folks at Oshkosh this summer. I have read every word of every issue of the *Journal*, and think it is the best aviation publication anywhere. Thanks for the terrific work.

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Fuselage of a Bellanca CE at the Hagerstown Aviation Museum in Hagerstown, Md. (Photos from Alan Hawks)

Correction

In Issue 67:3 on page 197, the aircraft in the picture is misidentified as a Bellanca Aircruiser. It was actually a Bellanca 77-140 Bomber. It is one of four delivered to the Colombian Air Force (whose roundel is visible on the topside of the wing) in March 1935 (so this picture would have been taken in 1935). Then aircraft were ordered in the aftermath of the Leticia Incident, a territorial conflict between Colombia and Peru between 1932-1933. Although the dispute was resolved

by diplomatic means, these aircraft were a part of the post-conflict military expansion.

The fuselage for the Bellanca CE (referenced on pages 206-207 is preserved at the Hagerstown Aviation Museum in Hagerstown, Maryland.

Alan Hawk

[Alan, Thank you. It's rewarding to get feedback on our efforts and particularly to have errors pointed out to correct any information that we have miss-stated. – Editor]

NOTICE OF MEMBERSHIP DUES INCREASE

Effective November 1, 2022

Inflation is hitting all of us hard, including the Society. While we strive to keep costs down, there are components we have little to no control over - Rent, Postage, Utilities, etc. This has necessitated the Board to approve the first membership dues increase in the last five years. As of November 1, 2022, the following membership rates will be in effect.

Location	Annual Membership	Pre-paid 2 years
United States	\$50.00	\$96.00
Mexico & Canada	\$69.00	\$129.00
Other Countries	\$81.00	\$157.00
e-Member	\$32.00	\$60.00