

NEWS & COMMENTS

Vol. 69, No. 3, Fall 2024

Just wanted to congratulate you on the content and layout of the most recent AAHS journal. You did a super job, even under tremendous stress. The Jack Knight combo of the two articles flowed smoothly which is no small task, indeed. My Pietenpol article was also well edited with great choice of images. I also completely enjoyed the very detailed article on Hughes and the design of the “Spruce Goose.” You’ve done a magnificent job under a lot of challenges through the years. The quality of the journal is a testament to your great efforts. I hope you have a chance for a break and let others bear some of the load. You’ve earned it.

Scott Fisher

“The Achilles Heel of the Hercules,” by Roger Raleigh, pp. 163-178, of the V.69, N.3, (Fall 2024)

Hate to tell you this, but major errors exist in this article.

I have not finished reading all of it. But on p. 164, the date for Hughes’ S-43 crash on Lake Mead is May 17, 1943, not **July 7, 1946**. The latter 1946 date was Hughes’ crash into Beverly Hills, Calif., while flying the XF-11, in which he was nearly killed.

On the same page, the author refers to the “triple stabilizers” of the (Sikorsky) S-43. As far as I know, the S-43 had only a single stabilizer.

I don’t know how many other errors there are in this article, but I thought you ought to know before you are deluged with corrections.

J. B. Rivard,
Author-Illustrator

[Editor’s Note: Mr. Rivard is absolutely correct. Regarding the triple stabilizer, a quick review shows that none of the Sikorsky flying boats had a triple stabilizer with the early ones having a twin-boom stabilizer and the S-42 having



Howard Hughes’ Sikorsky S-42; clearly a single vertical stabilizer. (AAHS archives, AAHS-56887)

twin stabilizer. In defense of the author, Hughes was in close association with Lockheed and Kelly Johnson at this time. He would have been aware of the Constellation’s design using the triple stabilizer as well as the Electra’s twin stabilizer. And, of course, the Boeing 314 that he was in essence competing against to some degree also used the triple stabilizer design after finding the original single stabilizer was insufficient.]

“The First Night Air Mail: The Story of Jack H. Knight’s Epic Flight” and cover

Just received the latest AAHS journal and look forward to perusing it tonight.

Noticed the cover photo and the heading photo on page 179 are both Chuck Stewart photographs, which is certainly correct. However, the date of both those pictures is 2008, not 2102 as printed.

Both pics were taken here at Antique Airfield during our 2008 AAA/APM Fly-in “Air Mail Days” where we celebrated the 90th Anniversary of U.S. Air Mail. We had 17 antique/classic aircraft and flew mail from Antique Airfield, to Ottumwa NAS, Iowa City, Iowa, and return over four days during the event. Of those 17, 11 had actually been mail planes in the 1920s & 1930s.

My picture below shows the DH-4 parked at Antique Airfield along with Frank Schelling’s Hisso powered *Jenny*, Addison Pemberton’s Boeing Model 40, and Greg Herrick’s Ford Tri-Motor 1077, (the oldest flyable Ford) during the 2008 event. It was the only time the DH-4 has been here and I’m certain it was the only time these four airplanes were in the same place at the same time, and most likely ever will be again.

Brent Taylor
Antique Aircraft Association

[Editor’s Note: Brent is absolutely correct. A check of the digital photo’s EXIF metadata shows that it was taken in September 2008. We should have checked more carefully.]



Line up of early mail planes at 2008 Antique Aircraft Association Fly-in. (Brent Taylor photo)

American Aviation Historical Society Journal, Fall 2023

“Trenton-Mercer Airport: New Jersey’s Secondary Airfield”

Unbelievably outstanding excellent issue!!!! Fall 2024!!!

Just one totally minor errata nit on page 218.

There is a reference to Allegheny providing service using Martin 404s. Allegheny never operated Martin 4-0-4s. Only the Martin 2-0-2 and 2-0-2A.

So it would have had to have been some other airline, and not Allegheny, if it was truly a Martin 4-0-4???

I’m confident I know – since having flown on Allegheny’s DC3s, Martins, and Convairs on the jumpseat countless times. Dad was an Allegheny pilot flying all the DC3s, Martins, and Convairs through their DC9s. I still have Dad’s Allegheny Flight Manuals including for the Martin 2-0-2s.

Congrats on a terrific issue... recording key aviation historyfor all time!!!

Happy New Year!

Capt. Tom Imrich

Photo Archives Correction

N6207C, an Eastern Air Lines Super Constellation is NOT an L-1049C. It is an L-1049, also referred to as an L-1049A. It does not have Turbo Compound R3350s, but has regular R3350s like the L-749As, etc. Lockheed only built 24 of these first Super Constellations in addition to the L-049 #1961 that was converted to the First Super Constellation prototype. Ten were delivered to TWA, two of which were destroyed in mid-air collisions over the Grand Canyon with a United DC-7 in 1956, and the other with a United DC-8 over Staten Island, NY in 1960, and fourteen for Eastern. This is the 7th of the 14. Eastern later purchased 16 L-1049Cs, N6215C-N6230C, and ten L-1049Gs, N6231G-N6240G, for a total of 40 Super Constellations.

Miles W. Rich

[Editor’s note: We appreciate any feedback. With almost a million images to catalog we’re bound to flub a few. Your eagle eyes in catching these are greatly appreciated as it allows us to correct and provide the most accurate information possible. These three images will be fixed in the next update of photo archive database.]

Free for the Asking

For many decades my father collected a wide variety of aviation magazines.

Among these are volumes 1-32 of the *AAHS Journal*. Volumes One through nine are bound; 10 through 12 stapled; and 13 to 32 individual issues. All are in very good condition.

Unfortunately, my interests do not follow his and I am looking for someone or some organization that would accept them. While I have them on eBay for sale, I would be willing to give them to you for the cost of shipping.

Otherwise, I will have to consign them to the recycling bin. Please let me know if you are interested or can suggest some other way to save these excellent publications.

Thank you!

Chuck Veit

N. Attleboro, MA

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[Editor’s note: In conversation with Mr. Veit, he has indicated he is willing to part with the journals to anyone willing to either pick them up, or cover the postage to ship them. For anyone looking to complete their collection of AAHS Journals, here is an excellent opportunity to pick up a complete set of the earliest editions.]

Research Help Needed

I wonder whether the research area of BuNos of aircraft after WWII - smelted, disposed, gifted piques your interest? Would anyone on your team have expertise in that field? Mr. Scott A Thompson wrote an excellent article on Disposal of aircraft.

I’m a small part of a team to find the BuNo/Serial #s of aircraft disposed ingloriously in U.S. boneyards and smelters post war. So far no Eureka! Moment for U.S. Navy aircraft in particular. Wonder if you may be able to help? My modest contribution to this field has been finding bits of WWII aircraft in new England and Bahamas - in “WARBIRDS LOST & FOUND IN THE BAHAMAS” and “Bahamas in World War II.”

THANK YOU in advance best regards gratefully,

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AAHS FLIGHTLINE REMINDER

The AAHS FLIGHTLINE is now being published electronically and posted to the AAHS website. Members can sign up for email notification of newsletter postings. In order to receive this notification, you MUST SUBSCRIBE to the email notification service. You can do this by going to the AAHS website home page (www.aahs-online.org), and in the lower right-hand corner clicking on the eNewsletter Subscription button. Please follow the instructions provided. If you have problems with this procedure, or limited or no access to the Internet, please contact the Society office. Either send a short note or call the office on Wednesdays and explain your situation. We'll work on finding a solution for you.