

NEWS & COMMENTS

Spring 2025, Vol. 70, No. 1 - *The PBY's of the Kendall Family*

[While we strive for accuracy in our publications, to a large degree we rely on the authors to have thoroughly research their topics. Even then, we all sometimes get it wrong. The AAHS has always published corrections and updates to articles when new information (or corrections) come to light. Therefore, we appreciate the time and effort taken when someone brings this information to our attend. The following is a response from David Legg, of the Catalina Society and editor of the Catalina News. We are grateful that he has taken the time to point to errors and provide update information for this story.]

I have just had the opportunity of seeing Jerri Bergen's article *The PBY's of the Kendall Family* in the Spring 2025 edition of the *AAHS Journal*. There was some very good background information in the article that went beyond the "nuts and bolts" data. In particular, I appreciated the very interesting coverage of the background to the Kendall family and the use of PBY-5A N5590V in the Pacific during the 1960s.

I do have some observations but also, as I am named as a source, some corrections where I have been mis-quoted in several instances, in particular in the Kendall PBYs table.

- Page 3, left hand column - the author quotes Roscoe Creed as stating that the PBY-5A was produced in the largest numbers ("well over 1,000") and stating the source as Creed's book on page 44. I cannot find that Creed says that - certainly not on that page. The total production of the PBY-5A was actually 803. If other amphibians are included – the PBY-6A and license production of Canso As and OA-10As – then the total does exceed 1,000
- Page 7, right hand column - Croyden should read Croydon
- Page 8 top left photo caption and page 12 right hand photo caption - registration suffix 'V' missing
- Page 12, right hand column - the Line Islands Experiment section quotes The National Center for Atmospheric Research (NCAR). That may well be the case but the registered owner of N5590V at the time was the International Center for Environmental Research Inc (per FAA Registration file for N5590V). *[Editor's note: There is no mention of the registered owner at the time. Mearly that Bob Kendall's research company, Landaire, Ltd, was approved and Kendall provided the PBY-5A]*
- Page 15 right hand column - contemporary reports suggest the date that N5590V was towed through the streets to the San Diego museum was August 6, 1988, not September 3.
- Page 15 and 16 - notes 31 and 32 do not appear in the list of Endnotes on page 16. *(Inadvertently clipped in layout)*

- 31 – San Diego Air and Space Museum.
- 32 – Kendall family conversation notes 2024.

Then to the Kendall PBYs table on page 18 where I am quoted as a main source (my 2002 book *Consolidated PBY Catalina - the peacetime record*). I am misquoted in a number of instances....

- Re N5586V - year of sale to Steward-Davis was 1964, not 1966 (my book said circa 1966 but is now known to have been July 21, 1964 (Bill of Sale).
- Re N5587V - date of sale to Steward-Davis of 1955 is a mis-quote from my book which reads circa 1966. The exact date is now known to have been July 21, 1964.
- Re N5585V - the quoted BuNo of 98101 is a mis-quote and should read BuNo 08101. This Catalina did not crash in 1975 at Turin as stated (again a mis-quote) but at Wikieup, Ariz., on February 6, 1975 as stated in my book.
- Re N5590V - the recipient was the San Diego Aerospace Museum as correctly shown in my book, not the San Diego Air and Space Museum although it is now known by the latter name of course.
- Re N5591V - this was the Catalina destroyed at Turin on Ma 21, 1989 as per my book, not N5588V
- Re N5593V - the BuNo has been mis-quoted and should read BuNo 48397, not BuNo 48367

Regarding N5592V and N5595V, the disposal date to Steward-Davis is now known to have been July 21, 1964

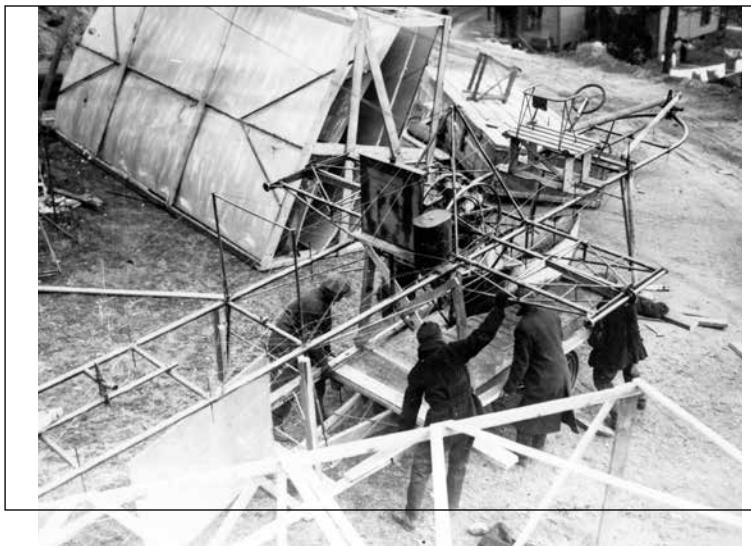
David Legg

Editor: *The Catalina News*, The Catalina Society

The PBY's of the Kendall Family

Kendell Family also attempted to sell PBY's using a large, 16-page catalog that has no date.





Identify this aircraft



Curtiss-Goupil in flight January 16, 1917. (NASM)

Curtiss also built a version of the French 1880's Goupil 'bird looking craft' as part of his attempt to break Wright patents!

[Editor's note: Curtiss constructed an aircraft based on Goupil's original patent drawings and a description found in Le Local Museum Ariens. The aircraft was initially tested on wheels instead of skids, then on floats, and eventually returned to using wheels. To power the aircraft, Curtiss opted for the Curtiss OXX-6 engine, in place of the 1000 lbs 15-hp steam engine originally proposed by Goupil. It provided 100-hp output with a 400 lbs saving in weight being the primary considerations.]

On January 16, 1917, the contraption took its inaugural flight, first maintaining a straight and level path and then successfully completing a circular flight. Although Curtiss implemented several important enhancements to the original design, including control linkages, engines, and longer wings, the fundamental core design remained unchanged. This demonstrated that lateral control had existed prior to the Wright brothers' patent, substantiating Curtiss' claim.

Curtiss was never able to use this evidence to challenge the Wright brothers' patent as the inventors of lateral control. The Curtiss-Wright patent dispute was resolved through arbitration in 1917, coinciding with the escalating involvement of the United States in World War I. The U.S. government successfully persuaded Orville Wright to release the patent, citing the urgent need for combat aircraft.]

Winter 2024, Vol. 69, No. 4 - Puerto Rico Flight

On page 245 the photo caption states, "The six DH-4B aircraft of the 1923 Puerto Rican Flight. The location is not stated, but it is probably at Brooks Field, San Antonio, Texas, where the flight originated. The aircraft numbers have yet to be replaced by the Flying Seagull of the "Seagull Battalion." [There are actually seven aircraft in the photo (the editor ran out of toes and fingers?)]

More importantly member Lewis points out that, "This 82-year-old, blind in one eye, member only sees one DH-4B. The rest are Curtiss JN-4s." [and he is correct! See photo on next page]

Regards,
William Lewis

American Aviation Historical Society Journal, Summer 2025

Spring 2025, Vol. 70., No. 1 – News and Comments

The aircraft on page 75 is 1903 Langley machine that failed on launch from a barge. It was moved in 1913 from Smithsonian to Hammsport, N.Y., where Curtiss reworked it as evidence in his patent suit with the Wright brothers. The photo shown in the un-modified or mostly original 1903 machine being reassembled at Hammsport, New York. I have scanned four photographs *[two shown here]* of both original Langley and the Curtiss modified version for flight in 1914.





Six JN-4s with 1 DH-4s

Spring 2025, Vol. 70, No. 1 – *The Hughes H-1 Racer*

Some more views of Hughes H-1, R258Y, and the Timm Aircraft connection mentioned in article.



Winter 2024, Vol. 69, No.4, Thomas Wesley Benoist

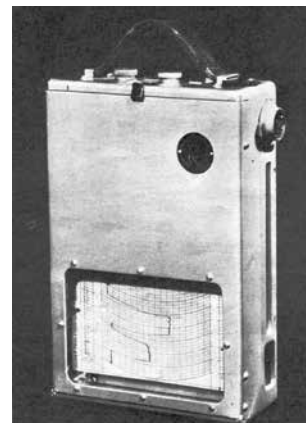
On page 270 is the statement that Beniost produced “The 52-page illustrated Catalogue. . .”. It is actually only 28 pages. The company published three catalogues, and I have all three!

Regards,
William Lewis

Spring 2025, Vol.70, No. 1 – *Father of Black Box.*

The first commercially viable Black Box (they’re actually orange) for aircraft was developed by the Julian P. Friez Instrument Company [later the Friez Instrument Division of Bendix Aviation Corporation], makers of weather recorders. United Air Lines (UAL) was one of the first users and it was instrumental in analyzing the crash of UAL 1 in 1937 at Humpy Ridge, Utah. The pilots referred to it as the “Tin Watchman”.

Dimensions were 8.25 x 5.5 x 2 inches and weighed three pounds. It was installed in the rear of the aircraft and set before each flight and had a duration of recording of eight hours. It recorded radio transmissions, autopilot use, altitude, climb, descent. It was developed at the behest of Major R.W. Schroeder ,V.P. of safety for UAL and R.D. Kelly chief instrument designer for UAL along with the Friez company. Friez went on to develop up an advanced recorder to log manifold pressure, indicated airspeed and outside air temperature.



Beat regards
Steve Wolff

To all the volunteers, historians, staff and leaders of AAHS

Congratulations, this Independence Day, on AAHS’s long history of recording, recounting and reviving the memories of the extraordinary history of our nation’s aviation creativity, productivity and experience.

Honest, accurate, relevant and realistic historiography is a bright, shining light on the path towards future progress and is a staunch bulwark against future folly.

Kudos to AAHS for providing an important segment of that illumination and guard for our nation.

Thank you for your service to our country.

Very respectfully,
Richard Harris
former Chair, Kansas Aviation Centennial