

MAIL SACK

The MAIL SACK columns are open to all Members of the Society for comment on any aspect of aviation history, or expressions regarding the affairs of the Society. The chief purpose is to bring forth the facts, to air controversies, and to contribute information in brief form which the Members would not otherwise send as complete articles. Opinions are welcomed but such opinions, and the accuracy of the information presented, are the responsibility solely of the contributor. This Society is of, by, and for the Members.

B-29 IN BOMBER MUSEUM, OFFUTT AFB

I have just finished scanning the list compiled by John T. Wible under the heading "Boeing B-29 Serial Numbers" in the Fall issue of the JOURNAL. This article was of great interest, since Offutt AFB is the site of the Martin plant cited as Martin-Omaha ("MO") in the list.

Thanks to Mr. Wible's research I find that the BOCKSCAR, the ENOLA GAY, and the last B-29 flown in the Air Force in Okinawa (42-65234) all came from here. Such information is valuable in presenting the picture of plant operations to visiting groups, of which this base has quite a few in the course of a year.

The information regarding aircraft of the 468th Gp. also proved interesting, since it allowed us to determine where these aircraft went after leaving the plant.

I am enclosing a picture of B-29-60-BA, No. 44-84076, which is at Offutt AFB as a part of our bomber "museum". This museum is seen by every visitor to Offutt (it includes a B-17, B-25, B-29 and B-36) and helps to tell the story of development of strategic bombing. I enclose it in the hope that it will both add to your archives and prove to some member of the Society that "his ship" is still in existence. Since records are very skimpy concerning this airplane's history, I would appreciate hearing from Members as to whether or not it had a combat history.

Lloyd D. Brune, SSgt, USAF, Historian 3902nd Air Base Wing, Offutt Air Force Base.

MARTIN BOMBER SERIAL NUMBERS SUPPLIED

In my article on Martin Bombers I requested the assistance of Members on three missing serial numbers. Several Members have written me on this and the full range of those serial numbers which had one missing is now:

Martin-built MB-2's	64195 through 64214
Martin GMB's	39055 " 39060
Martin GMB's	62948 " 62951

Merle Olmsted, 92B Childress, Sheppard AFB, Texas

MAIL SACK



Dept had had them for awhile would account for the late serial number. I wish I knew how many of the air mail the Army received.

Page 192: Top photo, believe this should be GMP for passenger, and not GMT for "transcontinental". In the text I made the error of referring to it as "Transatlantic."

Page 192: Center photo and top right photo on page 193. What few Navy reports I have had access to refer to these machines as "MBT", two ordered, same as Army aircraft except for landing gear, and "MT" as the later machine, 8 ordered. The two terms seem to be used interchangeably in other report, but none of them refer to the aircraft as "GMT".

Page 193: Bottom photo; an MB-2, not a GMB.

M/Sgt Merle Olmsted, 92B Childress, Sheppard AFB Texas.

CORRECTION RE: JOLTIN' JOSIE

In regard to the article on 20th Air Force bomber markings, I would like to point out an error was made in the picture caption on the cover. JOLTIN JOSIE, THE PACIFIC PIONEER carried the fin code T Sq 5, while that on the cover photo is actually an aircraft of the 497th Grp., with A Sq on the fin.

Still in regard to JOLTIN JOSIE, I believe I can supply the serial number of this aircraft. In the text it was mentioned that the serial was unknown. An official Air Force movie film which I examined recently showed this aircraft to be carrying the fin number 4814, or 4614. It was not quite as clear as desired. In checking John Wible's list of serial numbers, I find it could not be 4814, so must be 4614, which would make it 42-24614. Hope this info will be of interest.

In view of the increase of errors in photo captions, may I suggest that some action be taken to correct this problem as it could affect the JOURNAL'S excellent reputation for accuracy.

Merle Olmsted, 92B Childress, Sheppard AFB, Texas.

EDITOR'S NOTE:

Merle's point is well made, and no one is more embarrassed than the Editor when some boo-boos are obviously avoidable - and there have been several. In most cases, we can only do our best with the information supplied. The negative from which our cover photo print was taken was marked JOLTIN JOSIE, etc., and was so filed in the (then active, 1945) records of the 3rd Photo-Recon. Sqdn. The trouble was, we didn't check this with Author Kenn Rust. See his note with Part 2 in this issue.

We are proud that we have Members who will take us to task and if any of you have other corrections, please speak up.

CORRECTIONS TO "The Era of the Martin Bomber"

I was pleased to see the Martin Bomber piece. Pictures used were excellent, but some errors appear to have crept into the picture captions, and I will discuss these by page.

On page 188, bottom of page: The GMB illustrated could not be in the serial number range 642000 - 64213, as these aircraft were all part of the Martin contract for MB-2 aircraft, not GMB. The only GMB I have been able to identify in the 64000 range is 64308, which I feel certain was an ex-airmail machine. The one illustrated on page 188 may be another of the air mail airplanes, or it may be the above mentioned one 65308. The fact that the air service got these machines after the P.O.



RARE BIRDS

THE PIONEER NX749N (circa 1933-1934)

This picture was taken at Wings Field, Ambler, Pa when THE PIONEER was based there prior to its departure for Europe. It is a stainless steel version of the wooden Savoia-Marchetta S-56 amphibian which was exported from Italy and sold by the American Aeronautical Corporation of New York, and was manufactured in the U.S. The Italian S-56 models had, for U.S. versions, a Kinner 100 or 125hp engine depending on the model designation. The European version was originally powered with an 80hp engine. THE PIONEER, appreciably heavier, was powered with a 210hp Kinner engine. The entire aircraft was constructed of stainless steel welded by the "shotwelding" process developed by the Edward G. Budd Company of Philadelphia, the only exceptions being the wing struts, rigging and other conventional items. The "shotwelding" process was used by the Budd Company in the construction of the model RB-1 (AF C-93 and Navy RB-1), also known as the "Conestoga". The Fleetwings Company of Bristol, Pa. also used this system in the Fleetwings amphibian. This airplane was shipped to Europe and from there participated in demonstration flights in many countries, introducing and promoting the "shotwelding" process.

The use of stainless steel in this machine was carried to the extent that stainless steel wire cloth was used instead of cotton fabric in some areas. The appearance of the internal members of the rudder was due to the covering of this unit with a wire cloth not unlike screen door material in texture. This was sealed with a transparent finish, which was so clear that the internal structure became visible. Some attempt was made to cover the wing panels in a similar fashion, but it was not possible to obtain the necessary degree of tautness since the sealing material had no tightening properties. The Naval Aircraft Factory at Philadelphia attempted to cover sections of the lower wing panels of a Vought "Corsair" biplane to improve downward visibility adjacent to the fuselage. The same problem with lack of tautness ended this project.

Upon its return to the United States THE PIONEER was placed on a permanent outdoor stand in front of the Franklin Museum on the Parkway at Philadelphia. The cotton wing covering was removed to expose the structure. To the

best of my knowledge it is still there.

THE STOUT ST-1 MONOPLANE, BOMBER-TORPEDO AIRCRAFT

During the years 1920-1921, the Stout Engineering Laboratories manufactured a twin-engine monoplane, to be used as a landplane or floatplane, for torpedo or bombing functions. This company was the forerunner of the Stout Metal Aircraft Company, a division of Ford Motor Company. The original project consisted of building three aircraft, the first to be used for flight testing, the second planned for destruction and the third to be manufactured after the studies of the first and second were completed in order to derive the benefits of these programs. The project appears to have been a venture intended to draw the interest of the Army or Navy.

ST-1 was a shoulder-wing, twin engine, two-place monoplane, constructed of smooth and corrugated aluminum alloy sheets. The empennage had twin vertical fins and rudders and the elevator was split for rudder clearance. The landing gear was fixed. The engines were Packard V-1327, rated at 300 horsepower each, for normal operation, with a maximum output of 398 HP. They were fitted with wooden fixed propellers. The gross weight was 9817 lbs. and the performance reported as 110 mph, with a ceiling of 10,000 feet. Span was 60 feet, length 37 feet and height 14 feet. (1) Although planned for use as a floatplane, and floats were constructed, there is no evidence that this installation was ever accomplished.

All test flights were conducted at Mount Clemens, Michigan by Eddie Stinson. The landing gear on the left side failed on the first take-off, resulting in slight damage to the aircraft and required reinforcement of the landing gear attachment fittings during the repair. Edmund Jakobi was the mechanic on this project; he appears standing on the wing between the engines in the front view photograph. Mr. Jakobi supplied most of the information used in this article as well as the photos. To the best of his recollections the results of the test flights were not too encouraging. As to the technique of launching torpedoes or dropping bombs he describes a unique procedure.

"The ship was unequalled in that it was designed as a combination Torpedo and Bomber, Land and Sea plane. Note that there is some distance between the pilot and the gunner. When the pilot was lined up on his target, he would give the gunner control of the plane. The gunner had no forward visibility as reference to guide the plane. This was accomplished as follows: When the pilot was approaching his target, and after releasing the controls to the gunner, he would remove the control stick from its socket, open the sliding window on the nose of the fuselage

(1) Larkins lists the three ST-1's as A-5899, A-5890 and A-5901. Ref. Larkins, William T., U.S. Navy Aircraft 1921-1941. 1961. Concord, Calif.: Aviation History Publications. 391 pages, illustr., indexed.



and aim his torpedo sight at the target. This sight was equipped with 7 contacts which in turn were connected to seven electric light bulbs in the rear cockpit occupied by the gunner. If the plane veered off course, the pilot could maintain aim at the target, this "off-course" reaction would light up one of the off center bulbs, the gunner would then correct the direction so that the center light would come on again.

The airplane was flown a total of 13 flights, eleven by Eddie Stinson. Bill Stout was the only civilian other than Stinson to fly in the aircraft. The twelfth flight was made by U.S. Navy Lt. Carpenter. The thirteenth flight by Marine Lt. Fleer who washed it out on landing. The wreckage was shipped to the Navy for disposition.

Eddie Stinson was killed before WW II while demonstrating an aircraft, an attempt at a forced landing due to fuel shortage resulted in a collision with a pole which proved fatal. Bill Stout died several years ago. Ed Jakobi is still active in aviation. He is with the Air Carrier Maintenance Section of the Federal Aviation Agency at the Regional Office in Los Angeles.

Henri G. D'Estout, 4914 Richmond Avenue, Fremont, Calif

OBJECTIONS TO ELIMINATION

I am strongly opposed to the altering or cutting of either the "Wants and Disposals" section or the "Introductions of New Members."

By dropping either of these sections this would be defeating one of the avowed purposes of the A.A.H.S., that of gathering material from which aviation history is written.

The "Introductions" as they are now shown are vital in providing the names of members with similar interests or with access to information which may eventually be lost if someone does not record it. Let us take WW II for example. How many untapped sources of WW II information are there among our members? How many members are ex-WW II pilots? Will we wait another twenty or thirty years before we start to gather WW II data? The time to gather this material is now while the men who participated in that conflict are still living and before their memories are dimmed by the passage of time.

Robert A. Johnson, 16 Hillside Place, S. Norwalk, Conn.

OTHER BOMBER MARKINGS - CONTINUED

On Page 204 of the Fall JOURNAL, (Vol. 7, No. 3), we inserted a filler item concerning B-24 insignia. Shown here are some additional photographs sent in by Member Leo J. Kohn for which space was not available then. PUDDLE JUMPER II has a name, "S. Lewis" painted above the small bombs representing 18 missions. Can any Member supply further identifications? Where were the pictures taken and what was the disposition of the airplanes?



FOREIGN AIRCRAFT ON U.S.CIVIL REGISTER

In Volume No. 3 of the A.A.H.S. JOURNAL, William T. Larkins presented two pages of photos and information on Foreign Aircraft on the U.S.Civil Register. The enclosed photos and data add some aircraft to the list

NC87, Junkers F-13, 6PCLM, c/n, mfg. 1923. Engine-Junkers L-15, 260 hp. (1929-30), I.D. 87 in 1932. Owner: Metal Aircraft Exp. Corp., New York City (1929-32)

NC954M, Raab Katzenstein RK2C "Pelikan", c/n 2C-100, mfg. 1929. Engine-Siemens 80hp. Owners: Hugh Copeland, N. Crowther and E. Nyberg, New York City (1929-35).

NC87OW, Aeromarine Klemm L-26B, c/n 4-81, 2POLM, mfg. 1930. Engine-LeBlond 65 hp. German Klemm design built at Keyport, N.J. Owner: Charles H. Babb Co., Brooklyn, N.Y. (1940) (Photos- Frank Tye, Frank Strnad, McRae)

Jack McRae, 34 Westcliff Dr., Huntington Station, N.Y.



IDENTIFICATION REQUESTED

The National Air Museum would like to have the aircraft (?) shown above identified. Please forward any information available, inventor, time, place, etc. directly to Mr. Robert B. Wood, Smithsonian Institution, National Air Museum, Washington 25, D.C.



RYAN MONOPLANE QUERY

Enclosed is a photo of a Ryan monoplane which I would like identified. Any information that other members can give about this type would be greatly appreciated.

This photo was taken in the early 1930s at the Pittsburgh-Greensburg Airport (no hangar in distance). This plane and airport were operated by the Main Aeronautical Corp.

The only complete markings visible is the Pennsylvania license #P306.

I would also like to hear from anyone who has a list of these license numbers.

Howard W. Smeltzer, 826 Sewickley St. Greensburg, Pa.

Re: INSTRUMENTS - THE BRITISH AUTOLAND SYSTEM

Having enjoyed the articles in recent Journals on Aviation Instruments by Robert H. Scheppeler, I thought you might be interested in the U.S. participation in the British Autoland system.

First attempts in the U.K. at automatic approach and landing took place with the RAF Boeing 247 DZ203 (Ex NC 13344), fitted with a Honeywell autopilot coupled to the SCS.51 ILS system. These early attempts were carried out at the Telecommunications Flying Unit at RAF Defford in 1945-6. Developments continued with the RAF Blind Landing Experimental Unit at Martlesham Heath until 1957. When the Unit moved to a new facility at the Royal Aircraft Establishment, Bedford.

The sequence of operation of the BLEU "Autoland"

system commences with a normal coupled ILS approach, descending on the glide-slope with a constant approach speed maintained by an auto-throttle unit, to a point some 6,000 feet from the runway threshold where the localiser azimuth guidance is replaced by the magnetic field of the Leader Cable. (With improvements in ILS localiser guidance, the leader cable system may well be discarded.) At a height of some 200 feet, the ILS glide-slope guidance is replaced by a computed descent rate, continued to a height of 50 feet where radio altimeter signals commence the "flare-out" stage. Immediately prior to touchdown, the wings are levelled, drift from any crosswind is removed to align the aircraft with the runway and the throttles closed. A positive contact with the runway is made and the captain applies the brakes.

In order to study the BLEU system, the F.A.A. purchased an ex American Airline DC-7, N306AA in 1960 for installation of the equipment required, (by) Sperry, New York. A comprehensive recording system was installed to permit accurate assessment of each approach and landing. The DC-7, now serialised N464, arrived at Bedford, England in October 1961 and at the time of the Press Demonstration on May 22, 1962, some 320 automatic landings had been made with this aircraft, both with leader cable and ILS localiser touchdown guidance.



The DC-7 installation will not be used by the FAA to validate the ability of the BLEU Equipment to land aircraft, since they consider this has already been proved. Instead, they will use it to become familiar with the concept and experiment with this single-channel automatic landing device at Atlantic City, N.J. and assess the performance of the pilot in the role of controlling and/or monitoring during approach, landing and rollout under blind conditions, in order to define the role of automatics in the operation.

For an automatic landing system to become commercially acceptable, the risk of system failure during landing must not be greater than 1×10^6 per landing, i.e. better than the visual landing rate, which means that each element of the system must have assured reliability. In practice this means a triplex system in which a comparison is made to detect a failed channel and the operation is then continued at duplex level.

Peter Berry, 146 Putnoe St. Bedford, England

(OLD 665 (TP-51D) Excerpt from letter to Robert O'Dell re Fall, 1962 issue of JOURNAL.)

I received my copy of the fall issue of the A.A.H.S. Journal. A very fine issue.

On page 210 you show a photo of two Mustangs. The ANG aircraft is quite familiar to me and was a TP-51D re-manufactured to a two-place version with dual control electric canopy and a few other extras. I did most of the flying and giving of check-out rides in old 665 while a Flight Commander in the 126th Fighter Squadron, Wisconsin ANG. I still have the broken fuel line from 665 in my office on display. This almost cost me my life at one time.

The black and white prop spinner on the aircraft was also a brain child of mine and came to be our squadron colors - only because they were the only two colors available in the paint shack.

Paul H. Poberezny, President, Experimental Aircraft Assn.

THE SAGA OF THE 50-CALS AND JAPANESE DDs

The late Major Robert F. Stout, U.S.M.C., squadron commander of Marine VMF-114 and commanding officer of VMF-212 (Feb. 6th to April 2nd 1943), officially credited with the destruction of six Nippon aircraft, was my neighbor when I resided in Long Beach, California during World War II. Major Stout, then a Captain, had returned from Henderson Field, Guadalcanal and related to me many of the incidents of air combat in that area of the South Pacific. At that time, the Japanese Naval Air Arm controlled the air and their navy controlled the sea lanes in the Solomon Islands. VMF-212 was the first Marine Fighter Squadron to operate from Henderson Field.

The Marine pilots of VMF-212, though ably commanded and trained to perfection, had to fight tenaciously and tactfully to meet the air threat to the Marine installations at Henderson Field. It was on a particular day when the overwhelming superiority of Nipponese air power did not assert itself by bombing Henderson Field that only four Grumman F4F-3 "Wildcats" were available for combat air patrol and defense of the air field. This was due to a lack of aviation fuel and also because the rest of the planes were being repaired of battle damage.

Captain Stout related that for a considerable time hot debate had raged among the fighter pilots whether a 50-caliber slug from the wing guns was of any use against the small Japanese DDs that roamed unmolested at times in the sea channel between Guadalcanal and Tulagi Island. It was felt that a strafing attack would sink the DDs if properly carried out by a surprise attack. Logically the only way to finalize that argument was by a practical test.

As the day wore on and no Japanese planes were reported heading towards Henderson Field, the combat air patrol lead by Captain Stout, was ordered to fly up the "Slot" and to bomb and strafe Japanese installations wherever possible. This, the four-plane patrol did. As a precaution each plane was to expend all ammo save approximately 25 rounds for use in an emergency.

On the return flight to Henderson Field, Captain Stout spotted two Japanese destroyers cruising off Tulagi Island and lobbing shells into the Marine installations. The available Marine artillery was apparently outraged by the six-inch guns on the Jap DDs when it replied. But Capt. Stout determined to settle the arguments whether the 50-cal airplane machine gun could sink a Jap DD.

He called his fighters by radio and directed that they follow him into a cloud bank and conceal their approach to the DDs. Darting out of the cloud bank near the DDs, the four-plane attack element dove down and strafed the decks of the Jap DDs. Caught unawares, the DDs anti-aircraft weapons were silenced or effectively crippled in the strafing run. Then the final coup de grace was to be administered. This time the fighters dove at the decks of the Jap-

anese ships and sprayed the base of the smokestacks and the adjacent decks. All the ammunition was then expended as the planes clutched for altitude. Suddenly the deck of one Jap DD opened up and erupted in a cloud of smoke and steam. The ship stopped dead in the water. The other ship apparently suffered a similar fate. The two DDs eventually sank. The 50-caliber bullets had effectively penetrated the 3/8" steel decks of the DDs and had punctured the boilers and steam pipes. The punctured boilers exploded and ruptured the hulls of the DDs. The two ships were thus destroyed and the argument settled thereafter.

Robert Sherrod has written an excellent account of the History of the U.S. Marine Corps Aviation in World War II, although no mention has been made of this incident. But Grumman Aircraft Engineering Corporation, builders of the venerable "Wildcat" F4F-3 planes described this incident in an advertisement in Skyways Magazine, September, 1943. It was exactly as described to me by Captain Stout. The incident occurred between August and November 1942. A photograph of the squadron personnel, VMF-212, taken at Henderson Field after this incident, shows the scores of Jap planes destroyed and sure enough, two Jap DDs are also among its victims. Major Robert F. Stout was later shot down at Koror Island, Peliliu, March 4, 1945 and was never found. Jap AA was responsible. Thus perished "Cowboy" Stout as he was affectionately known.

Willis L. Nye, 1719 Grove Way, Hayward, Calif.

B-17's FLY AGAIN

From the Dallas Morning News, Tuesday, Dec. 12, 1961, William A. Payne, Amusement Editor, reported as follows, with dateline London:

Dallas residents will be interested to know that three World War II B-17 bombers which wasted away for several years at Love Field are now flying every day here in Britain as part of the making of "The War Lover." The planes, flown in combat during the war and for a time in weather observation before they were rescued from further disrepair at Love Field, have had a hectic time of it since they flew out of Dallas last summer. After some repairs in Dallas, they went to Tucson for further rehabilitation and then flew to the East Coast, finally limping across the Atlantic to Britain.

The planes form important "props" for the picture which British director Philip Leacock is directing from a screenplay based on the John Hersey best-selling novel. The aged bombers are based at Bovington Air Field near London, a U.S. base during the war and now a Royal Air Force training field. The field has been cleared of the modern jets so that time can be rolled back to 1943. The company will also use Manston Field on the east coast for additional sequences, including pancake crash landings of battered B-17's returning from raids over the continent.

The former bombers will take part in a simulated air attack on Leipzig - the real-life counterpart was on Aug. 17, 1943, when a total of 376 B-17's took off and 60 were lost. On this return flight in the film, one of the bombers will be crashed against the Dover Cliffs in the dramatic climax of the movie.

It is interesting to note that British stunt men are in training to make a parachute jump from the doomed plane over the English Channel. Elaborate rescue preparations are being made - experts estimate that a human being could live only seven minutes in the Channel at this season.

Contributed by Len Morgan, Dallas, Texas

AND...

See overleaf - -

B-17's FLY AGAIN, II

Here in the U.K. at the moment, (January 1962), are three veteran B-17's that are taking part in the shooting of the film, *The War Lover*, which is the title of John Hersey's famous book. For a while these B-17's were located at Bovington which was a B-17 base during WW II. For four years I was also based at Bovington with the U.S.A.F. (1954-58) and whilst with the 7531st ABRON was given the history of the 92nd Bomb Group which used the base. All the details I had on the unit were published recently in *Flight Magazine* and the Editor very kindly requested that anyone with further info on the unit contact me.

I have had made available to me stills from the film "The War Lover" which are excellent shots of these veteran B-17's in the appropriate Group markings. I have photos taken during WW II of the early B-17's at Bovington, so I intend to build up an article for insertion in the A.A.H.S. JOURNAL.

Arthur Percy, Jr. Cartrefle, 3 Ystad-y-Wenallt, Llanbedr, Merioneth, North Wales, U.K.

MYSTERY P-51's

In your footnote on page 149 of the JOURNAL, Vol. 6, No.2 (Summer, 1961), you stated that all details are not clear. It has been stated that there was never a XP-51D. However it might be very interesting to know there was a prototype P-51D after all! During the war there was a photograph released here in America (for use in aviation periodicals). The caption of this photo said it to be a P-51D. However, examination revealed it to be P-51B-1-NA, Serial 43-12102. This aircraft was converted to what the -D was going to be, but was never redesignated XP-51D.

Some other obscure news on the British series is this: The very first "Mustang I", AG345, never reached England, because it was retained by North Am. Aviation Corp. for tests and development purposes.

Two airplanes were built extra: the two USAAF XP-51's were originally AG348 and AG354. These were replaced with the two extras built, since it is reported that AG348 and AG354 flew in England. The last mystery left is the RAF AL958. Photos I have show this in RAF camouflage and serial AL958, but with USAF markings, i.e., red roundel in white star on blue roundel and not as usual on top of left and bottom of right wing, but on both wings, top and bottom.

Can one of our Members tell us what happened and whose airplane this was?

Bernhard C.F.Klein, 241 Glen Ave. Midland Park. N.J.

A U.S. CIVIL REGISTER PROJECT

The problem of identification of specific aircraft has plagued collectors for many years, and probably will for many more to come. I have a solution to the problem that will require the cooperation of Members, but which should result in a Civil Register that would be invaluable to collectors and historians requiring such a publication.

While living in Phoenix, Arizona, I visited the F.A.A. District Safety Office, Aircraft Licensing Branch, and found that they had a record of every aircraft licensed within their district. This was in the form of a card file, listed in numerical order, showing type of aircraft, serial or constructor's number and owner. I do not recall any engines or horsepower being listed, but the license or registration numbers provided an exact means of identification of the aircraft.

I received full cooperation in this matter, and obtained access to the file. The result was that I had my own file on the aircraft licensed and operated in the

State of Arizona. Not only did this provide positive identification of particular aircraft in my files, but it gave the locations of the more unusual types of which I was unaware.

Can several of the Members who live near these offices check with the F.A.A. and possibly obtain access to these card files? The result could then be tabulated and arranged in numerical order, and published, using a cost price to defray the expense of publishing or duplicating this register. This would avoid the necessity of obtaining a copy of the Civil Register, which I understand is prohibitive in cost.

I am certain that a listing of this type would be very useful to collectors and historians, as it would give all of us an idea as to exactly what types of aircraft are still being operated in the United States. The list could be amended every two or three years, giving new aircraft and others restored to flying condition. I believe the F.A.A. would cooperate with our organization on this project, if approached properly.

Also, various foreign countries publish civil registers on their own, and these can be helpful in identification of U.S. and foreign built aircraft carrying foreign registrations. For example, Australians can obtain a copy of the Australian Civil Register free of charge, and it provides an excellent reference for aircraft identification, giving registration, type, serial number, and owner.

If any of the members are interested in this project, contact me, stating your ideas, criticisms, and opinions on this matter.

Brian R. Baker, P.O. Box 116, Bankstown, New South Wales.

A.V.G. STORY

About 9 April 1942, I was visiting the hostess in charge of the China National Airways Hostel in Lashio, N.E.Burma when a commanding officer of the Flying Tigers (AVG) came in. He was bursting with news and excitement.

According to his story, the day before the Japanese had bombed the aircraft factory at Loiwing, China, but their bombs had straddled the buildings doing very little damage. A few hours later several Flying Tiger planes arrived. On hearing of the attack they decided to stay over and see if the Japs would come back the next day.

They did! Ten or twelve bombers unsupported by fighter protection headed straight for the airplane factory. Up in the sun the AVG were waiting. Before the Japs reached their target the Flying Tigers swooped down out of the sun. Only one bomber escaped destruction.

The evening it had happened our party of evacuees had been startled by a late air-raid signal. About six o'clock in the evening one lone plane appeared from the direction of Loiwing and, it had seemed to us at the time, very slowly and heavily disappeared over the mountains towards Siam.

E.M.Anderson - former missionary, N. Shan States, Burma.

A.A.H.S. ROSTER FORMAT

Please put in my vote for the roster to remain in the present form. I find that I look for location more than I do for a name alphabetically. If I do look alphabetically, I usually know roughly where he lives. So please keep it in the present form.

Keith D. Boyer

It shall be! (By popular acclaim.) Edit.

BOOK OVERPRICED

I was interested in Robert Casari's review of 50 JAHRE LUFTSCHIFFBAU ZEPPELIN GmbH in vol. 7, no.3. He says there are "half a dozen" pictures of LZ 130; I believe there are only two identifiable as LZ 130. What really calls forth this letter, however, is his comment that "This book is over-priced...." At the \$6.50 he lists it at, from "British book dealers," I would have to agree; but if he paid that, he was robbed. The book can be bought from the Zeppelin Museum, Friedrichshafen, Germany, for \$1.75.

A.D. Topping, 1210 Massillon Road, Akron 15, Ohio.

PASSING OF LAFAYETTE FLYING CORPS MEMBERS

Sgt. Pilote Austen Crehore - the official representative of the Lafayette Flying Corps, died last week (September 9th) after several years' illness. (The other co-chairmen of the 1st Reunion Airshow were Parsons for the Lafayette Escadrille and Rockwell for the Foreign Legion.)

He enlisted in the Foreign Legion and transferred to French Aviation July 16, 1917, and took training at Avord, Tours, Pau and G.D.E. Breveted or Caudrons, Sept. 29, 1917, he was assigned to Spad 94, where he stayed until the Armistice, reaching the rank of Sergeant. He did not transfer to U.S. Aviation when America entered the war but chose to remain with the French throughout the conflict.

One of his closest friends - both in the air and on the ground - was the French Ace, Marinovitch, (A Serbian Volunteer). Marinovitch, in describing Crehore, stated that at one time Crehore machine gunned a German Airdrome; shot down an Albatross taking off, then forcing the 2 observers to jump from a German balloon nearby which he drove down to the ground: - the latter incidents with jammed guns! Marinovitch and Crehore each saved the other's life many times in the air - and most of the 13 palms added to Marinovitch's Croix de Guerre were made possible by Crehore's efforts. Unfortunately Marinovitch was killed while on patrol at a time when Crehore was ill in the hospital.

Three other flying mates of Crehore's were Dave Putnam, Huston Woodward and Wally Winters. All were of the opinion that if Spads had been supplied to their squadron about the same time as to other squadrons on the front, (Spad 94 was one of the last ones to be so supplied), many more satisfactory and productive patrols could have been accomplished than by flying Meriposts.

After returning to the states, Sgt. Crehore went into the insurance business with a Mr. Richardson in Manhattan - and it was through Crehore's great interest in the Lafayette Flying Corps and its members that he was elected President of the Escadrille - Lafayette Flying Corps Group, and was the spark behind its reunion in New York in 1957.

His interest in the group never waned and the Lafayette Flying Corps lost one of its most active members in the unfortunate passing of this man. His citations were Croix de Guerre and Legion of Honor.

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Editor's Note: Dr. Klein was assigned as Historian by the 1st Reunion Airshow of Battle Creek, Mich. held on August 18th and 19th last, and has taken great interest in the surviving members of the Lafayette Flying Corps. The above letter was dated 15th September 1962. He further wrote, on 8 October, as follows:

"Mr. Fred Prince Jr. - a member of the Escadrille Lafayette, died at his home - Old Westburg, Long Island, Oct. 4. He was one of the 5 attending that reunion at Asheville, N.C. in 1960. His brother,

Norman Prince was one of the original 7 members of the Escadrille when formed in 1916, and later was killed in a flying accident."

FURTHER ON FOKKER SERIAL NUMBERS

On page 61-62 of the Spring Issue I find in the Mail Sack Column a letter from Lt. Col. Jesse Thomason on WWI aircraft serial numbering in which I am interested, re: the Fokker types. As I have quite some data on Fokker fighters, as well as other Fokker aircraft, I think I could clear up some things, although I do not pretend this to be complete. But, lime much historical digging, every bit and piece will do.

Lt. Col. Thomson's assumption that the military number Fok. D.VII 7776/18 does not mean it is the 7776th produced aircraft is correct. Certain numbers were given for types and orders which do not directly correspond. From official Fokker delivery sheets which I discovered some years ago, but which are not entirely complete, I could work out the following military serial numbers:

Fok. D.VII 200/18 -499/18; 1631/18 -?; 4000/18 - 4449/18; 5000/18 - 5100/18; 7600/18 - 7800/18; 10300/18 -10400/18.

Fok. D.VIII 200-286; 500 -563; 300 - 310; 671 - 699.

Fok. E.V. 200 -244; 100 - 199; 308 -?.

Fok. D.VI 1636 - 1689, corresponding with Fokker works nos 2618-2671.

The D.I, D.II, D.III, D.IV and D.V. were only mentioned in terms of Fokker construction numbers: These acceptance sheets also show the Dr.I with their serial numbers. If I figure out the approximate total of Dr.I made by Fokker, I find that they all are in the military serial numbers 100-219 and 400-596, thus comprising about 320 a/c. As February and March 1918 figures are missing I find that beside the 190 Dr.I previously accepted, according to the records, some 130 were delivered in these two months. It may be possible that the total order was for 300 a/c, as it is not certain whether all the numbers were used.

I hope that these data will provide some useful information to those who are interested in this matter. May I invite anyone with further information to contact me?

H.A.Somberg, Public Relations Dept. N.V. Koninklijke Nederlandse Vliegtuigenfabriek Fokker, Schiphol - Zuid, Nederland.

AVIATION VIGNETTE

Tom Gunn was a famous pilot in the early days of aviation. He flew many of the early types of bi-planes, and as far as history can record, was the first of the Chinese to learn to fly a heavier-than-air airplane. He was a proficient pilot. But as dangerous as the early biplanes were to pilots, Tom Gunn met death in one of the oldest means of transportation in the world.

After a spectacular series of exhibition flights in the United States, he decided that he would like to visit in China, the home of his ancestors, which all Chinese hold in reverence. He was being carted along the streets of a Chinese City, when due to conditions beyond the control of the ricksha boy, the vehicle pitched backwards and Tom Gunn was thrown onto the cobbled pavement. The fall fractured his skull, from which he never survived. (He flew at the Emeryville, California Air Meet in 1912.)

Contributed by Willie L. Nye, 1719 Grove Way, Hayward, California.