



SOCIETY AFFAIRS

EDITORIAL: THE CHALLENGE

According to some expert observers, we are nearing the end of an era. Not so long ago a popular magazine carried the headline, "The Coming Death of the Winged Air Force", and went on to explain the diminishing role to be played by winged aircraft in the military forces of the future. Much concern is being shown for the economic status of the great aircraft manufacturing corporations, who face a bleak production famine brought about by curtailment of military orders. New shapes and radically changed design concepts now appearing may once again provide the stimulus for further progress, but from other industrial complexes. What the future holds for the airplane and the giant aviation industry that has advanced its usefulness so rapidly in the past three decades only the passage of time will reveal.

December 17 of this year will mark the 60th anniversary of the first man-carrying, powered, controlled flight of an airplane. Within less than an average man's lifetime, we have seen one of the greatest inventions of mankind develop from a sport into the dominant force influencing the course of civilization. Even now we are groping, trying to appraise the effects the many uses of the airplane have brought to our rapidly changing world. The pioneers can only view with awe, and possibly dismay, the turn of events which projected their brainchild into the influential position it now occupies. The Wright Brothers and Glenn Curtiss would be amazed.

We in A.A.H.S. can appreciate the significance of these observations much more keenly than the general public. We are well aware of the tremendous technical advances made in aviation in the past quarter century, and recognize the effect this has had on broadening the usefulness of aviation to mankind. A good many of us have personally witnessed or participated in the events which shaped the development of aviation. Therefore, it can be said with assurance that we are as qualified as anyone to compile the record of aviation's evolution in this country. We were there.'

Napoleon viewed history as "a myth agreed upon". Henry Ford once said, "History is the bunk." H. R. Smith observed, "After you've heard two eye-witness accounts of an auto accident, you begin to wonder about what passes for history." Countless others have expressed varying opinions on the compiling and writing of history. Yet the fact remains that knowledge of history is of great importance in our daily living, and leads to a better understanding of the events which shape our future. To appreciate this in personal terms, consider the plight of the amnesia victim, who has to live his life without knowledge of his past experiences.

The American Aviation Historical Society is the first organization of its type in this country. We are dedicated to the recording and compiling of the national history of the development of all aviation in the U.S. and to its preservation and dissemination. That our mission is a worthy one and of definite value to our culture is unquestioned. How well A.A.H.S. will accomplish this mission will depend upon the enthusiastic acceptance by its Members of the challenge to seek out the facts impartially and persistently. It is a challenge worthy of our best efforts, for a complete understanding of the impact of aviation on the course of civilization has yet to be determined. This will remain for the historians of future generations to realize--our immediate task is to provide the factual data from which they will work.

This will be the last editorial I will address to you as your President. For health reasons I am declining further office in A.A.H.S., effective upon completion of my term in July. It has been a privilege and a pleasure to serve you, and I hope that I have brought you an appreciation of the great opportunities which lie before us. The one thought that I wish to leave with you is my belief that the challenge stated above can be met and our mission accomplished IF we as Members will devote our utmost efforts with zeal and dedication to the common goal. The old Air Force motto, "The difficult we do today; the impossible takes a little longer" can well be our guide. Nothing is impossible if we will devote our best efforts and give full cooperation. The challenge is before us--are we equal to the challenge? I believe we are.

George A. Hardie, Jr.

CAHA ENTERS TELEVISION

The most important aspect of the Connecticut Aeronautical Historical Association, Inc. is its avowed purpose to educate the public upon our aeronautical heritage. The means used to put into force the educational program of the CAHA are many and varied. The program of youth education in connection with the AIYDA program has been previously described in the JOURNAL. Three public lectures given in various cities of Connecticut are presented each year by the CAHA to its members, guests and the general public. Prominent lecturers, Dr. I.I. Sikorsky, Paul E. Garber, Adrian O. Van Wyen, etc. have been featured. Also, the CAHA will lecture and talk before schools, organizations and interested groups as requested. The publications program, now just getting under way, will add another educational dimension to the program through the Association's own Journal, Historical Reports, and books. The CAHA believes, and has shown over and over again, that an organization which has public education or service as its cardinal precept will flourish from irresistible satisfaction of doing good.

A further public educational service of CAHA has been the launching of a series of television programs on aeronautical history over WTIC-TV 3, one of Hartford's major stations. These half-hour Sunday afternoon programs are featured on the public service program "Perception", sponsored by the Hartford Board of Education. Two programs have been given: "Air Racing" on March 24, and "The Granville Brothers Story" on April 28. Two additional programs are scheduled--a summer program to feature ballooning history and a full-scale balloon flight across Connecticut, and a fall program expected to feature WW I aviation. These programs are under the jurisdiction of the CAHA Educational and Publications Committee with Alderson Magee, responsible for production and coordination with the television studio.

For the two racing programs the Laird "Solution" was brought to the TV studio and erected. Pratt & Whitney Aircraft Corp. loaned a Wasp, Jr. engine (same as originally used in the "Solution"). Many members and friends all over the country loaned films, photographs and models. Newsreel files were combed and many clips loaned without charge for showing on this non-profit educational program. Only one film service insisted upon a fee. The cooperation extended was splendid, with Charles G. Mandrake giving outstanding assistance.

The "Air Racing" program opened with Harvey H. Lippincott, CAHA President, and Dick Bertel, program host, seated discussing the CAHA, its origins, program and aims.



Seen during CAHA television program on air racing are (1. to r.) Ray Peck, P & WA veteran service representative who supervised installation of original engine in Laird "Solution" seen in background; Bick Bertel, Program host; and Harvey H. Lippincott. At the left is the "Wasp, Jr." engine. (Photo - WTIC-TV3)

Then the camera focused upon a scale model of Glenn Curtiss' "Golden Flyer" which was the first airplane to win a staged public air race - the Gordon Bennett trophy speed race at Rheims, France in 1909. A year later this very same airplane flown by Charles K. Hamilton made the first bona fide flight of an airplane in Connecticut.

With this transition the program centered on a narrative of the history of air racing from 1909 to 1930, illustrated by a series of motion and still pictures covering actual films of the Rheims, Doolittle-Schneider and British-Snieder wins. At the end of the narrative, a series of still photographs illustrated the history of the Laird "Solution", after which the cameras centered upon the actual airplane. The history and construction of the "Solution" was discussed by Lippincott and Bertel, Alderson Magee told how he found and acquired the airplane for the CAHA, and Ray Peck, Chairman of the CAHA Board of Directors, appeared as "one who was there" to tell the story of the building of the "Solution", the frantic last few days before the Thompson Trophy race, the installation of the Wasp, Jr. (which he actually supervised) and the preparation of the airplane for the race. With the cameras on the "Wasp, Jr.", Peck, who is Assistant Service Manager of P&WA, described the engine with deep knowledge.

For the "Granville Brothers Story", the program opened with Lippincott and Bertel before the Laird "Solution", thereby connecting the previous program, and discussed the finding and acquisition of the original Gee Bee airplane drawings. This led into the illustrated narrative of the Gee Bee's.

At the conclusion of the narrative, Dick Bertel interviewed CAHA members Edward H. Granville, who told the story of the Granville Brothers and their airplanes; Howell W. Miller, who described "Time Flies" racer which he designed for Frank Hawks; and Mrs. Maude Tait Moriarty,

who described her women's speed record attempt in the Wasp-powered Gee Bee Model Y.

The results of these programs were an immediate increase in membership and publicity for CAHA, several donations of historical material, some historical information disseminated to the public, and a splendid public demonstration of CAHA's educational character.

SFPCA SETS GOAL OF MUSEUM IN BAY AREA

The Society For the Preservation of Commercial Aircraft has begun a very active campaign to establish a museum at the Oakland Metropolitan Airport and has, within recent weeks, obtained endorsements for the project from both of California's Senators, Sen. Clair Engle(d) and Sen. Thomas H. Kuchel (r) and from Mr. W. A. Patterson, President of United Air Lines. The objective is a museum large enough, with staff and maintenance funding as well as acquisition funding, to house several transport and other commercial aircraft on permanent exhibit.

The Chairman of the SFPCA is A.A.H.S. Member, Eugene W. Lassens, of Burlingame, California. He was prime mover in organizing a committee of Bay Area business and professional men, and their campaign so far has resulted in promised Oakland Airport space and support of various municipal and aviation commerce organizations. Monetary support for the drive is derived through memberships in SFPCA and contributions. Those interested in establishing a museum of air commerce are invited to send \$1 to the SFPCA at 405 Concord Way, Burlingame, California.

Oakland Airport was first opened in June 1927 for the takeoff of Lts. Maitland and Hagenberger for their flight to Hawaii in the BIRD OF PARADISE. Ernest Smith and Emory Bronte took off in July, the first civilians to fly from Oakland to Hawaii in the CITY OF OAKLAND. A few weeks later, in August, the Dole Race was held, with

all contestants taking off from Oakland; Arthur Goebel and Lt. Wm. V. Davis (later Admiral, USN (Ret.)) flew to Hawaii in the WOOLAROC, followed by Martin Jensen and Paul Schluter in the ALOHA, the only aircraft to survive in the race. The Airport was dedicated in September 1927 by Colonel Charles Lindbergh. Another notable flight originating at Oakland was the flight of the SOUTHERN CROSS to Australia in 1928, made by Captains Kingsford-Smith, Ulm, Lyon, and James Warner.

Eugene Lassers and the committee of the SFPAC have discussed airport property suitable for the museum site with the Port of Oakland Authority and report favorable consideration.

EARLY AIRCRAFT ASSOC. REVIEWS PROGRESS IN CHICAGO

During the past year and one-half, the Early Aircraft Association has met fairly frequently with programs of interest to many A.A.H.S. Members, as recently reviewed by Ernest W. McDowell, chairman of that group. He stated that consideration is being given to more formal ties to the A.A.H.S., with the launching of a committee for action intended to enroll all A.A.H.S. Members in the area. More participation and greater programs are desired, he said, in a letter to the Secretary requesting direction and aid in forming a local A.A.H.S. chapter.

Programs presented so far have included:

- "The U-2 Story", by John Zawiski and Phil Wham.
- "The Fireball Story", by Ernest McDowell.
- "Fort Wayne Air Races", by Arthur Kreiger.
- "The Boeing 707", by Frank McCormack.
- "Markings of 8th Air Force Fighter Groups", by George Letzter.
- "M.A.T.S.", by Dick Mikes.

Other programs by Bob Arthur and Chris Sokenson, Ralph Warner and Don Rodgers, covered subjects from flying scale models and engines, book collecting, aircraft photography and technical aspects of book publishing, as well as a report on combat cargo operations in Korea. Photography contests, field trips, motion pictures and "swap nights" are planned for the immediate future.

With such a well-rounded program, all that is needed for greater enjoyment, is more new members. All those in the Chicago area are urged to get in touch with Ernest W. McDowell at 1922 W. Berenice, Chicago 13, Ill.

GENERAL FOULLOIS ADDRESSES A.A.H.S. LOS ANGELES GROUP

The veteran air officer, pioneer flyer and, at one time, only pilot, navigator, instructor, observer and commander in the U. S. Army's heavier-than-air section, Major General Benjamin D. Foulois, USAF, (Ret.) addressed the American Aviation Historical Society Members in Los Angeles on April 8th, last. General Foulois is now nearly 84 and has been continuously active in military air affairs since 1908. He became Chief of the U.S. Army Air Corps in 1931, climaxing a distinguished career that included flying with Orville Wright in the acceptance trials of the U. S. Army's Number One airplane and Chief of the Air Service, A.E.F. in WWI. His active service career actually dates from July, 1898 when he enlisted in the Army, subsequently to fight in Puerto Rico and the Philippines in the years before being assigned to aviation duty.

The subject of General Foulois' address was, naturally, aviation history, entitled "Early Army Aviation" He spoke before nearly 100 assembled Members of the Society at the Institute of the Aerospace Sciences building, Beverly Boulevard, Los Angeles.

AVIATION HISTORIANS PLAN OHIO ORGANIZATION

Forty historical aviation enthusiasts from Northern Ohio, Michigan and Illinois held a meeting in the Pilot's Lounge at Bourke Lakefront Airport in Cleveland April 20, to discuss the organization of an Ohio Aviation Historical Association. Preliminary plans for such an organization are already moving forward in Ohio and other Mid-western states are expected to follow. Tentative organizational plans call for three chapters to be based in Cleveland, Columbus and Dayton areas with a centrally located state coordinating office.

The new group would function as an agency to save and restore aeronautical records, materials, relics and other objects of historical significance. It would supplement work being done by other historical groups as well as performing functions that present national and localized groups cannot adequately handle.

Individuals attending the Cleveland meeting displayed outstanding collections of historical photographs, models, publications, art and relics. Movies and slides of Pre-World II air racing and World War I aircraft provided the entertainment portion of the program.

Plans were also made for a representative group to attend a regional meeting of the American Aviation Historical Society at the Air Force Museum in June where it was anticipated further plans for the Ohio Historical Association would be formulated.

A.A.H.S. Member Chuck Mandrake spearheaded the April 20th meeting. All those Members in or near Cleveland are urged to get in touch with Mandrake at 7 Isabelle Street, Ashtabula, Ohio.

A MILWAUKEE GATHERING

Milwaukee area members of A.A.H.S. and Cross and Cockade, and several other enthusiasts, met in an informal get-together on Saturday, March 16, at the home of Member Joseph Doerflinger, Sr., World War I and pioneer airline pilot. The program opened with a discussion by Bill Gebhard on the art of scale modeling with plastic kits. The fine points of collecting out-of-print books was brought out by Larry Penn. Col. Edward LaClare, recently retired from the Air Force, related some of his experiences as a P-38 pilot with the 1st Pursuit Group, and as commander of the 94th Pursuit Squadron for a time. He also flew in the Korean War.

Main course of the afternoon was a lecture with slides, by Mr. Doerflinger, on the German aces of World War I. From his experiences as a pilot with the famous Richtofen Squadron, he related bits about the aces from the German viewpoint, which in many cases varies from the more generally popular version. Of special interest to WWI buffs present was the pronunciation of names and places as given in the original tongue by Mr. Doerflinger. He is also preparing lectures on French and British aces for future meetings.

After lunch, sponsored by Mr. Doerflinger, slides taken at the Battle Creek air show and at the Air Force Museum were shown by Pres. George Hardie. The final item on the program was a series of slides presented by Mr. Doerflinger showing aircraft and scenes of the African country along the pioneering route of Latecoere Airlines, forerunner of today's Air France. These were enriched by accounts of his experiences as a pilot on this airline from 1922 to 1928, also related in his book, "Stepchild Pilot".

CAHA HEARS PROPELLER STORY

Through the courtesy of Hamilton-Standard Division, United Aircraft Corp., a splendid evening was enjoyed by the CONNECTICUT AERONAUTICAL HISTORICAL ASSOCIATION, INC. on the subject of aircraft propeller history on September 21, 1962. Members and guests were treated to a fine

dinner at Hamilton-Standard's dining room in their Windsor Locks plant. As each group of eight finished their meal, an H-S CAHA member, in charge, escorted the group through the propeller manufacturing facilities on a personally conducted tour where the latest H-S propellers and manufacturing techniques were observed.

At the conclusion of the tour the groups gathered at the H-S auditorium and studied the propeller exhibit assembled by CAHA and H-S. The earliest propeller exhibited was a 1909 Charavay while the latest was a fiber glass blade propeller for use on the T64 Turbine application. Significant examples of H-S propeller development were illustrated. These extended from the Matthews Brothers wooden propeller designed by Thomas Hamilton, founder of H-S, and used on a Curtiss H-16 flying boat, to an early Hamilton Aero wooden and other metal ground-adjustable, two-position, hydromatic, and variable camber types.



Seen at the aircraft propeller history meeting at Hamilton-Standard are (1. to r.) George F. Smithy maker of the oldest Connecticut propeller extant (1910); George Rosen, eminent H-S engineer; Harvey L. Lippincott, President of CAHA and recently elected Director of the A.A.H.S.; and Carl F. Schory, retired H-S service mgr.

The eminent George Rosen, Chief of Aerodynamics and Hydrodynamics, of Hamilton-Standard, prepared and delivered an outstanding lecture on "The Historical Development of the Aircraft Propeller." George Rosen is the inventor of the new variable camber propeller now under development by Hamilton-Standard for STOL and TOOL applications. He is among the foremost aircraft propeller engineers in the world today.

This paper, the first comprehensive history of aircraft propellers written in recent times, covered the development of propellers from the first reference to an early Chinese concept, through windmills, Cayley, Ritchel, Hargrave, the Wright Brothers, Turnbull, Hamilton, Dicks, and on into future concepts and usage. The lecture was illustrated with colored slides. CAHA and A.A.H.S. Member Carl F. Schory, Assistant to the Divisional President, and Roy Wendell, Director of Public Relations for H-S made the program possible.

PAUL E. GARBER TELLS AIR MAIL STORY BEFORE CAHA

At the Winter Meeting of the CAHA held at Bridgeport on December 7, 1962, Paul E. Garber, A.A.H.S. Mem-

SUMMER - 1963

ber, Head Curator and Historian of the National Air Museum of the Smithsonian Institution and Honorary Member of CAHA, presented a profusely illustrated lecture on the story of air mail from the earliest balloon mail to today's jet powered air mail system.

Exhibits on air mail stamps, covers, mail plane models were shown. The meeting was dedicated to the memory of CAHA and A.A.H.S. Member, Jules D. Wagner, who had recently given his life flying the mail and who had planned to attend the meeting. A highlight of the meeting was the presentation to the CAHA by Newt Heisley of the original art work by Keith Ferris for the three illustrations of the Gee Bee R-1 Racer published in ANTIQUE AIRPLANES QUARTERLY Winter 1962 issue.

COMING EVENTS

- July 12: Fourth Annual Meeting of American Aviation Historical Society. Place: Museum of Science and Industry, 700 State Drive, Exposition Park, Los Angeles 37, Calif. Time: 8:00 P.M. to 11:00 P.M. Guest Speaker: Mr. Frederick Goerner, announcer, KCBS Radio, San Francisco. Subject: Mystery of the Disappearance of Amelia Earhart.
 - July 13-17: Seventeenth Annual All Women's Transcontinental Air Race (Powder Puff Derby) from Bakersfield, California to Atlantic City, N.J.
 - July 17-20: International Ninety-Nines Annual at Oklahoma City, Oklahoma.
 - July 28-Aug. 4: National Model Airplane Contest, U.S. Naval Air Station, Los Alamitos, California. Air Show includes Navy's "Blue Angels", F-11F Aerobatic Team and "Chuting Stars".
 - Aug. 1-6: Experimental Aircraft Association Fly-In at Rockford, Illinois.
 - Aug. 2: Los Angeles Area A.A.H.S. Member's Meeting at Los Alamitos Naval Air Station.
 - Oct. 31-Nov. 3: Reunion of FMAFVA at Deauville Hotel, Miami, Florida. Mort Rosenthal, Chairman.
-

the EDITOR'S

COMMENTS

This year promises to be one of great change for your Society. We have entered the eighth year of publication of this JOURNAL and the paid-up membership is past the 1,500 mark, in fact, nearly doubling during 1962 over the previous year. It would seem this is a good point to pause and review.

First of all, as mentioned in the Spring issue, Kenn C. Rust is taking over as Editor of the JOURNAL, beginning with the Fall, 1963 issue. Kenn has been a frequent contributor and a most enthusiastic supporter. Speaking as the current editor, we must express our great appreciation to Kenn for assuming this position for we know of the great demands upon time and energy required to write to prospective authors, gather material, edit, prepare for publication, oversee the printing, packaging and mailing of each issue. However, this will, with the management of the membership records and mailing of back issues, now be a full-time occupation with Kenn.

Speaking on behalf of the Board of Directors and the Officers, and for you, the Society Members, we also acknowledge the sacrifice that Kenn Rust will be making

this his full-time occupation. While the future holds great opportunity for the new Editor, it must be recognized that in the next year or so he will be serving with almost no monetary remuneration. Few individuals can, or will, assume responsibilities under such circumstances.

Our immediate goal must be the continued rapid growth of the Society to a minimum of 3,000 members. With the income therefrom we shall be able to print the required number of JOURNAL copies and to pay a reasonable salary for at least one full-time person, the Editor. Since this is a non-profit corporation, no income can ever accrue to the personal benefit of any Member or employee, and our future income, as in the past, is pledged entirely to the purposes of the Society, which includes the publication of the JOURNAL. We have come, in less than eight years, from a modest, mimeographed publication of 200 copies through, or almost through, the intermediate phase of growth to 2000 copies, requiring the complete, 100% spare time of several dedicated individuals serving as volunteers because we do not have the moneys to pay anyone to do the job. It is imperative that we increase to a minimum of 3000 within the next 12 months in order to assure the continuation of this organization.

In the beginning there was one, Bill Larkins. In early 1956 he sent letters to 60 of his correspondents asking support, at \$3 each for a publication which would attempt to document, as source material, the history of aviation. He received immediate replies from 20, and with that he launched publication of the JOURNAL, 30 mimeographed pages, with two pages of photographs. The collating, stapling, addressing, stuffing of envelopes and mailing was done with the help of his wife, from his home. This prevailed for three years, a heavy drain on spare time.

Realizing this could not continue, for by the end of 1958 we had grown to over 450 members, we formed an editorial committee who put together the next two issues, Spring and Summer 1959. In the summer, Dr. Gerald E. Wheeler, then Professor of History at San Jose State College and now Assistant Dean, History Department, took over the editing and, with the help of his secretary at the College, maintained publication until the Fall of 1960. Dr. Wheeler was reelected again to the Board of Directors at the last Annual Meeting and continues to advise the Society in matters historical.

Your present Editor assumed the obligations of the JOURNAL with the beginning of 1961. It has been an extreme pleasure to serve, and we have received correspondence from hundreds of the Society Members. It is hoped that in the immediate future we shall be able to reply to those letters yet unanswered, an accumulation of over two years.

We must also express sincere appreciation for the cooperation given by the authors in the preparation of articles. There have been many significant contributions to the recorded history of aviation, enhanced in large measure by the interchange and compliment of research between several, and even many, Members.

As one who has been in on the headquarters operation during these years, this Editor must publicly express great admiration and appreciation in these columns to all those who have helped with the administration in the past: to Warren D. Shipp and his part in organizing what later became the present corporate structure; to William A. Riley the first corporation Secretary and Harry S. Gann, its first Treasurer; to R. T. "Doc" Hood who experienced the great increase in administrative membership duties in the past four years and to Frank C. Boyce who came in to lift this load. That this organization has been able to continue has been due to the hard work of these men. Journals have been late, there have been foul-ups in the records, and in mailings, but for the most part the Membership has been served well.

As the JOURNAL enters a new era, under a new editor, it may be well to hear the new editor's feelings

about this. He recently stated as follows:

"Without doubt the JOURNAL is already the best and most comprehensive publication covering the history of aviation anywhere in the world. Its quality is unmatched, but its circulation is far under what it should be. The JOURNAL is now received by less than 2000 members when there are tens of thousands of interested persons, in this country alone, who would relish the pages of each issue if they were familiar with it. This low circulation is a matter that must be, and will be, corrected to get the broadest possible field of readers for the countless first rate articles which A.A.H.S. Members annually bring to life in the pages of our publication.

"On the subject of content, many Members have found that, for them, not enough space is devoted to current aviation history. This is recognized as a problem, but it is one which can be easily overcome. After a study of the current range of publications available to the aviation enthusiast, it is my opinion that all of us can obtain the fully rounded, overall view of aviation by reading the JOURNAL and supplementing it with the Royal Air Force Flying Review. This is a monthly magazine published in England which gives a concise and accurate appraisal of current developments in aviation, adding some first rate historical pieces and fine 3-views. Obtaining the RAF Flying Review annually can be accomplished by sending \$4.00 to the magazine at: Mercury House, 109-119 Waterloo Road, London, S.E.1, England.

"With other publications adequately covering current aviation developments, the JOURNAL will continue with increasing power to devote itself to the real, past history of aviation, developing studies in depth on a wide range of subjects. The energy is there, and it will be my job to give it direction and make each effort part of a cohesive whole.

"The purpose of the JOURNAL will be to give the fullest space to the subjects closest to its readers. That it might do an even better job than in the past will depend on each Member helping where and how he can. Therefore, contributions of all lengths and of all types, and on all subjects of aviation history will be welcomed by the new Editor. If you have something in mind, let me know so that its use in the JOURNAL might be discussed."

We also thank here Messrs. Robert H. Hufford and Robert B. Casari for their work in the fields of transport aviation and of bibliography and the readers can look forward for a long time to the results of their initiative and interest. We shall see the continued participation of James E. Dunavent, who has given much assistance on layout and other special contributions, and Warren Oberhaus and Richard K. Smith for sincere and helpful criticism.

A final word. You, the Members, make up this Society. You pay the bills and you provide the information to be printed. If you don't like something, say so. And if you are thinking about aviation history and want to set the record straight, use the Mail Sack columns. Nothing whets the interest like a good, factual, soberly presented controversy.

This year 1963 is also seeing a change in printer and handling of back issues. Beginning with the Spring issue Walker-Smith, Inc. of Whittier, California have become the printers for the JOURNAL. By the end of this year the centralization of the editor and printer, with both able to give full time to their work, will bring a greater degree of reliability and consistency to the preparation and mailing of the JOURNAL.

Back issues, also being centralized, will be more rapidly mailed to the many Members ordering them as long as the supply lasts. It would seem well to point out which ones are available at this time and also to announce a firm policy regarding their price. All issues

of Volumes 1, 2 and 3 are now available, and they are priced at \$1.25 per issue or \$5.00 per Volume. All subsequent back issues will be available at \$1.50 per issue or \$6.00 per Volume, effective from 1 July 1963 onward. Availability of these is as follows: Volume 4--issue No. 1 only; Volume 5, issue No. 1 only; Volume 6--all; Volume 7--issues No. 3 and 4 only.

SACRAMENTO A.A.H.S. MEMBERS HOLD FIRST MEETING

Members residing in and around Sacramento gathered together on the evening of April 27 to mark the beginning of organized A.A.H.S. activity in the Northern California area.

The meeting was held in the California Air National Guard hall, adjacent to McClellan Field. This facility was made available through the courtesy of Col. Ravoletti of the local Guard headquarters. A number of guests

from the San Francisco Bay Area chapter arrived early and were welcomed at an informal dinner at the Candle-rock Lounge prior to the scheduled meeting.

As this was the initial meeting of the group, a special invitation was issued to all local residents with an interest in aviation history, as well as those who had participated in flying activities in past years, such as the Air Mail Pioneers, members of the OX-5 Club, and those working on homebuilt aircraft or replicas. A turnout of 35 people was recorded, and this is expected to increase at future meetings.

James Barton, a pioneer aviator who has been active since 1921 and who worked on many of the epic air-war motion pictures such as "Wings" and "Hell's Angels" showed several reels of film featuring motion picture flying by Frank Clark and Al Wilson. His intimate knowledge of the activities of the era, and the personalities involved, provided some especially interesting side comments for the audience.



FROM THE MEMBERS

The FROM THE MEMBERS section includes the MAIL SACK columns, INTRODUCING NEW MEMBERS and WANTS, DISPOSALS & INFORMATION NEEDED. The first and last are open to all Members of the Society for comment on any aspect of aviation history or expressions regarding the affairs of the Society, and for placing ads to obtain or trade material or to obtain information for a research project. The latter is not for commercial type advertising. INTRODUCING NEW MEMBERS is a section devoted to letting all Members meet newcomers to the Society and is prepared by the Editor.

Deadline dates for placing material in this section are the first day of February, May, August and October. Each piece must be accompanied by the name and address of the Member and is sent to the Secretary, A.A.H.S., P.O. Box 3307, Glendale 1, California.

MAIL SACK

MORE ON B-29 MARKINGS

During the past month Member Ed Ferko has made available several letters he received in the early 1950s pertinent to the markings carried on 20th Air Force B-29s during World War II. They help fill in some of the gaps in, BOMBER MARKINGS OF THE TWENTIETH A. F. which appeared in the JOURNAL, Fall, 1962 and are reproduced here in part.

"...my combat outfit was the 676th Bomb Squadron of the 444th Bomb Group, 58th Bomb Wing of the 20th Bomber Command: a B-29 outfit which operated out of Dudkundi in India, Dwanghan in China and Tinian Island in the Pacific.

"Planes of the 676th Bomb Squadron had a Green band about two feet wide all the way around the fuselage between the gunner's blisters and the trailing edge of the wing. The other Bomb Squadrons of the Group were as follows: the 677th planes carried a similar Yellow band and those of the 678th carried a Red band. The Group insignia (a green dragon) was not painted on the aircraft." Robert K. Black, Bellevue, Pennsylvania.

"... squadrons of the 39th Bomb Group (314th Bomb Wing) were the 60th, 61st and 62nd. The Group marking

was a "P" in a black square. The 60th Bomb Squadron's insignia was the letter "A" in a black, slightly oblong square on the outer cowl of number one and number four engines. The 61st had a "B" in the same position; the 62nd a "C".

"In addition, we were given crew-numbers, and our planes were marked the same. For instance, my crew's number was P-27. The number of the crew was painted on the sides of the fuselage, just aft of the Air Force insignia. The numbers were assigned in chronological order. 60th Squadron had 1 thru 20; the 61st had 21 thru 39; and the 62nd had 40 thru 59." S/Sgt. Robert G. Windels Bedford, Indiana

Additional markings information has also been received for the 313th Bomb Wing, and this will be included in an article on this Wing, and the 6th Bomb Group, soon to appear in the JOURNAL.

A further piece of information has been supplied on the B-29s by Col. Gerald C. Robinson. In the JOURNAL, Fall, 1962, pp. 180, John Wible gave an account of the last B-29 flight made by the Air Force and noted that the pilot was Major Clarence C. Rarick.

Now Col. Robinson adds, "Major Clarence C. Rarick was one of the original aircraft commanders in the 875th Bomb Squadron and eventually participated in the last mission of the war."

MUSASHI, 20th AIR FORCE TARGET

In the Winter Issue of the JOURNAL there is numerous mention of Target 357 in Kenn Rust's fine article on B-29s of the 20th Air Force. Perhaps it might be of interest to some of the readers to examine a few facts about this Target and its importance. Therefore I submit the following information:

Target 357 was the big Musashi aero engine assembly works of the giant Nakajima Aircraft Co. Ltd. (Nakajima Hikoki KK) complex and at the time of the raids was in production of the Ha-35 Sakae and Ha-45 Homare radial engines. Its importance may be judged by the fact that 13 raids were directed against this single target or a total of 14.4% of all the missions flown against Japan proper. Twelve of these were by 20th AF B-29s with a single attack by the Navy's carrier based planes. Thus Musashi was the most important single target in all of Japan since it produced 30% of the engines used in